



Design and Access Statement with
Sustainability Statement
for a Housing Development
on land off Cork Lane, Leicester

for

Manor Oak Homes

February 2014

manor
oak
HOMES

7779 Housing Development, Cork Lane, Glen Parva, Leicester



VISION

To create a high quality, sustainable development complimenting its surroundings and enhancing the local environment for existing and new members of the Glen Parva community.

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1.0 Introducing the scheme



1.1 Scope and Content of the Statement

- 1.1.1 This Design and Access Statement (DAS) has been prepared by rg+p to support an outline planning application submitted on behalf of Manor Oak Homes for a residential development on land off Cork Lane, Glen Parva, Leicester.
- 1.1.2 This section of the DAS sets out the format of the DAS, provides information on the applicant, explains the brief for the site and summarises the proposal.

1.2 Document Structure

- 1.2.1 The requirement to provide a Design and Access Statement (DAS) and what it should contain, is set out in the Town and Country Planning (Development Management Procedure) (England) Order 2010. Article 8 of this summarises the content of a DAS as:

“the design principles and concepts that have been applied to the development, and how issues relating to access to the development have been dealt with.”

- 1.2.2 The context of the development is set out in the Assessment Section. This includes reference to the physical, social, economic, and policy context, as well the conclusions of other reports submitted with the application.
- 1.2.3 Pre-application discussions with the Council are set out in the Involvement section, which is followed by an Evaluation of the assessment and involvement information.
- 1.2.4 The Design section explains the design concept and principles and justifies the use, amount, layout, scale and appearance of the proposal.
- 1.2.5 The Access section explains and justifies the various access arrangements embedded in the proposal. This includes parking, access to and from buildings and spaces, public transport links, emergency access.
- 1.2.6 The size of the statement relates to the scale, nature, and complexity of the proposal, with plans, photographs, and illustrations used extensively. All plans and drawings of the scheme used in this Statement are for illustrative purposes only and not scalable. Scalable drawings form a separate part of the application.

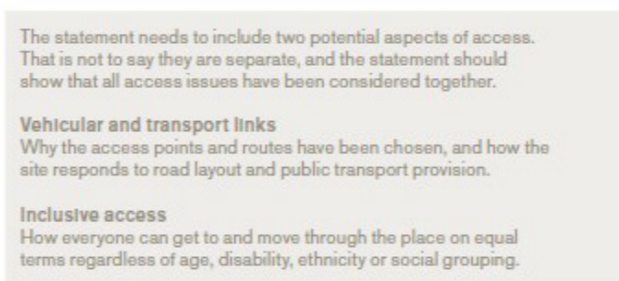
- 1.2.7 Finally, regard has also been had to paragraph 122 of the Government’s 2010 Guidance on Information Requirements and Validation:

“However, whilst its length and complexity may vary, what is important is that the document is concise and takes a proportionate approach, while effectively covering all of the design and access issues for the proposed development.”

Design



Access



CABE Guidance

1.3 The Consultants

- 1.31 This document has been prepared by rg+p architects, with specialist contributions from the following members of the design team who have provided the documents listed;

Framptons

- Planning Statement
- Statement of Community Involvement
- Housing Statement
- Forms
- Notices

First Environment

- Arboriculture Report
- Landscape Visual Impact Assessment (LVIA)
- Ecology

JPP Consulting

- Transport Statement
- Drainage
- Flood Risk Assessment
- Foul Sewerage and utilities Assessment

REC

- Air Quality Assessment
- Noise Assessment

RSK

- Ground Investigations

rg+p

- Masterplan
- Drawings
- Design and Access Statement



1.4 Application Proposal

- 1.4.1** The proposal is in outline with all matters reserved except access. That is, full details of the layout, landscaping, appearance, and scale are reserved for future agreement.
- 1.4.2** The application proposes up to 165 dwellings as a mix of both market and affordable housing, along with associated open space, landscaping, highways, and utility infrastructure.
- 1.4.3** The proposed dwellings will incorporate a mix of house types from one to five bedroom homes, and will include 25% affordable dwellings. Blaby District Council have suggested a housing mix for the market mix and affordable mix. The housing mix is detailed in the Planning Application Requirements.
- 1.4.4** The layout contains three zones of public open space, through which would run cycle-friendly footpaths. These are the public open space on the west of the site, south of the site and as part of the sustainable water drainage strategy a wetland meadow. There would be the potential for a 'Local Equipped Area for Play' (LEAP) within the public open space. Please refer to landscape section for further details
- 1.4.5** All existing boundary hedging would be retained and cut back in some parts, except for the small sections required to be removed to form the potential connections to the existing pedestrian access. The existing site access would be used as the only route in and out of the site. Most of the boundary trees will be retained too.
- 1.4.6** The natural open space on the south of the site has been designed to create further wildlife habitat, and act as a natural screen to the existing development on Navigation Drive. The remaining public open space is designed to encourage walking, cycling and connectivity through the site in addition to create further wildlife habitats.
- 1.4.7** It is proposed that housing will fully address the streets and footpaths along their entire length, including around the areas of open space, to ensure they benefit from natural surveillance and do not become underused areas and routes that attract anti-social behaviour.
- 1.4.8** 2 car park spaces have been provided per dwelling with many of the properties having a garage.

1.4.9 In accordance with The Town and Country Planning (Development Management Procedure) (England) Order 2010, Article 4:

- the indicative layout shows the approximate location of buildings, routes and open spaces;
- the upper and lower limit for the height, width and length of each building is stated;
- the areas where access points to the development are proposed are indicated.

1.4.10 The aim of this proposal is to create a carefully designed new housing development, providing quality homes set within a high quality public realm including landscaped greens, avenues that positively contributes to Glen Parva and creates a new and quality place to live.

1.4.11 Key benefits:

1. Contributes to the future provision of housing for the Blaby District.
2. Delivers new housing, affordable housing, public open space, place space and good pedestrian links to existing routes.

1.4.12 The masterplan below indicates how these aims are to be reached;

1. Up to 165 dwellings, including affordable housing in a variety of sizes and tenures.
2. Play area
3. Series of public open spaces for public use
4. Network of cycle friendly paths connected to existing pedestrian access.
5. Area of Natural space.

1.5 Concept Rationale

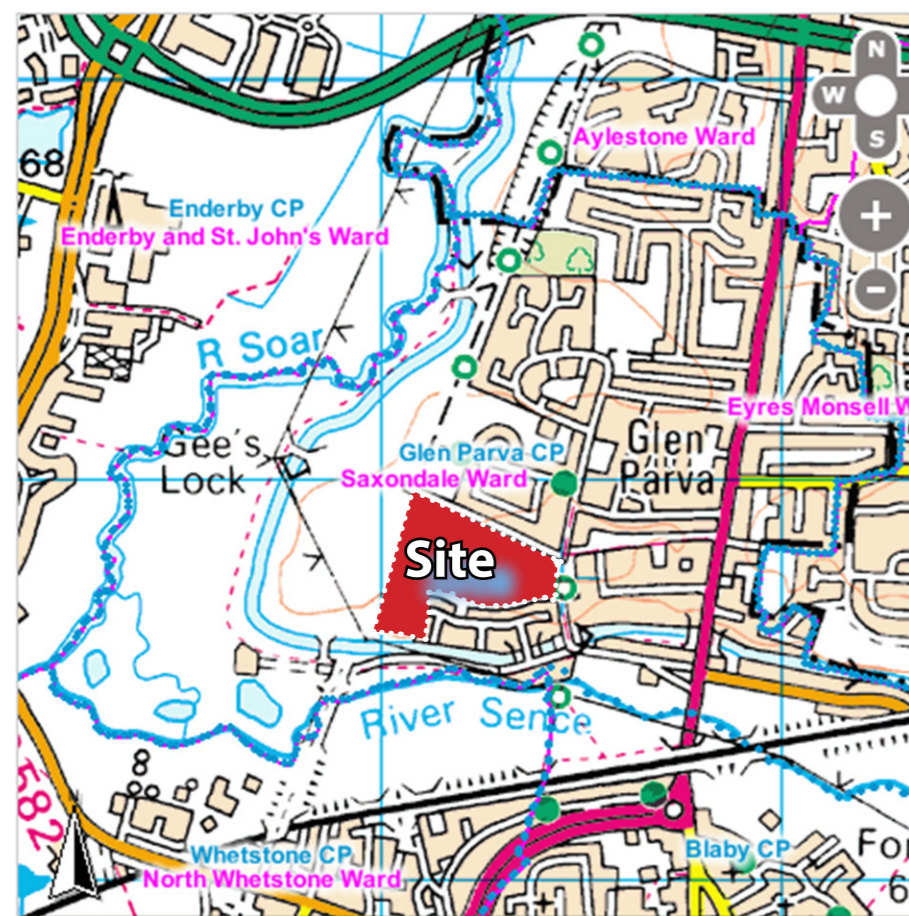
1.5.1 As the site lies on high ground and offers stunning views across vast open space, the main concept of the masterplan was to maintain a focal point from which the rest of the development spreads, maximising the number of properties gaining open views.

1.5.2 In addition, the sloping areas of the site would be ideal to create landscape areas, with play area and cycle friendly footpaths for residents and visitors to use.

