

Matter 2 Vision & Strategy Hearing Statement

Leicester City Local Plan Examination

On behalf of David Wilson Homes in relation to Land West of Anstey Lane (Policy SL05).

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1. Matter 2 – Vision and Strategy

Issue 2: Is the Plan’s overall vision and strategy positively prepared, justified, effective and consistent with national policy in enabling the delivery of sustainable development?

Policy VLO1 – Presumption in Favour of Sustainable Development

Q14. Is Policy VLO1 consistent with national policy in respect of the presumptions in favour of sustainable development and of the development plan in the NPPF and section 38(6) of the 2004 Act? Does it serve a clear purpose and avoid unnecessary duplication of policies as expected by paragraph 16(f) of the NPPF?

- 1.1. It is noted that Policy VLO1 uses similar the wording of section 38 (6) of the 2004 Act but uses the wording: "unless material considerations **dictate** otherwise". The policy wording introduces conflicting and unnecessary duplication with the established statutory framework for decision making on planning applications.
- 1.2. Similarly, Policy VLO1 includes similar wording to paragraph 11 (d) of the National Planning Policy Framework but is inconsistent with its wording.
- 1.3. The Policy creates unnecessary duplication, is not clearly written and is ambiguous. It will create a decision-making policy framework where it is not evident how a decision maker should react to development proposal, and it is therefore contrary to paragraph 16 (d) of the NPPF.

Vision and Strategy

Q15. Should the Vision for strong sustainable growth in Leicester set out in Chapter 3 of the Plan be balanced against the need to combat climate change and enhance the natural environment and biodiversity?

- 1.4. No comment

Q16. Are the policies in chapter 4 of the Plan, which comprise the Strategy for Leicester, positively prepared and consistent with national policy in setting out a spatial strategy for the City, including provision for infrastructure and community facilities, the conservation and enhancement of the natural environment, green infrastructure and open space, and guiding development form, and measures to address climate change mitigation and adaptation? If so, where is this strategy clearly articulated?

- 1.5. No comment

Q17. Is the Plan justified in identifying in Diagram 2 the proposed growth for ‘Leicester Urban Area’, including Strategic Growth Areas beyond the administrative boundary of the City in adjoining Districts and Boroughs?

- 1.6. Yes, the Plan is justified in Diagram 2 in identifying Strategic Growth Areas beyond the administrative boundary of the City.
- 1.7. The Strategic Growth Areas identified are allocations in adopted Local Plans and/ or have planning permission, and therefore conveys important factual context to growth taking place in Leicester City.
- 1.8. In the case of site allocation Policy SLO5: Land West of Anstey Lane, this site adjoins site HA12 in the emerging Charnwood Local Plan. The Charnwood Local Plan is being examined and consultation on Main Modifications concluded on 4th September 2024. Once the Charnwood Local Plan is adopted, it is considered important to update Diagram 2 to show the context to growth taking place within the City.

Q18. One of the key strategic planning issues affecting Leicester, identified at paragraph 4.5 of the Plan, is the need to secure infrastructure investment to support the planned housing and employment growth. How and when will that investment be secured to enable the delivery of growth proposed in the Plan?

- 1.9. No comment

Plan Period

Q19. In the light of the Council's response to the Inspectors' initial question 5 about the Plan period, would the Plan be positively prepared, justified and consistent with national policy in running only to 2036?

- 1.10. In terms of the Plan period, even with an ideal set of circumstances, the Local Plan is unlikely to be adopted in the 2024/25 monitoring year, and more likely to be adopted in the 2025/26 monitoring year. The progress of the neighbouring Charnwood Local Plan examination would suggest adoption may even be later still. This would leave at best a 10 year Plan period, and so the Local Plan would not be positively prepared and would not be consistent with paragraphs 35 and 22 of the National Planning Policy Framework.
- 1.11. The Council's response to the Inspectors initial questions identifies reasons for the delay in plan preparation, in particular the previous Government's 35% uplift in housing needs for urban authorities.
- 1.12. The Council's position concerning further delaying progressing its Plan and the effect of creating uncertainties for neighbouring authorities is set out in the Statement of Common Ground to support Progression of Local Plans in Leicester and Leicestershire¹. The short Plan period, and the significant inconsistencies with national planning policy that this causes, will need to be balanced against any purported disbenefits further work to address such shortcomings identified by Leicester City Council and its partners in the Housing Market Area.

Q20. Given the reliance on neighbouring Local Authorities to provide housing and employment land as well as infrastructure to ensure that the Leicester Local Plan is

¹ Document Reference: EXAM 14.

delivered, would an early review of the Plan be required to ensure that the Plan is effective?

- 1.13. Yes, if the Local Plan Inspectors are satisfied that significant inconsistencies with NPPF paragraphs 22 and 35 are outweighed by other factors, then an early review of the Plan be required to ensure that the Plan is effective.

Policy SLO1 – Location of Development

Q21. Is the spatial strategy for the location of development contained in Policy SLO1 justified and effective in respect of its reliance on the Central Development Area (CDA) for around 30% of the Plan’s housing provision in Leicester City?

- 1.14. The reliance on the Central Development Area (CDA) for around 30% of the Plan’s housing provision in Leicester City significantly increases the risk that the Plan will not deliver its housing requirements and will not be effective. The Local Plan does not identify any specific deliverable or developable sites within the CDA.
- 1.15. Greenfield sites including Policy SLO5: Land West of Anstey Lane are therefore essential part of the varied mix of housing sites to support the effectiveness of the Local Plan.

Q22. Is the evidence set out in the CDA Residential Capacity Study, 2022 [EB/CD/10] sufficiently robust and reliable to show that a further 6,286 dwellings will come forward within the CDA over the Plan period? To ensure the Plan is effective in delivering the required capacity, should sites within the CDA be allocated for minimum numbers of dwellings?

- 1.16. No comment.

Q23. Does the overall distribution of housing growth across the City, as proposed in Policy SLO1, maximise the opportunities to viably address the need for affordable housing?

- 1.17. The overall distribution of housing does not maximise opportunities for affordable housing because of its emphasis on brownfield sites. However, it is recognised that the City Council has prioritised other matters such as regeneration and the protection of green spaces.
- 1.18. Greenfield sites, such as Land West of Anstey Lane (Policy SLO5), offer the best opportunities to viably address the need for affordable housing. Greenfield sites are therefore critical to the strategy as they offer the opportunity to address the need for affordable housing.

Q24. Should Policy SLO1 also support residential development on windfall sites given the reliance on this source of supply to meet the Plan’s housing requirement?

