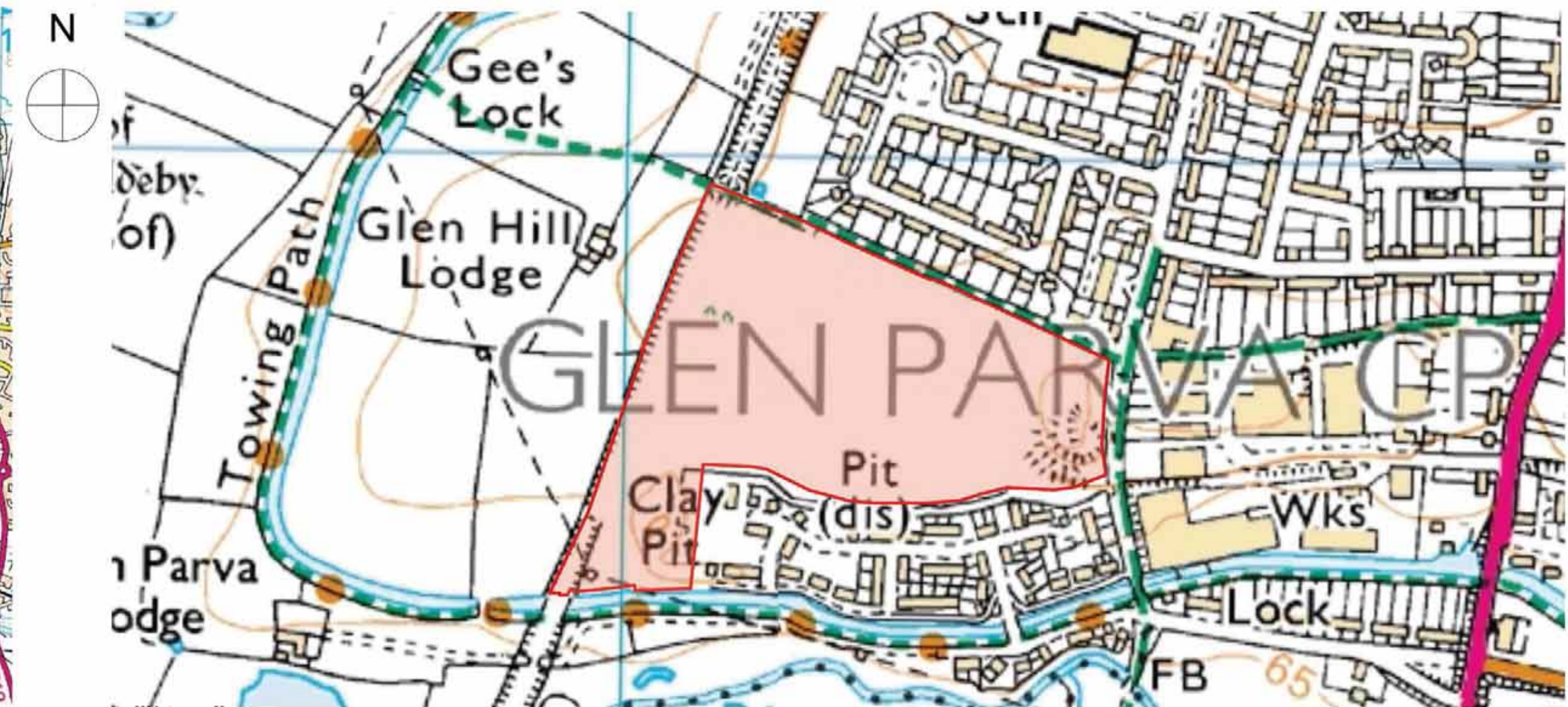