2.0 Assessment

2.1 Site Location

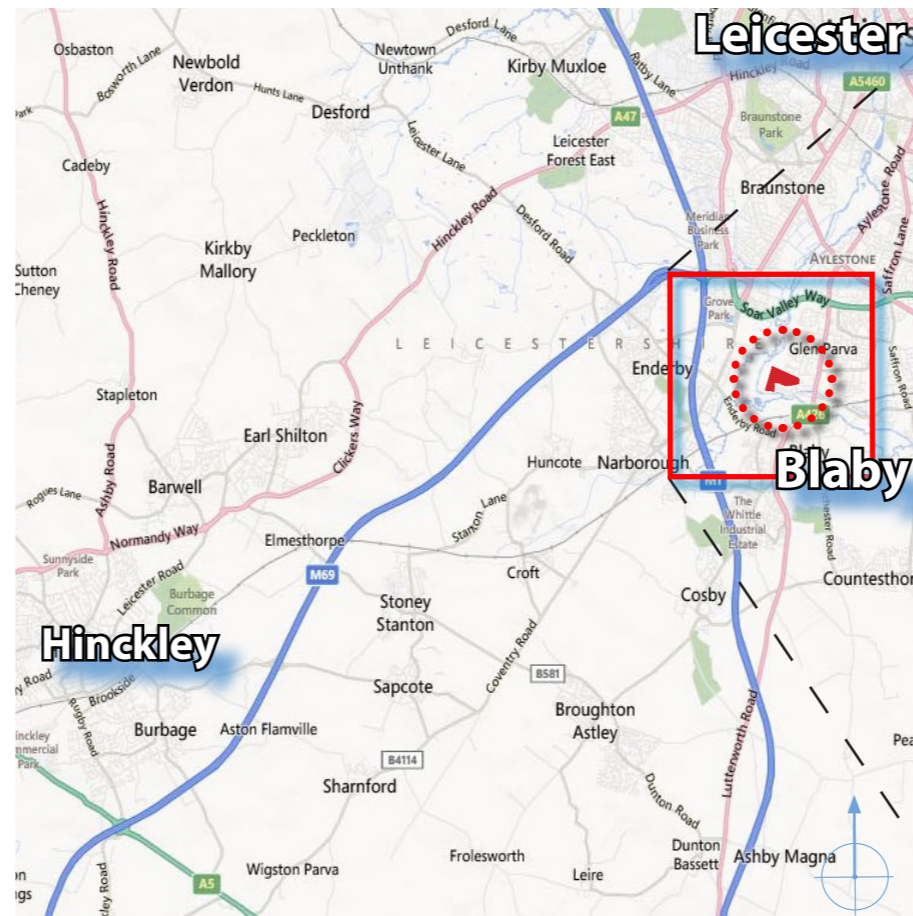
- 2.1.1 The application site is in Glen Parva, which is a civil parish in Leicestershire with a population of 6198 (2011 Census). It is located 4 miles south of Leicester City Centre and 12.5 miles northeast of Hinckley. The site is in Glen Parva CP Parish and the Saxondale Ward.
- 2.1.2 Glen Parva is a compact village straddling the A426 (Leicester Road) the southern edge of which is defined by the River Sence. North of Glen Parva is Aylestone, and to the east Eyres Monsell and South Wigston. The area is largely residential with a few local shops but the location benefits from Fosse Shopping Park located less than 10 minutes drive away.
- 2.1.3 The application site is located on the southern boundary of Glen Parva, with housing to the north and south, light industry and warehouses to the east of the site and open fields to the west. It is an approximately 10.6ha field off the southern end of Cork Lane, which is a local road connecting the site and adjacent housing to the A426 and to Blaby town centre approximately a mile to the south (via Leicester Road).



Ward & Parish Map

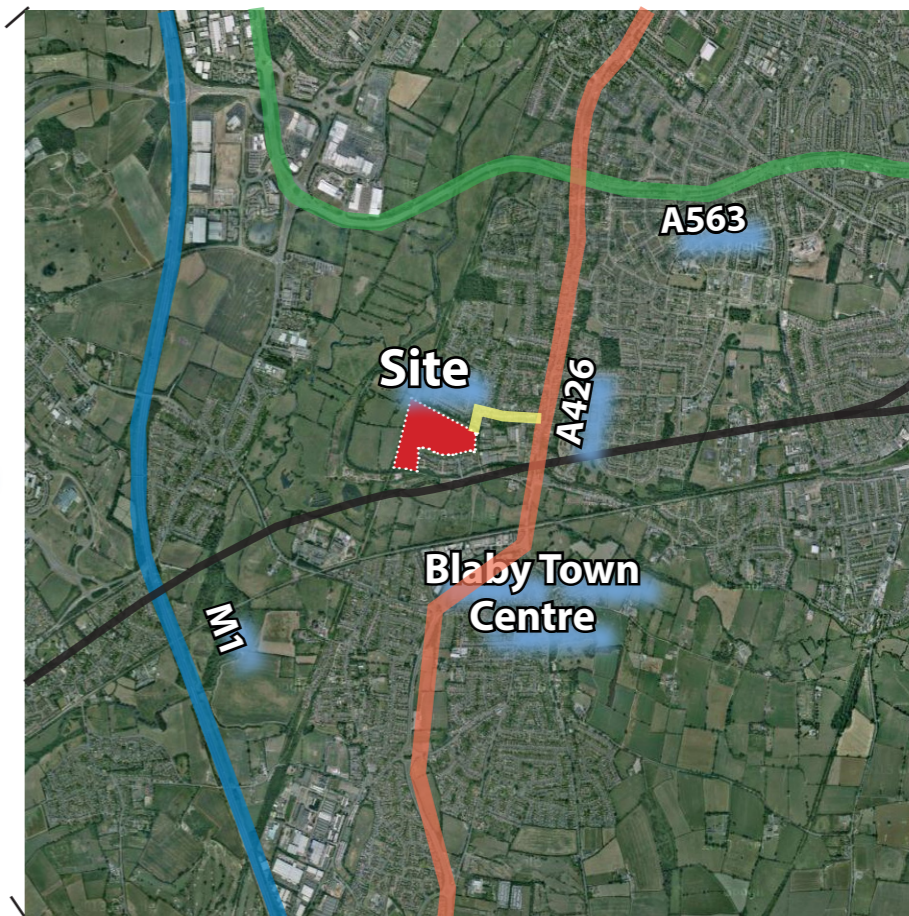
2.2 The Site

- 2.2.1 The site is currently used as pasture land used by a farmer to graze cattle. The land is set within a network of hedges and bounded with public right of ways on the north and east, newly developed houses on the southern boundary and open fields on the western boundary.
- 2.2.2 The site is bounded by rear gardens from Westdale Avenue with housing backing onto a pedestrian/vehicular access road to the northern boundary. On the southern boundary a relatively new development on Navigation Drive backs on to the site. A public right of way bounds the eastern boundary, and undeveloped agricultural land and open fields on the remaining boundary/part boundaries.
- 2.2.3 The development of Navigation Drive is bound on the southern boundary by the Grand Union Canal. The residents gain on Navigation Drive have a bridge over the canal, as their only vehicular access route. They have additional pedestrian access via the public right of way on the eastern boundary of the site.



Location in Leicestershire

- 2.2.4 The boundaries typically comprise of species-poor hedgerows with some semi-mature trees, especially to the north and east boundaries. In addition there is an existing woodland to the southern boundary that backs onto the Grand Union Canal.
- 2.2.5 The site is approximately trapezium in form, with a large square shape on the south-west of the site contains existing woodland, which is intended to be retained and the area to be used for water attenuation.
- 2.2.6 As the site was a former quarry, the site has been used as a landfill and is not a heritage asset for Glen Parva. However, habitats around and within the site include dense scrub, fence, plantation woodland and tall rural vegetation but mainly on the boundaries to the site, which are intended to be retained.
- 2.2.7 The photos on pages 8-10 show views of the site boundaries from within the site and of Cork Lane.



Location in Blaby



1. View looking west from the entrance point



2. View looking east to entrance point



3. Panoramic view north from within the site



4. Panoramic view north-west from within the site



5. Panoramic view south-west from within the site



6. Panoramic view south from within the site



7. Panoramic view south along the Navigation Drive development



8. Panoramic view south-east from within the site



9. Panoramic view south from the site entrance



10. Panoramic view south from the site looking down to the Navigation Drive development



11. Panoramic view of site entrance from Cork Lane

2.2.8 Picture numbers 4-7 illustrate a continuous open view looking north-west around to south from within the site. The proposed development is to utilise these views for the development.

2.2.9 As mentioned above there are two public rights of way surrounding the north boundary and the eastern boundary. The new development is to connect its proposed cycle friendly pathways to these public rights of way.

2.2.10 The principle access to the site is from the southern end of Cork Lane, where the proposed site access will be located. Illustrated in Picture 11.



2.3 Site Constraints & Opportunities

2.3.1 Following the assessment of the site and its surroundings, as detailed in the previous sections, various constraints and opportunities associated with the proposed development have been identified and are illustrated on the constraints and opportunities plan. These have informed the design process and the outline proposal.

- 2.3.2 Constraints
- Topography
 - Visual impact on surroundings
 - Existing landscape infrastructure
 - Existing properties abutting site on north and south side boundaries
 - Possible noise constraints from industrial site abutting eastern boundary, railway and motorway.

- 2.3.3 Opportunities
- The concept masterplan is generated from the site constraints plan, which covers the following items:
- A creation of a circular focal point, reflecting the contours of the site and to allow the development to radiate out from the focal point towards the edges of the site and the site entrance.
 - Creation of public open space around the southern and western parts of the site.
 - Connecting new access routes to the existing pedestrian routes adjacent to the northern and eastern boundary of the site.
 - Creation of an organic development which reflects the site contours and terrain.
 - Reduce the impact of roads and cars by incorporating private drives and courts, where possible.
 - Retention of the majority of existing trees and hedgerows along the perimeter of the site, with certain hedgerow cut back for regular maintenance.
 - Re-use of previously developed land.

2.3.4 The scale of the development will be in keeping with the established surrounding housing estates, both new and old.

