CAWREY
LIMITED

Planning Department
Hinckley & Bosworth Borough Council
Argents Mead
Hinckley
Leicestershire
LE10 1BZ



26th February 2008

Dear Sirs

RE: PLANNING APPLICATION FOR 56 DWELLINGS BETWEEN FIELDING LANE/GROBY ROAD, RATBY, LEICESTER.

I request that the following matters be considered prior to reaching a decision and conditions for the Planning Application for 56 dwellings as an extension to our current development at Fielding Lane in Ratby.

1. **Archaeology**

On previous areas of development off Ferndale Drive we stripped the topsoil from the entire site seeking archaeological features, in particular evidence of a Roman road that historians had suggested may cross this area linking Leicester, eventually, with Chester. The site strip was a very expensive exercise and caused extensive damage to the ecology of the area which will take years to recover. We request that this approach be re-considered and offer an alternative approach involving Archaeologists on a Watching brief during the site strip and excavation of road bases, which should give an adequate sample. An archaeological investigation would only be extended if sufficient finds were revealed during the initial site strip.

I enclose a copy of the Archaeological Report produced by ULAS for the Ferndale Drive site in support of this approach. We uncovered one piece of Roman pottery in 12 acres during topsoil removal. There had been previous finds of brooch pins made by the local Archaeological Warden using a metal detector along the line of a ditch. Remaining finds consisted mainly of medieval and later pottery, which had been scattered across the site by agricultural practice at the time.

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2. **Stability of the M1 Cutting**

We have carried out a preliminary investigation of the stability of the M1 cutting, which could be affected by the proposed bund. The bund is intended to mitigate the effects of traffic noise on the development. The attached Murray Rix report has been based upon the results of the site investigation and a bore hole adjacent to the Groby Road road bridge, the results of which were provided by the Highways Agency. The Highways Agency have also indicated that they do not wish to take any land outside their current boundaries and any widening of the M1 would be carried out by re-grading and re-engineering the slopes of the cutting, which in most places do not exceed 1:4.

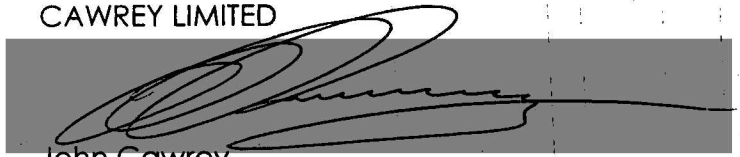
3. **Levvel's Viability Report**

We have employed specialist consultants, Levvel, to investigate the local housing need and availability of affordable properties. We have modified the application to include 50% affordable homes, which exceeds the requirement for provision within the Borough. Some of the proceeds of the market homes will be used to subsidise the building of rented properties with the intention of avoiding the use of Housing Corporation funding to deliver the affordable homes. Our intention would be to draft a Section 106 Agreement, which would give priority to the provision of affordable homes for local people first and retain the shared equity properties in the affordable sector for the long term (occupiers would not be able to staircase their ownership to 100%, as would normally be the case with shared ownership).

This application has been prepared to respect and protect the ecology and environment of the area. The homes themselves are very highly insulated, requiring low levels of energy for space heating and using solar powered systems to supplement the provision of domestic hot water. The fabric is highly insulated and takes advantage of solar design to reduce the heat load further. Natural ventilation is specified to reduce over-heating in Summer months.

We hope that you will look favourably upon the application, which is intended to change the way we deliver housing and be a step forward in reducing the environmental impact of our new homes in the long term.

Yours sincerely
CAWREY LIMITED



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