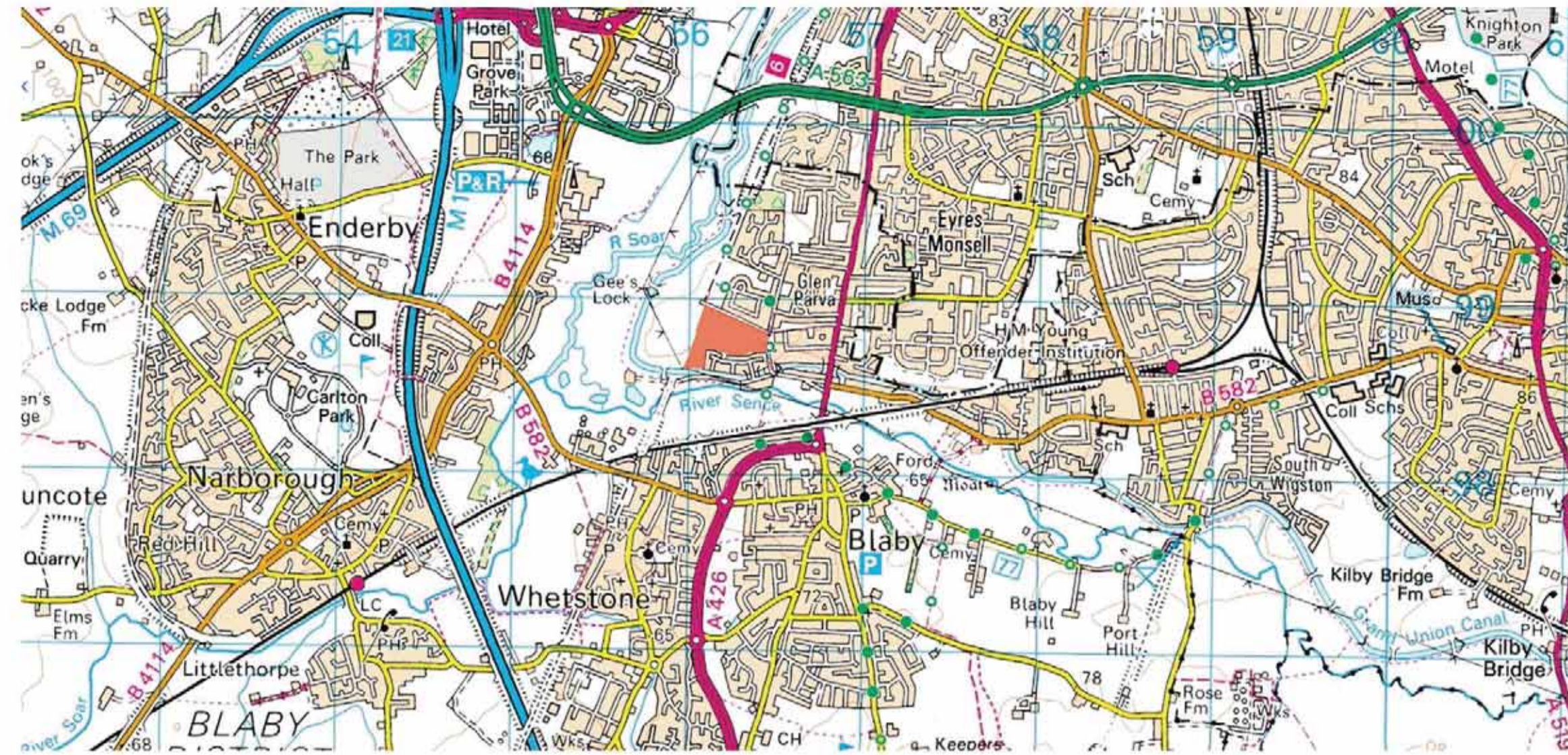


