

**FORWARD TIMETABLE OF CONSULTATION AND
MEETINGS
STRATEGIC PLANNING AND REGENERATION
SCRUTINY COMMITTEE
CABINET**

8th MARCH 2001

23rd APRIL 2001

**Bursom Business Park Extension
Site Development Guidance**

Report of the Director of Environment, Development & Commercial Services

1 Purpose of Report

To seek member approval for the Bursom Business Park Extension Site Development Guidance and to seek Scrutiny Committees views on the proposed guidance.

2. Summary

The Bursom Business Park Extension is a large area allocated for employment development in the City of Leicester Local Plan (1994), to the north of Mowmacre Estate. Site development guidance (SDG) has recently been prepared, which sets out the City Council's planning and urban design requirements for the development of the site.

Local residents and Ward Councillors have been consulted on the SDG. The details of the consultation exercise (which lasted 4 weeks) are set out in Paper 1. The responses of the Strategic Planning & Regeneration Scrutiny Committee are set out in Paper 2.

3 Recommendations

3.1 Strategic Planning & Regeneration Scrutiny Committee.

SCRUTINY Committees views be sought on the Bursom Business Park Extension Site Development Guidance.

3.2 Cabinet.

CABINET is recommended to:

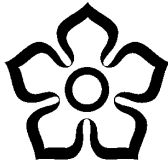
1. Note the concerns raised in relation to the development of the Bursom site including the views of Scrutiny Committee
2. Confirm that the Site Development Guidance addresses, as far as practicable, their concerns
3. APPROVE the adoption of the Bursom Business Park Site Development Guidance as Supplementary Planning Guidance to the City of Leicester Local Plan.

4 Financial Implications

There are no direct financial implications.

5. Report Author/Officer to contact:

Nigel Reeves, Urban Design, City Development, E&D. Extension: 7239



Leicester
City Council

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**8th March 2001
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Burson Business Park Extension- Site Development Guidance

Report Of the Director of Environment & Development

PAPER 1 - SUPPORTING INFORMATION

Results of Consultation Exercise and Implications contained within the Report (Community Plan, EMAS, Equal Opps, Sustainability)

1. Details of Parties Consulted.

City Council Departments

Director of Arts & Leisure (City Archaeologist)

Site Owner and Interested Parties

A copy of the guidance was sent to the landowner (Leicester City Council – Property Services).

Adjoining and neighbouring residents.

Copies of the guidance were sent to all neighbouring residential properties, which adjoin the site.

Ward Councillors.

Copies of the guidance were sent to both local Ward Councillors

2. Consultation Responses/Public Meetings

City Council officers attended a meeting of the Mowmacre Tenants and Residents Association to make a presentation about the SDG and answer questions about it. The following concerns were raised at the meeting:

- Concern about the types of industrial development that will be located here

- The need for employment opportunities for residents in adjoining housing areas
- Concerns about traffic from the new development 'rat-running' through Mowmacre Estate
- Need for better cycle/footway crossings over Beaumont Leys Lane
- Need to prevent access by travellers onto areas of public open space
- Concern that existing hedgerow and some trees on the site will be lost
- Loss of land for informal recreation

A letter of objection has also been received from a resident overlooking the proposed development site, relating to the loss of views over open fields, loss of trees and wildlife habitats and that the business park is too close to existing houses.

A public meeting chaired by Councillor Roberts with City Council officers in attendance was held on 21.02.01 to respond to the concerns raised above. In addition to the points raised at the Tenants Association meeting, the following other points were raised:

- The problems of noise and smells and loss of air quality, caused by uses on the existing Bursom Industrial Park.
- Inadequate provision of facilities for local residents who have to live with the consequences of this development
- Loss of open space
- No confidence that landscaping will be able to properly screen buildings given experience of 'Business Post' development at Bursom Industrial Estate
- Concern about site being identified as a possible location for the PFI household recycling facility (this is a proposed use whose acceptability would have to be judged against criteria set out in the SPG).

However the substantive point made at the public meeting was a general hostility to the principle of development on this site for employment uses.

3. Response to issues/concerns raised above.

a. Protection of amenities of local residents.

The SDG proposes that the site is suitable for Classes B1a (Office – except major office development) B1b (Research & Development) and B1c (Light Industry), Class B2 (General Industry) and a small proportion of Class B8 (Storage & Distribution). These uses will be subject to strict environmental controls to prevent noise and disturbance to adjacent residential properties in Mowmacre and Benskins Croft. The SDG also requires significant levels of bunding to be provided to screen buildings and service yards from these houses. The main access road will be re-located away from nearby houses.

Bunding around the site, with tree and shrub planting on top, will help to screen views of service yards and factory buildings from nearby houses. This will also significantly reduce the impact of taller buildings (up to the maximum of 12m in height).

Any future development (including the possibility of the waste and re-cycling facility) will be scrutinised when planning applications are submitted to ensure that potential problems for adjoining residents are avoided. A Traffic Impact Assessment, will be required to be provided, for any future development proposals. This will include details of new pedestrian and cycle facilities (including crossings over Beaumont Leys Lane), as well as addressing concerns regarding potential 'rat running'.

b. Ecology & Nature Conservation.

The guidance requires potential developers to carry out a full ecological survey of the site to identify features worthy of retention/mitigation. The guidance shows the main trees and the hedgerow crossing the site, as being retained.

Additional landscape planting to complement the hedgerow and around the edge of site (on the proposed bunds) will comprise a significant proportion of native species to create additional habitats for wildlife.

c. Public open space and recreation provision.