- 1.19. Yes, Policy SLO1 should include clear, explicit support for residential development on windfall sites given the reliance on this source of supply to meet the Plan’s housing requirement. Such a Modification would support the effectiveness of the Local Plan.

Q25. The Local Housing Need Assessment 2022 identifies a need for 4,800 student bedspaces over the Plan period. Given the importance of the two universities to the City’s economy, should the need for, and provision of, student accommodation be

included as part of the spatial strategy in Policy SL01, to ensure the Plan is positively prepared, justified and effective?

1.20. No comment.

Q26. Given the identified need for 46,000 sqm of office space in the City over the Plan period, does the allocation of just two sites at Campbell Street and Phoenix Square for a minimum of 40,000 sqm of office development, provide sufficient scope and flexibility to meet the future need for office space? Should other sites, which are identified in the Plan for new office development, such as Waterside (Policy ORA02), the Old Town (Policy CHA08) and New Walk (Policy CHA09), be identified in Policy SL01 to ensure the strategy for new office development is positively prepared and effective?

1.21. No comment

Q27. Policy SL01 only identifies the location and distribution of 29 ha of the 44 ha of land proposed for allocation to meet B2 and B8 uses. To ensure the Plan is positively prepared and effective, should the policy also specify the location and distribution of the remaining 16 ha of employment?

1.22. No comment

Q28. Overall, does the spatial strategy in Policy SL01 provide sufficient flexibility over the Plan period to ensure the needs of the City will be met?

1.23. No, given the very significant uncertainty about the deliverability and developability of sites within the CDA, there is insufficient flexibility to account for sites not coming forward for development as anticipated. Opportunities to make efficient use of greenfield sites, including increasing the scale of development planned for at SL05 should be considered.

Q29. As set out in paragraph 2.37 of the Plan, Leicester City Council is a waste and minerals planning authority. Whilst it is understood that a Minerals and Waste Local Plan will be prepared separately, how does this Plan acknowledge the minerals and waste infrastructure required to deliver the growth proposed in Policy SL01?

1.24. No comment

Policy SL01 – Housing Need and Requirement

Q30. In the light of the most up to date calculation of local housing need for Leicester of 39,424 dwellings at 2,494 dwellings per annum (dpa) for the period 2020–2036, is Policy SL01 of the Plan positively prepared, justified and consistent with national policy in setting a housing target of 20,730 dwellings (1,296 dpa)? If not, what should the housing requirement be both annually and for the proposed Plan period?

1.25. No comment.

Q31. Given the imperative of national policy to significantly boost the supply of homes, in paragraph 60 of the NPPF, is Policy SL01 justified in setting the figure of 20,730 dwellings as ‘a target the Council will work towards’ or should this be set as a ‘minimum housing requirement’ for Leicester?

- 1.26. The wording of Policy SLO1 is not justified and is not consistent with paragraph 60 of the NPPF. The Policy should set out a minimum provision figure to support the national imperative to significantly boost the supply of homes.

Q32. Is it justified and appropriate that the remaining unmet housing need will be distributed as agreed in the Leicester and Leicestershire Housing and Employment Need Statement of Common Ground?

- 1.27. No comment.

Policies SLO2–06 – Strategic Sites General questions about Strategic Site Allocations

Q36. In order to ensure that the plan is positively prepared and effectively achieves sustainable development, are the policies relating to strategic sites sufficiently clear and precise in terms of what is required as part of any development of these allocated sites, including any cross-boundary matters? In this regard, would a northern area wide Masterplan be effective to deliver any infrastructure and policy requirements with an associated delivery and phasing plan?

- 1.28. Yes, Policy SLO5 Land West of Anstey Lane is sufficiently clear and precise including in relation to cross boundary matters.

- 1.29. It is essential to note that cross boundary matters relating to Green Wedge, transport, access and education have been the subject of longstanding discussions between Leicester City Council, Leicestershire County Council Blaby District Council and Charnwood Borough Council. Charnwood Borough Council have allocated the adjacent site in its Local Plan with site reference HA12. Charnwood Borough Council Local Plan is well advanced through examination with consultation on Main Modifications concluding on 4th September 2024.

- 1.30. The cross boundary work and policy framework for the wider strategic site has resulted in the submission of a planning application for the Charnwood portion of the strategic development area which includes land set aside for a primary school. Planning application reference for Charnwood is P23/O659/2.

- 1.31. There are no unusual technical or environmental site constraints for strategic site SLO5 which warrant any additional site-specific policy requirements. It is therefore considered that Policy SLO5, alongside other policies in the Local Plan, provide an effective policy framework for the determination of a planning application on the site.

- 1.32. In light of the above, and the progress made to date, a northern area wide Masterplan is not considered to be necessary.

Q37. Are Policies SLO2 to SLO5 in respect of Strategic Sites 1 to 4 sufficiently clear and precise in terms of what is required as part of any development of these allocated sites? Would these policies be effective in guiding the preparation of a Masterplan for each site along with an associated delivery and phasing plan?

- 1.33. Yes, Policy SLO5 Land West of Anstey Lane is sufficiently clear and precise including in relation to cross boundary matters. There are no unusual technical or environmental site constraints for strategic site SLO5 which warrant any additional site-specific policy

requirements. It is therefore considered that Policy SLO5, alongside other policies in the Local Plan, provide an effective policy framework to guide the preparation of a Masterplan and associated delivery and phasing plan.

Q38. What are the timescales for the delivery of Masterplans for these strategic sites and who would be responsible for their preparation and delivery?

- 1.34. A pre-application enquiry was submitted to Leicester City Council on the 22nd of May 2024 for the development of the site to discuss a draft high level concept masterplan which has already been prepared by David Wilson Homes and William Davis (Phasing Plan shown in Appendix A). David Wilson Homes anticipates that a planning application will be submitted before the end of the year supported by a detailed masterplan which will be informed by pre-application advice.
- 1.35. David Wilson Homes will be responsible for the preparation of the Masterplan for the site SLO5 Land West of Anstey Lane, in line with the draft policy. This will be prepared in consultation with Leicester City Council, and David Wilson Homes will be responsible for the delivery of the Masterplan.

Q39. Are the Strategic Sites policies clear in respect of what is required for each in terms of infrastructure provision and delivery, including services and facilities, public open space, education, transport etc?