1: Introduction



Manor Oak Homes are working with a team of consultants to submit an outline planning application for a housing led scheme on land at Cork Lane, Glen Parva, Leicestershire. For the provision of up to 166 new homes and associated infrastructure including landscaping, public open space, highways and drainage. The site is shown on the adjacent plan and is the land edged red. The site is approximately 10 hectares.

This consultation exercise enables members of the public to have sight of the proposals and speak with members of the project team to understand the scheme design.



2: Planning Context

The application site is located within the administrative area covered by Blaby District Council. Blaby District Council has produced a Core Strategy (CS) as part of its Local Plan for the District. The CS will set out the spatial plan for the District up to 2029

The vision for the Core Strategy reflects many of the aspirations of the Community Plan. Specifically in relation to housing it states:

Housing will be provided to meet the needs of the current and future communities of Blaby District. The mix of housing will better reflect the needs of the population of the District including an appropriate balance of house types, sizes and tenures and there will be greater provisions of affordable homes to meet identified needs.

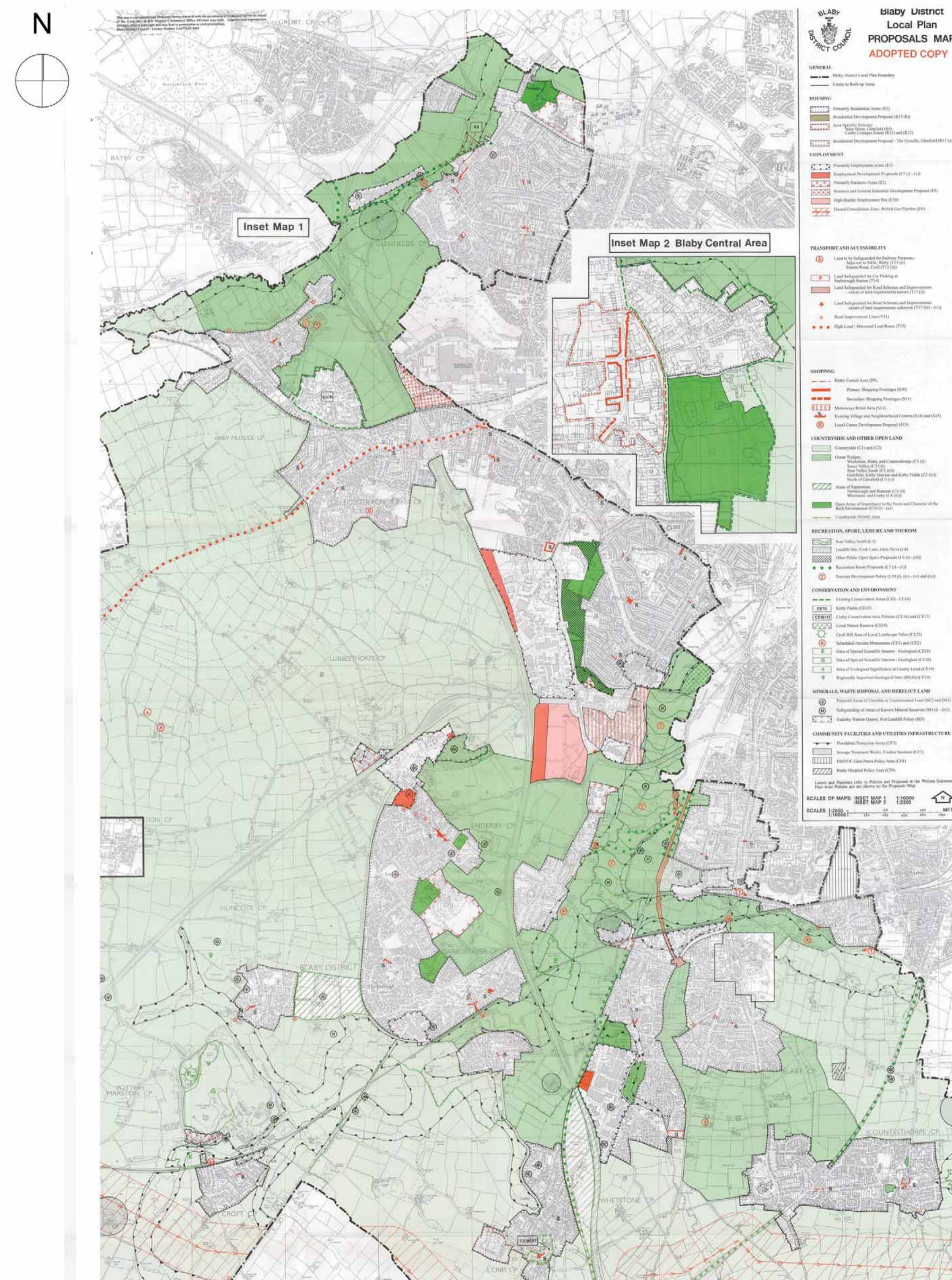
The CS housing strategy seeks to deliver the majority of the housing needs to the Principal Urban Area (PUA) which includes the settlement of Glen Parva. Paragraph 6.6. of the CS identifies that at least 5750 dwellings will be delivered in the PUA of which a circa 4250 dwellings should be delivered in a new Sustainable Urban Extension (SUE). The justification for this approach is to direct housing development to sustainable locations and to maximise self-containment. Therefore only sites which afford access to facilities and that can demonstrate they are sustainable should be pursued under policy CS1 of the CS.

