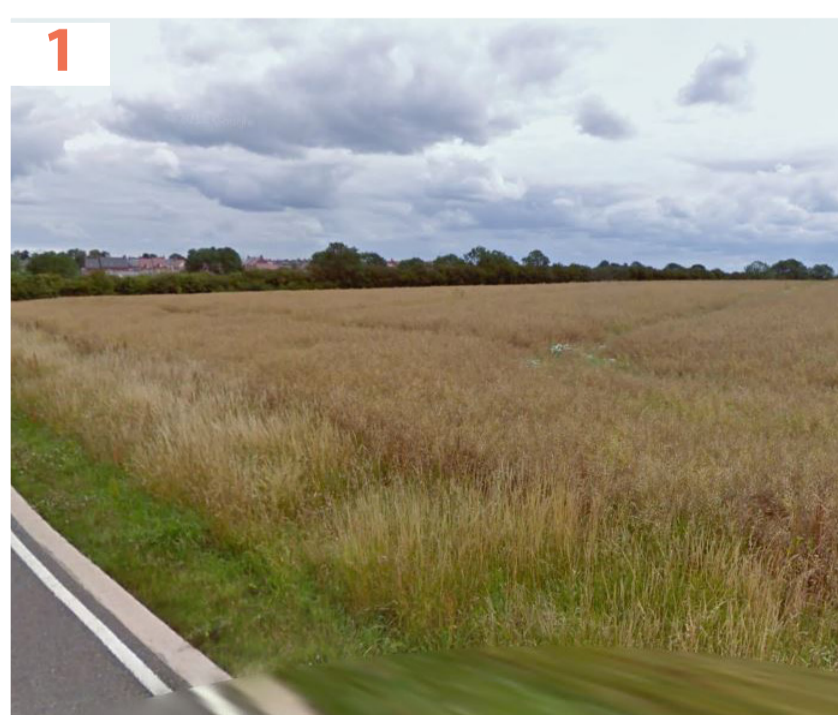


## 1.0: Introduction - Land to the south east of Warwick Road



### Introduction

**Manor Oak Homes** are working with a team of consultants to submit an outline planning application to Harborough District Council for up to 110 new homes with open space and car parking on land located to the south east of Warwick Road. Access will be off the existing Warwick Road. The development is situated north of the village centre. The proposed development site comprises 5.2 hectares (12.8 acres) of greenfield land with greenfield sites to the west and south with a built up area to the south east and north. The site currently comprises an agricultural field, with hedgerows and trees along the southern and western boundaries, with a hedgerow and the Midland Main railway line to the northern boundary.

Kibworth can be accessed via the A6 which connects the village to Leicester City Centre, located approximately 9 miles north-west of Kibworth, and offers a large variety of services and facilities. The village itself also offers a wide range of services and facilities which are within walking and cycling distance of the site.

This exhibition shows the initial examination of the site, outlines proposals for its development and seeks your views to inform the forthcoming outline planning application.

### Planning Background

An initial indication of a potential layout is detailed in this exhibition. As our application is for outline planning approval only, this maybe subject to changes and we welcome your views on the suggested layout.

The evidence gathered for the Council's emerging Local Plan identifies a need for new homes to be delivered in the District. The Council do not currently have a five year land supply, meaning sites such as this can come forward for planning, in line with national and local policy. Kibworth is identified as one of the most sustainable settlements in the District, and is therefore a suitable location for housing growth.

The Council's Strategic Housing Land Availability Assessment (SHLAA) identifies this site at Wistow Road as developable for housing, as did the landscape capacity study.

### The Team

**Manor Oak Homes** are working with the team listed below, and the exhibition boards have been put together to provide information about the proposed development:









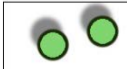

Architects  
Landscape Architects  
Planning Consultant  
Flood Risk Assessment, Drainage, Transport and Highways  
Ecological Surveys and trees

rg+p  
FEC  
Armstrong Rigg  
JPP  
FEC

**Thank you for taking the time to visit the exhibition**

## 2.0: Constraints and Opportunities - Land to the south east of Warwick Road



| KEY   |                         |   |                              |
|---|-------------------------|---|------------------------------|
|  | Site Boundary           |  | Area for Development         |
|  | Existing Vegetation     |  | Existing vehicular movement  |
|  | Existing Field Boundary |  | Proposed vehicular movement  |
|  | Public Open Space       |  | Existing pedestrian movement |
|  | Boundary Improvements   |  | Proposed pedestrian movement |

### Constraints

There is no formal access into the site, therefore a new access will be introduced to provide suitable access and for the proposed housing development.