2.4 Surrounding Built Context

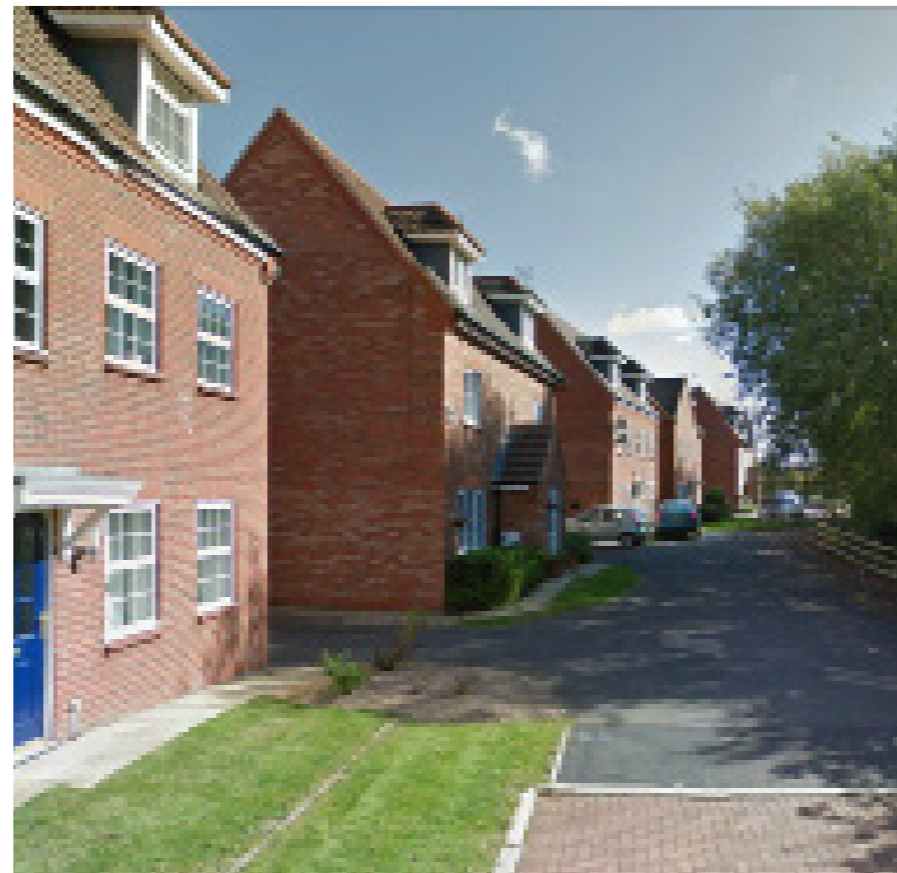
- 2.4.1** The earlier development around Cork Lane and Westdale Avenue has wide roads with grass verges, with the houses set back from the pavement edge, boundary walls and hedges. The majority of Glen Parva consists of post war housing, set on linear streets.
- 2.4.2** The predominant heights of the local development consists of bungalows and two storey houses with brick as the dominant material, with some render used with concrete tiles. There are no heritage assets within the setting of the site.
- 2.4.3** The housing development is generally post-war, with no dominant style of housing for the area. The urban pattern is typically consists of the principle access road with minor loop roads branching into various cul-de-sacs.
- 2.4.4** Under the Local Government Act 1894, Glen Parva became a civil parish within the rural District of Blaby. The original settlement was undoubtedly near The Ford by the River Sence, which is known locally as Glen Ford; and there is strong evidence of the existence of a medieval village in





this area. Glen Parva ("little Glen") is called so to distinguish it from Great Glen (rarely Glen Magna).

- 2.4.5** Carver's Corner (the residential/retail area shown in the last picture on page 12) is named after the Carver family, specifically Stephen James Harold Carver & his eldest son Stephen Graham Carver, who owned the row and ran the Post Office & newsagent until the late 1980s.
- 2.4.6** The images on this page illustrate the design, style and material types of the relatively new development of Navigation Drive.
- 2.4.7** As can be seen in the images, the development consists mainly of 2.5 and 3 storey houses, consisting of terraced and detached properties.
- 2.4.8** The materials consisting of mainly red brick with some areas of render and concrete tiles.



2.0 Assessment

2.5 Landscape Context

- 2.5.1** Landscape setting & vegetation - The site forms part of an existing pasture field that used to be a former quarry, which is defined by hedgerows and fenced boundaries.
- 2.5.2** Topography and Terrain - The site slopes gently up from the north, east & west, with a sharp drop on the south of the field down to the Navigation Drive development.
- 2.5.3** A buffer zone exists at the bottom of the southern drop, where water is attenuated and kept away from the houses backing onto the site from Navigation Drive.

2.6 Flood Risk and Drainage

- 2.6.1** The application is 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%.
- 2.6.2** 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

- 2.6.3** 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.

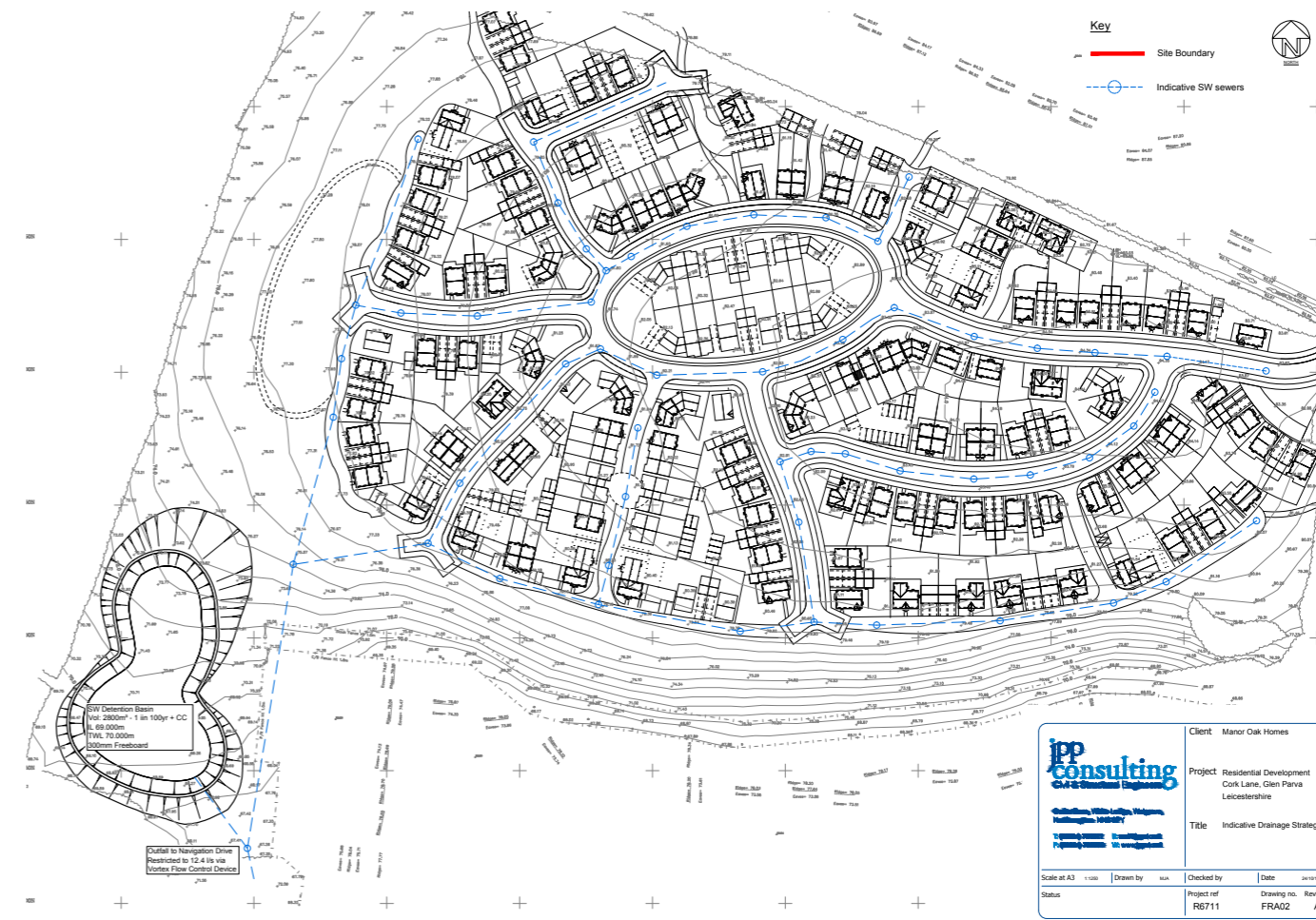
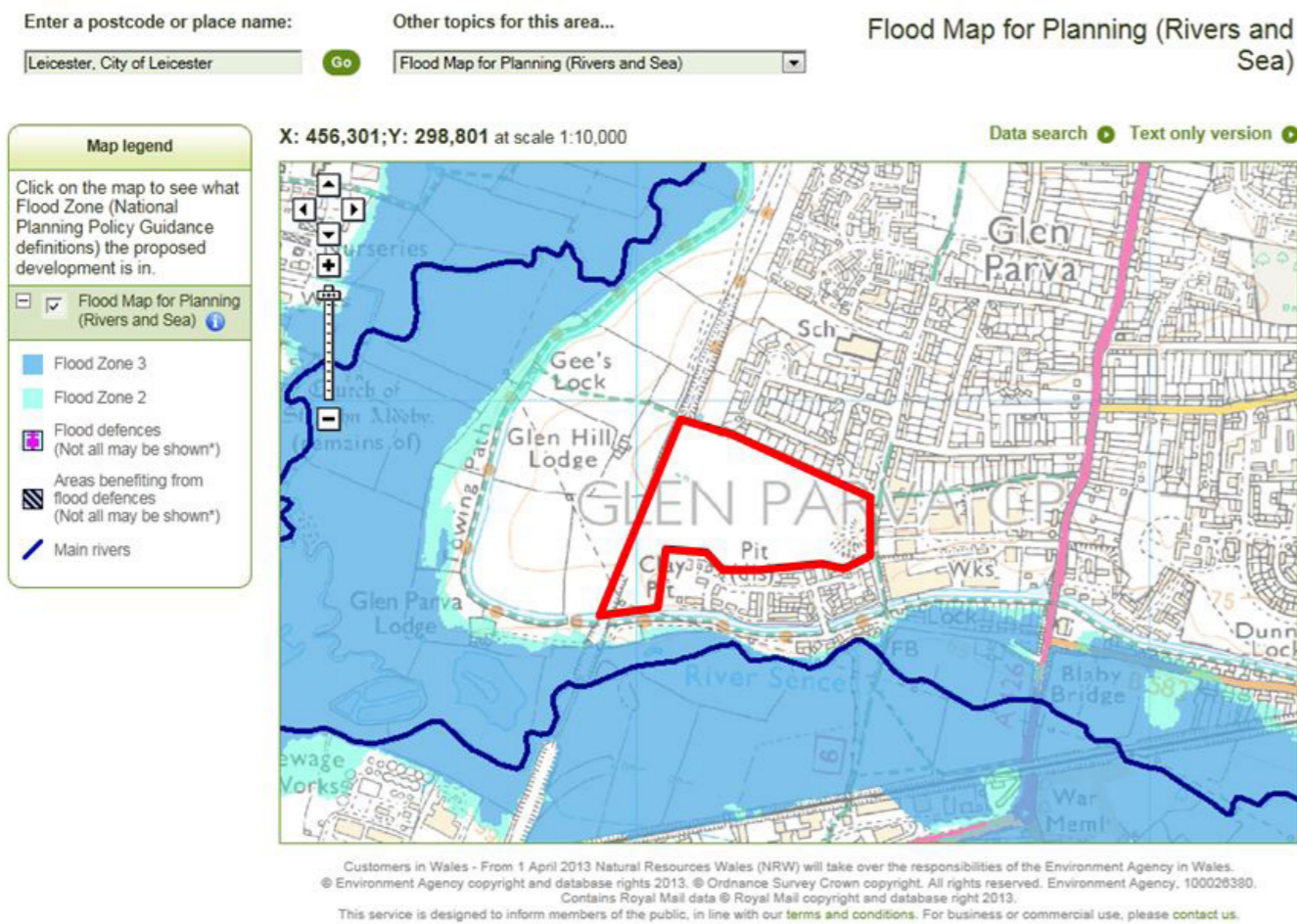
- 2.6.4** A flood map for the area is shown in the bottom left corner and a drawing showing the new drainage layout for the proposed development.