- 1.36. Yes, Policy SLO5 is sufficiently clear in respect of infrastructure provision and delivery. As noted in response to Q36, cross boundary infrastructure discussions with relevant bodies has been progressing for a number of years and this has resulted in the submission of a planning application for the Charnwood portion which includes land set aside for a primary school. Planning application reference for Charnwood is P23/O659/2.
- 1.37. It is considered that the Leicester Local Plan must be read as whole and Policy OSSRO3. Open Space in New Development will be used to guide open space matters on site SLO5.

Q40. Are the cumulative and cross-boundary impacts of the strategic sites in the north-western part of the Leicester Urban Area on infrastructure understood and effectively addressed in Policies SLO1 to SLO6?

- 1.38. The cumulative and cross boundary impacts of strategic sites have been understood through extensive transport modelling both carried out by Leicester City Council², but also in the County with modelling work which has informed the preparation of the Charnwood Local Plan, including for those allocations that are to the northwest of Leicester City.

Q41. Are the Strategic Site allocations justified, effective and consistent with national policy in respect of their impact upon the Green Wedge?

- 1.39. Yes, Strategic Site Policy SLO5 is justified and effective in respect of its impact upon Green Wedge. It is important to note that Green Wedges are not referred to at all in the National Planning Policy Framework. Rather, as set out in the LCC Statement on Consistency of Green

² Document Reference: EB/TR/1, EB/TR/1a & EB/TR/2

Wedge Designation in Leicester and Leicestershire³, Green Wedges are a long standing designation that have been used by districts in Leicester and Leicestershire to manage growth within and around the City since 1987. Green Wedges are not Green Belt and do not have the latter's statutory basis.

- 1.40. The LCC Statement on Consistency of Green Wedge Designation in Leicester and Leicestershire notes that Green Wedges have guided development in the area by *"helping to shape the urban area as it grows, ensuring green spaces penetrate into urban areas, providing a green lung, protecting environmental assets and providing a recreational resource"*. The masterplan for site Policy SLO5 looks to maintain these purposes of Green Wedges, through the provision of green infrastructure, particularly in relation to providing an accessible recreational resource.

Policy SLO5 – Land West of Anstey Lane

Q64. Is site SLO5 justified as an appropriate location for the proposed development, given that it performs poorly (red) in the SA? How would any proposed mitigation overcome this?

- 1.41. Yes, the proposed allocation SLO5 – Land West of Anstey Lane is justified as an appropriate location for the proposed development.
- 1.42. This proposed allocation comprises three distinct parcels: one north of Billesdon Close (Site 309⁴), one east of Hallgate Drive (Site 718), and one south of Gorse Hill Hospital (Site 1054). Of the three, only Site 309 performed poorly (red) in the SA.
- 1.43. The Council's submission document 'Strategic Sites Proposed for Allocation'⁵ confirms the acceptability of the wider allocation of these three sites. It explains the site's poor performance in the Sustainability Appraisal⁶ ("SA") and identifies mitigation measures to overcome these sustainability issues. It sets out on page 15 that:

"In terms of sustainability, the SA finds that Site 309 performs poorly (red) whilst Sites 718 and 1054 are found to perform moderately (amber). This is partly attributable to the sites' existing Green Wedge designation and relative remoteness in public transport terms. Mitigations for identified sustainability issues should include: measures to ensure good public transport accessibility; archaeological investigation and heritage protection; retention of broadleaf woodland; ecological protection and enhancement; retention of existing drainage/flood relief basins; and retention of existing boundary hedges where feasible."

³ Document Reference: EXAM 13

⁴ Site numbers accord with the reference assigned by the Leicester City Council Strategic Housing & Economic Land Availability Assessment September 2022.

⁵ Document Reference: SD/18

⁶ Document Reference: SD/4

1.44. The Submission Plan⁷ provides for the allocation of five strategic sites by virtue of Policies SLO2 – SLO6 (inclusive). Within the SA, each of these policies is appraised against sixteen objectives⁸. An extract of Table 1.1 of the SA below shows the outcomes of this appraisal.

Table 1.1 Policy appraisal

	1. Housing	2. Health	3. Culture/recreation	4. Safety	5. Diversity	6. Biodiversity	7. Heritage	8. Natural resources	9. Water	10. Climate change	11. Land use	12. Transport	13. Waste	14. Employment	15. Vitality/viability	16. Education
3. Vision for Leicester																
VL01	+	+	+	+	+	+	+	+	+	+	0	+	+	+	0	0
4. Strategy for Leicester																
SL01	+-	+-	0	0	+-	-	-	-	-	-	-	+	-	+	+	++
SL02	++	+	-	0	0	-	?	-	-	-	-	-	++	+	-	0
SL03	++	+	-	0	0	-	-?	-	-	-	-	-	0	+	-	+
SL04	++	+	-	0	0	-	-?	-	-	-	-	-	0	0	-	0
SL05	++	+-	-	0	0	-	-	-	-	-	-	-	0	0	-	?
SL06	+	-	-	0	0	0?	0	-	-	-	-	-	0	+	0	0

1.45. Policy SL05 – Land West of Anstey Lane scored 'very negatively' (red) against only two SA objectives: 6 – Biodiversity, and 12 – Transport. However, all five strategic sites scored 'very negatively' against SA Objective 12. Policy SLO2 also scored 'very negatively' against SA Objective 6. Policy SLO5 does not, therefore, stand alone.

1.46. Further, Policy SLO5 scored 'very positively' against SA Objective 1 – Housing, and 'neutrally' against SA Objective 2 – Health, as compared to Policy SLO6, which scored only 'positively' against SA Objective 1 and 'negatively' against SA Objective 2. Plainly, between Policies SLO2 – SLO6, there is some consistency, with all sites performing similarly; no one site performs significantly worse than any other.

1.47. Whilst Table 1.1 of the SA summarises the impacts of the plan policies, Table 1.2 assesses the impacts of the proposed development sites. The five strategic allocations comprise eight sites, with sites 309, 718 and 1054 jointly making up draft allocation SL05 – Land West of Anstey. Of these, three scored equally negatively (including Site 309).⁹ In any event, all eight sites scored poorly in respect of 'previously developed land' and 'distance to train station'. All sites, save for Site 718, scored poorly in respect of 'distance to water body' and all sites, save for Site 464, scored poorly in respect of 'green wedges'.

⁷ Document Reference: SD/2

⁸ Table 1.1 of the Sustainability Appraisal of the Regulation 19 Leicester Local Plan September 2022.

⁹ Sites 261, 262 and 309 all scored equally.