The proposed access, off Warwick Road, has a fixed position due to the required vehicle visibility splays.

Existing trees and hedgerows are situated along the northern, southern and western boundaries of the site. The trees and hedgerows will be retained where possible.

Resource & Environment Consultants Ltd (REC) have undertaken a Noise Impact Assessment which concludes that Warwick Road and the railway present a potential noise source.

Therefore appropriate mitigation has been specified to reduce the impact for both external and internal habitable areas.

### Opportunities

As the proposed access is fixed, the proposed road will travel through the centre of the site and will branch off to the north and south.

An area of public open space is proposed along the Warwick Road boundary to create a green buffer between the existing road and the proposed housing.

Creating a strong street frontage along the public open space is important as this will create a sense of place as well as address the existing road and the proposed housing.

In the centre the site, there is the opportunity to provide a sense of place with further public open spaces, and a play area on a Village Green.

Wide grass verges and tree planting will run along the main spine roads which will form a linear green space through the site and reflect the rural character of Kibworth within the proposed development.

A play area is proposed to the east of the site which will be connected to the surrounding area via a footpath. A footpath will connect the development from the eastern boundary into Kibworth village centre via the existing public open space off Melbourne Close.

The proposal provides a variety of housing from 1 bed flats to 5 bed family houses.

The development comprises of 60% of the dwellings are for private sale the other 40% are affordable in line with policy.

