

From: Emily Bishop - Mulberry Land <emily.bishop@mulberryland.co.uk>
Sent: 03 September 2024 11:54
To: localplans@charnwood.gov.uk
Subject: Consultation on Main Modifications to the Charnwood Local Plan
Attachments: Main Mods letter Sept 24.pdf

You don't often get email from emily.bishop@mulberryland.co.uk. [Learn why this is important](#)

Dear sir / madam,

Please find attached our response to the main modification's consultation. I would be grateful if you could acknowledge receipt and keep me informed of future updates.

Many thanks,
Emily

EMILY BISHOP
HEAD OF PLANNING
MULBERRY LAND



M 07395882339 **DD** 01604 263537
E emily.bishop@mulberryland.co.uk
T 01604 263 520 mulberryland.co.uk

Mulberry House DIRFT, Crick Road, Rugby, Warwickshire CV23 8YL

Subject to contract and without prejudice

This message is private and confidential. If you have received this message in error, please notify us and remove it from your system.

Mulberry Land is a trading name of Mulberry Strategic Land Ltd (company number 12089483)
whose registered office is Nene House, 4Rushmills, Northampton. NN4 7YB
Mulberry Homes is a trading name of Mulberry Property Developments Ltd (company number 07253372)
whose registered office is Nene House, 4Rushmills, Northampton. NN4 7YB
Mulberry Developments is a trading name of Mulberry Commercial Developments Limited (company number 04771583)
and Mulberry Property Developments Ltd (company number 07253372),
whose registered offices are Nene House, 4 Rushmills, Northampton. NN4 7YB



Mulberry Land
DC420 DIRFT
Crick Road
Rugby
Warwickshire
CV23 8YH

www.mulberryland.co.uk

Local Plans Team,
Charnwood Borough Council,
Southfield Road,
Loughborough,
Leicestershire
LE11 2TN

03/09/2024
Submitted via email

Dear Sir / Madam,

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

Thank you for the opportunity to provide a response to Main Modifications to the Charnwood Local Plan 2021-2037. Mulberry Land are promoting land to the north of Syston Road, Cossington, for employment purposes, and have consistently submitted comments and representations during the EiP process.

Please find our submitted comments below, which are made in relation to the Schedule of Proposed Main Modifications:

MM12 – Charnwood are to accommodate the 23ha of unmet employment land. Charnwood's identified need for general industrial and small-scale warehouse units is 43.55ha with a need of 11.92ha of office use. To accommodate Charnwood's own need and the unmet need from the city of Leicester, a total of at least 78.47ha of employment land will be provided in Charnwood. The Council have allowed for very little contingency to allow them to positively respond to the failure of allocated sites to deliver, either at the assumed rate, or at all. The identified supply is not guaranteed, and the Plan does not account for any positive allowance should employment land delivery not come forward.

MM22 – we put forward that the Limits to Development also follow the boundaries of Employment Allocations where these are located adjacent to settlements.

MM25 – The Council needs to ensure there is sufficient land allocated for employment development, otherwise the Plan will fail on the test of soundness given it will not be effective and will result in a failure of the Council to meet its employment requirements, compromising

the ability to achieve the Strategic Objectives identified. In the absence of sufficient land allocations, the delivery of sustainable development cannot be secured.

MM25 – we welcome the requirement and intention to continue to monitor progress with unmet housing and employment needs, particularly the ongoing work underway to meet unmet strategic warehousing and logistics need in Leicester and Leicestershire. It is likely that this ongoing work will demonstrate that additional land is required for strategic employment needs, at market influenced locations, i.e. close to A-road junctions and workforce supply.

MM26 - Deletion of Policy DS2: Leicester and Leicestershire Unmet Needs – it is our view that there still needs to be a mechanism in place to monitor and review unmet needs, how will this be undertaken to monitor progress of supply against need.

MM69 – there still remains only a single additional allocation at Shepshed – which apparently will meet the requirements of businesses and communities. We disagree that the allocations listed will provide sufficient land, choice and flexibility in supply over the plan period. To enable choice, more than 1 new allocations should have been made, to ensure contingency and increased options for growth.