In terms of need Paragraph 7.5.7 of the CS identifies that of the 5750 dwellings that need delivery to date the Council has 1309 completed or committed dwellings. This leaves a residual requirement of 4441 dwellings of which the 160 dwellings being promoted by this consultation could help deliver.

Paragraph 6.19 states that the CS will continue to protect established Green Wedges and Green Infrastructure and that the Council will seek to work with the 'Stepping Stones' project which operates in the District. This constitutes an opportunity for the land subject to this consultation as it adjoins an existing Green Wedge and could link to it.

The CS does not identify specific sites for allocation for development. The consultation on 'Call for Sites' has only recently closed and this will be developed by the Council to produce a 'Sites Allocation Document'. This will identify suitable sites that comply with the vision and housing strategy to deliver the future housing needs. Manor Oak Homes have made submissions to the Call for Sites and feel the Land at Cork Lane, Glen Parva, satisfies the requirements of Policy CS1 of the CS. It is located in the PUA, it is sustainable and would afford access to facilities, transport infrastructure and employment.

In summary the site is located in a location that the adopted plan identifies as suitable in principle for accommodating development. The proposal being promoted (160 units) accords with the numbers anticipated by the plan. The site allocation is being drafted but will focus on sustainable sites which are capable of being delivered. The remaining boards of this exhibition will examine the key planning considerations applicable to the site and examine possible solutions to demonstrate that the site is deliverable in a well-planned and sustainable manner.



Blaby District Council Local Plan Proposal Map

Transport

The proposed development of the site will result in a number of new vehicle trips on the highway network. The predicted number of trips are shown in the table below.

Proposed Vehicle Trips						
Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	50	140	189	100	49	149

A Transport Statement is currently being completed to understand the impact of these new vehicles on the highway network. Any impact will be mitigated to ensure that there is no detriment to the highway network.

Parking

Car parking will be provided on site for all dwellings in line with Blaby District Council's parking guidelines.

Accessibility

The proposed development is located within a sustainable location which is within acceptable walking and cycling distances of local facilities.