2.7 Air quality Assessment

- 2.7.1** The development has the potential to cause air quality impacts at sensitive locations. Therefore an air quality assessment has been carried out on the site and the findings are given on p24.

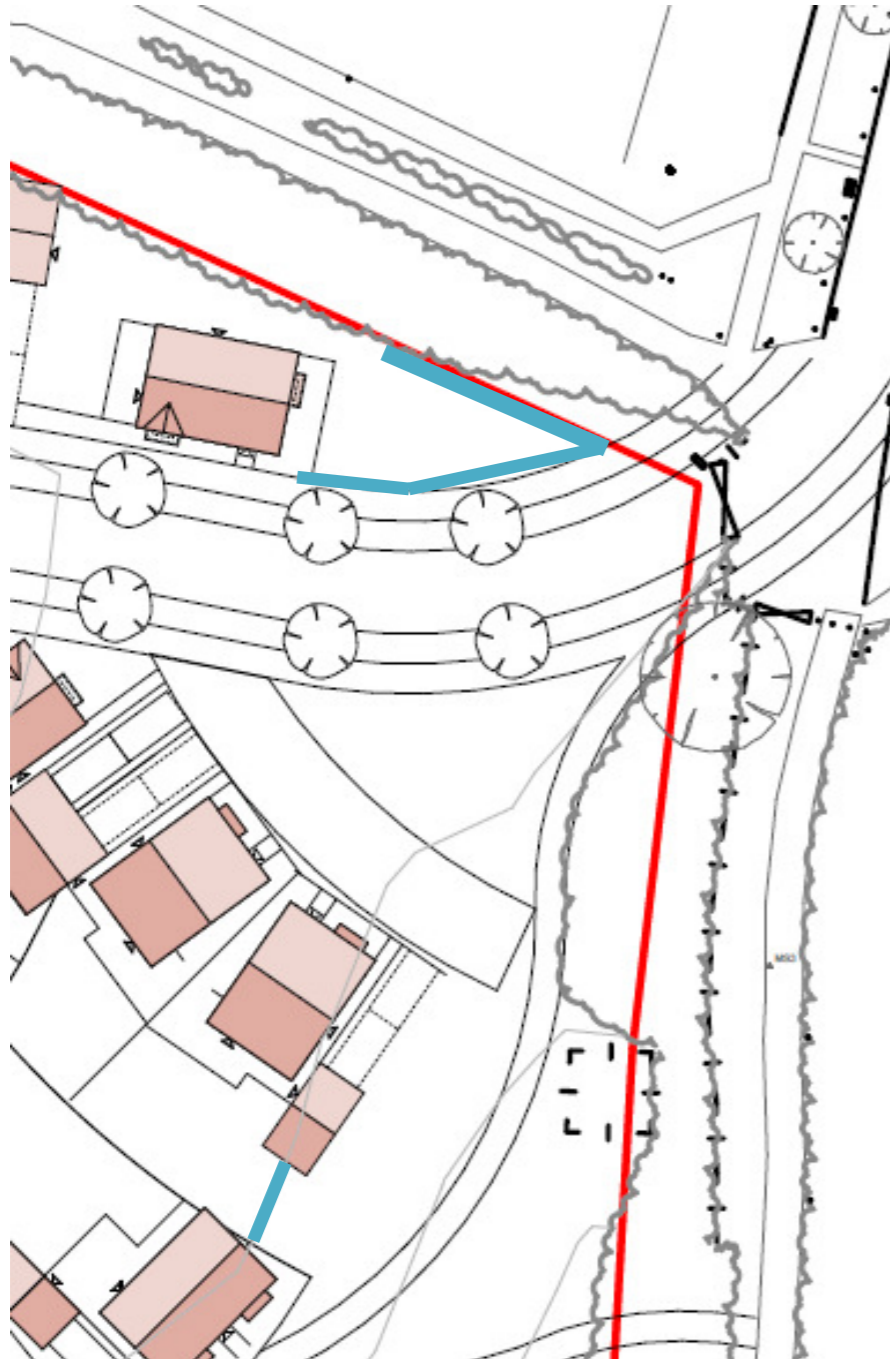
2.8 Ground Conditions

- 2.8.1** RSK have investigated the ground conditions and have monitored the ground gas of the site. Although there is further detailed site investigation required, principle solutions have been proposed.
- 2.8.2** Ground conditions are further discussed under Planning Application Requirements.



2.9 Noise Impact Assessment

- 2.9.1** 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. A summary of the report is on p24.
- 2.9.2** The drawing on the left illustrates the requirement of acoustic fencing around the plots at the entrance point of the development, following the outcome of the assessment.



Acoustic fence locations

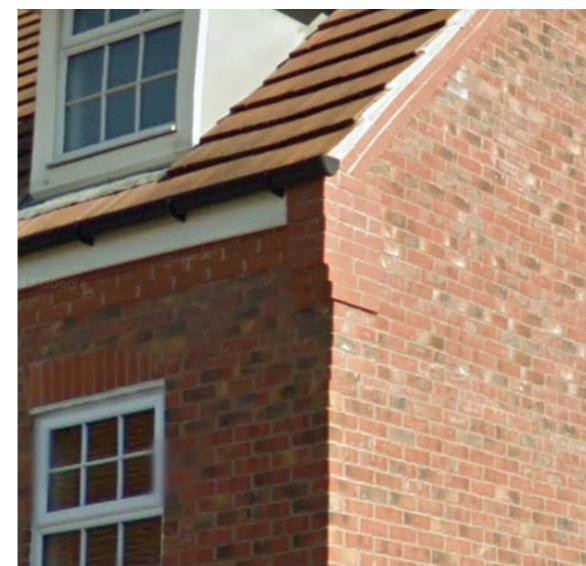
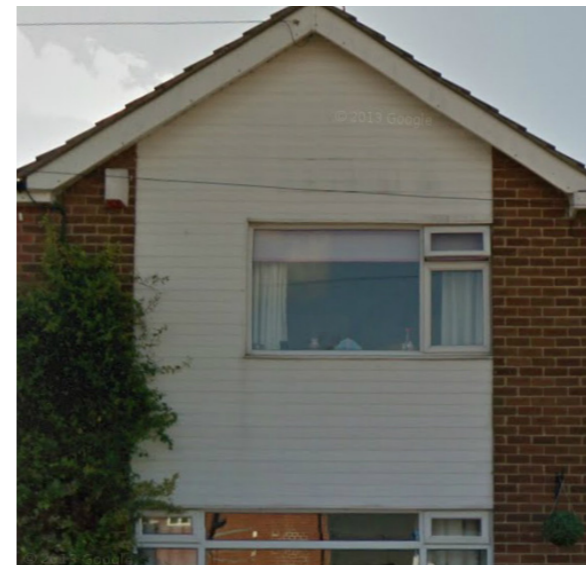
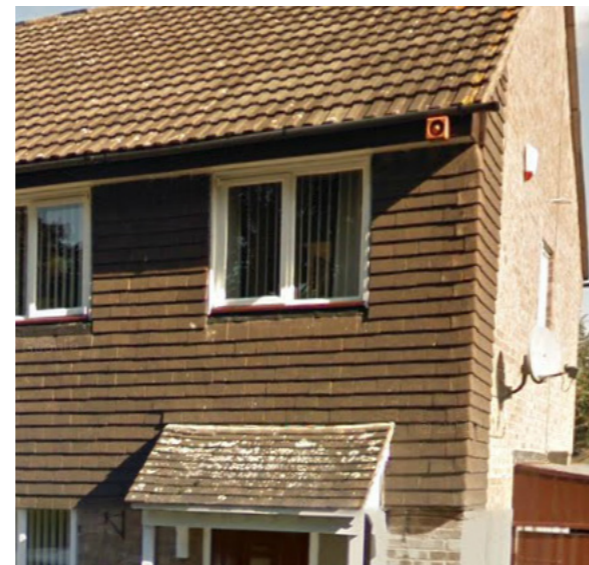
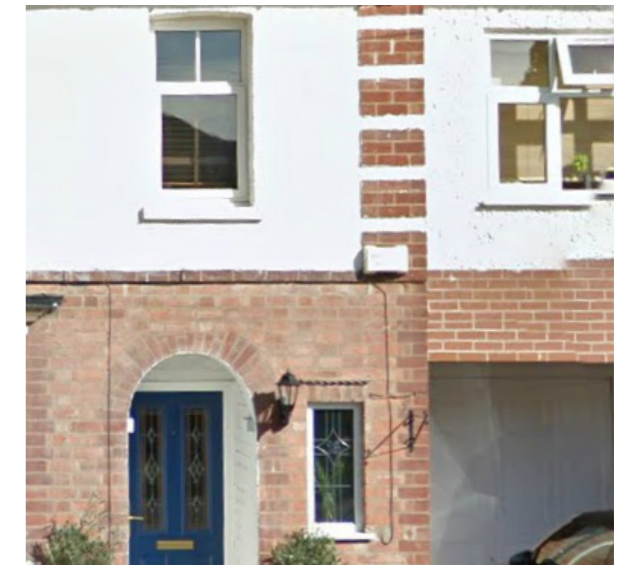
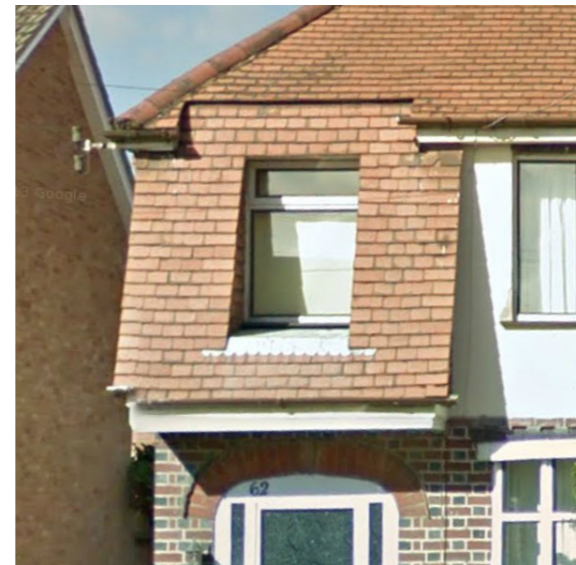
2.10 Highways

- 2.10.1** The proposed development of the site will result in a number of new vehicle trips on the highway network. The predicted numbers of trips are shown in the table below.
- 2.10.2** A Transport Statement has been 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.
- 2.10.3** A summary of the Transport Assessment has been given on p24.