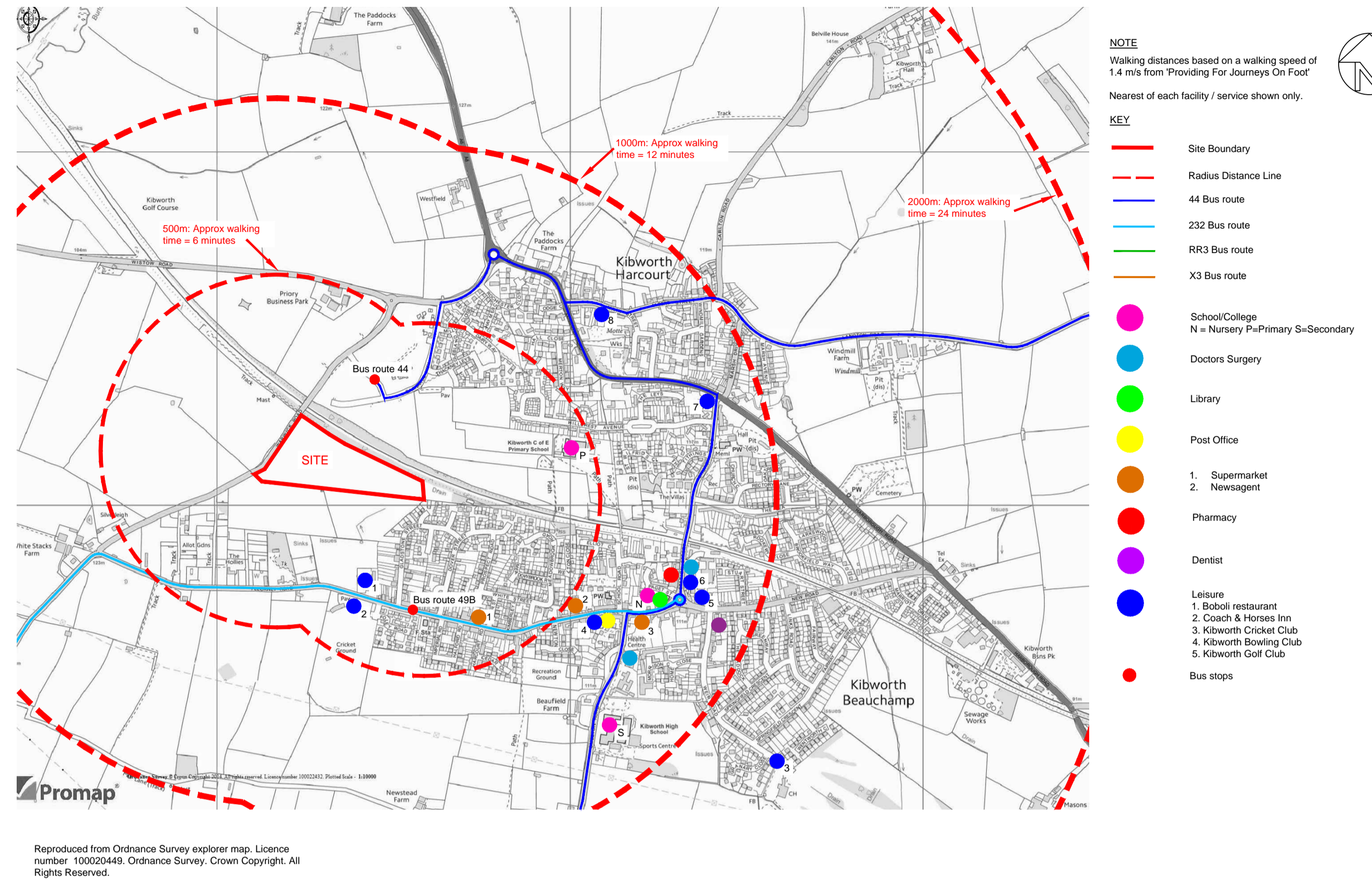
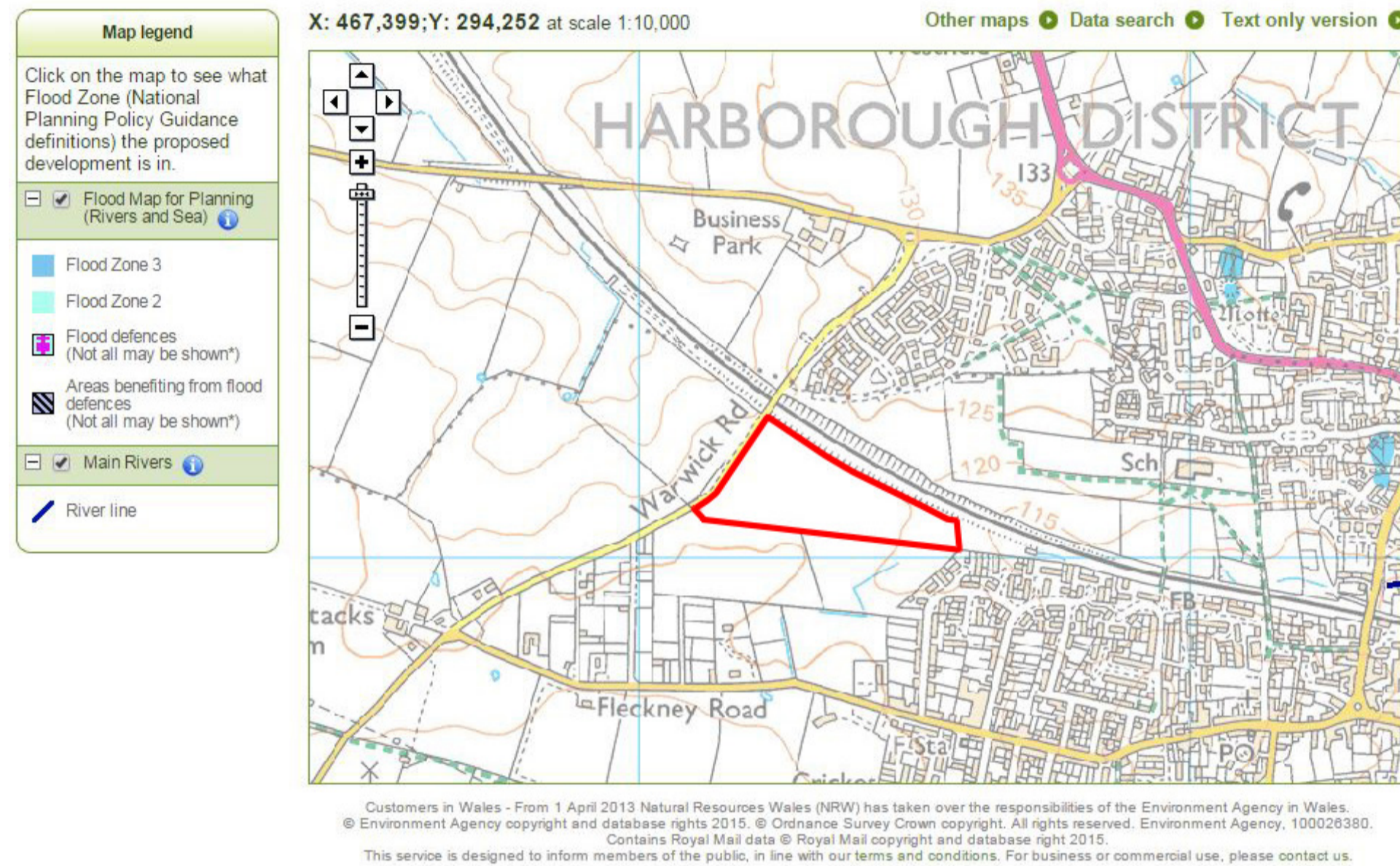
### 3.0: Site Layout - Land to the south east of Warwick Road



