

## Item No. 2

### Application Reference Number P/20/0515/2

<b>Application Type:</b>	Reserved Matters including discharge of conditions		
<b>Date valid:</b>	10/03/2020		
<b>Applicant:</b>	Persimmon Homes North Midlands		
<b>Proposal:</b>	Reserved Matters of outline planning permission P/14/1833/2 for the erection of 217 dwellings (Phase 1a), including the discharge of outline conditions 11, 14, 39, 43 & 50. (Amended from original submission to reduce number of dwellings from 220 and omit details for discharge of condition 36.)		
<b>Location:</b>	Land at West of Loughborough Leicestershire		
<b>Parish:</b>	Hathern and Loughborough		
<b>Ward:</b>	Loughborough Garendon and Loughborough Hathern and Dishley		
<b>Case Officer:</b>	Mark Pickrell	<b>Tel No:</b>	07852720913

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## Background

This item is brought to Plans Committee as it relates to a strategic housing site allocated in the Core Strategy and it is of significant public interest due to it comprising the first set of reserved matters for the Strategic Urban Extension.

## Description of the site

The West of Loughborough Sustainable Urban Extension (known as Garendon Park) is located on land to the west of Loughborough, with the whole site covering 466ha. The site has been granted outline permission in 2018 with land extending between the A6 to the A512, including Garendon Park registered park and gardens.

The current reserved matters application relates to the detailed layout and design of the first phase of residential development (Phase 1a) along with details for discharge of conditions relating to the whole site.

Phase 1a consists of a development parcel of 5.47ha located to the north of the site, accessed via an approved roundabout access from the A6 and Strategic Link Road.

The site is currently agricultural land bounded by existing hedgerow and tree planting along the southern boundary, alongside Pear Tree Lane. To the west is Bailey's Plantation consisting of large group of mature trees. To the north is a continuation of agricultural land on rising topography. To the east is the A6. The site would be immediately south of the strategic link road, which was approved as part of the outline application.

## Description of the Proposals

Outline planning permission was granted in 2018 for development of the site to provide up to 3,200 dwellings, up to 16ha employment, a community hub, sites for gypsies and travelling show people, 2 primary schools, restoration of Garendon Park with new public access routes along with over 340ha of strategic open space, recreation and green infrastructure (ref. P/14/1833/2). The outline permission established the principle of the development, including the general layout of residential development, access routes, the strategic link road and general location of facilities within the parameters of approved plans and documents.

Further detail has previously been agreed through the discharge of conditions relating to site wide phasing, public transport strategy, site wide surface water drainage strategy and a Development Framework Plan which guides the design of development across the phase 1 and 2 (detail on the planning history is provided below).

This application seeks to agree the details for reserved matters (appearance, landscaping, layout, access to and scale, together with housing mix) relating to phase 1a, providing 217 dwellings. The submission also includes details to discharge conditions from the outline permission detailed below.

Details for phase 1a include the detailed road layout, scale and design of dwellings, detailed landscaping, materials and access. Amended details have been received during the course of the application and, where relevant, it is the amended versions which are subject of this report.

Along with the reserved matters for Phase 1a the application seeks to agree details for the following conditions from the outline permission:

- Discharge of outline condition 11 – Children and Young People’s Strategy
- Discharge of outline condition 14 – Site wide structural landscaping
- Discharge of outline condition 39 – Landscape scheme for registered park and garden
- Discharge of outline condition 43 – Noise assessment
- Discharge of outline condition 50 – Phase odour control

The submission is supported by plans and documents relevant to each of the following elements:

### Phase 1a – Reserved matters

- Site Location Plan PS-GAR-10
- PS\_GAR\_01 Garendon Phase 1 Site Layout Rev AA
- 7394-L-01 AA Detailed Layout
- PS\_GAR\_01 Rev B Garendon Site Layout in Relation to Existing Development - Rev B
- Garendon House Type Drawings - Rev G
- 7394-DL-101-106G Parcel 1A Detailed Plans
- 7394-DL-107-116D Phase 1 and 2 Detailed Landscaping and POS
- 7394 Garendon Visualisations Rev B
- 7394-P-55 Street Scenes AA DD
- 7394-P-56 Street Scenes BB CC

- Garendon Entrance A102 Option 3 Elevations

#### Condition 11 – Children and Young Person’s Strategy

- Children and Young Person’s Strategy (received March 2021)

#### Condition 14 – Site wide structural landscaping

- 7394-SL-01D Site Wide Structural Landscape
- 7394-SL-02D North East Structural Landscape
- 7394-SL-03C North West Structural Landscape
- 7394-SL-04C Central East Structural Landscape
- 7394-SL-05C Central West Structural Landscape
- 7394-R1-9A Recreational Routes Phasing
- Green Infrastructure Phase 1 - 2E
- Green Infrastructure Phase 1 – 3E
- Green Infrastructure Phase 1 – 4E
- Green Infrastructure Phase 1 – 5E
- Green Infrastructure Phase 1 – 6E
- Green Infrastructure Phase 1 – 7E
- Green Infrastructure Phase 1 – 7E
- Green Infrastructure Phase 1 – 9E

#### Condition 39 - Landscape scheme for registered park and garden

- 7394-DL-107-116D Phase 1 & 2 Detailed GA and Landscape POS Plans
- 7394-DL-201-211G Garendon Park Detailed Landscaping

#### Condition 43 – RM Noise assessment

- WYG Noise Assessment February 2020

#### Condition 50 – Phase odour control

- WYG Odour Survey and Assessment February 2020
- WYG Additional Odour Assessment in Response to EHO’s Comments August 2020

### **Development Plan Policies**

#### Charnwood Local Plan Core Strategy 2006-2028 (Adopted 9th November 2015)

The Core Strategy was adopted on 9<sup>th</sup> November 2015 and set out the overarching aims and objectives for development in the Borough. This included provision for 13,940 dwellings over the plan period, equivalent to 820 dwelling per annum (dpa). As of 9<sup>th</sup> November 2020, the Core Strategy became more than 5 years old. As required by the NPPF paragraph 73, where Local Plans are more than 5 years, old local housing need is to be assessed based on the standard methodology set out in national planning guidance. The standard methodology requires delivery of 1,111 dpa. On that basis, and as of March 2021, the Council has a 3.34 year housing land supply and the policies contained in the Core Strategy are to be considered as being out of date. As such, they are to be given moderate weight in determining applications for new housing in the Borough. Policies relevant to the consideration of this application are outlined below.

