

Station Street, South Wigston Local Development Order

Design Guidance

Oadby and Wigston Borough Council



Document Control

PBA Project Name:
Oadby and Wigston LDOs

PBA Project Number:
34909

Report Title:
**Station Street, South Wigston
Local Development Order - Design
Guidance**



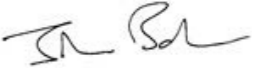
Issue Status:
FINAL REPORT

Date:
May 2016

Client:
Oadby and Wigston Borough Council

Aerial photo images reproduced from a licensed copy of Google Earth. Professional OS Mapping reproduced from 1:50,000, 1:10,000 and 1:1250 maps by permission of the Ordnance Survey © on behalf of The Controller of Her Majesty's Stationary Office. © Crown Copyright 2011. All rights reserved License No. 100017583

Peter Brett Associated LLP disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with the appropriate ACE Agreement and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and Peter Brett Associates LLP accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

	Name	Position	Signature	Date
Prepared By	Claire Mitcham	Associate		16 February 2016
Reviewed By	Mary Crew	Principal Planner		16 February 2016
Approved By	John Baker	Partner		17 February 2016
For and on Behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved



Kingstonsbridge
FOR SALE

47

Contents

01 Introduction		Figures	
01.1 Document scope and structure	6	1. Design Process	7
01.2 Design Process	7	2. Location plan	8
01.3 Site Location	8	3. LDO Boundary	9
02 Appraisal		4. Constraints and Opportunities	10
02.1 Constraints and Opportunities	11	5. Site Ownerships	11
03 Design Guidance		6. Market testing - Potential land uses	15
03.1 Local Plan Policy and Vision	14	7. Test Layout 1	17
03.2 Design Principles	14	8. Test Layout 2	19
03.3 Market Testing	15	9. Test Layout 3	21
04 Test Layouts			
04.1 Test / indicative layouts	16		

01 Introduction

01.1 Document Scope And Structure

This document accompanies the Local Development Order (LDO) for Station Close, Wigston (2016). The purpose of the LDO is to help bring forward development on the site. It provides a description of the type of development permitted on the site, and the conditions to which that development must adhere.

This Design Guidance document provides further information on what is likely to be acceptable on the site and sets out the design principles that should inform development proposals.

Section 1 Introduction

Sets out the process through which the design principles have been established and identifies the site and location.

Section 2 Assessment

Identifies key constraints and opportunities as part of a summary Urban Design Appraisal.

Section 3 Design Guidance

This section summarises the vision for the site and sets out the design principles that should guide development proposals.

Section 4 Test Layouts

Provides test or 'indicative' layouts showing how the site could be developed in conformity with the LDO and responding to the design principles.