Table 1.2 Site appraisal

Site no	Net new housing	Distance to GP	Open space	Sports provision	Green Wedge	Allotments	Distance to SSSI	Distance to Local Wildlife Site	Biodiversity comments	Archaeology comments	Heritage comments	In Conservation Area	In AQMA	Distance to water body	Flood zone	Previously developed land	Distance to train station	Distance to primary school	Index of Multiple Deprivation	Site proposed for employment
CDA 1048	Green	Green	Green	Green	Green	Green	Green	Brown	Yellow	Brown	Brown	Red	Red	Red	Red	Green	Green	Green	Grey	Green
Strategic sites																				
261	Green	Yellow	Yellow	Yellow	Red	Red	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Red	Green	Red	Red	Red	Green	
262	Green	Yellow	Green	Yellow	Red	Red	Green	Green	Yellow	Red	Yellow	Green	Green	Red	Green	Red	Red	Red	Yellow	
309	Green	Red	Green	Green	Red	Red	Green	Yellow	Brown	Red	Yellow	Green	Green	Red	Green	Red	Red	Red	Yellow	
464	White	Green	Yellow	Yellow	Red	Red	Green	Green	Yellow	Green	Green	Green	Green	Red	Green	Red	Red	Red	Yellow	Green
579	White	Yellow	Green	Green	Red	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Red	Green	Red	Red	Red	Yellow	Green
580	Green	Yellow	Yellow	Green	Red	Red	Brown	Yellow	Yellow	Red	Green	Green	Green	Red	Green	Red	Red	Red	Yellow	
702	Green	Green	Green	Green	Red	Yellow	Green	Red	Brown	Red	Green	Green	Green	Red	Green	Red	Red	Red	Yellow	Grey
718	Green	Yellow	Green	Green	Red	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Green	Green	Red	Red	Red	Green	

- 1.48. The Council’s decision to allocate these strategic sites despite each performing poorly against at least three of the criteria was made after a full assessment of the reasonable alternatives and taking account of the evidence base. There are limited options available to the Council for meeting local housing needs and therefore avoiding negative impacts is not possible; it is important to consider opportunities to mitigate the impacts identified.
- 1.49. Considering in more detail the two criteria for which the draft allocation SL05 (Land West of Anstey Lane) performs poorly (red), one of these criteria relates to the relative remoteness of the site in public transport terms. This needs to be viewed in the context of a high bar with many of the sites assessed being located within the urban area or City Centre rather than adjoining it. This site is located on the edge of the built form of the Principal Urban Area of Leicester and within the city boundary close to existing infrastructure including existing bus routes. The nearest bus stops are 'Gorse Hill Hospital', a five-minute walk (~0.2 miles), 'Gorse Hill', an eight-minute walk (~0.4 miles), and 'Hallgate Drive', a six-minute walk (~0.3 miles).
- 1.50. Whilst the site may have performed poorly relative to other sites within the city area, this doesn’t detract from the fact this site is located in one of the most sustainable locations in the Leicester and Leicestershire Housing Market Area.
- 1.51. The other criterion is SA Objective 6 – Biodiversity. Appendix D of the SA¹⁰ notes that site 309 has mature hedgerows, broadleaf woodland, hosting badger sets, bats and other species. These biodiversity considerations can be taken into account in masterplanning the wider site and would inform the baseline assessment for biodiversity net gain.
- 1.52. The Council’s Strategic Sites Proposed for Allocation document (SD18) notes this criterion is particularly linked to the site’s location within the Green Wedge. This is, however, outweighed by the strategic opportunity this allocation provides to meet the City’s housing needs during

¹⁰ Document Reference: SD/4e

the Local Plan period. This is confirmed on page 15 of the Council's Strategic Sites Proposed for Allocation document, which sets out that:

*"This strategic opportunity comprises three sites [...] All are within a high-scoring portion of Green Wedge land. **The draft allocation leads to the loss of the Green Wedge but is outweighed by the strategic opportunity of the three sites**, as a natural extension of the existing residential estate served by Hallgate Drive and Lady Hay Road, **to help meet the City's housing needs** during the Local Plan period. The strategic opportunity extends to the north and west on land (in separate ownership) within the administrative areas of both Charnwood Borough Council and Blaby District Council. All parcels are considered suitable primarily for housing development, but with provision made also for new public open space, giving a combined potential capacity of 336 dwellings (not including the potential capacity of land beyond the City boundary)" (emphasis added).*

- 1.53. The 2006 City of Leicester Local Plan designated 943.2ha of land in the city as green wedge. The Leicester Local Plan 2020–2036 proposes that 698.9ha of that land should be retained as green wedge. As a consequence, 26% of existing green wedge land is proposed for de-designation.¹¹
- 1.54. The Council's Green Wedge Topic Paper¹² provides a robust justification for the removal of this land; set in the context of Leicester's acute housing need. Taking into account Leicester's housing need, and its constrained administrative boundaries, there has been a need to allocate sites on green wedge land.
- 1.55. Furthermore, where green wedges have been de-designated (as in the present case), these have been in locations which are deemed the most sustainable and where the benefits to the city through allocation of the land outweighs the benefits of retaining the land as undeveloped green wedge¹³.
- 1.56. Nevertheless, the drafting of the policy ensures that various mitigation measures are sufficient so as to defeat any harms associated with development. Amongst other things, Policy SLO5 requires that the development provide high quality design, open space and biodiversity enhancements. The policy also advocates for cross boundary co-operation between key stakeholders. A Statement of Common Ground ("SOCG")¹⁴ has been prepared and submitted to evidence the ongoing dialogue between all stakeholders and each respective Council.
- 1.57. Overall, taking account of the evidence and reasonable alternatives, the proposed allocation SLO5 – Land West of Anstey Lane is justified as an appropriate location for the proposed development.

Q65. Is the housing allocation justified, effective and consistent with national policy, with particular regard to:

¹¹ Paragraph 1.5 of LCC's Green Wedge Topic Paper (September 2023).

¹² Document Reference: TP/3

¹³ Paragraph 4.14 of LCC's Green Wedge Topic Paper (September 2023).

¹⁴ Document Reference: EXAM 15

a) The effect of the development on green space, including the loss of the Green Wedge; biodiversity; living conditions of local residents; green infrastructure; air quality; pollution; flood risk; traffic and highway safety; infrastructure and facilities?