Warehousing and Logistics

We note that there have been no amendments to this section, despite the lack of ambition to support growth in this sector. This is surprising given the Council's acknowledgement at **paragraph 5.30** which sets out how the logistics and distribution industry form a significant part of the UK's economy, with Leicestershire and the wider Midlands area having excellent transport links, considered a prime location for large scale B8 warehouse and distribution operations. It is our view that Charnwood should identify additional employment allocations to ensure they make a significant contribution towards meeting the employment demand. In the absence of such provision, it remains our view that the Plan is ineffective and unsound.

We disagree with the modification set out under **MM158**. This proposes that under policy DS1, the bulk of future growth will be focussed at Loughborough urban centre / Shepshed Urban Settlement and the Leicester Urban Area. It is difficult to make assumptions and dictate that employment sites should be located at urban centres, particularly in regard to warehouse and distribution operations. This sector has to be market led, and evidence work has to be aligned with delivering growth at locations which are attractive to the industry, which are more so away from urban centres, located adjacent to strategic highways corridors and junctions.

The main modifications presented by **MM158** (Local Strategic Road Network section) inserts a large amount of new text which sets out highways and transport related issues and strategies. The Council expects development to mitigate the impact of additional traffic through highway improvements, presenting a new policy INF2 Local and Strategic Road Network. This new policy INF2 is added as part of the main modifications consultation, and has not previously been included nor drafted under the draft plan, subject of EIP procedures.

The insertion of a new policy under **MM158** is considered to be a 'significant' change, and requires re-visiting the previous Sustainability Appraisal work, considering whether the previous scoring and commentaries are still relevant and valid. Any new policies introduced into the Local Plan as a result of the proposed main modifications will require SA. We welcome the SA Report Addendum: Appraisal of Modifications, which includes increased clarity in relation to Policy INF2, stating the need to address transport impacts of new development.

Given the intention to seek developer contributions through planning applications, and the significant impacts this could have on the viability of schemes coming forward and delivering the required growth, it is disappointing that methodologies have not been previously discussed with the development industry.

The CTCS was recently out for consultation, hosted by LCC. This document will apparently form the basis for transport contributions under emerging Local Plan Policies INF1 and in particular INF2. The flat 'per dwellings' tariff-based approach as proposed in the CTCS does not require a development specific assessment, no appropriate evidence, and disregards the tests in CIL Regulation 122(2). The CTCS is also not transparent in what will actually be paid for under the CTCS contribution and what will be covered by the LP Policy INF2 contribution. The CTCS fails to link the proposed mitigation measures to proposed allocations.

The CTCS proposes to impose a charge on development, irrespective of the credentials of the particular development proposed and site. It may mean that proposals for sustainable development proposals could find themselves funding the improvements to the sustainability credentials of much less sustainable and less well-connected rural sites.

The aims of this policy are flawed in that each contribution made towards infrastructure should be relevant and relatable as a direct result of that development, funds should not be pooled and put towards a scheme which may not be of relevance, nor require mitigation, as a direct result of the development.

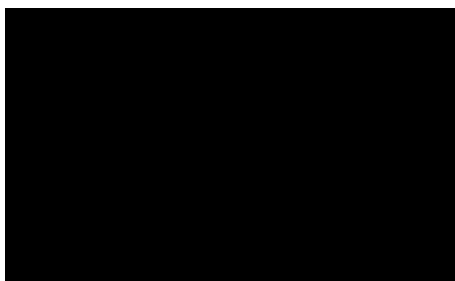
In terms of the sums identified by the draft CTCS, we (the development industry) have not been consulted prior to the setting out of draft levels of contributions sought. This is a crucial step in the process that appears to have been missed and would have provided invaluable insight into how the levels of contributions should be arrived at. It seems that the contributions proposed to be sought, have not had the benefit of being scrutinised by the industry. The same applies when inserting policy INF2 via the Main Modifications process, into the draft Plan. We feel that this has not been an open and transparent process and would appreciate additional scrutiny and engagement with the development industry.

The implications of policy INF2 could have a significant impact on the viability of allocated land, and windfall sites, impacting upon deliverability and developability across the plan period. It is therefore concluded that the Main Modifications do not result in a sound Plan.

Finally, as a minor point, at paragraph 9.19 (new paragraph), there appears to be a typo "*Our evidence also highlights that growth within and **without** the Borough will result in....*"

Please continue to provide us with updates in terms of future consultations and the progression of the Plan.

Yours sincerely,



Emily Bishop
Head of Planning
Mulberry Strategic Land