01 Introduction

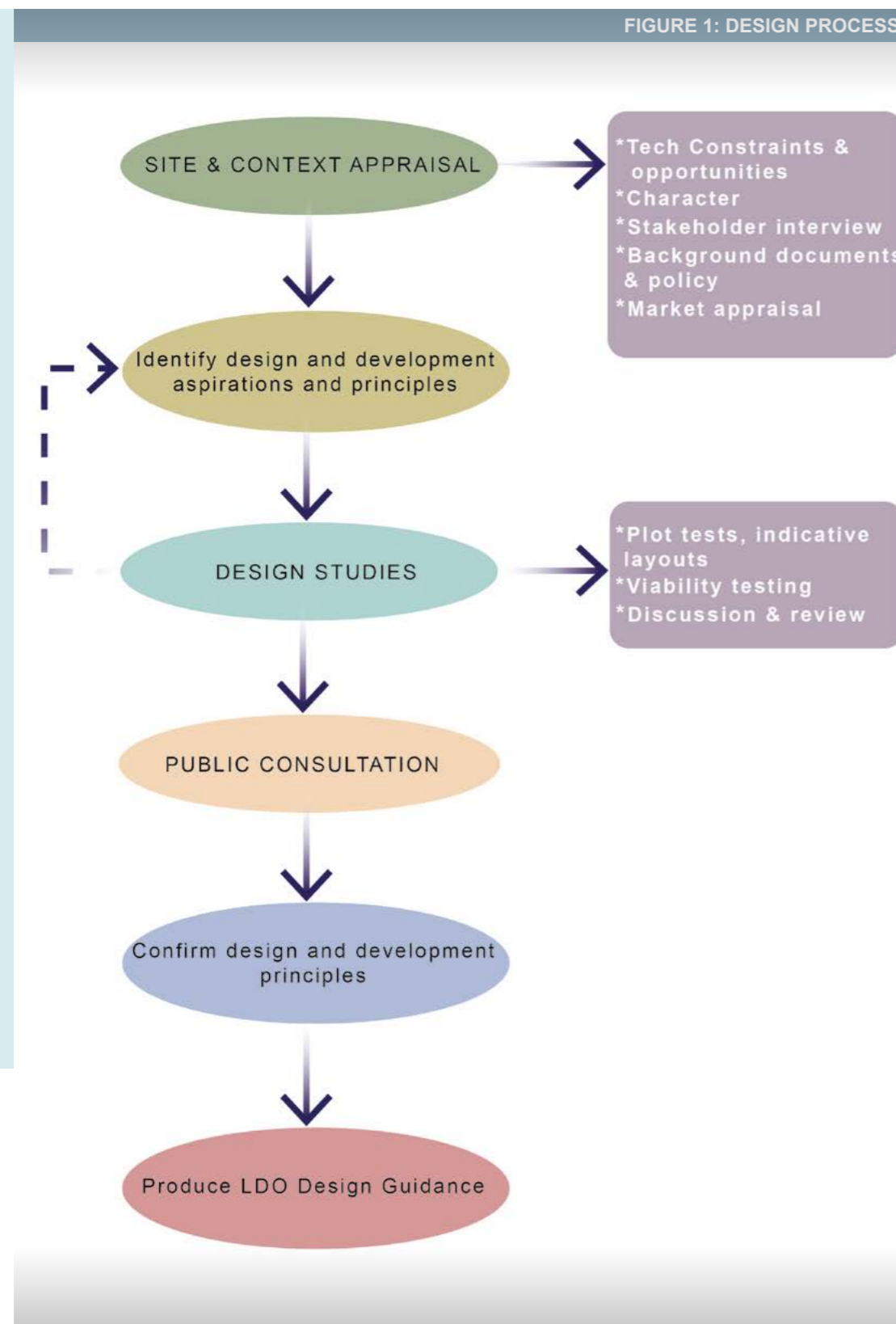
01.2 Design Process

The design principles identified for the site have been developed as a result of an iterative process, involving a multi-disciplinary team, and consultation with a range of stakeholders as well as the general public.

In order to gain a good understanding of the site and context, the design team has considered a wide range of technical constraints and this has included technical input in the areas of market assessment and viability, transport, utilities, and arboriculture.

Based on an understanding of site constraints and opportunities and the site's potential for development, a series of design and development principles were identified. These were then tested through a series of indicative design, capacity and viability studies. The results were discussed and further tested with Council planning officers and Leicestershire County Council highways officers, Councillors and through engagement with the public.

The flow diagram summarises this process.



01 Introduction

01.3 Site Location

Station Street is located immediately to the north of Wigston Town Centre.

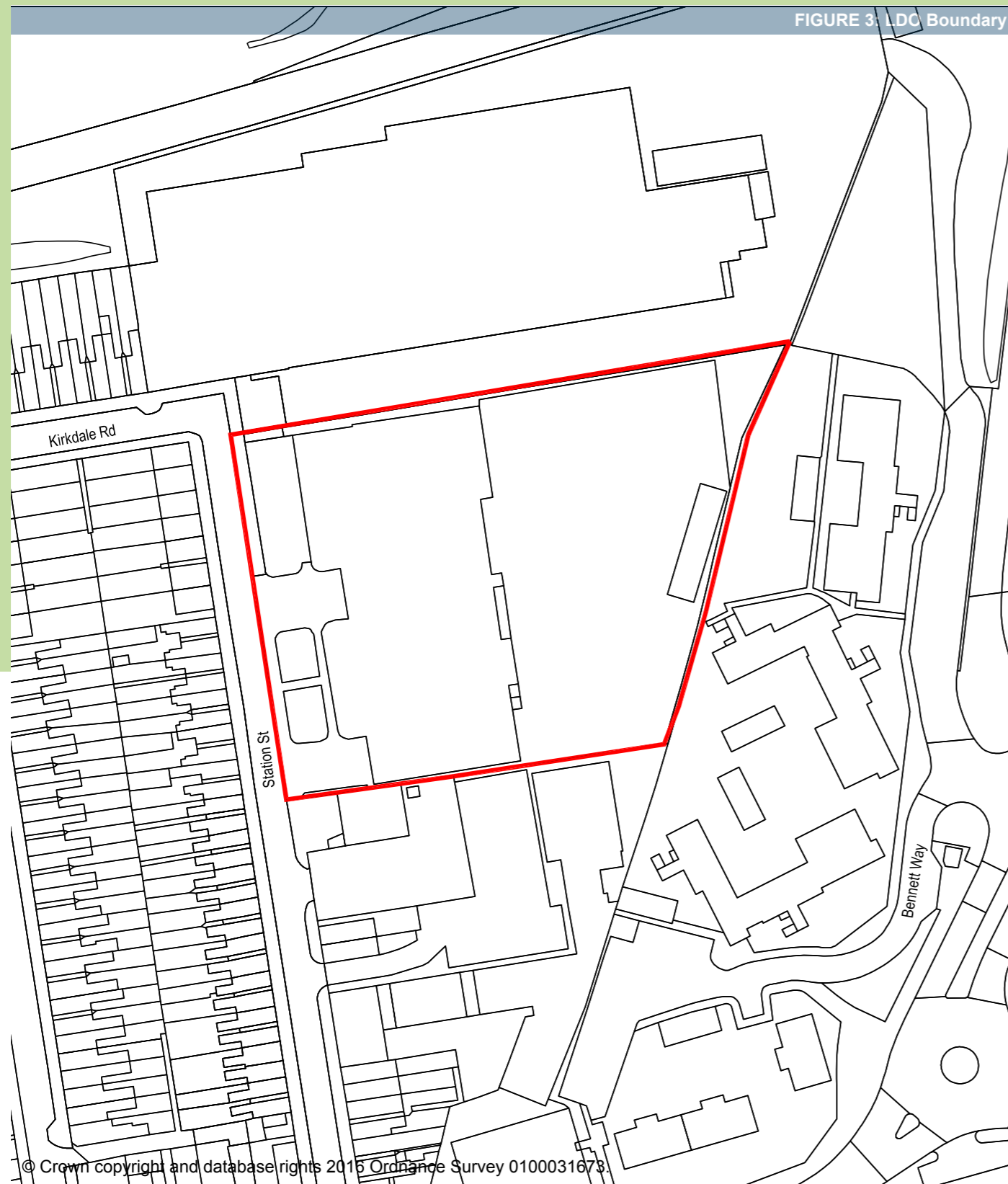
The site lies in a Conservation Area in a transitional location with different character and land use areas surrounding it. To the west lies Station Street, to the north, a disused factory and beyond this the railway line, to the east are apartment buildings and a large Tesco Store.