Justified

- 1.58. Insofar as relevant, Paragraph 35 of the Framework sets out that plans are sound if they are justified; utilising an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.
- 1.59. The Council's Housing and Sites Topic Paper¹⁵ is relevant to this and comprises two distinct parts. The first details the approach that has been used to identify the housing need and requirement for the local plan. The second sets out how sites have been selected in order to meet the local plan housing target.
- 1.60. The submission Plan has identified a total of 58 sites, outside of the Central Development Area ("CDA"), to help meet the housing, employment, educational and other needs of the city. The overall process for site selection was guided by the following framework which is outlined in the Site Assessment Methodology¹⁶:
- Stage 1: Initial site identification.
 - Stage 2: Suitability assessment including the stakeholders' comments.
 - Stage 3: Accordance with spatial, strategic and sustainability objectives of the Local Plan.
 - Stage 4: Viability/deliverability including the stakeholders' responses.
 - Stage 5: Allocations in the Local Plan.
- 1.61. The combined housing capacity of the strategic development opportunities is estimated as 1,838 dwellings; equating to some ~9% of the Local Plan housing target (20,730 dwellings).
- 1.62. As regards Stage 1, a Strategic Housing and Economic Land Availability Assessment Methodology ("SHELAA") was agreed between the Leicester and Leicestershire local planning authorities and was updated in 2019. Both the SHELAA and national guidance are clear that a "policy off" approach must be taken to the inclusion of sites in the SHELAA, meaning that existing Local Plan designations, such as Green Wedge, cannot be used as a reason to exclude sites.
- 1.63. The updated SHELAA comprised 418 sites. Of these, only sites with planning permission, located within the Central Development Area or wholly within the functional floodplain were not taken forward to Stage 2 for suitability assessment.
- 1.64. As a result of these exclusions, a total of 240 sites were taken forward to Stage 2 for suitability assessment. Stage 2 involved the consideration of the suitability of sites for proposed allocation. It comprised an assessment of the merits of each available site against various

¹⁵ Document Reference: TP/5

¹⁶ Document Reference: EB/HO/5

criteria covering the matters identified in the question. Each site was assigned an indicator for rating performance against each criterion as follows: red (site cannot comply with indicator); amber (site could potentially comply with indicator); and green (site complies with indicator).

1.65. Turning then to the Council's Strategic Sites Proposed for Allocation document, the three sites that make up Policy SLO5 scored as follows:

- Site 309 – 4 Red; 9 Amber; 11 Green
- Site 718 – 4 Red; 8 Amber; 12 Green
- Site 1054 – 5 Red; 5 Amber; 14 Green

1.66. Having regard to the other strategic allocations, all sites fared similarly. The scale of the housing need means avoiding 'red' impacts is not an option and having left no stone unturned in their methodology for site allocation, the decision to allocate Land West of Anstey Lane is therefore justified having regard to the effect of the development on green space, including the loss of the Green Wedge; biodiversity; living conditions of local residents; green infrastructure; air quality; pollution; flood risk; traffic and highway safety; infrastructure and facilities. A substantial number of sites were initially pooled, and subsequently filtered according to the framework set out in the Council's Housing Sites Methodology.

Effective

1.67. Insofar as relevant, paragraph 35 of the Framework sets out that plans are sound if they are effective; if they are deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.

1.68. The Council have worked closely with David Wilson Homes to understand the deliverability of the site within the plan period having regard to the mitigation required to ensure the effects of the development, including those set out in the question, are appropriately managed and responded to.

1.69. The site is being promoted by a housebuilder and technical work is underway to inform the submission of a planning application this year. David Wilson Homes engaged in, and paid for, the Council's pre-application advice service in May 2024. This involves receiving comments from statutory consultees as well as the Council. This pre-application process will ensure the impacts of the development are fully understood and inform the proposals submitted on all matters including green infrastructure, biodiversity, living conditions of local residents, air quality, pollution, flood risk, traffic and highway safety, infrastructure and facilities.

1.70. The site is part of a wider cross boundary site which includes land with Charnwood Borough Council and Blaby District Council. There has been on-going and effective joint working between the Councils on this matter. This is evidenced in the Statement of Common Ground¹⁷

¹⁷ Charnwood Local Plan Examination Document 63

dated July 2023, which has informed the Charnwood Local Plan process and the examination of the proposed allocation of the land to the north.

- 1.71. The on-going nature of the cross-boundary collaboration is evidenced in the further Statement of Common Ground¹⁸ requested to inform the Leicester City Local Plan.

Consistent with National Policy

- 1.72. Insofar as relevant, paragraph 35 of the Framework sets out that plans are sound if they are consistent with national policy; enabling the delivery of sustainable development in accordance with the policies in the Framework and other statements of national planning policy, where relevant.
- 1.73. The drafting of Policy SLO5 ensures that sufficient mitigation is implemented, so as to overcome any harms associated with development. Amongst other things, Policy SLO5 requires that the development provide high quality design, open space and biodiversity enhancements. The policy also advocates for cross boundary co-operation between key stakeholders. A Statement of Common Ground ("SOCG") has been prepared and submitted to evidence the ongoing dialogue between all stakeholders and each respective Council.
- 1.74. In the context of national planning policy, the above-referenced considerations would neither obstruct nor prevent development. In due course and, to address any concerns raised in the pre-application enquiry response, a suite of reports will be instructed, which demonstrate the acceptability of the site's development.
- 1.75. Furthermore, regard is had to Appendix D of the Sustainability Appraisal¹⁹ which provides a detailed appraisal of the Local Plan policies. Various mitigation measures are suggested for Policy SLO5; however, there are no measures so abnormal so as not to form part of the usual package of measures. For instance, the masterplan is to retain the ponds, respond to the biodiversity on the site, consider the relationship with the existing residential areas and clarify the opportunities for improved public transport.
- 1.76. A Phasing Plan (Appendix A) has been prepared jointly with William Davis, the developers of the land allocated in the emerging Charnwood Local Plan. At this juncture, the Phasing Plan remains illustrative but has been prepared on the basis of responding to the site's constraints and opportunities and incorporating a mix of house types and a policy-compliant level of affordable housing. The provision of family homes within the City of Leicester is a significant positive of this site and the site's proximity to the City Centre provides future occupants with access to an array of services in a sustainable location.
- 1.77. The Phasing Plan depicts the general arrangement of the site, with access proposed via Anstey Lane and Hallgate Drive and which would provide, amongst other things, sustainable drainage systems and on-site open space provision.

b) The relationship of the site to the existing settlements and its accessibility to local services and facilities?