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

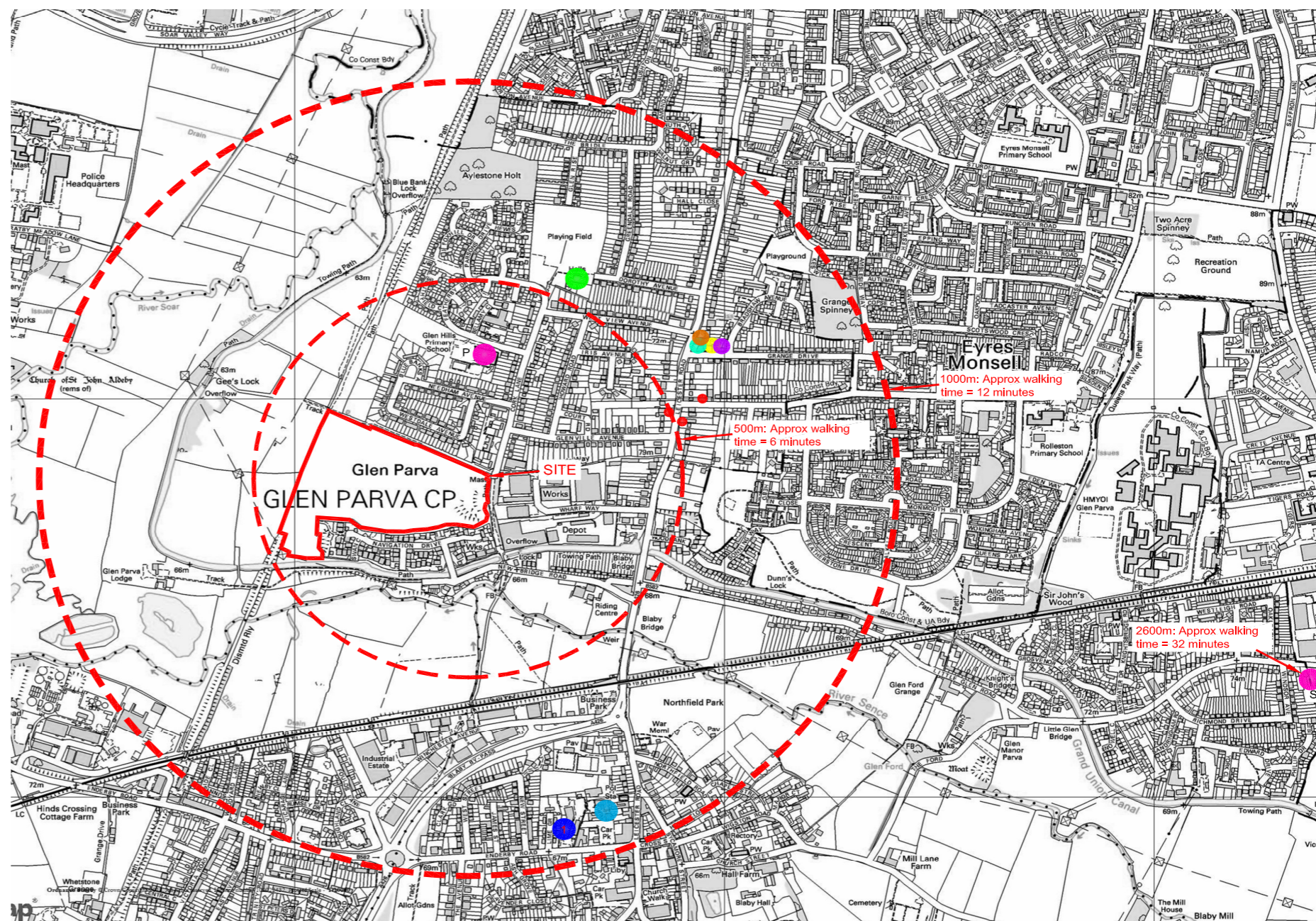
2.11 Glen Parva Materials

- 2.11.1** The materials palette within Glen Parva is varied with brick, render, timber, boarding, stone and rosemary tiles are well represented throughout the Glen Parva area.
- 2.11.2** Red brick with render is the most common of materials used through the area, for building façades, boundary walls, whereas rosemary tiles are used on the projecting bay windows.
- 2.11.3** The new building vernacular seems to be working with the same material palette, consisting of mainly red brick, render and timber boarding to rear gardens.
- 2.11.4** The adjacent images illustrate the variation of materials and colours that have been used on both historical and recent developments.



2.12 Local Facilities

- 2.12.1 The proposed development is located within a sustainable location which is within acceptable walking and cycling distances of local facilities.
- 2.12.2 There are a few small shops located in Glen Parva itself, mainly being located at 'Carvers Corner'. Here there is a Newsagent, Off Licence, Post Office, Chemist, Barbers, Cob Shop and Accountant.
- 2.12.3 There are a variety of amenities located within the local shopping centre in Blaby, approximately 1 mile by car and 800 metres on foot. This includes a larger library than Glenhills, a medical centre, opticians, dental surgery, local employment area (within walking distance) and a wide variety of retail outlets, supermarkets and banks.
- 2.12.4 Glen Parva has access to social, educational and leisure facilities (for indoor and outdoor sports), as well as vast amounts of access to casual open spaces such as parks and gardens.
- 2.12.5 The nearest school is Glen Hills Primary School, which has had various building changes and improvements including the new block for year 6, completed in August 2013.
- 2.12.6 There are various leisure centres around the area and closest being Enderby Leisure Centre approximately 3 miles west of the site, opposite to Brockingham College.



NOTE

Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'



KEY

- Site Boundary
- - - Radius Distance Line
- Bus stops
- Doctors Surgery / Hospital
- Library
- Post Office
- Convenience Store/Supermarket (Closest Shown)
- Pharmacy
- School/College
P=Primary S=Secondary
- Leisure Facilities
1 - The Blaby Hotel (Including gym etc.)
- Dentist

2.13 Existing Transport Conditions

Road Network

- 2.13.1 The site is well located to take advantage of the excellent pedestrian links to surrounding roads. Where Cork Lane terminates at the site entrance, a public footpath and cycle route runs along eastern boundary of the site: this is a popular and well-lit route, with runners and dog walkers using it on a regular basis.
- 2.13.2 The proposed development will be accessed off Cork Lane. Cody Road has a width of 5.5m and is bound by 1.8m wide footways on both sides of the carriageway. Cork Lane provides connections to Glenville Avenue and West View Avenue which both in turn connect at their eastern end

with A426 Leicester Road a primary route which provides the development connections to the centres of Leicester and Blaby. All roads are subject to a 30mph speed limit and are street lit.

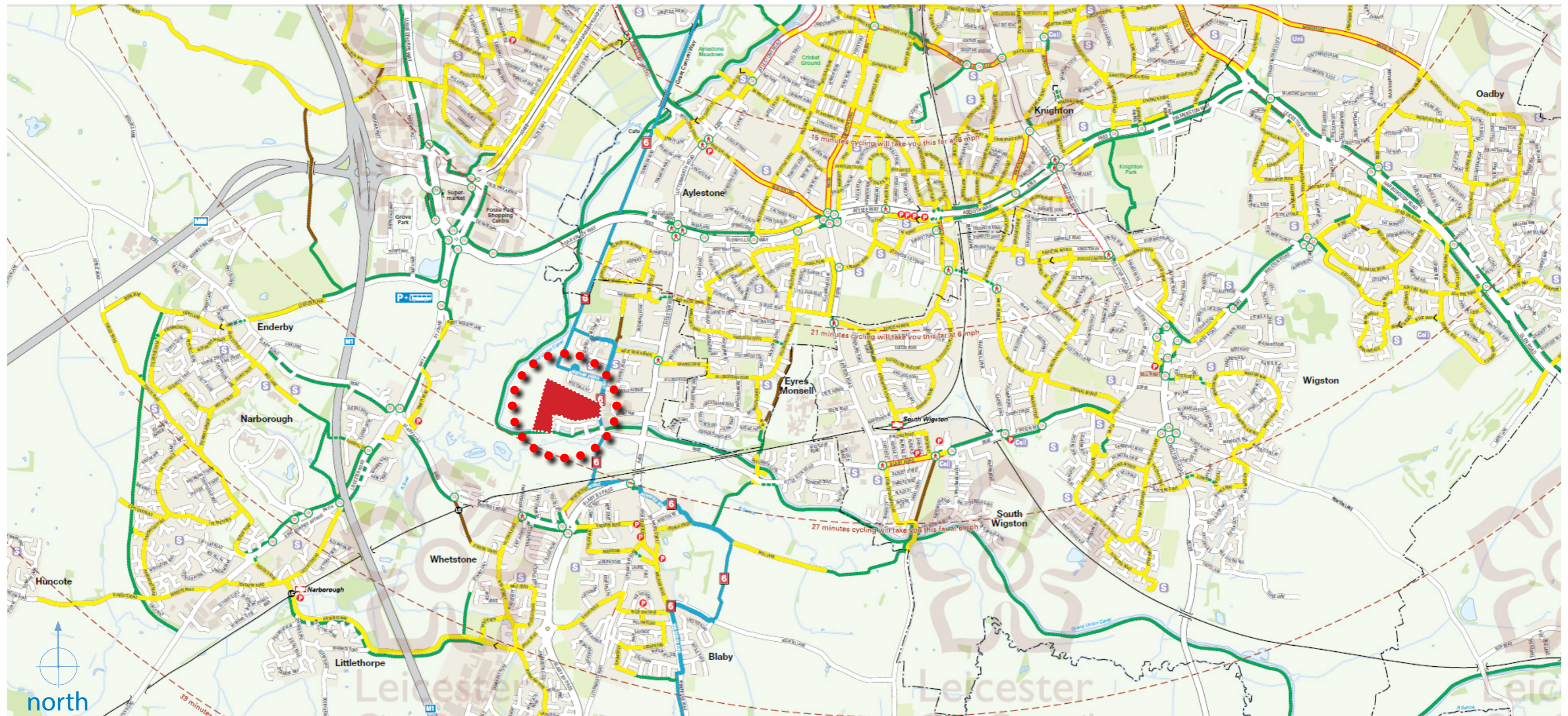
Pedestrian Facilities

- 2.13.3 The surrounding roads are typically bound by footways on both sides of the carriageway and generally provide dropped kerbs with occasional tactile paving at appropriate locations.
- 2.13.4 A metalled bridleway connects Cork Lane with New Bridge Road and Winchester Avenue to the south

2.13.5 Walking Distances and the proximity of key facilities is shown on page 17.

Cycle Facilities

- 2.13.6 There are a number of dedicated cycling facilities within the vicinity including national cycle route number 6 on Cork Lane. The existing cycling facilities within the vicinity of the site are shown in the map below.
- 2.13.7 Cycling distances and the proximity of key facilities is shown on the plan below, which is a part extract of the overall.