Policy CS1 - Development Strategy - sets out the development strategy for the Borough. This includes a direction of growth which focuses housing development

primarily to the Leicester Principal Urban area, Loughborough and Shepshed with three Sustainable Urban Extensions, including land to the west of Loughborough (subject of this application) expected to deliver approximately 3,000 homes and up to 16 ha of employment land. Seven service centres are identified to deliver 3,000 houses which collectively, are expected to provide at least 500 dwellings within settlement boundaries over the plan period. Small Villages and Hamlets will be protected for development supporting local needs.

Policy CS2 – High Quality Design requires developments to make a positive contribution to Charnwood, reinforcing a sense of place. Development should respect and enhance the character of the area, having regard to scale, massing, height, landscape, layout, materials and access; protect the amenity of people who live or work nearby, provide attractive well managed public and private spaces; well defined and legible streets and spaces and reduce their impact on climate change.

Policy CS3 – Strategic Housing Needs supports an appropriate housing mix for the Borough and sets targets for affordable homes provision. In Queniborough 30% affordable homes are sought on sites of 10 dwellings or more.

Policy CS11 – Landscape and Countryside seeks to protect the character of the landscape and countryside. It requires new development to protect landscape character, reinforce sense of place and local distinctiveness, tranquillity and to maintain separate identities of settlements.

Policy CS12 – Green Infrastructure protects and enhances green infrastructure assets including addressing the identified needs in open space provision.

Policy CS13 – Biodiversity and Geodiversity seeks to conserve and enhance the natural environment and to ensure development takes into account impact on recognised features.

Policy CS14 – Heritage sets out to conserve and enhance our historic assets for their own value and the community, environmental and economic contribution they make.

Policy CS15 – Open Space, Sports and Recreation deals with open space and requires all new development to meet the standards in the Open Space Strategy.

Policy CS16 – Sustainable Construction and Energy supports sustainable design and construction techniques. It also encourages the effective use of land by reusing land that has been previously developed.

Policy CS17 – Sustainable Transport seeks a 6% shift from travel by private car to sustainable modes by requiring major developments to provide access to key facilities by safe and well-lit routes for walking and cycling that are integrated with the wider green infrastructure network and by securing new and enhanced bus services where new development is more than 400m walk from an existing bus stop.

Policy CS18 – The Local and Strategic Highway Network seeks to ensure that appropriate highway improvements are delivered and applications are supported by appropriate Transport Assessments.

Policy CS22 – West of Loughborough Sustainable Urban Extension sets out the allocation of land at the site which is now known as Garendon Park (subject of this application) to deliver a community of approximately 3,000 homes, employment, community facilities, transport infrastructure and environmental enhancement.

Policy CS24 – Delivering Infrastructure seeks to ensure that development contributes to the reasonable costs of on site, and where appropriate off site, infrastructure, arising from the proposal using Section 106 Agreements. This is so the local impacts of developments will have been reasonably managed and mitigated.

Policy CS25 – Presumption in Favour of Sustainable Development sets out a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

#### Borough of Charnwood Local Plan 1991-2006 (adopted 12th January 2004) (saved policies)

The saved policies of the Local Plan (2004) are more than five years old and, similarly to the Core Strategy, do not carry full weight. However, it is considered that those saved policies are still considered to be consistent with the aims and objections of the NPPF and the more recently adopted Core Strategy and therefore carry some weight.

Policy ST/2 – Limits to Development seeks to restrict development to within the existing settlement limits to ensure that development needs can be met without harm to the countryside or other rural interests. The Limits to development distinguish between areas of development and development potential, and areas of restraint.

Policy EV/1 – Design seeks to ensure a high standard of design and developments which respect the character of the area, nearby occupiers, and which are compatible in mass, scale, layout, whilst using landforms and other natural features. Developments should meet the needs of all groups and create safe places for people.

Policy CT/1 – General Principles for areas of the countryside, green wedge and local separation. The policy restricts new development to that which is small-scale and where it meets certain criteria.

Policy CT/2 – Developments in the Countryside - indicates in areas defined as countryside, development acceptable in principle will be permitted where it would not harm the character and appearance of the countryside and safeguards its historic, nature conservation, amenity and other local interest.

Policy TR/18 – Parking in New Development seeks to set the maximum standards by which development should provide for off streetcar parking.

#### **Other material considerations**

##### The National Planning Policy Framework 2019 (NPPF)

The National Planning Policy Framework sets out the Government' planning policies for England. The Framework is to be read as a whole and paragraph 2 confirms *that*

*applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.'*

Section 2 sets aims to achieve sustainable development. The framework identifies the economic, social and environmental objectives of the planning system to build a strong responsive economy by ensuring land (and presumably buildings) of the right type is available in the right place at the right time, supporting the health of the community by ensuring sufficient housing for present and future generations in a well-designed, safe and accessible environment as well as protecting and enhancing the natural, built and historic environment. At a high level, the objective is summarised as *'meeting the needs of the present without compromising the ability of future generations to meet their own needs.'*

Paragraph 11 details the presumption in favour of sustainable development and states that, for decision taking, this means *'approving development proposals that accord with an up-to-date development plan without delay'* or, where policies of a Development Plan are out-of-date, granting permission unless *'any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

Paragraph 12 clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.

Section 4 relates out decision making and paragraph 48 sets out the weight to be given to emerging policy. It states *'Local planning authorities may give weight to relevant policies in emerging plans according : a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight it may be given; b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given; and the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).'*

Section 5 sets out the approach to delivering a sufficient supply of homes. In particular, paragraph 73 sets out the approach to maintaining supply and delivery of homes and states *'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 strategic policies are more than five years old.'*

Section 8 seeks to promote healthy and safe communities and sets out that planning decisions should promote a sense of community and deliver the social, recreational and cultural facilities and services that such a community needs.