The proposed public open space between the houses on Ashes Nook/Bedale Drive and the proposed business park extension is a minimum of 30 metres wide and substantially wider in parts. As well as providing screening, part of this area is also intended to be used as public open space and to provide a link to the adjacent playing fields. Although open for the public, this area will be made secure from possible traveller/gipsy access (by appropriate fencing).

Part of this site has for many years, been used for informal recreation by the residents of Mowmacre. The guidance requires either the provision of a new public recreation facility in the landscaped area north of Ashes Nook, or an equivalent commuted sum provided to support alternative recreation provision off-site (e.g. for the enhancement of facilities at Mowmacre Youth & Play Centre).

Details of the type of facility to be provided will be subject to further consultation with the local community.

d. Condition of footways in existing Bursom Industrial Estate.

Now that most sites in the existing Bursom Industrial Estate have been developed, a capital bid will be submitted in the near future to bring all current unadopted footways up to a satisfactory standard so that they can be adopted.

e. Future employment opportunities

I understand the concerns by local residents about access to new employment opportunities at the Bursom extension but this is something that falls outside of the remit of the SDG. Under planning and other legislation, we cannot compel future end users to employ a given percentage of local residents. The City Council does though support training initiatives in Mowmacre and Beaumont Leys Wards, which can help local skills match the needs of future employers. This will enable local residents to be better equipped to compete for future jobs at Bursom.

A section has been added to the SDG stating that the City Council will endeavour to work with prospective employers to identify and set up appropriate training facilities to assist local people to compete for the newly available jobs.

f. Principle of development.

This site has been a long-term strategic allocation in the adopted City of Leicester Local Plan (1994) for a high quality business park and this was subject to extensive consultation before being adopted. This site is intended to provide land for employment uses that cannot be met in the existing employment areas and to provide sites for companies who wish to relocate into the city.

The purpose of the SPG is to facilitate the implementation of adopted Local Plan policy in a manner that ensures the impact of development on the amenities of local people is minimised and to create a well designed and attractive environment.

Conclusion

Local residents are clearly concerned about future employment development on this site. The draft SDG has been strengthened in response to much of this anxiety and I am now satisfied that as far as is practicable the measures set out will ensure that amenity for local residents will be maintained after the site is developed.

2. Implications Contained in this Report.

Equal Opportunities.

The SDG seeks to ensure that all public areas in the development (e.g. streets, greenways, public open space and play areas) are fully accessible and available to all sections of the community.

Legal Implications.

There are no direct legal implications for the Council contained in this report. Any future development or land disposal agreements that the City Council may pursue, will be the subject of further reports to the relevant service committees.

Sustainability & Environmental Implications (including EMAS).

The guidance includes measures to encourage sustainability in the new development (e.g. lower parking standards, energy efficiency in new buildings).

The development will contribute to meeting the following EMAS targets:

- 8.1 Creation of additional publicly accessible green space.

Crime & Disorder Implications.

The guidance includes measures to engender public safety and security.

Background Papers – Local Government Act 1972

City of Leicester Local Plan (1994)



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**8th March 2001
23rd April 2001**

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Report Of the Director of Environment, Development & Commercial Services

PAPER 2 – COMMENTS OF STRATEGIC PLANNING & REGENERATION SCRUTINY COMMITTEE (8.3.01)

1. Report.

Strategic Planning & Regeneration Scrutiny Committee considered the draft SDG and the report on the consultation exercise at its meeting on 8th March 2001.

The local ward member raised a number of concerns regarding both the principle of development and various matters of detail. The Committee spent some time discussing the issues raised and the responses given by officers.

2. Resolution.

Members of the Strategic Planning & Regeneration Scrutiny Committee resolved:

- I. that the content of the site development guidance be noted; and,
- II. that Officers investigate ways of addressing concerns relating to traffic; and,
- III. that a firm commitment should be given to retaining existing trees and hedgerows.

3. Response to concerns raised by Scrutiny Committee.

The general concern of Scrutiny Committee was the potential impact that the future development of the Bursom site may have on local residents.

One of the primary objectives of the guidance is to mitigate this impact, showing how a long standing employment allocation should be brought forward in a well planned, comprehensive and above all, environmentally sound manner.

The two specific points raised by Scrutiny Committee for further consideration related to issues relating to traffic and landscape protection.

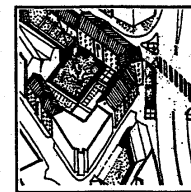
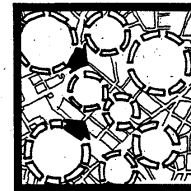
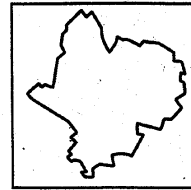
The Site Development Guidance requires Traffic Assessments to be submitted as part of any future planning applications for the development of the site. These will establish the optimum routing for HGVs to get to and from this site and also determine the need for any weight restrictions on other roads (to prevent access by HGVs to residential areas in the vicinity of this site). The combination of good access, clear signing and preventative restrictions should ensure that all vehicles, and particularly HGV's, use the appropriate routes and do not stray unwittingly or deliberately through residential estates.

The Site Development Guidance also requires that the existing hedgerow and trees within it be retained. The new access has been specifically located so that the hedgerow will form the southern boundary to a development plot, facilitating its retention within the overall development. Only one tree is shown for removal, which is in a more difficult location in the site to retain.

4. Conclusion.

I am satisfied that the site development guidance will ensure that a well designed and planned development will result at Bursom. It recognises that measures will be required to prevent loss of amenity to local residents and sets out clearly how these must be achieved.

Supplementary Planning Guidance



Type: Area Strategy Guidance

Subject: Bursom Business Park

Extension: Complete Site

Status: Draft

Date: December 2000



1.0 INTRODUCTION

This guidance has been prepared to define the future uses and facilitate the development of this major employment site. The guidance describes the policy context within which proposals should be formulated and states the key aims and principles that the site users should achieve.