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Bus

2.13.8 The nearest existing bus stops for the proposed development are located Leicester Road approximately 550m from the proposed site entrance. The location of the existing bus stops is shown on the adjacent facilities plan.

2.13.9 General bus service frequencies and routes of buses utilising the bus stops are set out in the table below. Full time table and bus route information is illustrated on p20. The information provided in the tables below was correct at the time of publication.

Summary of bus services			
Service	Route	Service Times	Day Time Frequency
84	Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Lutterworth	First ≈ 0630 Last ≈ 2120	Every 10 mins
84A	Leicester - Blaby - Whetstone		
85	Leicester - Blaby - Countesthorpe - South Wigston		

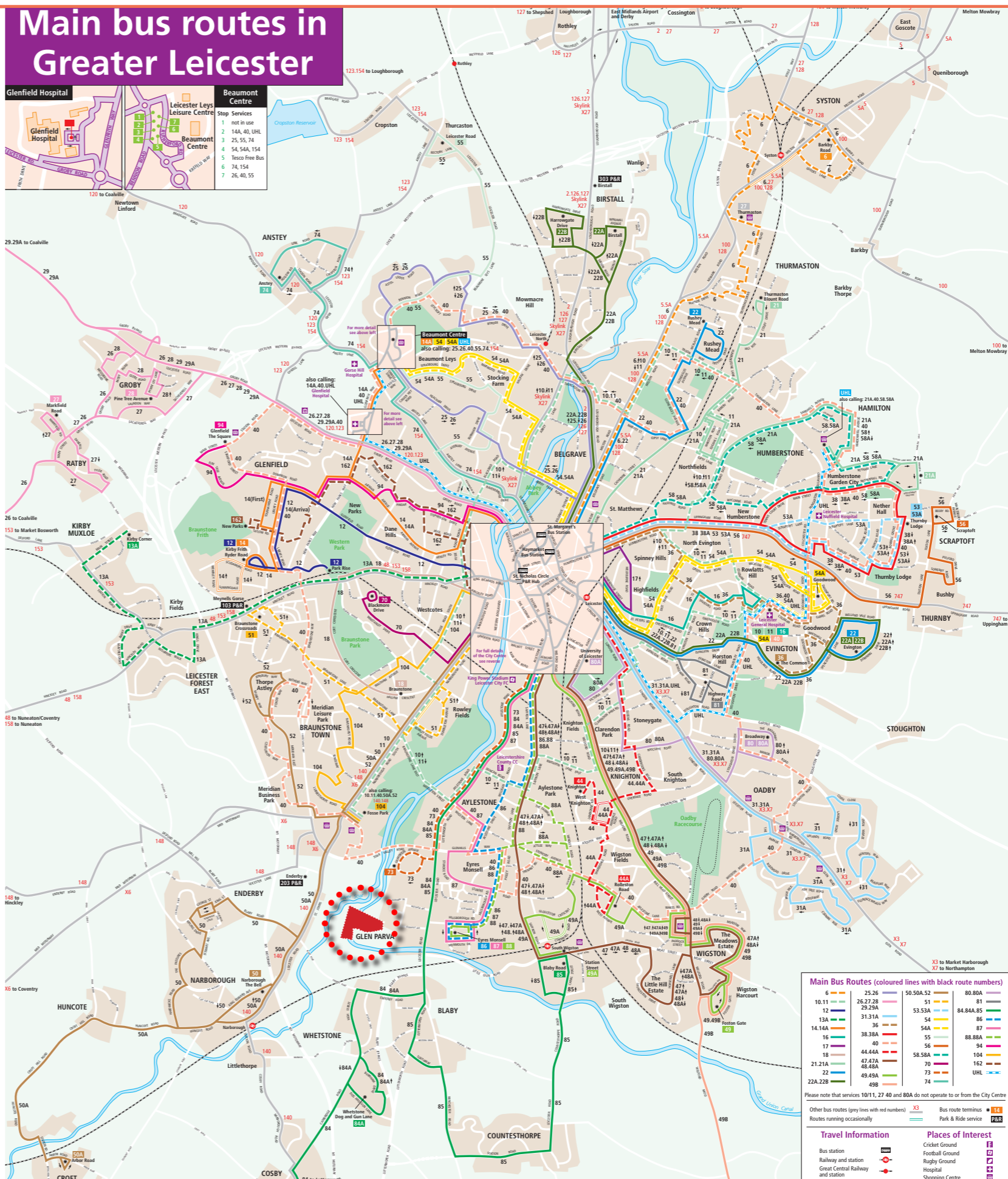
Table 3.1

2.13.10 The combined 84/84A/85 bus routes will provide residents with a regular bus service to Leicester City Centre and Blaby and therefore offers commuters a sustainable alternative to the private car. Leicestershire County Council and Leicestershire City Council have recently completed bus lane works to the A426 between the Blaby and Leicester. These works will improve journey times for buses therefore increasing the likelihood that buses will be utilised as an alternative to the private car.

Railway Station

2.13.11 The nearest railway station is located approximately 3.1km (1.9miles) from the proposed development at South Wigston. The railway station is located on the Birmingham to Peterborough line and is served by occasional trains travelling between Birmingham and Leicester. The nearest full service train station is Leicester Station located approximately 6.5km (4.0 miles)

2.13.12 The railway stations will offer opportunities for commuters making long distance journeys to travel by more sustainable forms of transport.



2.14 Local Economics

2.14.1 The site presently makes limited economic contribution to the local area.

2.14.2 The construction of the scheme will itself provide valuable construction jobs in a difficult economic climate, and benefit businesses in the nearby local centres. The construction phase will also be an opportunity for local people in terms of training and jobs.

2.14.3 The employment figures associated with new housing development are as follows:

2.14.4 House Builders Federation

- Direct Jobs (employed on site during the construction phases) 1.5 jobs per house.
- Indirect Jobs (local building merchants, plant hire cafes etc, during the construction phases) 4 jobs per house.

Total 5.5 jobs per house.

2.14.5 Governments figures:

- Direct Jobs (including builders merchants etc) 4 jobs per house.
- Indirect 2 Jobs per house.

Total 6 jobs per house.

2.14.6 In addition to the construction jobs,

- Retail Jobs (long term jobs after the construction phase is completed and houses are occupied) 1 job per 15 houses.
- Leisure Jobs (long term jobs after the construction phase is completed and houses are occupied) 1 job per 10 houses.

2.14.7 Total job creation during the construction phase would be between 900-1000 jobs. Long term jobs would be 27 jobs and an average annual spend of £1.32 million.

2.14.8 Average annual spend in the town would be £8,000 per household.

Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Lutterworth	84
Leicester - Blaby - Whetstone	84A
Leicester - Blaby - Countesthorpe - South Wigston	85

