

Supporting Design Statement for:

Non-Material Amendment Planning application to 'Approval of Reserved Matters (appearance, landscaping, layout and scale) for outline application 22/00648/OUT for residential development of up to 75 dwellings alongside associated site infrastructure and open space and discharge of condition 2, Land South Of Markfield Road Ratby Leicestershire', ref: 24/00461/REM

Introduction

This statement has been written to support the Non-Material Amendment Planning application to the Reserve Matters Application for Land South of Markfield Road, Ratby, Leicestershire, with planning application 24/00461/REM, approved 23rd January 2025.

The Non-Material Amendment seeks permission to reposition the Local Equipped Area of Play (LEAP) and amended route of the 3metre wide footway/cycleway west of the access road.

Proposed Amendment

The approved position of the LEAP is to the north west corner of the site, west of the access road (now constructed), and within an area of casual/ informal open space as defined by approved drawing '10783-FPCR-XX-XX-DR-L-0008 Revision P09, Open Space Provision Plan'. The proposal is for the LEAP to be retained within the casual/ informal open space, but reposition by approximately 26.7metres to the east.

The connection point with between the access road and footway/cycleway is to be retained, but rather than a linear east-west connection with the bridleway to the west of the site, this is proposed to curve northward and connect with the bridleway approximately 25metres further north than the currently approved point of connection (refer to drawing 2311-CR-00-ZZ-DR-A-0100-P09 Site Plan).

Justification for Non-Material Amendment

The area of the site accommodating the LEAP and associated footway/cycleway slopes steeply from west down to the east. The highest point having a level of circa. 111 OAD (adjacent to access road), and lowest point having a level of circa. 104 OAD (adjacent to bridleway); a total fall of 6metres. This would result in the footway/cycleway having a gradient of 1in10 for at least a 30metre section, which is contrary to Leicestershire County Council (LCC) Highways design guidance. Whilst localised 'cut and fill' could be undertaken to resolve the footway/cycleway gradient, this would result in creating a steep embankment south of the between the footway/cycleway and the existing hedgerow running adjacent to it, causing access for maintenance issues (hedge trimming and grass mowing). The proposed curved footway/cycleway would achieve a maximum gradient of 1in20, in accordance with LCC Highways design guidance without the need for creating the steep embankment resulting in the maintenance issues identified.

The current position of the LEAP would result in the pathway leading to the LEAP having a gradient of 1in10. The proposed position of the LEAP would result the most westerly pathway having a gradient of 1in15 and the most easterly pathway having a gradient of 1in46. The proposed position of the LEAP also offers the following:

- The LEAP having a more elevated position on the site, aiding surveillance of the LEAP from surrounding properties.
- Closer access from the adopted footway to the LEAP, whilst still retaining a good offset from the access road.
- Opens up the surrounding casual/ informal open space with larger unobstructed area for informal play, away from the access road.

Drawing 'RAT-PEF-ZZ-XX-SK-C-0012-S2-P01_Offsite Cycleway and LEAP (annotated)' has been submitted as part of the planning application which illustrates both existing and proposed positions of the footway/cycleway and LEAP.