The purpose of the guidance is to : -

- Clarify development plan policy
- Improve the quality of site development and promote a high standard of urban design.
- To improve the efficiency of the planning and development process

2.0 THE SITE

LOCATION AND SURROUNDING USES

The site is located within the Beaumont Leys Development Area, to the North of the City and close to the outer ring road. It is situated close to the Beaumont Leys housing area and is East of Beaumont Leys Lane, a main road leading to the proposed Ashton Green development. This is to be a landmark development by the City Council and other development partners and the Bursom Business Park extension is to be designed to complement this. The existing Bursom Industrial Area which is largely complete, lies to the West of Beaumont Leys Lane.

Surrounding areas comprise an existing industrial estate to the West, a private residential area to the North West (with further residential development proposed to the immediate North), a social housing estate to the South, consisting of Ashes Nook and Mowmacre with playing fields and a golf course (constituting the Green Wedge) to the East. (see Diagram 1)

TOPOGRAPHY AND NATURAL FEATURES

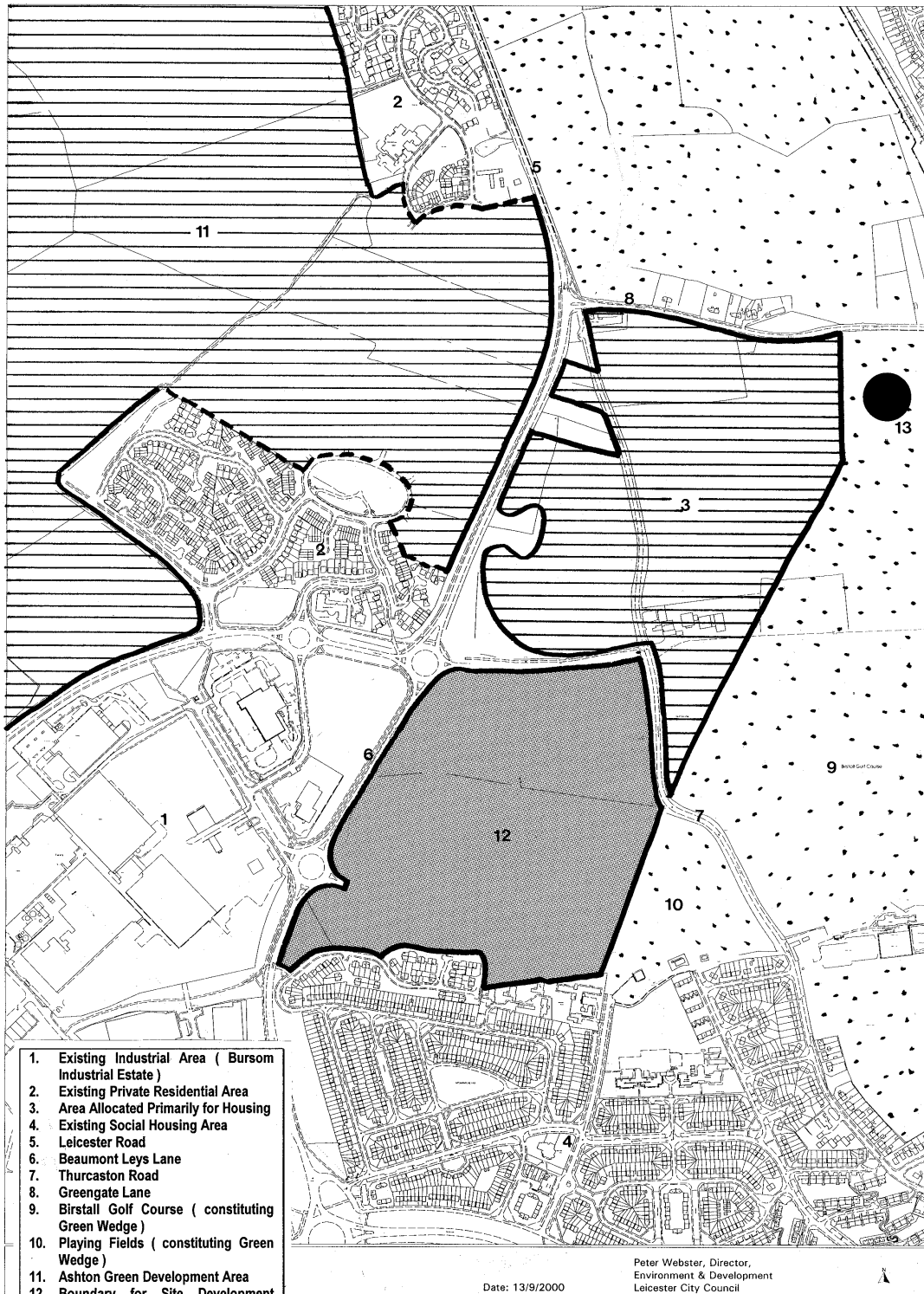
The topography of the site is mainly a flat site that was formerly agricultural land and occupies a boulder clay ridge between the Rothley Brook and the valley of the River Soar.

Minimal natural landscape features exist within the site except for a few mature trees, a length of hedgerow, a drainage ditch and pond. To the Eastern boundary of the site, midway along the perimeter is a raised earth feature.

To the North of the site a raised bridlepath exists linking through to Thurcaston Road. The potential new access leading to the proposed housing area to the North may sever this link.

3.0 OWNERSHIP

14 hectares is allocated for employment development. The remainder of the site covered by the SDG is to be used for open space and landscaping. The site is owned by Leicester City Council.