Drainage

Design

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

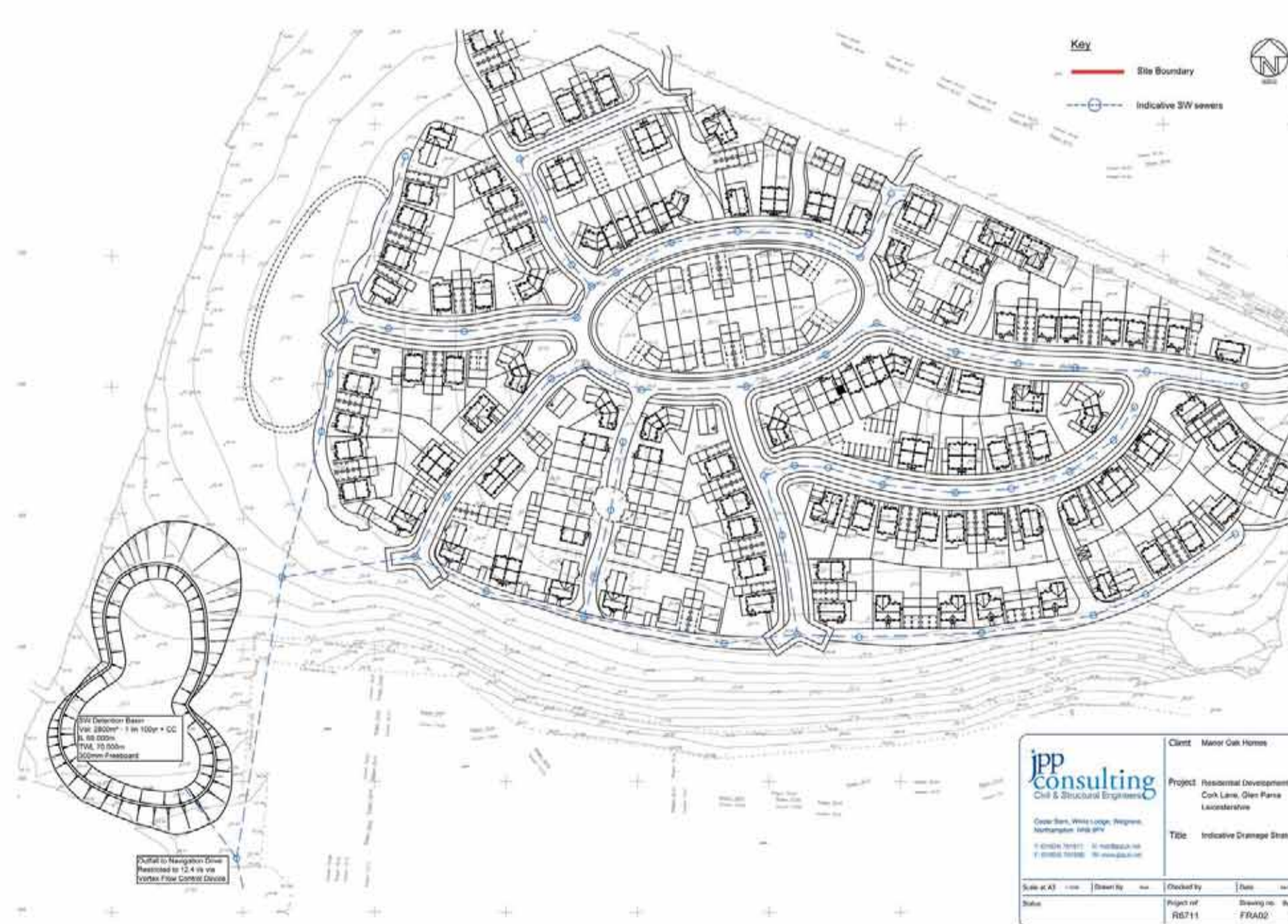
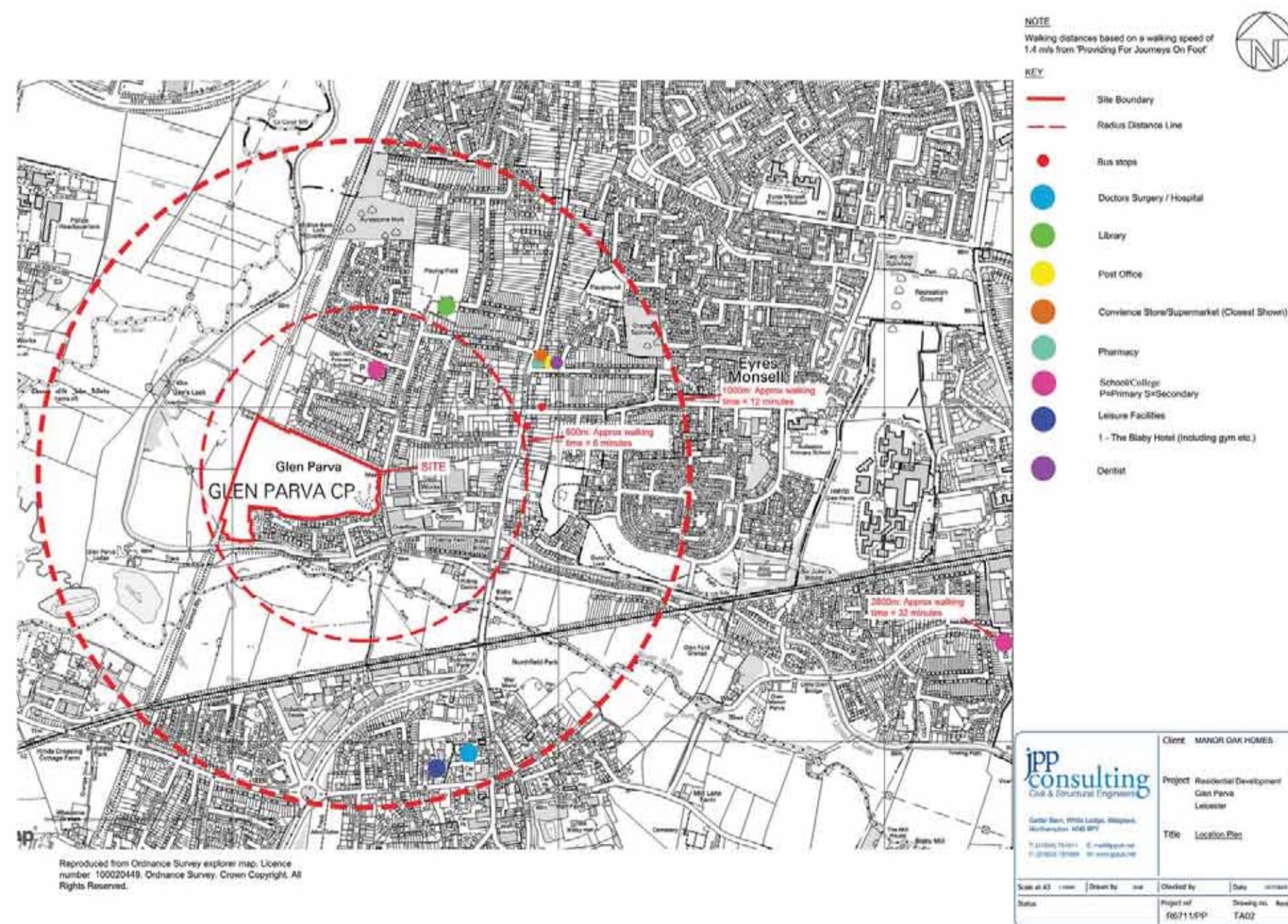
- Building Regulations Part H
- Sewers for Adoption 7th Addition
- Code for Sustainable Homes
- National Planning Policy Framework