¹⁸ Document Reference: EXAM 15

¹⁹ Document Reference: SD/4e

- 1.78. The wider allocation is situated on the edge of the established urban area, the Principal Urban Area of the Leicester and Leicestershire Housing Market Area. It therefore occupies a location in close proximity to the city centre; close to a full range and choice of services and facilities. Paragraph 1.3 of the Council's Housing and Sites Topic Paper²⁰ is clear that the allocated sites have been informed by a range of evidence-based documents and deliverability information which coincide with the overall plan's objectives to achieve sustainable development.
- 1.79. Furthermore, future occupants of the site are afforded easy access to Anstey Lane; a direct route into the heart of the city. The site is also well-connected to public transport. The nearest bus stops are 'Gorse Hill Hospital', a five-minute walk (~0.2 miles), 'Gorse Hill', an eight-minute walk (~0.4 miles), and 'Hallgate Drive', a six-minute walk (~0.3 miles).
- 1.80. Collectively, these stops provide access to the following services:
- 14A Frequent Fourteens;
 - HH;
 - 54;
 - 74; and
 - 154.
- 1.81. These services offer transport links to Leicester City Centre, Kirby Frith, Loughborough, Anstey, Glenfield Hospital. Destinations farther afield can then be accessed from these locations. The No. 74 service operates 7 days a week, commencing as early as 06:03 Monday through Friday. Due to its hours of operation, and its regularity, including over weekends and bank holidays, this presents a viable and attractive alternative to the car for future occupants.
- 1.82. In addition to this, 'Beaumont Leys Shopping Centre' lies approximately 700m northeast of the site. The existing conditions demonstrate that this shopping centre has an excellent range of services and facilities, including food stores, a post office, a pharmacy, retail units, takeaways, value stores and banks. The shopping centre also provides access to several of the aforementioned bus services; occupants have the ability to travel to and from the site or to use the shopping centre as a connection to access other bus services.
- 1.83. Manual for Streets (DfT, 2007) recognises that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to ~800m) walking distance of residential areas, which residents may access comfortably on foot. However, this is not an upper limit as walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 1.84. Building Sustainable Transport into New Developments (DfT, 2008) echoes this sentiment, and adds that the propensity to walk or cycle is not only influenced by distance but also the quality of the experience.
- 1.85. Taken from the centre of the site, there is a wide range of services and facilities within 2km including all those aforementioned at Beaumont Leys Shopping Centre. As regards the users' experience, the local highway network would not serve as a deterrent to pedestrians/cyclists, taking into account the presence of footways, street-lighting and the 30mph speed limit along Bennion Road.

²⁰ Document Reference: TP/5

1.86. National planning policy assesses the sustainability of the transport in the context of the location; what is required is a choice of transport modes. The site is well-connected with regards to public transport, is capable of delivering sufficient parking internally and is capable of providing connectivity for pedestrians and cyclists. As such, the site would not be reliant on private car ownership – opportunities for sustainable transport modes have been maximised.

c) The evidence to support the site's 'deliverability' and 'developability', as defined in Annex 2 of the NPPF, and set out in the Housing Allocations and Commitments – Deliverability and Developability 2022/23 [EXAM 9]?

Deliverability

1.87. Annex 2 of the Framework is clear 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.

1.88. The first limb of deliverability is whether the site is available now; with 'available now' looking to the present availability of the land in question.²¹

1.89. In the present case, the site falls wholly within the administrative boundaries of Leicester City Council and is under the control of three landowners. The site is, however, being promoted exclusively by David Wilson Homes on behalf of the landowners. There remains ongoing collaboration between the three landowners, with the objective of delivering a formal landowner agreement by Autumn 2024.

1.90. As regards the suitability of the site's location, the second limb, the site is situated on the edge of the established urban area. It therefore occupies a position in close proximity to the city centre; close to a range and choice of services and facilities.

1.91. As demonstrated in response to criterion (b) of Q.65 (above), national planning policy assesses the sustainability of the transport in the context of the location; what is required is a choice of transport modes. The site is well-connected with regards to public transport, is capable of delivering sufficient parking internally and is capable of providing connectivity for pedestrians and cyclists. As such, the site would not be reliant on private car ownership – opportunities for sustainable transport modes have been maximised. Objectively, the site offers a suitable location for development now.

1.92. As regards the final limb, there is a reasonable prospect that the site will be achievable and could be viably developed at the point envisaged, with homes delivered on the site within five years.

1.93. A pre-application enquiry was submitted to Leicester City Council on the 22nd of May 2024 for the development of the site and to discuss the details of the draft concept masterplan through the Development Management process.

²¹ St Modwen Developments Ltd v SSCLG [2016] EWHC 968 (Admin) at [21].

- 1.94. To support a formal submission, a full suite of technical assessments will be prepared, informed by the pre-application advice. Ecological surveys are underway as well as joint transport modelling with William Davis.
- 1.95. Accordingly, David Wilson Homes anticipates that a planning application will be submitted before the end of the year. The intention is for the application to be timed so that its determination can be informed by the newly adopted Local Plan in 2025. As an emerging allocation, the intention is to submit the application in full, rather than in outline. This will shorten the time required to implement the decision as no reserved matters application will be needed.
- 1.96. Following determination of the full application and the signing of the Section 106, it is anticipated that David Wilson Homes will be on site within six months. Following six months of site preparation and infrastructure works, David Wilson Homes will start to deliver the first homes. On this basis, the Council's housing trajectory for the site anticipates delivery commencing in 2029/30.
- 1.97. Finally, and as evidenced above, 'deliverability' comprises three component parts. In this respect, the Council's Site Assessment Spreadsheet²² identifies all three sites (309, 718 and 1054) as being available, achievable and suitable, as does the Council's Strategic Housing and Economic Land Availability Assessment²³. In combination, the above factors are considered to demonstrate, with some conviction, that the allocation is deliverable.
- 1.98. This is further evidenced through the provision of a signed Statement of Common Ground²⁴, which includes the adjacent authorities (Blaby District Council and Charnwood Borough Council) and the adjacent developer (William Davis) as signatories.

Developability

- 1.99. Annex 2 of the Framework is clear that, for a site to be developable, it should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.
- 1.100. In the present case, the site is located on the edge of the established urban area and therefore occupies a position in close proximity to the city centre; close to a variety of services and facilities. Furthermore, there is a reasonable prospect that the site will be available and could be viably developed at the point envisaged.
- 1.101. It is worth noting that the Council's Site Assessment Spreadsheet²⁵ identifies all three sites (309, 718 and 1054) as being developable, as does the Council's Strategic Housing and Economic Land Availability Assessment.²⁶ Finally, the Council's Housing and Sites Topic

²² Document Reference: SD/20

²³ Document Reference: EB/HO/3

²⁴ Document Reference: EXAM 15

²⁵ Document Reference: SD/20

²⁶ Document Reference: EB/HO/3

Paper²⁷, at paragraph 4.25, makes clear that the shortlisted sites identified are both deliverable and developable within the timeframe of the Local Plan.