- 1. Existing Industrial Area (Bursom Industrial Estate)
- 2. Existing Private Residential Area
- 3. Area Allocated Primarily for Housing
- 4. Existing Social Housing Area
- 5. Leicester Road
- 6. Beaumont Leys Lane
- 7. Thurcaston Road
- 8. Greengate Lane
- 9. Birstall Golf Course (constituting Green Wedge)
- 10. Playing Fields (constituting Green Wedge)
- 11. Ashton Green Development Area
- 12. Boundary for Site Development Guidance
- 13. Storm Water Detention Area

Date: 13/9/2000
 Peter Webster, Director,
 Environment & Development
 Leicester City Council

Based upon the Ordnance Survey's 1:1250 map with the permission of the Controller of H.M. Stationary Office. Crown Copyright Reserved

Diagram 1

4.0 EXISTING USES

Recent uses on the site have been restricted to mainly agricultural use only although for several decades until 1964, the fields in this area were used for the disposal of final effluent from the Beaumont Leys sewage works. (see 9.0 Pollution Control)

5.0 PLANNING POLICY CONTEXT & POTENTIAL LAND USES

The City of Leicester Local Plan (December 1994) existing policy designation for the site are as follows :-

EMPLOYMENT USE PROPOSALS

- E13 a

The land is currently allocated as a high quality office and research park (Use Class B1). The plan is currently under review and the proposed new land uses likely to be acceptable include:-

- Class B1 Business (except major office development : B1a)
- Class B2 General Industry
- Class B8 Storage & Distribution

B8 uses will only be acceptable if they meet the following criteria:-

1. They do not occupy more than 25% of the total floor space of the business park.
2. Units are not more than 1000 square metres in size.
3. No B8 units are sited along the Beaumont Leys Lane frontage.

OPEN SPACE PROPOSALS

- R5

The majority of the open space provision is designed to enclose around the edges of the development site, to act as a buffer to the surrounding land uses and to minimise the environmental impact of the site operations. A recently completed social housing scheme (to the South) is an addition to the existing Mowmacre housing area. It presently has an open outlook over the site, looking North. New proposals should include amenity space, a pleasant landscaped setting and managed views.

6.0 GUIDING PRINCIPLES

The guiding principles are critical requirements in attaining a quality development on this strategic site. The creation of an attractive development is of paramount importance to the City Council to improve developer interest, enhance land values and provide an attractive approach to the proposed Ashton Green development.

Bland portal sheds of a low architectural quality set in an unattractive landscape of car parking and service yards will not be accepted, particularly where visible from main public routes. The creation of an attractive well landscaped development is a primary aim for this site.

Operating hours and conditions may be restricted by planning conditions to minimise disruption to the existing and proposed residential areas. Restrictions on business types, on operating hours, vehicle movements, noise, vibration, smells etc will be administered to protect the existing surroundings.

Thurcaston Road is the old road into the City Centre but is truncated to the North by the A47 City By-pass. Its rural character and hedgerow is to be preserved and built form should be kept back from this boundary so as not to impose on the road or adversely effect the edge of the Green Wedge.

7.0 SITE LAYOUT & URBAN DESIGN

The key features required are as follows (refer to DESIGN GUIDANCE DRAWING):

1. A " high quality " development edge must be provided to Beaumont Leys Lane in relation to the position of buildings, building design and landscape treatment as this will be the main access road to the proposed Ashton Green development. Consistency in design of all buildings facing Beaumont Leys Lane will be desirable in terms of building design, elevational treatment, creation of landmark features, the bulk and massing of the scheme as well as the detailing and selection of construction materials.
2. The more active frontages of the building (offices ancillary to proposed employment uses and pedestrian entrances) should be located in prominent locations overlooking Beaumont Leys Lane. These could be expressed as additional storeys or form part of a landmark feature. Landmark features will also be required to front on to the junction off Beaumont Leys Lane.
3. On other key visible elevations, the building design should contain features such as windows to working areas, construction detailing and structural expression. The utilisation of interesting roof forms can contribute to the improved visual appearance of the building.
4. Service yards, rear elevations of buildings and large areas of car parking must not be visible from Beaumont Leys Lane or other external roads. The careful design of the building, control of levels and structural planting can help alleviate the impact. (Note: External roads are those that are outside the site boundary. For example, the potential new road to the North, serving the potential housing development to the North may allow views into the site and therefore buildings will require a quality elevation in this location and screened service and parking areas).
5. A high quality landscape treatment will be required to all site boundaries and is to include a combination of ground modelling, tree and shrub planting and, where possible, water features such as ponds and swales to frame the buildings as well as contributing to the SUDS strategy. (see Point C : Environment for further explanation of SUDS)
6. Security fencing should not be located along the Beaumont Leys Lane frontage, and an open visual appearance is to be created. On the other site boundaries, high quality fencing and landscaping will be sought. Fencing should be located to allow landscaping and planting on the public side to dominate.
All landscape work should be within a site boundary and thus maintained by the Developer to a satisfactory standard. High level mesh security fencing (To be colour coated) will not be permitted unless it is well screened by planting.
7. The City Council actively endorses a "Percent for Art" policy on eligible developments and this will be encouraged at suitable locations within the development, such as the junction off Beaumont Leys Lane or the two roundabouts and a percentage contribution from the developers will be sought to fund any proposed installation.

8. The height of new buildings is an important design consideration and should be designed so as to reduce the visual impact on nearby residential areas and the open countryside. If located close to the site boundary a maximum **ridge** height of 12 metres (not haunch) will generally be expected to match those of other commercial development on Beaumont Leys Lane. In addition further bunding and landscape works will be required to the site boundary. Flexibility may be achievable in building height where the building is located close to the centre of the site where its impact will be significantly reduced due to its distance from surrounding residential areas and will be effectively screened by boundary landscape treatment and bunding.