Sustainable Urban Drainage Systems (SUDS) will be utilised including:

- Detention basins will be incorporated into the drainage design to provide temporary surface water storm attenuation during rainfall events which will allow water to be attenuated to greenfield runoff rates.

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 1,000 years or 0.1%.



Accessibility

Indicative Drainage Proposal

Flood Risk Map

Air Quality Assessment

The development has the potential to cause air quality impacts at sensitive locations. These may include fugitive dust emissions from construction works and road vehicle exhaust emissions associated with traffic generated by the proposal. As such, an Air Quality Assessment was required in order to identify baseline conditions at the site, determine location suitability for the proposed end-use and quantify potential impacts associated with the development.

Potential construction phase air quality impacts associated with fugitive dust emissions were assessed. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

Potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. An assessment was therefore undertaken to predict pollutant concentrations both with and without the proposals in order to quantify potential changes at sensitive locations. This indicated that predicted impacts on pollutant concentrations would not be significant at any receptor in the vicinity of the site.

Based on the assessment results, air quality issues are not considered a constraint to planning consent for the development.



Noise Impact Assessment

A series of Noise Surveys have been completed in order to measure the noise impact on the proposed development site from key surrounding noise sources.

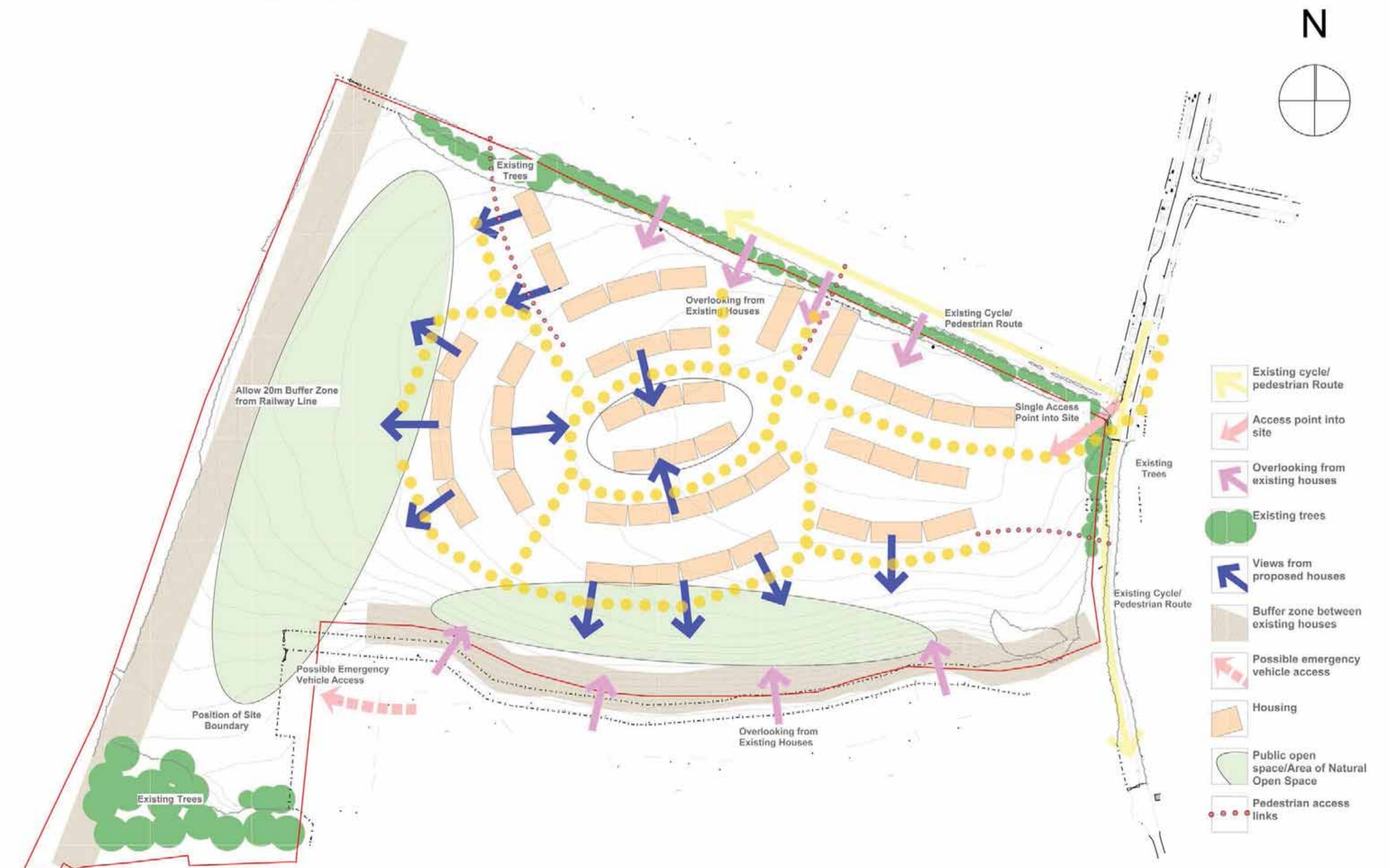
Noise Impact Assessment

This Noise Impact Assessment has identified that the key noise sources within the vicinity of the Site are from commercial noise to the east, rail traffic to the south and road traffic to the west. Accordingly appropriate consideration has been given towards the mitigation measures required to ensure a commensurate level of protection against noise for future occupants.

Recommended Mitigation Measures

This assessment has recommended the following mitigation measures in order to ensure an adequate level of protection from noise within living spaces:

- An acoustic-grade fence should be installed along the garden boundary of the plot to the north of the entrance of the site and the south eastern corner of the site;
- For habitable rooms which have a direct line of sight to the commercial area, railway line and M1 Motorway, a scheme of alternative ventilation is required in order to gain a supply of fresh air to the room as an option to opening windows



5: Proposed Masterplan



Location Plan

- The Masterplan is for identification purposes and shows a development of 166 dwellings.
- All of the dwellings are 2 storey.
- Incorporated into the site will be approximately 25% affordable dwellings ranging from 2 to 4 bedroom family homes.
- Public Open Space is situated on the west and south-west of the site with a play area.
- An area of Natural Open Space is located on the southern side between the existing development of Navigation Drive.
- All minimum dwelling separation distances are achieved throughout the scheme.