Section 9: Promoting Sustainable Transport sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan (paragraph 111). Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable modes maximised (paragraph 103). Developments should be designed to give priority to pedestrian and cycle movements and create safe and secure layouts which minimise conflicts between

traffic and cyclists or pedestrians and within large scale developments, key facilities should be located within walking distance of most properties (paragraph 104). Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts would be severe (paragraph 109).

Section 11: Making effective use of land Paragraph 117 states that Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Section 12: Requiring well-designed places. The NPPF recognises that good design is a key aspect of sustainable development and that high quality and inclusive design should be planned for positively (paragraph 124). Paragraph 127 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The role of design review arrangements that assess, support and ensure high standards of design are recognised (paragraph 129) and the NPPF notes that great weight should be given to innovative designs which help raise the standard of design (paragraph 131) and that poor design should be refused (paragraph 130).

Section 14: Meeting the challenge of climate change, flooding and coastal change sets out that new development should help reduce greenhouse gas emissions and energy efficiency improvements in buildings should be actively supported (paragraph 149). It should also take account of layout, landform, building orientation, massing and landscaping to minimise energy consumption (paragraph 153) and renewable and low carbon energy development should be maximised (paragraph 154).

Section 15: Conserving and enhancing the natural environment makes provision for planning decisions to contribute to and enhance the natural and local environment by measures including protecting and enhancing valued landscapes, recognising the

intrinsic character and beauty of the countryside and the benefits from natural capital and ecosystem services.

### National Planning Practice Guidance

The National Planning Practice Guidance (PPG) reinforces and provides additional guidance on the policy requirements of the Framework and provides extensive guidance on design and other planning objectives that can be achieved through getting good design. These include the consideration of local character, landscaping setting, safe, connected and efficient streets, crime prevention, security measures, access and inclusion, efficient use of natural resources and cohesive and vibrant neighbourhoods.

### The Draft Local Plan

The local planning authority is in the process of preparing a new local plan for the borough for the period up to 2037. The new local plan will include strategic and detailed policies and was approved by Council on 21 June 2021 for consultation and then submission to the Secretary of State for an Examination in Public. This document sets out the Council's draft strategic and detailed policies for the period 2019-37. This document carries very limited weight at the current time.

The new Local Plan allocated sites for development to meet the strategic aims of the Borough. This includes the allocation of residential development sites based on an assessment including housing need, availability of services and facilities, landscape impact and deliverability. The plan includes the allocation of land for up to 3,200 dwellings in a Sustainable Urban Extension on land west of Loughborough (now known as Garendon Park) in Policy LUC2.

### The National Design Guide (2019)

This document sets out the Central Government's design guidance which is intended to encourage, promote and inspire a higher standard of design in respect of development proposals.

### Leicestershire County Council Local Transport Plan (LTP)

This sets out Leicestershire County council's strategy for delivering improvement to accessibility, connectivity and for promoting social inclusion and equality.

### Leicestershire Housing and Economic Development Needs Assessment (HEDNA) – 2017

HEDNA provides an up to date evidence base of local housing needs including an objectively assessed housing need figure to 2036 based on forecasts and an assessment of the recommended housing mix based on the expected demographic changes over the same period. The housing mix evidence can be accorded significant weight as it reflects known demographic changes.

### Charnwood Design SPD (2020)

The adopted in Design Supplementary Planning Document is a working document intended to encourage, promote and inspire higher design standards in development throughout Charnwood.

### The Leicestershire Highways Design Guide (2018)

This is a guide for use by developers and published by Leicestershire County Council, the local highway authority, and provides information to developers and local planning authorities to assist in the design of road layouts in new development. The purpose of the guidance is to help achieve development that provides for the safe and free movement of all road users, including cars, lorries, pedestrians, cyclists and public transport. Design elements are encouraged which provide road layouts which meet the needs of all users and restrain vehicle dominance, create an environment that is safe for all road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so; as well as to help create quality developments in which to live, work and play. The document also sets out the quantum of off-street car parking required to be provided in new housing development.

### The Crime and Disorder Act 1998

This places a duty on the local planning authority to do all that it reasonably can to prevent crime and disorder in its area. The potential impact on community safety is therefore a material consideration in the determination of planning applications

### Design Supplementary Planning Document (January 2020)

This document encourages and provides guidance on achieving high quality design in new development. Appendix 4 sets out spacing standards for new housing developments to ensure that overlooking and over dominance do not occur and that a good quality design is achieved.

### Housing Supplementary Planning Document (2017)

The Housing provides guidance to support the Local Plan Core Strategy and the saved policies of the Borough of Charnwood Local Plan in respect of Policy CS3: Strategic Housing Needs - for affordable housing.

### The Community Infrastructure Levy Regulations 2010 (CIL) (as amended)

The Regulations set out the process and procedure relating to infrastructure requirements. Regulation 122 states that it must relate in scale and kind to the development. Regulation 123 precludes repeat requests for funding of the same items (pooling). The Community Infrastructure Levy (CIL) places the Government's policy tests on the use of planning obligations into law. It is unlawful for a planning obligation to be a reason for granting planning permission when determining a planning application for a development, or part of a development, that is capable of being charged CIL, whether or not there is a local CIL in operation, if the obligation does not meet all of the following tests:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and
3. fairly and reasonably related in scale and kind to the development

### Environmental Impact Assessment Regulations (2017)

The Environmental Impact Assessment Regulations set out the parameters, procedures and Regulatory detail associated with the screening, scoping and preparation of an Environmental Statement and consideration of significant environmental impacts of development. For residential development the threshold to consider under Schedule 2 developments are 150 dwellings or 5 hectares (Criteria 10(b)).

### **Relevant Planning History**

The site is subject of outline planning permission which was granted on 20<sup>th</sup> July 2018. Relevant planning permissions related to the current application are listed below.

