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Sent: 08 August 2024 14:16
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Subject: Representation to Charnwood Borough Council Main Modifications- Humble Lane, Cossington
Attachments: Clarendon Cossington representation Humble Lane.pdf

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Good Afternoon,

Please find attached our contribution to the ongoing consultation for the proposed Main Modifications to the Draft Local Plan 2021-2037 for Charnwood Borough Council, submitted on behalf of our client, Clarendon Land Development.

Please may you send a confirmation email once received.

If you have any questions please get in contact.

Kind regards,

Joe


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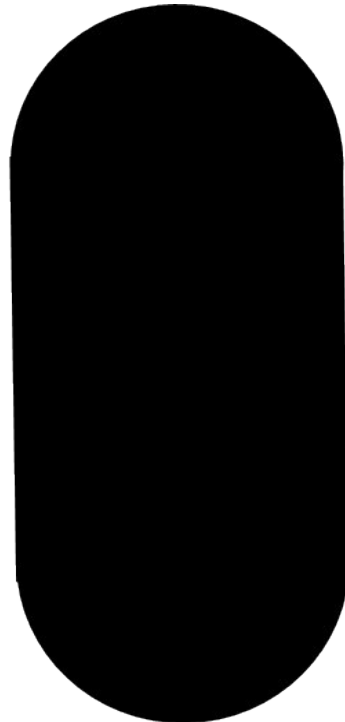
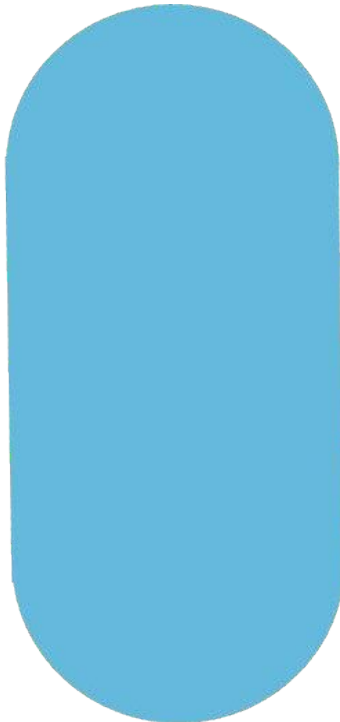
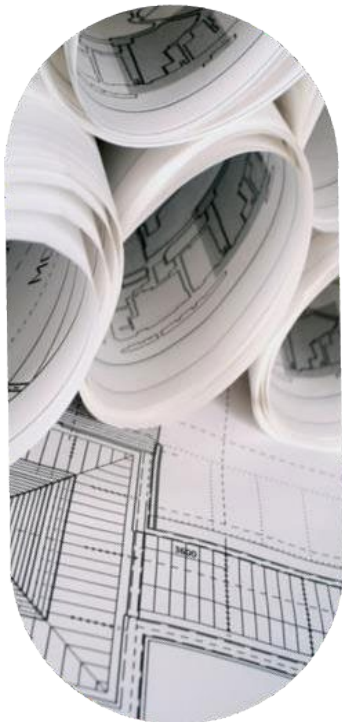


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Representation to Consultation on Main Modifications to the Charnwood Local Plan 2021- 2037

Clarendon Land & Development

August 2024



1. Introduction

- 1.1. This representation is in response to the ongoing consultation of the proposed Main Modifications to the Charnwood Local Plan 2021-2037. The consultation period runs from 17th July to 4th September 2024 and seeks to ensure the material changes to the submitted plan make the local plan sound and legally compliant.
- 1.2. This representation has been prepared by Marrons on behalf of our client, Clarendon Land & Development, in respect of the Land off Humble Lane, Cossington.

2. Response to Main Modifications Consultation

- 2.1. As part of the Main modifications to the Local Plan 2021-37, the Council are proposing to modify the Cossington settlement boundary to include Allocation HA59, which benefits from planning permission P/20/2393/2 for 130 homes (see EXAM84 PC 14) and also the settlement limit of Sileby (to the north of Cossington) to reflect a planning permission for 170 homes granted through appeal APP/X2410/W/21/3287864 (planning reference P/21/0491/2) (see EXAM 84 PC12).
- 2.2. The amendment proposed under PC12 not only reflects the full extent of the permission that has been granted (i.e. built form and open space) it also adopts the railway line as a defensible boundary on the ground (and indeed on the OS map).
- 2.3. The amendment proposed under PC14 does not include the open land between the built form granted under permission P/20/2393/2 nor follow the defensible boundary provided by the railway line. In fact it follows no defensible line on the ground, preferring the red line of the permission which itself was drawn to reflect the original draft allocation boundary.
- 2.4. The land to the east of permission P/20/2392/2 and the railway line extends to approximately 2.7ha and has been assessed by the Council as part of a larger single parcel (reference PSH60 – Charnwood SHELAA2020) with an arbitrary line drawn to provide a boundary for HA59. PSH260 was assessed as suitable for housing development and available for development, with a timeframe of 6-10 years.

- 2.5. Clarendon Land & Development have of course previously promoted the land contained between the built form of permission P/20/2392/2 and the railway line as a logical extension to HA59 and capable of providing additional homes in the event of land supply shortfalls. The application of the railway line as a defensible boundary at Sileby under PC12 provides another reason whereby a consistent approach would be to follow the same defensible line for Cossington under PC14.
- 2.6. The Council's recently published EXAM 58L: Update to Five Year Supply on Adoption (May 2024) suggests at best a marginal land supply at 5.01 years supply as at 1st April 2024. With delivery delays continuing to be experienced since the Council last sought promoter confirmation for the housing trajectories issued under EXAM 58J and EXAM 58M it is almost certain to be the case that a five year supply can no longer be evidenced on adoption.
- 2.7. The Council will then be in a precarious situation with a clear possibility that the tilted balance will be engaged for the purposes of determining planning applications. We would therefore welcome, and recommend, the amendment of the settlement limit at Cossington under PC14 provide for additional delivery in the event the Council's housing land supply falls below 5 years. This could be white or safeguarded land, which would provide a clear signal that the principle of development would be accepted or an extension to the easter boundary of allocation HA59 to follow the railway line as a defensible boundary.

3. Conclusion

- 3.1. We recognise the need for modification of the Cossington Limits to Development (PC 14: Charnwood Policies Map) to include Allocation HA59 and a further site with planning permission (P/21/0491/2). However, there is sense in applying the railway line as a defensible boundary.
- 3.2. In turn this would provide an opportunity for additional homes directly adjacent to the HA59 allocation on land assessed as suitable and available (PSH60) which would assist the Council in maintaining their housing land supply and meeting their housing requirement identified within the Local Plan 2021-37.



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