Monday to Friday

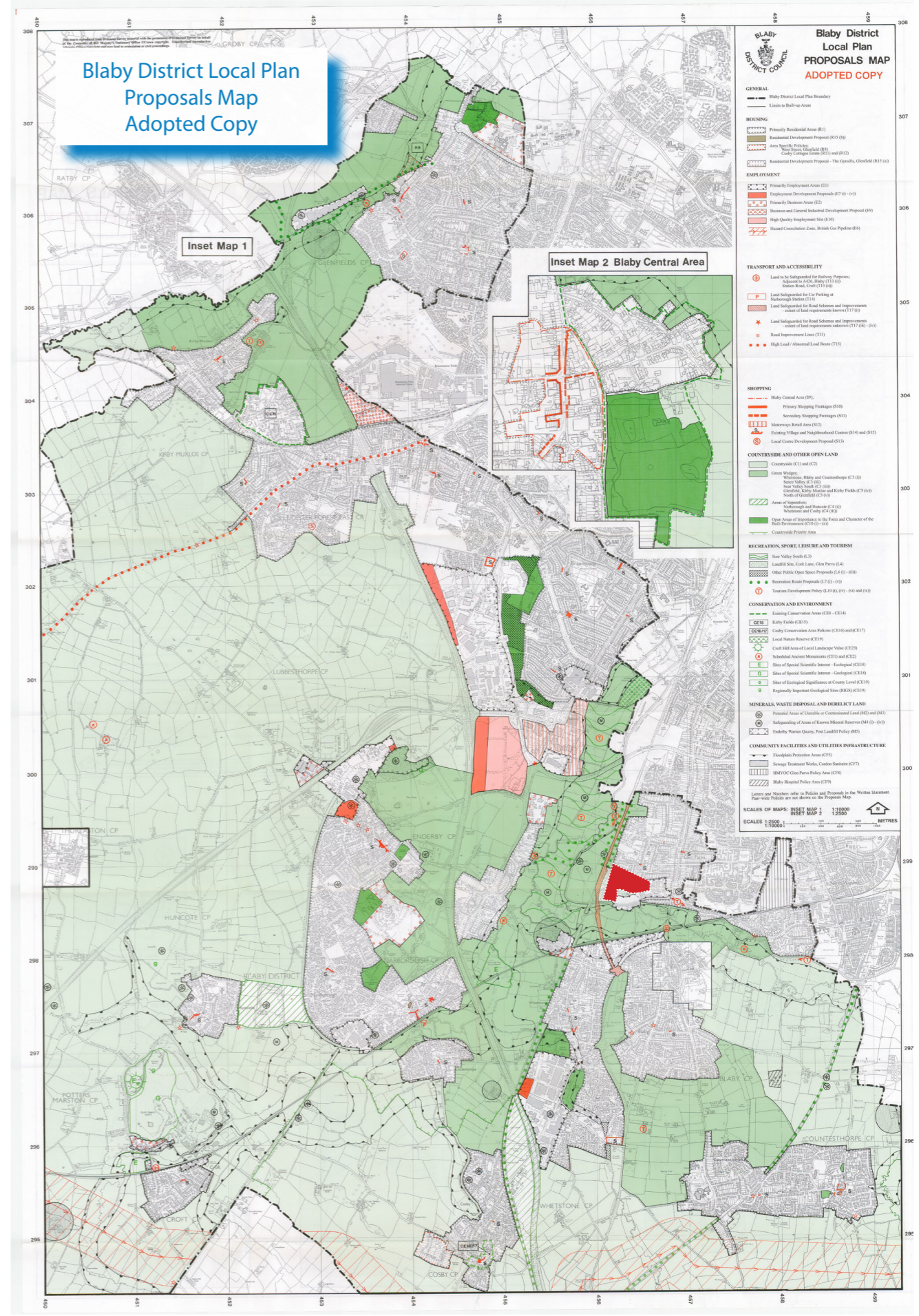
Route Number	84	85	84	85	84	85	85	84	84A	85	84	84A	85	84	
Note	BC						Sch								
Leicester, St. Margaret's Bus Stn	0626	0642	0657	0712	0722	0742	---	0757	0807	0817	0827	0837	0847	0857	
Leicester, Charles Street CB	0629	0645	0700	0715	0725	0745	---	0800	0810	0820	0830	0840	0850	0900	
Aylestone Road / Grace Road	0637	0653	0708	0723	0733	0753	---	0808	0818	0828	0838	0848	0858	0908	
Lutterworth Road/Gilmorton Avenue	---	---	---	---	---	---	0800	---	---	---	---	---	---	---	
Blaby, opp Social Centre	0652	0708	0723	0738	0748	0808	0804	0823	0833	0843	0853	0903	0913	0923 then	
Countesthorpe, College	---	0716	---	0746	---	---	0812	---	---	0851	---	---	---	at	
Countesthorpe, Square	---	0721	---	0751	---	0821	---	---	---	0856	---	---	0926	these	
South Wigston, Canal Street/Blaby Road	---	0727	---	0757	---	0827	---	---	---	0901	---	---	0931	mins	
Countesthorpe Road	---	0728	---	0758	---	0828	---	---	---	0902	---	---	0932	past	
Whetstone, Dog & Gun Lane	0702	---	0733	---	0758	---	---	0833	0843	---	0903	0913	---	0933 each	
Cosby, Village Hall	0708	---	0739	---	0804	---	---	0839	---	---	0909	---	---	0939 hour	
Broughton Astley, Bulls Head	0716	---	0747	---	0812	---	---	0847	---	---	0917	---	---	0947	
Broughton Astley, Red Admiral	0721	---	0752	---	0817	---	---	0852	---	---	0922	---	---	0952	
Dunton Bassett, Coopers Lane	---	---	0757	---	0822	---	---	0857	---	---	0927	---	---	0957	
Lutterworth, High Street	---	---	0805	---	0835	---	---	0905	---	---	0935	---	---	1005	

Route Number	84A	85	84	84A	85	84	84A	85	84	84A	85	84	84A	85
	every 10 mins													
Leicester, St. Margaret's Bus Stn	07	17	27	37	47	57	1607	1617	1627	1637	1647	1657	1707	1717
Leicester, Charles Street CB	10	20	30	40	50	00	1610	1620	1630	1640	1650	1700	1710	1720
Aylestone Road / Grace Road	18	28	38	48	58	08	1618	1630	1640	1650	1700	1710	1720	1730
Blaby, opp Social Centre	33	43	53	03	13	23	1633	1653	1703	1713	1723	1733	1743	1753
Countesthorpe, Square	--	56	--	--	26	--	---	1703	---	---	1736	---	---	1806
South Wigston, Canal Street/Blaby Road	--	01	--	--	31	--	until	---	1711	---	---	1741	---	1811
Countesthorpe Road	--	02	--	--	32	--	---	1712	---	---	1742	---	---	1812
Whetstone, Dog & Gun Lane	43	--	03	13	--	33	1643	---	1713	1723	---	1743	1753	---
Cosby, Village Hall	--	--	09	--	--	39	---	---	1719	---	---	1749	---	---
Broughton Astley, Bulls Head	--	--	17	--	--	47	---	---	1727	---	---	1757	---	---
Broughton Astley, Red Admiral	--	--	22	--	--	52	---	---	1732	---	---	1802	---	---
Dunton Bassett, Coopers Lane	--	--	27	--	--	57	---	---	1737	---	---	1807	---	---
Lutterworth, High Street	--	--	35	--	--	05	---	---	1745	---	---	1815	---	---

Route Number	84	84A	85	84	84A	85	85	84	84	85	84A	85	84A	85	84A
Leicester, St. Margaret's Bus Stn	1727	1737	1747	1757	1807	1817	1817	1832	1832	1847	1915	1945	---	---	---
Leicester, Charles Street CB	1730	1740	1750	1800	1810	1820	1820	1835	1835	1850	1918	1948	2015	2045	2115
Aylestone Road / Grace Road	1740	1750	1800	1810	1820	1830	1830	1843	1843	1858	1925	1955	2025	2055	2125
Blaby, opp Social Centre	1803	1813	1823	1833	1843	1848	1848	1858	1858	1913	1939	2009	2039	2109	2139
Countesthorpe, Square	---	---	1836	---	---	1901	1901	---	---	1926	---	2020	---	2120	---
South Wigston, Canal Street/Blaby Road	---	---	1841	---	---	1906	1906	---	---	1931	---	---	---	---	---
Countesthorpe Road	---	---	1842	---	---	1907	1907	---	---	1932	---	---	---	---	---
Whetstone, Dog & Gun Lane	1813	1823	---	1843	1853	---	---	1908	1908	---	1948	---	2048	---	1048
Cosby, Village Hall	1819	---	---	1849	---	---	---	1914	1914	---	---	---	---	---	---
Broughton Astley, Bulls Head	1827	---	---	1857	---	---	---	1922	1922	---	---	---	---	---	---
Broughton Astley, Red Admiral	1832	---	---	1902	---	---	---	1927	1927	---	---	---	---	---	---
Dunton Bassett, Coopers Lane	1837	---	---	1907	---	---	---	1932	1932	---	---	---	---	---	---
Lutterworth, High Street	1845	---	---	1915	---	---	---	---	---	---	---	---	---	---	---

2.15 Planning Context

- 2.15.1 The application site is located within the administrative area cover 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
- 2.15.2 The vision for the Core Strategy reflects many of the aspirations of the Community Plan. Specifically in relation to housing it states:
- 2.15.3 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 provision of affordable homes to meet identified needs.
- 2.15.4 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.
- 2.15.5 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.
- 2.15.6 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.



- 2.15.7** 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.
- 2.15.8** 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 (165 dwellings) accords with the numbers anticipated by the plan. The site allocations 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.

2.16 Planning Application Requirements

2.16.1 The following have been submitted as stand-alone documents (with selected summaries on the following page):

- Planning Statement
- Design and Access Statement
- Statement of Community Involvement
- Housing Statement
- Arboricultural Report
- Landscape visual Impact Assessment (LVIA)
- Transport Statement
- Transport Assessment
- Flood Risk Assessment
- Drainage
- Foul Sewerage and utilities Assessment
- Phase I and Phase II Ground and Contamination Investigation
- Air Quality Assessment
- Noise Assessment

2.16.2 The following requirements are addressed in the DAS:

- Affordable Housing Statement
- Sustainability
- Foul Sewerage and Utilities Assessment
- Heritage Statement
- Landscaping Details
- Parking Provision
- Photographs and Montages

Affordable Housing Statement

2.16.3 The Council have supplied the housing mix requirement for both affordable and market properties following the assembly of local data at parish level which confirmed that:

- The existing stock in the parish is predominantly made up of medium and large houses with over 70% being 3,4 or 5 bed homes
- 62% of households in the parish consist of 1 or 2 people
- 80% of homes currently advertised for sale have 3 or more bedrooms, the majority of which are 3 bed family homes with almost 30% being 4 bed homes or larger.
- Current supply (approved permissions) is predominantly made up of specialist housing for older people. This represents 73% of homes

with planning permission that are yet to be completed.

- Availability of private rented sector homes is mainly restricted to 3 bed family sized houses.
- There is a vast shortage of all types of affordable general needs housing with only 3 units being advertised in the parish in the last 12 months.

2.16.4 All of the above data points towards the need for more single person, couple and entry level family housing across all tenures (market / affordable / shared ownership). Medium sized family housing is in good supply compared to smaller and larger size homes, however the District demographic did highlight only a small need for additional larger sized homes.

2.16.5 Therefore in terms of the development the council require a market and affordable split as detailed in the following tables:

Market Mix (112 units)

Bed Size	Strategic Housing Recommended Market Mix	%age	Developers Overall Recommended Mix	%age
2 bed houses	39	(35%)		
3 bed houses	28	(25%)		
4 bed + houses	34	(30%)		
2 bed bungalows	11	(10%)		

Affordable Mix (38 Units)

Bed Size	Social Rent	Affordable Rent	Intermediate
1 bed flats/houses	3	3	0
2 bed houses	5	5	4
3 bed houses	5	5	4
4 bed + houses	2	2	0
2 bed bungalows	15	15	8

2.16.6 The applicant is in agreement with the detailed mix of the development being provided in accordance with the Council requirement.

Flood Risk Assessment

2.16.7 The surface water drainage from this site, post development,

is such that the surface water will be managed and disposed of within the site boundary, thus complying with the Technical Guidance to the National Planning Policy Framework. Based on the above, providing the above strategies are adopted the developed site will not contribute further to flood risk thus satisfying the principles of the National Planning Policy Framework.