- DEVELOPMENT

1. Buildings are to address the main roads with active frontages and key administrative facilities in a noticeable location to provide activity. Extensive landscaping is to be specified within the individual development sites and particularly around the larger expanses of the business warehouse facades.
2. Office facilities within developments are to be positioned so as to be visible from main approaches and should be expressed as a noticeably different structure / building. The use of "glazed corners" in warehouse envelopes for offices is to be avoided.
3. Provision, should it be required, is to be considered in the scheme design to allow for the potential and sympathetic extension of the business units. The use of designated landscaped and bunding areas for extension purposes will be resisted.
4. Energy efficiency and water conservation will be expected to be achieved in the design of the buildings and should maximise recycling and pursue natural daylighting and ventilation strategies. Further technical guidance can be obtained from BRECSU and ETSU. Non residential development should achieve a "very good" rating in terms of energy efficiency under the Building Research Establishment Environmental Assessment Method (BREEAM 5/93). Detail relating to energy conservation will be available in the emerging Supplementary Planning Guidance for Energy Efficiency and Renewable Energy in New Development and from Leicester Energy Efficiency Agency.
5. Air conditioning is to be minimised particularly in offices where openable windows for passive natural ventilation should be used.
6. The use of grey water recycling techniques (SUDS) to operate such facilities as toilets within the development is to be investigated and implemented.

- ENVIRONMENT

It is important that development not only meets the planning requirements but also the environmental requirements of the City Council. To achieve this development will be required to address the following in particular:-

A : Environmental Site Appraisal & Layout Design.

The site appraisal is to be based upon a desk top study and site visit and should include a review of the following points:-

- Topography
- Water bodies and ground water levels
- Vegetation
- Buildings and industrial and other archaeology

- Land uses surrounding and near the site
- Main routeways near the site
- Public transport to and near the site and the areas served
- Environmental quality - air noise, surface and ground water quality, landscape quality on and around the site.
- Social and community uses around the site
- Possible contamination of the site of adjacent land
- Boundary features, and position and types of access
- Ecology of site and surrounding land (to identify existing wildlife corridors connecting to site as well as within the site)

In special circumstances, depending on the scale and nature of development proposals, a formal Environmental Impact Assessment (EIA) may be required. Advice on this issue is available from the Development Control Group (see 11.0 Contacts)

B : Landscapes for Biodiversity.

This will need to consider the following :-

- Existing wildlife habitats and opportunities to conserve or extend them
- Potential or existing wildlife corridors along boundaries
- Possibility of linking on site habitats with adjacent wildlife habitats or open amenity space
- Any " dead " areas of land that could be used for habitat creation

A landscape structure plan should be produced at the earliest stage of developing the site layout.

This should outline the groundwork's, planting and external hard works, and enables integrated design and appraisal of surface water systems, planting, roads and other hard surface, building layout, services, common open space, conserved features and other infrastructure. (See Appendix 2 for further detail)

Additional Environmental Information

An Ecological Survey will be required for the site to identify possible natural and ecological features and species which it would be desirable to retain.

C : Sustainable Urban Drainage Systems (SUDS) On & Off site.

1. Leicester City Council supports the Environment Agency's move towards SUDS when dealing with surface water and is intended to minimise the adverse impacts of development. The techniques can form part of an attractive landscape for the development, with high bio - diversity potential but also have the advantage on restricted sites where the landscape scheme can also provide an area for surface water disposal and flood balancing. Any SUDS installation will be the responsibility of the developer
2. The SUDS aims to see benefits from reduction in pollution and flooding, recharging of ground water and the creation of wildlife habitats. For the developer it has the attraction of reduced infrastructure costs and long term operating costs.
3. In approaching drainage design, the developer needs to consider :-

- Existing water bodies or ditches or marsh
- Discharge volumes permissible from site
- Any existing or potential drainage and flooding problems
- Potential disposal of surface water runoff during construction. Control of surface water and discharge during construction
- How to avoid excessive sedimentation of watercourses and drains during construction
- The hydrological impact of the finished development on the local sewers and water courses.

(See Appendix 3 for further detail)

- AMENITY

1. The site is strategically located between existing and proposed areas of housing and open space which leads out to a golf course and open countryside. For these reasons, the design and development of the site is to sensitively respect its adjoining uses and incorporate features which mitigate any impact on the amenity value of the nearby residents as well as the likely visual impact the development will have from the open countryside.
2. The phased development of the site is to be linked with a phased programme of landscape works to ensure that the new development has the minimum impact on its surroundings. Development agreements will be attached to the sale of each site to secure elements of off - site landscaping works.
3. The landscaping to the South of the site is to be developed to provide bunding as well as a level open space and amenity area for the existing housing. Areas for play (including an equipped play area – see 4 below) are to be provided and mounding and plant selection is not to compromise security for people using these areas.
In addition a combination of tree planting and timber bollards are to be provided along the highway edge to prevent unofficial vehicular access. Secure access to be maintained for maintenance.
4. A play area will be required to be provided within the open space to the north of Ashes Nook, or an equivalent commuted sum provided to support alternative recreation provision off-site (e.g. for the enhancement of facilities at Mowmacre Youth & Play Centre).

Details of the type of facility to be provided will be subject to further consultation with the local community. It is expected that the notional cost of such a facility will be in the region of £25,000 to £35,000 and should be implemented at the same time as the landscaping to the south is laid out.