Planning permissions which have been granted:

- P/14/1833/2 – Outline planning permission for residential development up to 3,200 dwellings; up to 16 ha of employment land of B1/B2 and B8 uses; a mixed-use Community Hub of up to 4 ha comprising a local convenience retail unit (2,000 sqm); up to 1,000 sqm of other A1 retail, A2 financial and professional services, A3 food and drink, B1 business and D1 uses, sites for Gypsy, Travellers and Travelling Showpeople provision totalling 1 ha; 2 primary schools up to 2 ha each; strategic open space including allotments; access roads and new Strategic Link Road; open space/landscaping and associated works; principal means of access; restoration of Garendon Park and assets; all other matters to be reserved.
- P/18/2406/2 - Discharge of conditions 9, 25, 28 of P/14/1833/2 regarding Site Wide Phasing Plan, Public Transport Strategy, and Site Wide SuDs Strategy.
- P/19/0246/2 - Discharge of condition 10 of P/14/1833/2 for phases 1 and 2 regarding Development Framework Plan including Regulating Plan.

Associated planning applications pending determination:

- P/20/2187/2 - Reserved matters application comprising of 251 dwellings inclusive of access, appearance, landscaping and scale relating to Phase 1b and 1c of outline application P/14/1833/2. Submitted by William Davis Homes.

Outstanding conditions from the outline planning permission which are to be resolved prior to commencement:

- 29 – Phase SUDS;
- 30 – Phase disposal of surface water;
- 31 – Phase filter of surface water during construction;
- 33 – Foul sewerage and disposal;
- 34 - Site wide Green Infrastructure and Biodiversity Management Strategy and timescale;
- 35 – Phase CEMP and timescale;
- 36 – Phase GIBMP;

- 37 – Phase Arboricultural Method Statement timescale;
- 38 – Phase Archaeological Investigation; and
- 51 - Phase ecological survey update

S106 planning obligations to be discharged prior to commencement as per table below:

<b>Event</b>	<b>S106 Reference</b>
Notification of commencement and trigger events.	Para 5.1 (c) & (d).
CBC monitoring costs prior to commencement.	Para 10.3 (a)
Agree primary school site.	Sch 2 para 1.2
Police contribution prior to commencement.	Sch 3 Para 4.3 (a)
Library contribution prior to commencement.	Sch 3 Para 5.1 (a)
Travel plan monitoring contribution prior to commencement.	Sch 4 Para 8.1 (a)
Garendon Park Public Access Scheme to be agreed prior to commencement.	Sch 5 1.4
Approval of the Estate Plan for the Public Green Infrastructure Elements in that phase, prior to commencement.	Sch 5 1.6
Phase Specific Affordable Housing Delivery Plan, approval before commencement.	Sch 8 Para 2.1
Transfer of affordable dwellings to registered provider, approval prior to commencement.	Sch 8 Para 6.1
Notification of measures to market and transfer affordable dwellings in that phase, 6 months prior to commencement	Sch 8 Para 6.2, 6.3

### **Response of Statutory Consultees**

LCC Highways – No objections subject to conditions

Historic England – No objections

Charnwood Conservation and Design – Support revised layout

Charnwood Trees – No objections

LCC Local Lead Flood Authority – No objections

Severn Trent Water – No objections subject to condition

Charnwood Open Spaces – No objections based on amended Children and Young Persons Strategy

Charnwood Environmental Health Services –

Condition 50 (Odour Assessment): accept the validity of the additional assessment and conclusions mad that the odour effect in Zone C (which covers the proposed development Cell 1A) is unlikely to experience frequent odour

from the Sewage Treatment Works and therefore no further mitigation work is required.

Condition 43 (Noise): the mitigation measures recommended in section 6.1 of the report are considered necessary and proportionate. They should therefore be implemented in full if levels within the properties and garden areas are to comply with relevant standards. They are also considered necessary to ensure an adequate level of protection against noise for future residents.

Charnwood Strategic and Private Sector Housing Service – No objections

Environment Agency – No comments (condition 36 removed from submission)

Natural England – No comments (condition 36 removed from submission)

East Midlands Airport – No objection

Charnwood Land Drainage – No comment

Charnwood Biodiversity – No comment

Hathern Parish Council – No comment

Bridleways Association – No comment

Pipeline Consultation – No comment

Sport England – No comment

Leics & Rutland Wildlife Trust – No comment

National Forest Company – No comment

Ramblers Association – No comment

Charnwood Parks Maintenance Leisure – No comment

LCC Footpaths – No comment

### **Third Party Representations**

A total of 35 representations have been received from third parties.

A summary of the issues raised is provided below:

- Garendon Park provides access to countryside routes for walking, running, dog walking, cycling, families and horses
- Garendon Park provides important wildlife habitat
- The design and layout should optimise potential to make cycling a safe and convenient travel option
- Existing bridleways which are to be improved as part of the development should be of a suitable surface for horses.
- Footpaths and cycleways should be enhanced to be multi-user paths, including for horses.

- Development should be directed to brownfield sites instead of this greenfield site
- Loss of separation between Loughborough and Hathern
- Noise and environmental pollution from additional development in the area
- Reduction in quality of life for local residents
- Impact on wildlife
- Insufficient capacity in local road network for additional traffic from the development
- Flooding in the site and around the A6 is an existing issue and will be made worse by the development
- Object to loss of local footpaths / cycling routes
- Loss of accessible green spaces
- Impact on highway safety, particularly the A6
- Impact on schools, doctors, dentists, shops and other local amenities

County Councillor Max Hunt –

- Clarity over cycle route provision and support for links to wider cycle network and key destinations, not just for recreational purposes. The layout needs to ensure provision for cycle parking, not only cars.
- Concerns regarding treatment of heritage assets
- Clarity is required for means to address climate change

Loughborough & District Cycle User's Campaign – Comments on aspects of design and layout relating to cycle users, including objections to details of cycle route provisions.

Full comments are available on the Charnwood Borough Council's website.

### **Consideration of the Planning Issues**

The Core Strategy (adopted November 2015) allocated the site as a sustainable urban extension under Policy CS22. The granting of outline planning permission with all matters reserved except for access in 2018 established the parameters of the development, subject to conditions and a Section 106 legal agreement.