## 4.0: Flood Risk Assessment and Highways - Land to the south east of Warwick Road

### Flooding

The application will be supported by a Flood Risk Assessment, which considers the site to be located within Flood Zone 1, as defined by the Environment Agency's Flood Map. Flood Zone 1 is defined as being a low flood risk zone with the likelihood of flooding being less than 1 in 1000 years or 0.1%. We are not aware of any other sources of flooding which may affect the site.



### Accessibility

The proposed development is located within a sustainable location which is within an acceptable walking and cycling distance of local facilities including the Primary School.

### Transport

The proposed development of the site will result in a number of new vehicle trips on the highway network. These new trips will access the highway network via Warwick Road. The predicted number of trips generated by the proposed development is shown in the table below.

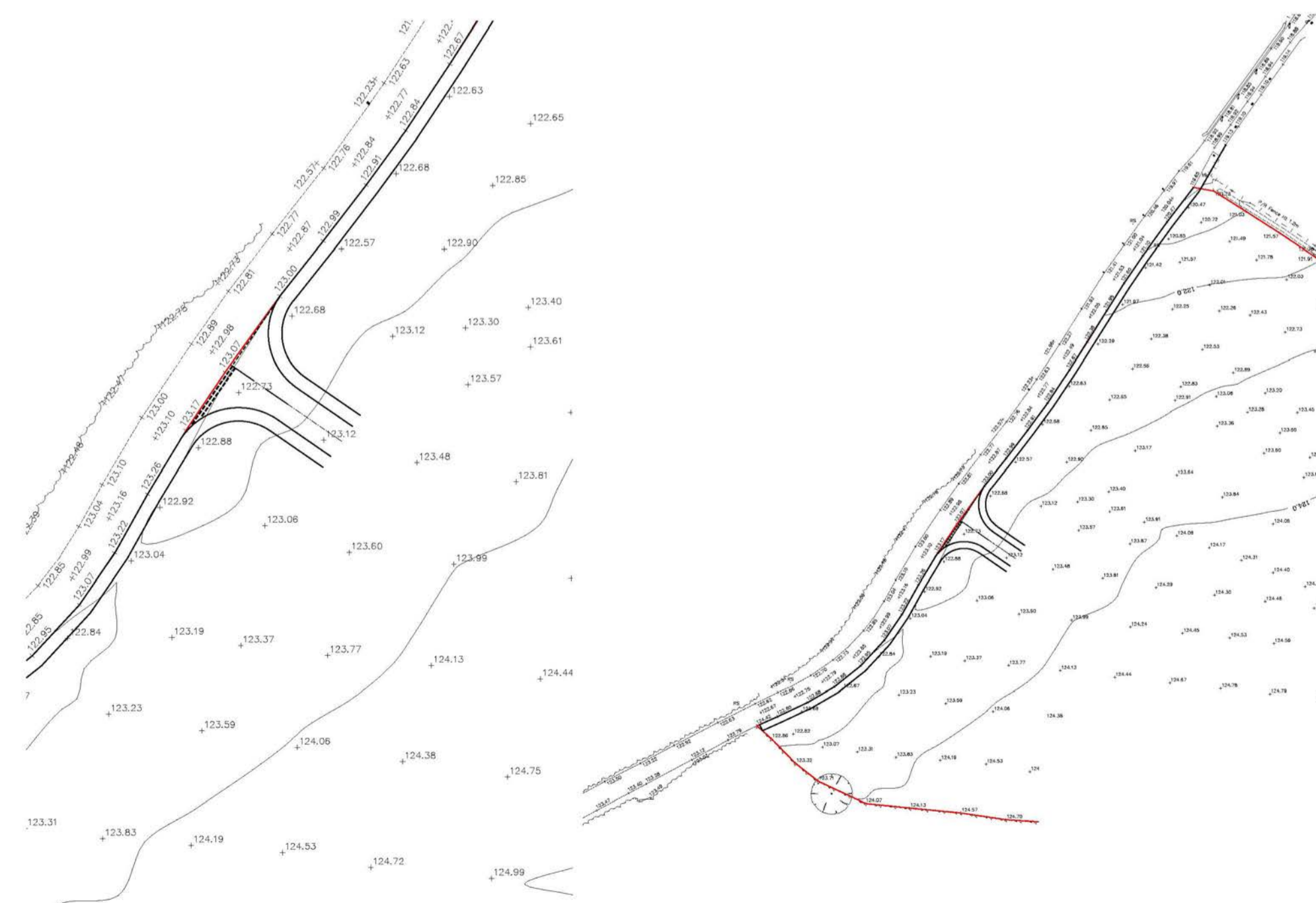
| Proposed Vehicle Trips | AM Peak (0800-0900) |          |            | PM Peak (1700-1800) |          |            |
|------------------------|---------------------|----------|------------|---------------------|----------|------------|
|                        | Use                 | Arrivals | Departures | Total               | Arrivals | Departures |
| Residential            | 35                  | 98       | 133        | 67                  | 39       | 105        |

**Table 6.2**

### Parking

Car parking will be provided on site for all dwellings in line with guidance published by Leicestershire County Council in their 6Cs design guide.