- 5 The landscape margin is to screen visually and acoustically the business park operations and mounding should be designed to screen and attenuate noise emanating from the individual site operations. Suitably landscaped profiles / sections for the earth mounding will need to be submitted for comment to ascertain their suitability to mitigate the effects of new development on the surroundings.

8.0 ACCESS, HIGHWAYS AND PARKING REQUIREMENTS

Lorry movements, particularly HGV's servicing the site are likely to be a potential cause of nuisance and are to be restricted by means of a Road Traffic Order to prevent travel Northwards along Beaumont Leys Lane to Greengate Lane. Access for any HGV's or goods vehicles over 7.5 tonnes will not be permitted off the Northern arm of Bennion Road / Beaumont Leys Lane roundabout.

The following will be required to be provided by the developer:-

1. To reduce the level of employers and employees commuting by car to the site, developers will be required to produce a Company Travel Plan (CTP) which will identify which transport measures will have the greatest effect in reducing the use of the car. The production of a CTP will be dependant on the scale of development, the size of the site or if the use is likely to be travel - intensive. The CTP should include a range of sustainable transport initiatives. This will be an important consideration in determining acceptable levels of car parking.
2. A " Transport Assessment " (TA) will be required in order to fully assess the impact of the proposal on the highway as well as to identify the highway improvements in order to mitigate the impact of traffic. As part of the TA, an assessment of the impact on public transport, cycling and facilities for pedestrians will need to be made which will identify where improvements to these modes of transport can be made for a more sustainable development.
3. Cycle parking provision (in the form of secure provision and under cover) is currently being reviewed and further consultation will be required with the City Council to determine to amount of provision to be provided.
4. An existing cycleway is located on the Western footway of Beaumont Leys Lane. To encourage cycling to work and improve cyclist safety, additional footpaths to the site (to be identified by the City Council) and footpaths within the development site are to incorporate a cycle route alongside to be clearly marked. Depending upon the road layout, cycle routes should be a minimum 1.5 m wide, but 2.0m wide if two way.
5. A toucan pedestrian and cycle crossing will need to be provided to the new junction provided off Beaumont Leys Lane.
6. The City Council's parking requirements are currently being reviewed, although given the location of Bursom Business Park, the requirements for commercial development are likely to be lower than the existing parking standards, in line with advice set out in the revised PPG 13 (paras 34 & 35). Advice should be sought from the City Council when pre - applications enquiries are made.
7. Provision is to be made for the installation of a bus stop, bus shelter and lay - by area on Beaumont Leys Lane on both sides of the road to serve North and South bound services. (Location and design to be agreed with the City Council)
8. A Traffic Regulation Order to be made on the Northern arm of the Bennion Road / Beaumont Leys Lane roundabout.
9. Two points of access will be required into the site, one off the Southern roundabout the other off Beaumont Leys Lane. This will facilitate the easy access of emergency vehicles to the site and reduce the likelihood of HGV vehicles (in excessive numbers) queuing on Beaumont Leys Lane. This will safeguard the public transport route that is anticipated will eventually serve the proposed Ashton Green development. The new junction on Beaumont Leys Lane will be required for access and egress to the site for all HGV's. The new junction on Beaumont Leys Lane must be designed to prevent HGV's and good's vehicles turning right out of the site in a Northerly direction along Beaumont Leys Lane. Instead, these vehicles must travel South and use the Outer Ring Road (A563). Access and egress for vehicles travelling from and to the North must be restricted to cars and light goods vehicles below 7.5 tonnes only.

10. The development will require the construction of a new 7.3 metre wide estate access road plus two 1.8 metre wide footpaths on either side. (Location of the junction, road alignment and construction standards are to be agreed with the Local Authority). The position of the new junction off Beaumont Leys Lane will not be permitted to be within 130 metres of the roundabout situated to the North and South of Beaumont Leys Lane. The installation of sections of highway on site may be phased to coincide with the disposal of individual sites. It is therefore important that a layout for servicing the site is agreed prior to the release of the land.
11. To assist in the vehicular circulation of HGV's within the development and reduce unnecessary movements on the main highway (Beaumont Leys Lane), a central turning facility is to be constructed, providing access to all sites from within the development. This is to ensure that service yards are located close to the centre of the site, rather than at the perimeter, to mitigate noise pollution and reduce the visual impact of site activities on the surrounding areas. Depending upon the disposal strategy of the sites, sufficient land is to be retained to allow for the construction of a central turning facility and this should be considered with the plot areas that are sold to developers. (A roundabout may be a preferred solution as access arms can be designed into the layout and built as and when development sites are acquired)
12. Any Public Rights of Way identified being affected by the site will either need to be maintained or diverted as appropriate.

9.0 POLLUTION CONTROL

Contaminated Land : For several decades until 1964, the fields in this area were used for the disposal of final effluent from the Beaumont Leys sewage works. Previous ground investigations undertaken in the vicinity indicated the presence of elevated concentrations of toxic metals associated with sewage contamination including cadmium. As similar ground conditions at this site must be assumed, the following items require consideration:-

No development shall commence until :-

1. The site has been subjected to a detailed scheme for the investigation and recording of contamination and a report has been submitted to and approved by the Local Planning Authority.
2. Detailed proposals in line with current best practice for the removal, containment or otherwise rendering harmless such contamination (hereby to be known as the "contamination proposals") have been submitted to and approved by the City Council.
3. For each part of the development, decontamination proposals relevant to that part (or any part that would be affected by the development) shall be carried out either before or during such development as appropriate.
4. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and / or is of a different type identified in the " contamination proposals " then revised " contamination proposals " shall be submitted to the Local Authority.
5. If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed " contamination proposals ".