Q66. The identified measures to improve the sustainability of the site include: good public transport accessibility; retention of broadleaf woodland; ecological protection and enhancement; retention of existing drainage/flood relief basins; and retention of existing boundary hedges 'where feasible'. Is this feasible within the allocation or would these measures make the site unviable, particularly in relation to delivering 30% affordable housing?

- 1.102. All identified measures to improve the sustainability of the site are capable of being provided on-site and without detriment to the viability of the affordable housing.
- 1.103. A viability assessment was undertaken in May 2023. David Wilson Homes are confident that this site represents a viable development opportunity with regards to acquisition costs and generating a reasonable return of 20% taking into account section 106 contributions and any **abnormal** development costs. This is driven by the anticipated level of development being deliverable, combined with the strong open market revenues achieved in the locale (emphasis added).
- 1.104. Emphasis is placed on the reference to abnormal development costs, for the measures detailed above are quite ordinary considerations in the planning process and have, therefore, been accounted for. The details of each matter will be informed by pre-application advice and given consideration prior to the submission of a formal application.
- 1.105. In any event, David Wilson Homes has confirmed that the viability assessment undertaken has a reasonable degree of built-in flexibility to withstand an increase in construction costs.
- 1.106. The full extent of the requisite developer contributions will emerge as the pre-application/formal submission progresses. However, until such time, and for viability purposes, David Wilson Homes has assumed a cost of c.£10,000 per plot. This assumption is informed by recent applications for housing development considered by the Leicester City Council Planning Committee where total s.106 contributions have totalled between £1,330.00 – £7,085.90 per plot:
- £3,505.60 per plot at Hinckley Road, Western Park Car Park (ref: 20221507) for a development comprising 20 houses;
 - £1,330.73 per plot at Lanesborough Road (ref. 20200789) for a development comprising 37 houses; and
 - £7,085.90 per plot at Barkbythorpe Road (ref: 20190377) for a development comprising 18 houses.
- 1.107. There are limited examples of large-scale housing developments in the city, but this information has been considered in the context of local knowledge and the potential for more

²⁷ Document Reference: TP/5

strategic infrastructure and mitigation, given the scale of housing proposed. This has led to the higher assumed figure of £10,000 per plot.

- 1.108. It is noted that, within the Council's CIL Viability Study²⁸, it was assumed that all the modelled residential sites would contribute £500/unit, with regards to developer contributions. In preparing the Whole Plan Viability Assessment²⁹, this contribution was reviewed with the Council and was subsequently increased (on a worst-case scenario basis) so all the modelled residential sites would contribute £2,500/unit. This remains significantly below David Wilson Home's assumptions.

Q67. What would be the impact on transport corridors given the amount of development on the northern edge of the city? What sustainable transportation measures would be put in place to address this?

- 1.109. In addition to the transport modelling prepared to inform the Charnwood and Leicester City Local Plan processes, transport modelling is being commissioned jointly by David Wilson Homes and William Davis. The scope of the modelling is to be agreed with Leicestershire County Council, Leicester City Council and National Highways. This will ensure the cumulative impacts of the wider site are considered in detail, alongside other development commitments in the area.
- 1.110. The results of this modelling will be used to inform a Transport Assessment to support the planning application for the site.
- 1.111. The land promoted by William Davis falls into three distinct phases, as shown on the Phasing Plan (Appendix A). Phases 1 and 2 fall within the administrative boundaries of Charnwood Borough Council and align with the proposed allocation HA12 (Land at Gynsill Lane and Anstey Lane, Glenfield) in the Draft Charnwood Local Plan and Phase 3 occupies land within Blaby, being promoted through the Local Plan process which is at an early stage.
- 1.112. As regards Phases 1 and 2, a planning application was validated by Charnwood Borough Council on the 1st of June 2023 and assigned the reference P/23/O659/2. The application seeks outline consent for development comprising c.375 dwellings and a reserve site for a 1FE primary school (in lieu of dwellings) as required by Draft Policy DS3 (Housing Allocation).
- 1.113. Whilst the above-referenced application is pending consideration, the documentation submitted in support also provides useful context as to the impacts of the wider development on transport corridors.
- 1.114. As part of the William Davis development, a combination of shared footway/cycleways will be provided alongside the internal highway network and shared surfaces will be adopted as part of the internal design to provide pedestrian/cycle access to each of the dwellings.³⁰ Footway links will also be provided between the site and the existing footways which run alongside Gynsill Lane.

²⁸ Update (HDH, December 2014).

²⁹ Document Reference: EB/DI/3

³⁰ Paragraph 5.5 of William Davis's Travel Plan (GLGL-BSP-ZZ-XX-RP-D-0003-PO3).

- 1.115. The Preliminary Transport Assessment for the site to the north finds the development will not have any significant effect or 'severe' impacts on the local highway network, in terms of road safety.³¹ Therefore, no off-site road safety schemes are considered to be warranted.
- 1.116. David Wilson Homes are working closely with William Davis to ensure that the shared footways and cycleways of both sites are co-ordinated. This combined with the accessibility to existing public transport infrastructure will ensure sustainable transport options are available to residents of the new development.

Q68. Should the number of dwellings be set out as a minimum figure in the policy?

- 1.117. Yes, the number of dwellings should be set out as a minimum figure in the policy.
- 1.118. A Statement of Common Ground³² ("SOCG") has been prepared and submitted on behalf of the signatories: Leicester City Council, David Wilson Homes, University Hospitals of Leicester NHS Trust, Leicestershire Partnership NHS Trust, William Davis, Charnwood Borough Council and Blaby District Council, in respect of the site. The purpose of this Statement is to identify areas of common ground between all parties insofar as relevant to their specific land interests, on matters which pertain to the allocation of the site in the submitted Leicester Local Plan 2020 – 2036. The SoCG is clear that all parties agree to the Council considering a Main Modification to revise the wording of Policy SLO5 in order to refer to the quantum of housing as a minimum figure.
- 1.119. Producing the Phasing Plan³³ for the wider, cross-boundary development has highlighted the opportunity to deliver more than the 336 homes prescribed within Policy SLO5. Taking into account a policy-compliant level of affordable housing, together with provision for a range of tenures, types and sizes of dwellings, David Wilson Homes has identified that the site is capable of delivering between 350–370 homes.
- 1.120. Broadly, national planning policy would lend itself to an increased yield, with emphasis on making efficient use of land. Paragraphs 128 – 130 of the Framework seek to achieve appropriate densities, with developments making optimal use of the potential of each site. This is particularly so where there is an existing or anticipated shortage of land for meeting identified housing needs (as in the present case).
- 1.121. Furthermore, paragraph 61 of the Framework is clear that the calculated local housing need figure is to be treated as a minimum; it is a floor and not a ceiling. Therefore, Policy SLO5 should make provision for at least 336 homes. The policy should be revised to better reflect the objectives of the Framework – the allocation should provide for a minimum of 336 homes.