This application seeks to agree the details for the first residential phase of the development with details relating to the reserved matters (appearance, landscaping, layout, access to and scale along with details of housing mix) for phase 1a along with the submission of details to discharge some conditions of the outline permission.

Some conditions have previously been agreed, including a Development Framework Plan, site wide phasing, site wide SUDS and public transport strategies. These details have been taken into account alongside the current submissions.

There are other conditions from the outline permission and obligations from the S106 which require agreement at various stages of the development. These do not form part of the current application and are to be dealt with under separate applications.

### Housing delivery

These reserved matters relate to an allocated site (CS22 within the Core Strategy) which has outline approval. The 217 units proposed as part of this reserved matters application would contribute towards the 5 year housing land supply. The latest

monitoring report indicates that Charnwood's 5 year housing land supply at March 2021 is 3.34 years, down from 4.1 years supply in March 2020.

The housing trajectory included in the Core Strategy (November 2015) (Appendix 1) sets out the expectation for development to have commenced at the site in 2016/17 and that 760 dwellings would have been delivered by the end of the financial year 2020/21.

The latest monitoring report (March 2021) provides an updated housing trajectory which takes into account the fact that the first reserved matters are yet to be agreed for Garendon Park and that construction has not begun on the site. The updated expectation that houses will begin to be delivered on site in 2023 / 24 with 60 units in the first year, rising to 210 per annum by 2025 / 26 and contributing a total of 450 dwellings to Charnwood's housing land supply over the next 5 years.

As the site does not have reserved matters approval at present and development has not commenced in accordance with the originally expected timescale there is a deficit of 760 dwellings compared to the Core Strategy trajectory which has a negative impact on Charnwood's ability to demonstrate a 5 year housing land supply.

The delivery of housing is a material consideration for members of Plans Committee on which significant weight can be attached. For this reason, it is recommended that the time period for implementation of these reserved matters is brought forward to 18 months (rather than 3 years). This accords with the developer's current trajectory which suggests that delivery could begin from 2022 / 23 and is acceptable to Persimmon.

### Environmental Impact Assessment (EIA)

As there is an Environmental Statement (ES) attached to the original outline application, the reserved matters are regarded as subsequent 'EIA applications'. Regulation 8 of the 2011 Environmental Impact Assessment Regulations and Regulation 9 of the 2017 Environmental Impact Assessment Regulations both state that where a subsequent application is submitted and an Environmental Impact Assessment has previously been provided that the planning authority must consider whether the previously submitted information is adequate to assess the significant effects of the development on the environment. This assessment should cover:

- Whether the reserved matters accord with the provisions of the parameters in the outline/hybrid planning permission
- Relevant updates to policy/legislation by topic
- Whether any topic baseline assessments have changed
- Whether there are any effects which were not identified, or which weren't identifiable by topic

These matters have been assessed and it is considered that the reserved matters are in compliance with the parameters in the outline planning permission and that there are no changes to policy and legislation that would have a material impact on the findings of the Environmental Impact Assessment.

The main considerations relating to the current proposals are:

- Whether the reserved matters are within the terms of the outline permission (the principle of the development) and associated agreed details
- Whether the reserved matters are of a high-quality design
- Impact on heritage assets
- Living conditions for future occupants
- On plot landscape and street scene
- Housing mix
- Parking and access

Whether the reserved matters are within the terms of the outline planning permission and associated agreed details

Plans and documents were approved as part of the original outline planning permission and details were also subsequently agreed for the discharge of conditions. These approved documents provide the framework in which the current reserved matters are to be assessed. The approved documents are listed below and need to be taken into account in the consideration of the current application.

The approved documents include the following:

Outline Planning Permission:

- Flood Risk Assessment (2014)
- Noise Assessment (2014)
- Securing the Design of West Loughborough (2015)
- Transport Assessment (2014)
- Green Infrastructure Biodiversity Management Plan (2014)
- Framework Travel Plan (2014)
- Recreational Facilities (2015)
- Parameters Plans (Application boundary, Land Use, Building Heights, Access, Green Infrastructure)
- Highway improvement plans (Junction 23, A6, A512, Strategic Link Road Layouts, Road Safety Audit)
- Design and Access Statement (2014)
- Illustrative Masterplan (2015)

Condition 10 (Development Framework Plan) agreed details:

- Phase 1 and 2 Development Framework Plan (2019)

Condition 9 (site wide phasing and housing mix), 25 (public transport strategy) & 28 (site wide SUDS strategy) agreed details:

- Bird Strike Risk Assessment (2019)
- Garendon Park Delivery Statement (2019)
- Green Infrastructure Phase 1 – 9 (2019)
- Phasing Plans (2019)
- Public Transport Strategy (2018)
- Recreational Routes Phases 1 – 9 (2019)
- Site Wide Housing Delivery Plan (2018)
- Site Wide SUDS Strategy (2019)

The application includes details relating to the residential area of phase 1a and details for the discharge of conditions relating to other parts of the site. For clarity the assessment of the submission documents has been broken down into each element and reference is made where previously approved details relate to multiple elements.

### Phase 1a

The design of Phase 1a takes into account the design principles in the approved Development Framework Plan. This builds on the principles from the Design and Access Statement and serves as a guide to inform the design and layout for Phase 1 and 2. The document seeks to achieve consistency and a high-quality design befitting of the location adjacent to a registered park and garden.

Following discussion with Charnwood's design team and LCC Highways amended plans were submitted in April 2021 and were the subject of re-consultation. The amended phase 1a layout includes amended landscaping, frontage depths, parking arrangements, plot orientation and highway treatment which seek to address comments received in response to the original submissions. It is considered that the revised layout and details of the proposals are in keeping with the principles of the Development Framework Plan.

LCC Highways responded to the consultation with issues regarding the highway layout and subsequent minor amendments were submitted on 28<sup>th</sup> June and LCC Highways re-consulted. On 2<sup>nd</sup> July LCC Highways confirmed that the latest submissions address the issues raised and have no objections to the plans as amended, subject to conditions to secure the details for resurfacing of the Pear Tree Lane bridleway and compliance with agreed highway details.