Acoustic fences (specification to be agreed) may be required, (in addition to the landscape bunding which are to screen visually and acoustically the activities of the site) to be applied to the Northern and Southern boundaries depending upon the nature of operations.

Hours of operation will be restricted to daytime hours to units on the Southern and Northern boundaries. If B8 uses are proposed and 24 hour operation was proposed, a detailed acoustic design will be required to reduce the likelihood of noise nuisance. Early discussions are recommended with the City Council to establish the suitability of such uses and operations.

10.0 ARCHAEOLOGY

The site has not been subjected to a systematic archaeological survey and the area may reveal archaeological remains which will need to be investigated and recorded prior to development.

Recovery of antiquities elsewhere in the surrounding area (not within the site) indicates the possibility for prehistoric occupation and the presence of an iron age settlement. The remains will have been significantly truncated by post medieval and modern agriculture but are likely to survive immediately below the existing topsoil, and will be vulnerable to the impact of the development.

Accordingly an Archaeological Impact Assessment (AIA) will need to be prepared for the development area. This should include documentary appraisal and field evaluation (geophysical survey and/ or trial trenching) of the site to ensure the identification and characterisation of any surviving archaeological remains and their subsequent recording.

11.0 FUTURE EMPLOYMENT OPPORTUNITIES

The City Council is concerned to encourage local people to have a realistic opportunity to take up future employment within the site. It cannot compel future employers to provide certain type of jobs or to ring fence a certain number for local residents, but will endeavour to work with prospective employers to identify and set up appropriate training facilities to ensure local people have a chance to compete for the available jobs.

Funding may also be available via the SRB programme to identify skill shortages that may arise in the new employment area and to work with the local community to establish appropriate re-training courses.

Further information on this can be obtained from Paul Quinn (SRB 5 Programme Manager Tel : 0116 252 8678)

12.0 CONTACTS

Development Control

Graham Smith (0116 252 7247)
(Pre - application enquiries and planning applications)

- Other Useful contacts:-

Urban Design

Stephen Haines (0116 252 7215)
Nigel Reeves (0116 252 7239)
Alan Gledhill (0116 252 7216) : SUDS & Landscaping
Sue Timms (0116 252 7268) : Ecology & Nature Conservation

Development Plans

Dave Troy (0116 252 7229)

Property

Steve Woodier (0116 299 5071)

Pollution Control

Robin Marston (0116 252 6436)

Traffic & Highways

Devinder Singh (0116 252 6553)

City Archaeology

Richard Clark (0116 247 3023)

Environment Agency

Midlands Region 0121 711 2324

APPENDIX 1

The purpose of Supplementary Planning Guidance (SPG)

The purpose of SPG is to elaborate the policies of the Local Plan. It helps policies to be understood and to be effectively applied. It clarifies what the City Council expects from physical development, either City - wide or in relation to particular areas or sites. The role of SPG is set out in Government Planning Policy Guidance Note .12. It states that whilst only the policies of the development plan can have a special status in deciding planning applications, SPG, " may be taken into account as a material consideration ". The weight accorded to SPG, will increase if it has been prepared in consultation with the public and has been the subject of a council resolution. "

In its draft form (i.e. before formal adoption) SPG should be regarded as representing interim Council thinking.

The process of preparation and adoption

The normal process of SPG adoption is as follows:-

- Production of initial draft guidance
- Internal consultation
- Approval of draft by City Council
- Consultation with appropriate community groups, land owners, developers and other interested parties.
- Possible revision of draft (dependant on results of consultation)
- Adoption of guidance as SPG by City Council (a summary of the consultation undertaken is included in the SPG).

APPENDIX 2

The design of the landscape structure plan should address the following considerations:-

1. Structural planting along the main site and road boundaries is to be implemented at the start of the development to obtain early maturity. This is where development may proceed in phases or where sites are gradually released.
2. The aim of forming an attractive, ecologically valuable landscape for the site which will be established well in advance of the rest of the site planting, and provide some refuge for wildlife disturbed by the clearance and construction. If undertaken at the start of a development and well designed, structural planting can provide a partially mature setting for a development.
3. The design of planting schemes to form a comprehensive structure to the site providing a network of vegetation throughout the site. Include " deep " areas of vegetation as well as narrow strips of planting, so that they combine to form continuous " wildlife corridors " .
4. Include a high proportion of planting native to the region and a variety of planting to encourage wildlife.
5. The most ecologically valuable form of landscape treatment is natural regeneration. Good landscape management can prevent such areas looking untidy, and mown grass as an edge to natural habitats provides an attractive setting.
6. Wherever possible interconnect the sites habitat network with adjacent habitats.
7. Use the surface water disposal system to form a part of the landscape scheme offering the opportunity for habitat creation. Ensure that pond edges are safe by designing shallowly sloping margins, where a steep bank is unavoidable, plant densely with native shrubs to offer good wildlife cover and place a guard rail around the top. Reeds and rushes growing around ponds make those parts of the water less approachable.
8. Use landscape schemes to contribute to site security by enhancing and retaining natural features that can provide secure boundaries and by specifying types of plants in risk areas which deter unauthorised approach to the development sites. Dense planting of thorny shrubs by fences and windows can be effective.
9. Provide a design manual for subsequent owners of the development site, or parts of it, showing the design principles applied in the landscape scheme and the maintenance requirements necessary for its continuing quality and value for bio diversity.