6: Illustrative House Types & Elevations



2 Bed Houses



3 Bed Houses



4 Bed House



Illustrative 3D visuals

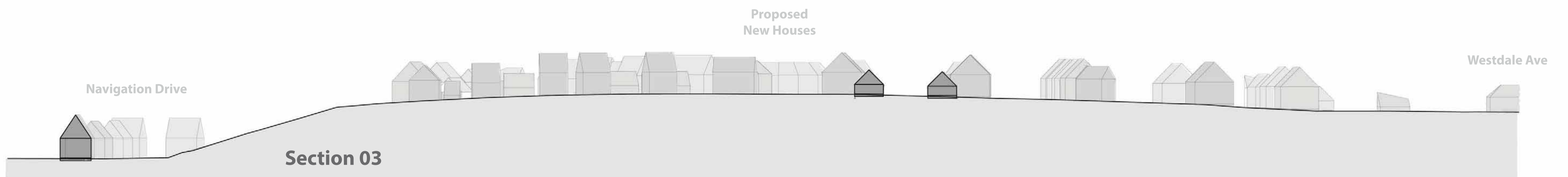


3 Bed Houses



3 & 4 Bed Houses

Illustrative House Type Elevations



7: Proposed Landscape Masterplan

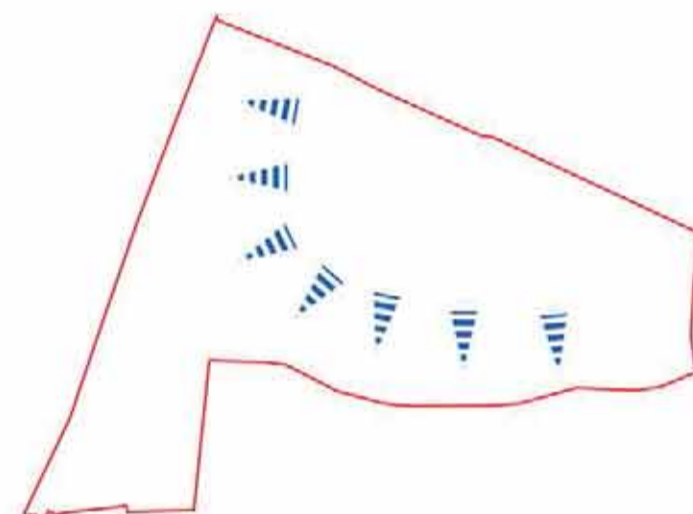
Supporting Information

URBAN GRAIN vs. PUBLIC OPEN SPACE



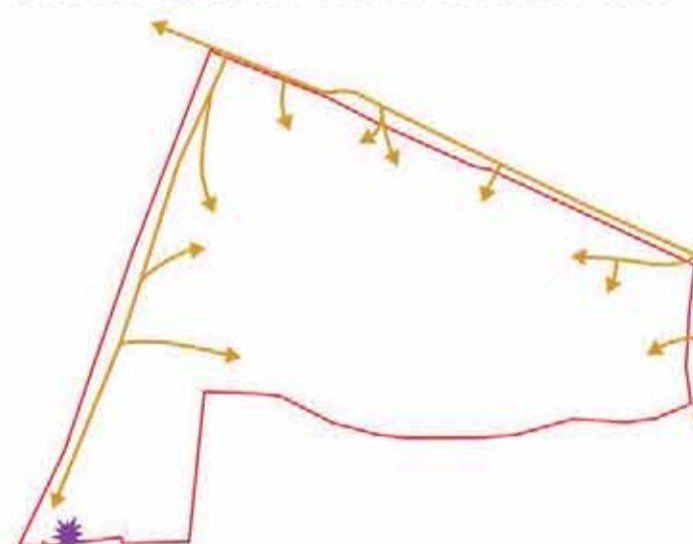
The thumbnail illustrates the public open space (green) allocation within the proposed development. The public open space is predominantly located along the western and southern site boundary. The hardscape (white) and proposed dwellings (black) are located along the ridge line.

VIEWS



The proposed development site lies at the southern end of a ridgeline extending out eastwards into the Sence River Corridor. The local topography allows for views south and westward, across the river corridor.

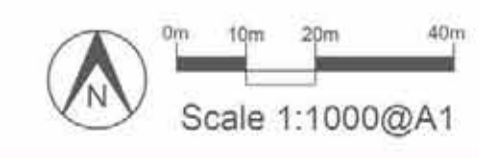
PEDESTRIAN & CYCLIST SITE ACCESS



The development aims at providing good pedestrian access and linkages to existing pedestrian and cycling routes (Guthlaxton trail). There is potential for the Local Planning Authority to extend the cycle route across the Grand Union Canal (*) towards Blaby.



KEY					
	SITE BOUNDARY		PROPOSED SHRUB		PROPOSED WETLAND MEADOW
	EXISTING VEGETATION		PROPOSED HEDGE		PROPOSED PLANTING OF NATIVE WHIPS
	PROPOSED TREES		PROPOSED WILDFLOWER MEADOW		GRASS



8: Proposed Green Wedge



KEY

-  Site Boundary
-  Green Wedge
-  Existing Park / Green Space
-  Potential Park / Green Space Extensions
-  Existing Cycle Route
-  Potential Cycle / Pedestrian Route Improvements
-  Potential Informal Footpaths
-  Disused Railway Corridor used as Cycle path
-  Disused Railway Corridor
-  Potential Extent of Flooding

Vision for Blaby's green space strategy:

"To provide green spaces that make a positive contribution to the quality and diversity of the local environment and to the health and well-being of our residents. Our green spaces can be used, valued and enjoyed by everyone."