The approved phasing plans set out the development parcels and the order in which they are expected to be delivered. Phase 1a was originally anticipated to provide approximately 202 dwellings across 5.47ha, including 51 affordable units (25% affordable) with construction starting in 2019. Whilst behind schedule in terms of the timescale for delivery, the current application is in keeping with the location of phase 1a albeit with an increased number of dwellings on the site with 217 dwellings with 54 affordable units (retaining the expected 25% affordable).

Whilst the number of units in phase 1a is 15 more than expected at the time of the phasing plans being approved this, in itself, would not result in harm as long as all other design considerations are met including the NPPF's requirement to make efficient use of land and particularly in light of the current lack of 5 year housing land supply. Such issues are discussed in more detail below.

### Condition 11 - Children and Young Person's Strategy

A Children and Young People's Strategy (condition 11) has been submitted to discharge condition 11. This provides a site wide guide to inform the future delivery of children and young people's facilities, including an overarching approach to the provision of play areas, cycle routes and community facilities. This builds on the submissions from the outline application, in particular the Recreational Facilities document and the requirements of the S106 agreement. If approved, the document will inform future submissions for the site.

Charnwood's Open Spaces team have been consulted on the proposals and have no objections.

The document is considered to be in keeping with the aims and expectations of the outline permission and associated approved documents.

#### Condition 14 - Site wide structural landscaping

The proposals include details for structural landscaping across the site. These areas are based on the Illustrative layout and Green Infrastructure Parameters Plan as well as the details which have been approved through the discharge of condition 9, including Green Infrastructure Phasing.

The proposals are in keeping with the aims of the wider development to secure quality landscaping areas throughout the site in accordance with the aspirations of the outline permission and associated approved plans.

#### Condition 39 - Landscape scheme for registered park and garden within phase 1

The proposed documents included detailed landscaping plans for the registered park and gardens which are to be provided alongside the first phase of development. The proposal takes into account initial assessments from the outline application including landscape studies and heritage assessment.

The proposals seek to protect important assets where feasible and replace landscape features where necessary whilst also facilitating increased public access to heritage assets.

Historic England have been consulted on the detail of the proposals and are content that the details shown are in keeping with the historic value of the site and previous heritage assessment of the site.

#### Condition 43 - Noise Assessment

The WYG Noise Assessment (Feb 2020) builds on the detail of the 2014 WYG Noise assessment and assesses the potential impact on residents of Phase 1a from nearby noise sources, for Phase 1a this is recognised to predominantly be traffic noise from the A6 and the future use of the proposed Strategic Link Road.

The assessment finds that, subject to mitigation, noise levels for residents could be achieved at an acceptable level which is in keeping with the aims sets out with the outline permission. The wording of outline condition 43 and 44 require the noise amelioration works to be implemented prior to occupation.

Further detail on living conditions for residents is provided below.

#### Condition 50 - Phase odour assessment

Shepshed Sewage Treatment Plan and Waste and Recycling plan is located towards the western side of the site. Condition 50 requires an odour assessment to be

undertaken for each phase of the development to assess potential impact on residents.

An assessment and supplementary information has been provided as part of this application and addresses the requirements of the condition and is in keeping with the provisions of the outline permission.

#### Whether the reserved matters are of a high-quality design

The submissions include the detailed design of the residential development within Phase 1a, including road layout, house types, landscaping and boundary treatment. The submission includes detailed landscaping plans for the site, including within the registered park and garden of Garendon Park. Due to the scale of the site and its location close to heritage assets it is necessary for the development to achieve a high quality design which was envisaged when outline permission was granted.

The various elements of the submissions and whether their overall impact would achieve the high quality of design envisaged at the time of the outline permission are assessed below. The assessment has been broken down into the respective elements for clarity.

#### Site wide design

The historic significance of the site is based on the heritage value of Garendon Park as a registered park and garden and the various monuments within it. The outline permission took into account the importance of the park's landscaping and sought to ensure that the characteristics of the park were carried through into the development to create an attractive setting with enhanced access to green space.

Condition 14 seeks to ensure that the structural landscaping achieves the intended aims of creating accessible green space, a landscaped setting for the development and a network of attractive cycleways and footpaths throughout the site. This is based on the phasing plan and supporting layout for the intended development parcels and includes details for avenue trees, hedgerow species, woodland belts, meadow grassland and wetland planting across the site. The layout of the landscaping is informed by the indicative masterplan included at outline stage and provides a framework for future phases of development.

The proposed mix of species and proposed structural landscaping is considered to be in keeping with the aspirations of the outline permission and include an appropriate mix of planting to support the wider development of the site. The layout of the landscaping is in keeping with the indicative layout and phasing which was approved previously and would support access to greenspace throughout the site.

#### Phase 1a

The layout and design of the residential areas within Phase 1a have been informed by the Development Framework Plan which sets out a range of design principles to guide development. This included a street hierarchy with different street styles to achieve a high-quality design based on illustrative street scenes and design principles informing details such as carriageway width, boundary treatment, building heights and frontage depths.

The proposed layout includes a primary route through the phase with two access points onto the strategic link road. From this, secondary roads, with a narrower carriageway width and varied frontage depth, lead onto lanes. Highway surfacing varies between the different types of road with a mix of frontage depths and parking provision to add interest in the street scene. Trees have been located at key focal points within the highway, supplemented by planting in frontages, to create a tree lined avenue. Low level planting is proposed alongside front parking areas to soften the appearance of the development and enhance the appearance of the site.

The site abuts onto Pear Tree Lane which is an existing public right of way that is to be enhanced as part of the wider development and access for pedestrians and cycles is provided through the site, in keeping with the approved routes for recreational routes through the development and to allow the phase to integrate with the wider site.

The style, design and layout of the dwellings varies throughout the phase with a mix of detached, semi-detached and terraced dwellings, in varying materials, set out to create interest in the street scene and provide a mix of housing to suit the needs of the local market and affordable needs.

It is considered that the revised layout as amended achieves the aims of the Development Framework Plan while meeting the necessary highway standards to the satisfaction of LCC Highways.