APPENDIX 3

SUDS techniques will usually include a number of the following:-

a.) Grass Swales : A broadbottomed ditch with either linear fall and gently sloping sides which can attenuate the velocity and volume of water discharge. It slows and spreads water running off paved areas and roads, giving pollutants in the flow a chance to soakaway in the form of a stone backfill underneath. Swales are primarily used at the edge of properties or alongside roads and can form a network drainage to storage ponds or wetlands. Swales can avoid the need for expensive roadside kerbs and gulleys, with lower maintenance costs and drainage performance is often improved.

b.) Infiltration Trenches : These are shallow excavated trenches back filled with stone to create an underground reservoir. Water then filters into the subsoil and can help replenish groundwater reservoirs.

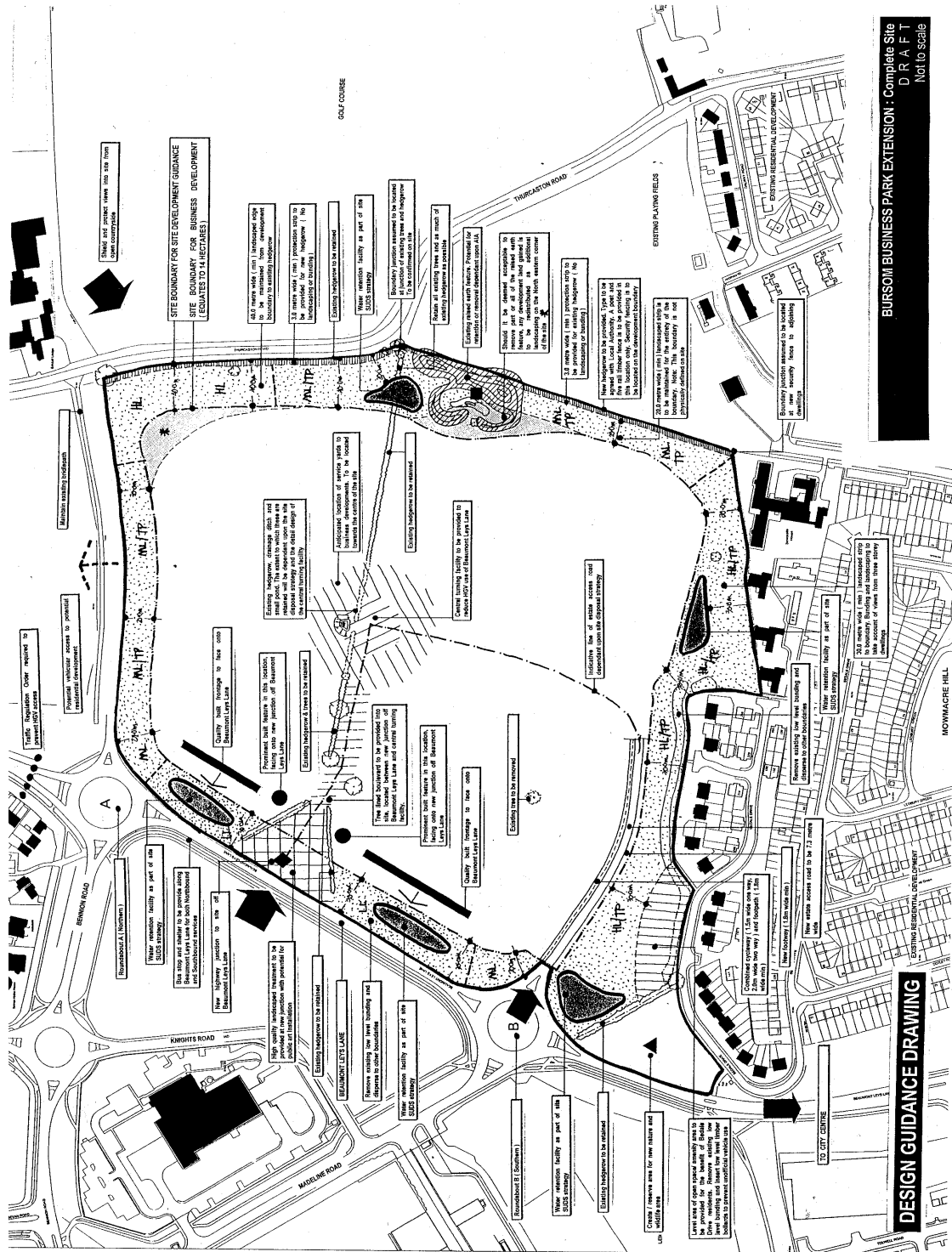
c.) Porous Pavements: These are an alternative to conventional paving. Porous pavements allow water to permeate through, rather than run off, the paving. Rainwater can directly filter into topsoil or can drain into a reservoir of stone backfill, before soaking away, discharging to swales, ponds or watercourses, or even being stored for landscape watering. Apart from traditional gravel, porous blacktop and several types of porous paving unit are available. Porous surfaces are particularly appropriate where run off is only lightly contaminated and close to source.

d.) Storm Water Wetlands : Water is disposed over a larger relatively level vegetated areas that acts as a filter and velocity attenuator

e.) Detention Ponds : These collect storm run off, holding it for a few hours to let sediment settle out. Outside of storm periods most detention ponds will be dry. Their main function is to remove solids.

f.) Retention Ponds : These retain a significant volume of water all of the time. Their design can allow for substantial variation in the retained water level and the pond can become an attractive feature.

g.) Interceptors : In areas of a development where there is a risk of spillage's or run-off of oils, solvents or toxic substances, additional works may be required. It is important that sites are designed so that if a spillage occurs the contaminated run off can be redirected to an interceptor. This is often achieved by physically separating areas of potential spillage from the main storm water system. In areas where oil and lubricants may spill at a high rate it is more appropriate to direct all run off into an interceptor.



BURSBOM BUSINESS PARK EXTENSION : Complete Site
D R A F T
 Not to scale

DESIGN GUIDANCE DRAWING