### Proposed Access Point Along Warwick Road



### Drainage

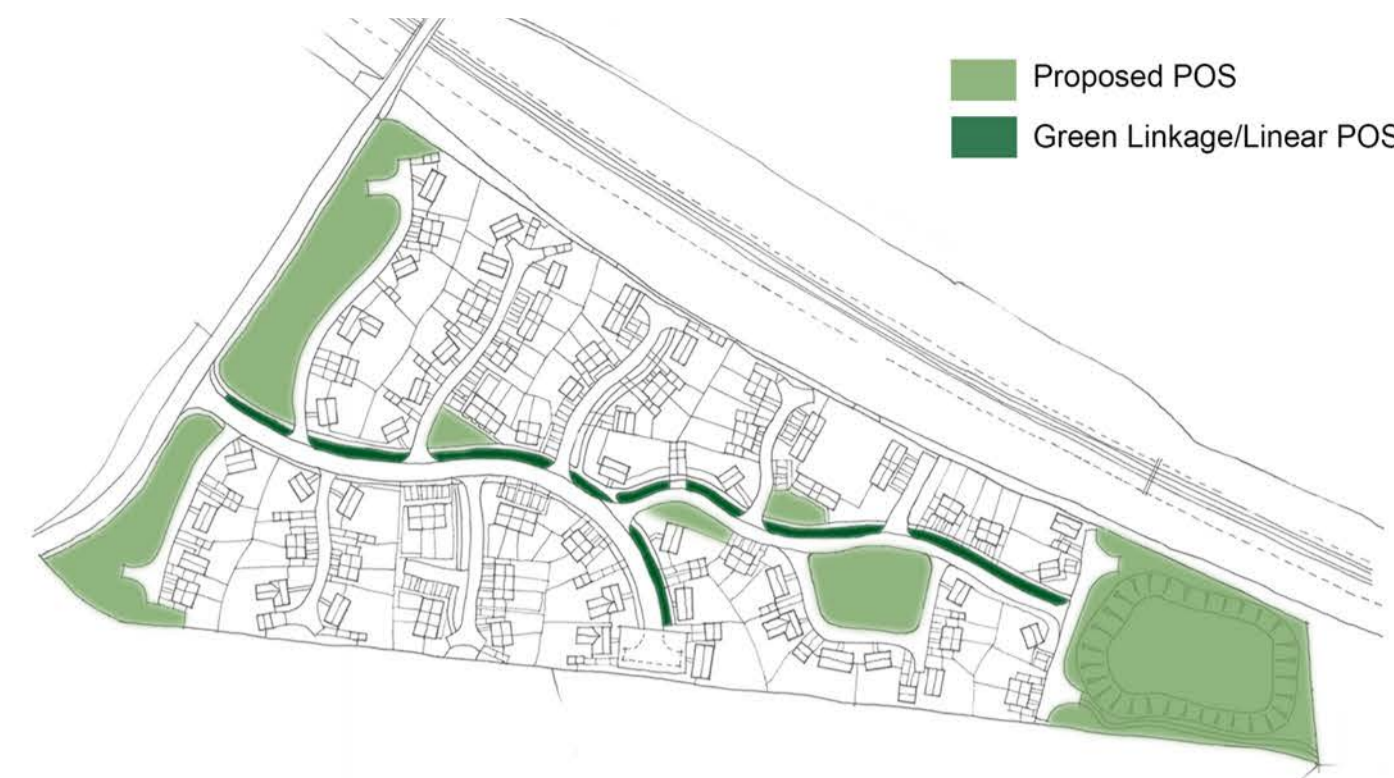
The drainage for the site will be designed in line with current legislation:

- Building Regulations
- Sewers for Adoption 7th Addition
- Code for Sustainable Homes
- National Planning Policy Framework

Sustainable Urban Drainage Systems (SUDS) will be utilised. Infiltration testing will be completed prior to detailed design to determine if the underlying geology is suitable for use with infiltration techniques. If infiltration is not viable on the site surface water discharge will be restricted to greenfield equivalent rates and will be attenuated on the site.

Foul water will discharge to Anglian Water's foul water drainage network.

# 5.0: Landscape, Ecology and Public Open Space - Land to the south east of Warwick Road



## Tree belt, public open space, and biodiversity enhancements

The proposed treatment at the Warwick Road frontage uses tree and shrub planting to filter views of the site and provide an attractive and welcoming entrance to the development. Rows of trees extend through the site to define the central avenue, framing views to the public open space (POS) and attenuation feature in the east of the site. The POS contains play equipment and landscaping designed to create an attractive space for recreation.

The extensive open space provides ample opportunities for biodiversity enhancements. Wildflower meadows will heighten the floristic diversity, in turn providing foraging opportunities for pollinators and other wildlife. Native tree and shrub planting will also offer foraging habitat as well as cover and nesting sites. The open spaces, particularly the attenuation feature, are well-connected to the broader landscape by the offsite tree belt directly adjacent to the north-east boundary which, by remaining accessible through appropriate fencing, will facilitate dispersal of fauna to and from the site.

Wetland meadow will provide additional diversification of habitats, attract wildlife and provide foraging ground.

Native trees and shrubs, as well as a wildflower meadow will soften the edge of the public open space, as well as providing cover and foraging habitat to wildlife.

Proposed trees will offer nesting opportunities to birds.

The proposed footpath provides a potential connection to the village center.



### Key

- Midland Main Line Railway
- Proposed Shrub
- Wildflower Meadow
- Existing Tree
- Attenuation Feature
- Grass
- Proposed Tree
- Playground

Potential link to the village.