#### Impact on heritage assets

The site as a whole includes a registered park and garden along with scheduled monuments and listed buildings. The design and layout of the residential area for phase 1a has been designed to take this into account. Structural landscaping plans add to the landscaped setting of the wider development such that the setting of heritage assets is protected.

Details for landscaping within the registered park and garden have been provided with updated plans following comments from Historic England.

The submission includes details for the discharge of condition 39, including provision to increase public access to Garendon Park in accordance with access routes approved as part of the outline permission. Detailed soft landscaping plans set out the treatment of Garendon Park with a series of measures to protect and enhance existing landscaping wherever possible. Details include a full planting schedule for the area and uses the detail of previous heritage landscape assessments to inform planting within the site.

Of particular note is the replacement of trees within the avenue between the Temple of Venus and the Triumphal arch. The existing trees have been found to be in a declining state of health and the landscaping plans propose replacement with common oak.

The details for the landscaping of the registered park and garden have been amended following initial comments from Historic England. Historic England have been consulted on the amended proposals and are happy with the modifications such that they have no objections to the details of the scheme.

### Living conditions for future occupants

The proposed Phase 1a layout shows 217 dwellings across 5.47 ha, representing a density of 40 dph. This is compared to the approved phasing plans which expected 202 dwellings on the site with a density of circa 37dph. Whilst the density is greater than previously expected, the scale, layout and design of development makes efficient use of the land available and maintains reasonable amenity standards for future residents. Garden size varies with house type but the overall density for this phase is considered to make efficient use of the land available and achieves a design that provides suitable private amenity space for residents as well as good access to public open space within the wider site.

Odour and noise assessment have been included with this submission which officers agree demonstrate that the dwellings would not be adversely affected by noise from the main noise sources in the area, including the A6, strategic link road or the M1 Motorway, and there would not be an adverse impact from the sewage works.

### On plot landscape and street scene

The proposals include detailed landscaping plans for the area within the residential areas of Phase 1a.

The design and layout includes a mix of street trees within key focal points of the street as well as planting within plots. Specimen trees have been provided within the primary street to achieve the 'tree lined avenue' aspirations set out in the Design and Access Statement and Development Framework Plan.

It is considered that the proposed built form is acceptable and the landscaping is in keeping with the design principles of the Development Framework Plan.

### Housing mix

The outline planning permission was granted on the basis that 25% of the dwellings provided across the site would be affordable. Subsequently, the Site Wide Housing Delivery Plan Rev B (November 2018) was approved as part of the discharge of condition 9 (P/18/2406/2) which set out expectations for the delivery of affordable housing across the various phases of the site with some phases providing a greater proportion of affordable housing (areas closer to schools and community centre) and a lesser proportion in the areas where a more spacious layout is anticipated to be more in keeping with the heritage setting. The Site Wide Housing Delivery Plan agreed that phase 1a would provide 25% affordable housing.

As agreed through the Site Wide Housing Delivery Plan the developers are required to provide affordable units in line with market housing and, based on 25% of 217 dwellings, a total of 54 affordable units would be provided, 80% of which would be made available for social rent and 20% as intermediate housing. The units are proposed to be provided with a mix of between 1 and 3 bed units.

The housing mix was agreed as part of the Garendon Park Delivery Statement which projected the following mix for phase 1a compared to the current proposals:

No. beds	Projected Market	Proposed Market	Projected Affordable	Proposed Affordable
1	0%	0%	24% (12)	15% (8)
2	11% (17)	27% (45)	39% (20)	54% (29)
3	57% (86)	51% (82)	37% (19)	31% (17)
4+	32% (48)	22% (36)	0%	0%
<b>TOTAL</b>	<b>151</b>	<b>163</b>	<b>51</b>	<b>54</b>

As shown by the table above, the proposed mix has a greater proportion of 2 bed units than was projected in the Site Wide Housing Delivery Statement for both market and affordable but still achieves the 25% affordable expected of the phase.

Charnwood's Strategic and Private Sector Housing team have been consulted on the proposals and are content that the layout of affordable units, the mix of properties and size of units is acceptable in relation to the Affordable Housing SPD.

### Parking and access

The phase 1a layout includes private parking provision for new dwellings. This is provided with a mix of options which help create variety within the street scene. Parking provision includes a mix of frontage parking, garages and parking to the side of properties.

Potential parking arrangements were included in the approved Development Framework Plan and officers are content that the proposals achieve an appropriate level of parking whilst also meeting the design aims expected from the outline permission.

LCC Highways have informed the latest revisions and are content that the submitted details make adequate provision for safe access and egress for the site. The internal highway layout is of a suitable standard to ensure road safety while also meeting the expectations of the Development Framework Plan to achieve a safe and attractive place to live.

### Conclusion

This application seeks to agree reserved matters relating to phase 1a of the Garendon Park Strategic Urban Extension which was granted outline permission in 2018. The submissions include details to discharge conditions relating to the phase and site wide issues. The proposals have been subject to amendments and it is the updated submissions which are the subject of this report. The submissions have been considered in relation to the aims of the outline permission and associated approved documents, including details previously agreed to discharge conditions.

The proposals, as amended, have been subject of consultation and there are no objections from statutory consultees. The design and layout of the residential areas is in line with the provisions of the Development Framework Plan and would achieve a high-quality design, befitting of the location. The details submitted for the discharge of conditions 11 (Children and Young Persons Strategy), 14 (Structural Landscaping), 39 (Landscaping for the registered park and garden), 43 (Noise) and 50 (Odour) are considered to be suitable and there are no objections from consultees.

With regard to layout, scale, appearance and landscape, it is considered that the application achieves a high-quality design which provides a good standard of amenity for future residents and does not give rise to material landscape harm. Appropriate landscaping is provided throughout the development to support design quality. There is no residual significant harm in terms of biodiversity, traffic or other environmental impacts that falls outside that recognised within the outline planning permission. The development supports the delivery of housing in accordance with Charnwood's core strategy policy CS22. The mix of housing across the parcel is different from the expectations of the Affordable Housing Delivery Statement but when balanced against character of the area this is considered to meet with policy CS3. The housing development would bring clear economic and social benefits. On balance it is considered to be a sustainable development that accords with the development plan and it is recommended that these reserved matters be granted subject to conditions.