Q69. Is Policy SLO5 sufficiently clear and precise in terms of what is required as part of any development of this allocated site? In this regard, how does this link with the infrastructure required as set out in Appendix 4 of the submitted Plan?

³¹ Paragraph 8.7 of William Davis's Preliminary Transport Assessment (GLGL-BSP-ZZ-XX-RP-D-0002-PO3).

³² Document Reference: EXAM 15

³³ Drawing No. 400 Rev G.

- 1.122. Yes, the specific infrastructure requirements for the allocation are identified within Policy SLO5. The policy is sufficiently clear and precise in this respect.
- 1.123. Cross boundary co-operation between key stakeholders will be needed around education provision, and this is set out in the policy wording. A reserve site for a new primary school is required on the land to the north of the site by the emerging policy in the Charnwood Local Plan (Policy H12). If required, education contributions from the draft allocation in Leicester would be used to help deliver this school which would be within Leicestershire County Council's Education Authority area. This would be secured through a Section 106 agreement.
- 1.124. The policy wording is clear 30% affordable housing will be sought and requires that open space is to be defined in combination with environmental and biodiversity enhancements through the master planning process. These key infrastructure items can and will be secured by way of planning conditions or section 106 agreement(s).
- 1.125. Furthermore, Policy SLO5 is to be read in its context; alongside all other Development Plan policies which, together, afford clarity and certainty as to what is required of the development. It would be superfluous to re-state all the requirements elucidated within the wider Plan within Policy SLO5.
- 1.126. Appendix 4 to the submission plan is the 'Infrastructure List' which provides an assessment of infrastructure needed to support the delivery of the Local Plan. The list represents the Council's understanding of the infrastructure required at the time of adoption. However, the Council will produce a developer contributions strategy (SPD) post-adoption, which will set out the Council's priority for funding infrastructure.
- 1.127. As regards Appendix 4, there are no site-specific requirements stated therein, which, in and of itself, demonstrates the suitability of the site's location. Nonetheless, upon the submission of a formal application, should statutory consultees require contributions which satisfy the tripartite test of Regulation 122(2)³⁴, these may be secured through a section 106 agreement.

Q70. When would the first planning application be anticipated for this site?

- 1.128. A pre-application enquiry was submitted to Leicester City Council on the 22nd of May 2024 for the development of the site to discuss the details of the draft concept masterplan through the Development Management process.
- 1.129. David Wilson Homes anticipates that a planning application will be submitted before the end of the year. The intention is for the application to be timed so that its determination can be informed by the newly adopted Local Plan in 2025.

Q71. Is the anticipated start date and build out rate realistic and justified?

- 1.130. Yes, the anticipated start date and build out rate are both realistic and justified.
- 1.131. As stated above, a pre-application enquiry was submitted to Leicester City Council in May 2024 to initiate discussions on the details of the draft concept masterplan through the Development Management process.

³⁴ Regulation 122(2) of the CIL Regulations 2010 (as amended).

- 1.132. David Wilson Homes anticipates that a planning application will be submitted before the end of the year. As an emerging allocation, the intention is to submit the application in full, rather than in outline. This will shorten the time required to implement the decision as no reserved matters application will be needed.
- 1.133. Following determination of the full application and the signing of the Section 106, it is anticipated that David Wilson Homes will be on site within six months. Following six months of site preparation and infrastructure works, David Wilson Homes will start to deliver the first homes.
- 1.134. On this basis, the Council's housing trajectory for the site is shown below, which anticipates delivery commencing in 2029/30.

Year	Number of Dwellings
2029/30	42
2030/31	62
2031/32	62
2032/33	62
2033/34	57
2034/35	51

- 1.135. The trajectory is informed by experience of delivery rates in the Leicester and Leicestershire Housing Market Area. The site is large enough to be dual branded with both David Wilson Homes and Barratt Homes sales outlets. The two brands offer different products and address different needs; Barratt Homes offering smaller, more affordable, starter homes, and David Wilson Homes offering larger family homes.
- 1.136. It is also the intention to "front-load" the affordable units within earlier phases. This provides a guaranteed income from the site and will assist with the cash flow supporting delivery. The site will deliver 30% affordable homes – a minimum of 101 affordable homes.
- 1.137. Furthermore, regard must be had to David Wilson Home's proven track record within the locale. In 2007, Barratt Developments acquired Wilson Bowden plc, comprising David Wilson Homes, Ward Homes and Wilson Bowden Developments. Since its inception in 1958, Barratt Developments has delivered over 500,000 homes and is recognised as the nation's largest housebuilder.
- 1.138. Specifically, the David Wilson Homes brand is synonymous with Leicestershire, having originated in Ibstock in the 1960's and has continued to build aspirational homes across the County.



- 1.139. The community is familiar with the David Wilson Homes brand and values, and David Wilson Homes are equally familiar with the character and nature of the area and the local markets. As such, David Wilson Homes has every confidence in the ability to continue to deliver successful schemes in and around Leicester City.
- 1.140. David Wilson Homes previously delivered 323 homes on the adjacent Lady Hay Road development to the immediate south of the site, which remains both aspirational and well regarded, and would facilitate an element of continuity to enable comprehensive development.
- 1.141. The Statement of Common Ground³⁵ includes recent, local, examples of Barratt/David Wilson Homes developments which are testament to the promoter's knowledge and to their commitment to delivering high-quality design.

³⁵ Document Reference: EXAM 15



Appendix A: Phasing Plan

- Key
- Phase 1 - 188 Dwellings
 - Phase 2 - 187 Dwellings
 - Potential 1FE primary school in lieu of dwellings
 - Phase 3 - 171 Dwellings
- David Wilson Homes
- Phase 1 - 154 Dwellings
 - Phase 2 - 80 Dwellings
 - Phase 3 - 111 Dwellings
- Open Space Areas
 - Existing Public Right of Way
 - Redirected Public Right of Way
 - Proposed pedestrian/cycle link



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