Storm Water Drainage

2.16.8 Surface water will be attenuated to greenfield runoff rates to ensure that the rate of surface water runoff from the site does not increase as a result of the proposed development.

2.16.9 An indicative surface water drainage strategy plan is enclosed in Floor Risk Assessment. The drawing shows that surface water attenuation can be accommodated on the site.

2.16.10 The detail surface water design will accommodate the use SUDS techniques where possible. Techniques that could be implemented include tanked permeable paving to private areas. It should be noted that the use of swales has been advised against by the Geotechnical Engineer for the site due to its backfilled nature.

Foul Water Drainage

2.16.11 Severn Trent Water has been consulted with respect to use of their sewers to discharge foul water. Severn Trent Water has confirmed that their sewer has adequate capacity.

Utilities Statement

Water Supply

2.16.12 Water supply to the development will be via Cork Lane. Severn Trent Water has confirmed that their water main has adequate capacity.

Electricity Supply

2.16.13 Western Power has been consulted for the provision of electricity supply for the proposed development. We understand that the development can be served with electricity.

Telecommunications Supply

2.16.14 Openreach has a Universal Service Obligation which by law

obligates them to provide a service to any Single House, Business Units or Large Development with no cost impact to the development. The proposed development can therefore be provided with telecommunications.

Gas Supply

2.16.15 National Grid has confirmed that there is a gas main located within 5 metres of the development boundary which can serve the development site.

Landscaping Details

2.16.16 All landscape details have been discussed in the landscape design and structure section.

Parking Provision

2.16.17 All parking details are reserved but the amount and location are indicated in the drawings, the TA, and the Access section of the DAS.

Photographs and Montages

2.16.18 The DAS includes photos and montages as appropriate to the outline nature of the scheme and its context.

Air Quality Assessment

2.16.19 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 (shown in the table on p15). 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.

2.16.20 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.

2.16.21 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.

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

Noise Impact Assessment

2.16.23 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.

2.16.24 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.

2.16.25 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 (as illustrated on p15);
- 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.

Transport Assessment

2.16.26 The proposed development is shown to be well served and accessible to more sustainable modes of transport. The proposed development has good accessibility to education, health, employment, retail and leisure facilities.

2.16.27 The proposed development will be accessed via an extension of Cork Lane.

2.16.28 The proposed development is not predicted to have an adverse impact on the sustainable transport infrastructure.

2.16.29 Junction assessments have been completed at 4 junctions within Leicester. It is shown that the proposed development does not have a significant adverse impact on the operation of any of these junctions.

2.16.30 Framework travel plans have been produced for the development. These Travel Plans which will be secured under a S106 agreement will target a reduction in single occupancy vehicle trips.

2.16.31 From the reported accident data there does not appear to be a significant accident problem on the surrounding highway infrastructure. We therefore do not consider that the proposed development will result in conditions detrimental to highway safety.

2.16.32 There are therefore no reasons on highway grounds why planning permission for the present development should not be granted.

Ground Investigation

2.16.33 An initial site investigation has been carried out which comprised the following:

- Sinking of two cable percussive boreholes to depths of 16m (BH1) and 8.50m (BH2).
- Sinking of seventeen window sample probeholes to 3m
- Groundwater Measurements and Gas Monitoring on 4 occasions in existing and new installations

2.16.34 At the present time there has been no environmental testing of the soils (although it is acknowledged this will be required), however all the indications from the retrieved soils samples are that there the backfill is relatively clean/inert and predominantly inorganic.

Ground Conditions

2.16.35 MADE GROUND - comprising predominantly a matrix of intermixed generally firm to stiff sandy clay, gravelly clay and silty sand with occasional ash, brick and concrete rubble and wood fragments. A detailed breakdown of the constituents of the matrix is attached based upon a visual assessment.

2.16.36 Groundwater was noted within the two deep boreholes at depths of 5.5m (BH2) and 5.8m (BH1), although in the probeholes none was observed within the top 3m.

2.16.37 NATURAL STRATA - where the natural strata was noted within BH2 and BH1 at depths of 7.50m and 15.10m respectively and comprised stiff to very stiff silty clay (Glacial Boulder Clay) (BH2) and very weak siltstone/silty sandstone (BH1).

Ground Gas Monitoring

2.16.38 The results of the ground gas monitoring both historically and by RSK recently indicate that the soil gas around the northern edge of the landfill is at a low concentrations and low flows.

2.16.39 Within the landfill, the RSK installations recorded concentrations ranging from negligible to relatively high, but with acceptable flow rates after assessment using nitrogen purging techniques.

2.16.40 Based upon the historical knowledge of the site and this limited data, the incorporation of robust gas precautions will be required as a minimum.

Overall

2.16.41 RSK consider that the above solutions are in principle feasible. It is acknowledged that there is a need for a more detailed site investigation (including additional monitoring visits and more detailed assessment of the soil gas regime/ground) including insitu and laboratory testing, as well as discussions with the statutory authorities to agree the level of precautions to be adopted.

2.16.42 The illustration on the right, indicates the locations of the exploratory holes that the above assessment has been based upon.

2.16.43 It is felt that a pre-commencement planning condition would be imposed on the applicant that detailed the additional testing required.



3.0 Design Evaluation

3.1 Design Opportunities

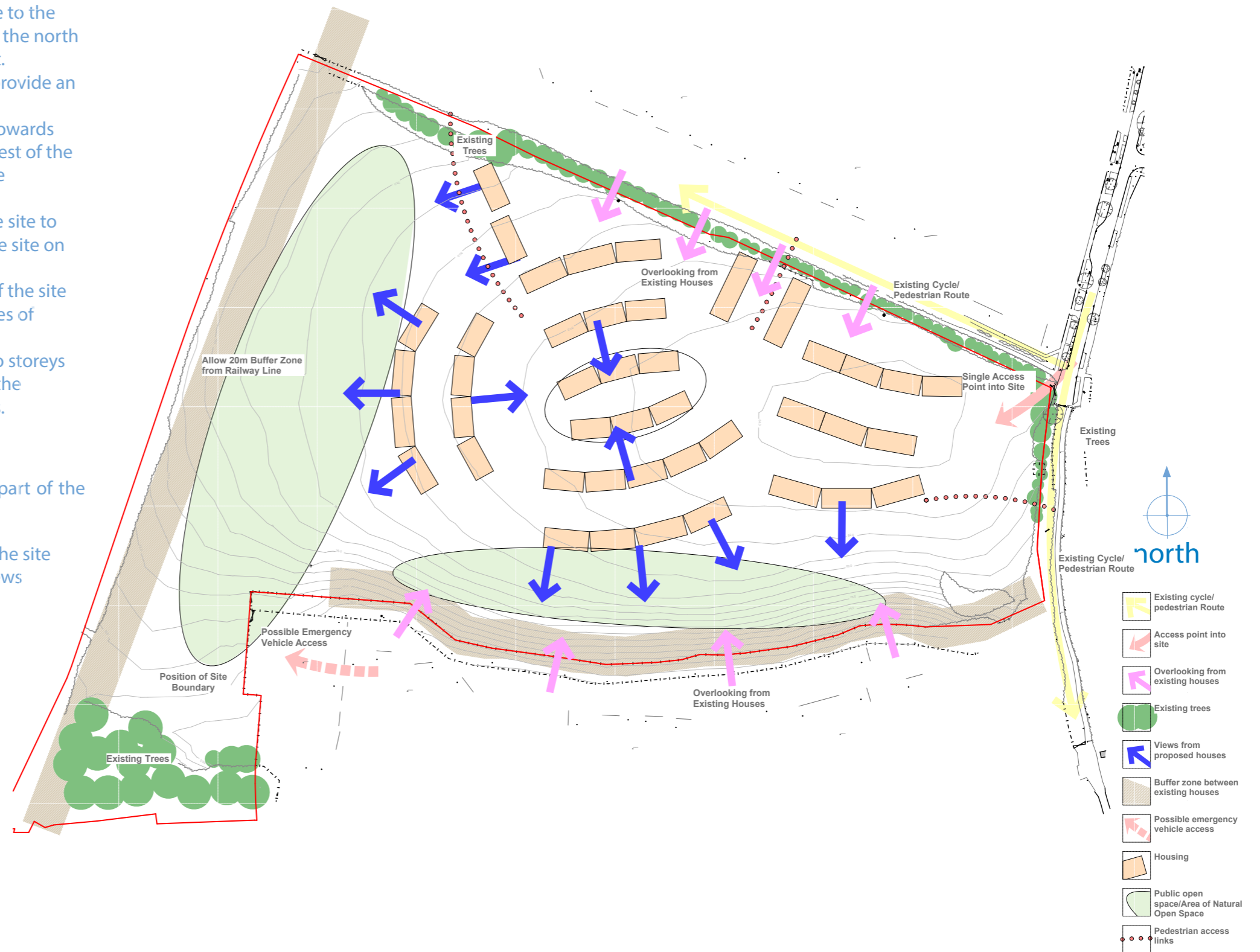
3.1.1 The concept plan is generated from the Site Analysis and covers the following items:

- A core residential area that is considerate to the neighbouring existing developments on the north and south of the proposed development.
- Utilising the sloping parts of the site to provide an enhance landscape strategy.
- Maximising the views from the site out towards the open fields on the west and south-west of the site. In addition utilise the views over the Navigation Drive development.
- Promote pedestrian links from within the site to the existing right of way surrounding the site on the north and east boundary.
- High density development at the core of the site and lower density towards the boundaries of the site.
- The scale of the development will be two storeys (with a few bungalows) in keeping with the established surrounding housing estates.

3.2 Constraints

3.2.1 The following constraints were integrated as part of the design process;

- The masterplan works in harmony with the site topography, in order to maximise the views out of the site.
- Landscape treatment between the proposed development and Navigation Drive will reduce overlooking from both sides.
- There will be a single point of entry and exist for vehicles but various pedestrian links will connect with the site.
- Overlooking from Westdale Avenue, will be contained by properties looking within the site and not towards the existing houses/right of way.



4.0 Community & Design Team Involvement

4.4 Other Consultations

4.4.1 Consultations have taken place with local authority officers at Blaby District Council. The meetings covered a range of areas including Highways, Landscape, Housing types and architectural style.

4.5 Design Issues & Revisions

4.5.1 As a response to the public consultation, minor alterations to cycle routes and footpaths have taken place.



Public Consultation Event