### Recommendation

That planning permission be granted subject to the following planning conditions and reasons:

Planning conditions:

1. The development, hereby permitted, shall be begun not later than 18 months from the date of this permission.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans listed in schedule 1.

REASON: To provide certainty and define the terms of the permission

3. No dwelling shall be occupied until surface water drainage to serve that dwelling, which accords with the surface water drainage scheme for the phase, to be approved under condition 29 of P/14/1833/2, has been completed and made available.

REASON: To ensure there is no risk of flooding within the development or surrounding areas as a result of approved drainage detail not being implemented in a timely manner and to ensure compliance with development plan policies CS16 and CS22.

4. No dwelling shall be occupied until the parking and turning facilities for that dwelling have been provided in accordance with the plans listed at schedule 1.

REASON: ensure that adequate on street parking is provided in the interest of highway safety and to ensure compliance with policies CS2 and CS18.

5. Prior to commencement of works above slab level details of the site gateway from the A6 are to be submitted to and agreed in writing by the Local Planning

Authority. The agreed site gateway is to be implemented in accordance with the agreed details prior to the occupation of the dwelling.

Reason: To ensure a high-quality design in keeping with the historic importance of the site in accordance with CS22.

6. Prior to commencement of works above slab level details of boundary treatments within phase 1a are to be submitted to and agreed in writing by the Local Planning Authority. The agreed details are to be implemented in accordance with the approved details prior to occupation.

Reason: To ensure that suitable boundary treatment is provided in keeping with the design and layout of the site in accordance with CS22.

7. Prior to commencement of works above slab level within Phase 1a (as defined by FPCR Phasing Plan ref 7394-L-PH1-2 Rev E) details of hard landscaping are to be submitted to and agreed in writing by the Local Planning Authority. The agreed details are to be implemented in accordance with the approved details prior to occupation.

Reason: To ensure that suitable boundary treatment is provided in keeping with the design and layout of the site in accordance with CS22.

8. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Persimmon Homes drawing number PS/GAR/01 Revision AA. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

9. Notwithstanding the submitted plans, any garage doors shall be set back from the highway boundary a minimum distance of 5.5 metres for sliding or roller/shutter doors/ 6.1 metres for up-and-over doors / 6.5 metres for doors opening outwards and thereafter shall be so maintained.

REASON: To enable a vehicle to stand clear of the highway whilst the garage / car port doors are opened/closed, to protect the free and safe passage of traffic, including pedestrians, in the public highway, to ensure that adequate off street parking provision is available to reduce the possibility of on street parking problems locally and in accordance with the National Planning Policy Framework (2019).

10. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2019).

11. No development shall take place until a scheme for the treatment of the Public Rights of Way has been submitted and approved in writing by the Local Planning Authority. Such a scheme shall include provision for their management during construction, surfacing, width, structures, signing and landscaping in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers (<https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2018/6/5/Rights-of-way-guide.pdf>). Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

REASON: to protect and enhance Public Rights of Way and access in accordance with Paragraph 98 of the National Planning Policy Framework 2019.

Information notes:

1. If the roads within the proposed development are to be offered for adoption by the Local Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980. Detailed plans will need to be submitted and approved, the Agreement signed and all sureties and fees paid prior to the commencement of development. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
2. If an Agreement is not in place when the development is commenced, the Local Highway Authority will serve Advanced Payment Codes in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please email [road.adoptions@leics.gov.uk](mailto:road.adoptions@leics.gov.uk) in the first instance.
3. Prior to construction, measures should be taken to ensure that users of the Public Rights of Way are not exposed to any elements of danger associated with construction works.
4. Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980. Application for Diversion or Stopping Up should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.
5. If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to [networkmanagement@leics.gov.uk](mailto:networkmanagement@leics.gov.uk) at least 12 weeks before the temporary diversion is required.

6. Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

## **Schedule 1 – Approved Plans**

### Phase 1a – Reserved matters

- PS\_GAR\_01 Garendon Phase 1 Site Layout Rev AA
- 7394-L-01 AA Detailed Layout
- PS\_GAR\_01 Rev B Garendon Site Layout in Relation to Existing Development - Rev B
- Garendon House Type Drawings - Rev G
- 7394-DL-101-106G Parcel 1A Detailed Plans
- 7394 Garendon Visualisations Rev B
- 7394-P-55 Street Scenes AA DD
- 7394-P-56 Street Scenes BB CC
- 7394-DL-107-116D Phase 1 and 2 Detailed Landscaping and POS
- Site Location Plan PS-GAR-10

### Condition 11 – Children and Young Person’s Strategy

- Children and Young Person’s Strategy (received March 2021)

### Condition 14 – Site wide structural landscaping

- 7394-SL-01D Site Wide Structural Landscape
- 7394-SL-02D North East Structural Landscape
- 7394-SL-03C North West Structural Landscape
- 7394-SL-04C Central East Structural Landscape
- 7394-SL-05C Central West Structural Landscape
- 7394-R1-9A Recreational Routes Phasing
- Green Infrastructure Phase 1 - 2E
- Green Infrastructure Phase 1 – 3E
- Green Infrastructure Phase 1 – 4E
- Green Infrastructure Phase 1 – 5E
- Green Infrastructure Phase 1 – 6E
- Green Infrastructure Phase 1 – 7E
- Green Infrastructure Phase 1 – 7E
- Green Infrastructure Phase 1 – 9E

### Condition 39 - Landscape scheme for registered park and garden

- 7394-DL-107-116D Phase 1 & 2 Detailed GA and Landscape POS Plans
- 7394-DL-201-211G Garendon Park Detailed Landscaping

### Condition 43 – Phase Noise assessment

- WYG Noise Assessment February 2020

### Condition 50 – Phase odour control

- WYG Odour Survey and Assessment February 2020
- WYG Additional Odour Assessment in Response to EHO’s Comments August 2020