The site currently accommodates an Arriva bus depot.



[© 2016 Google] Aerial photo images reproduced from a licensed copy of Google Earth Pro.

01 Introduction



02 Appraisal



Constraints & Opportunities

02 Appraisal



02.1 Constraints & Opportunities

The constraints and opportunities plan (Figure 4), identifies the main constraints and opportunities that have been identified on the site. In particular the following should be noted:

Heritage & Archaeology

- The site lies within the South Wigston Conservation Areas, and the Conservation Area Appraisal document and Conservation Areas SPD should be consulted in relation to emerging development proposals for the site.
- A search of the HER database has revealed no built heritage or archaeological records for the site and immediate vicinity.

Access & Traffic

- Access to the site should be provided from Station Street to the West. Site access improvements will be required as part of any scheme.
- The potential impact on the junctions with Blaby Road from Station Street and parallel streets would need to be assessed as part of any proposals.
- Removal of buses along Station Street would improve congestion along Station Street as well as the junction with Blaby Road.

Parking

- Parking provision will need to be made on site in accordance with the 6Cs design guide www.leics.gov.uk/6csdg

Utilities

- A series of utilities routes run to the west of the site and just inside the site along Station Street. These include a low pressure gas main and low voltage electricity cables.
- In addition, there is an electricity sub-station in the car park immediately to the south of the site, and further low voltage cables running from this in an easterly direction to the south of the site boundary.

Arboriculture

- The Council's arboricultural officer has reviewed the condition of the trees on the site.
- The only trees on site are two on the boundary of the site in the north-western corner adjacent the factory entrance. Of these, only the Silver Birch is considered worthy of retention (category B1).
- There is a row of off-site trees existing along the eastern boundary with the apartment buildings. Development should take into account the root protection areas of these.

Built Form

- The site is currently occupied by the Arriva bus depot.
- The frontage onto Station Street is currently set back from the road. The bus station has an art deco frontage. If this is lost as part of any development, high quality design would be required to compensate for its loss. There is an opportunity to 'complete' the street and enhance the character of the area by

02 Appraisal

reinforcing the building line set up by the terraced housing opposite.

- To the west of the site are a series of Victorian terraced cottages set out in a grid pattern. These are two storeys high.
- To the south of the site along Station Street is single storey commercial 'shed' building, a car park and a 3 storey apartment block on Bates Court. It should be noted that the gable end of this block includes windows which overlook the site.
- To the east are a series of 3 and 4 storey apartment blocks.
- To the north, the demolished factory site has been the subject of development proposals. Proposals on the LDO site will need to take account of any approved planning application proposals in terms of the boundary relationships between the two sites.

Noise and Air Quality

- There are no specific noise or air quality issues to consider.

Flood risk

- The site lies within Flood Zone 1, which has the lowest probability of flooding from rivers and sea, and is compatible with all forms of development. Additionally, the site is clear from reservoir flooding and any significant surface water flooding

Ground Conditions

- An initial ground condition assessment and land contamination study has been undertaken for the site.
- The site is underlain by superficial deposits of the Thrussington Member, which is a

Till deposit of glacial origin that is typically characterised by gravelly clay with subordinate horizons of sand clay and silt. The bedrock geology consists of the Blue Lias Formation, which is characterised by interbedded limestone and mudstone/siltstone. The geological mapping shows that the Wilmcote Limestone Member (a part of the Blue Lias Formation) outcrops beneath the site.

- As part of any future redevelopment of the site, a detailed Phase 1 Ground Conditions Assessment (desk-study) will be required

Ecology

- The site has no ecological designations.
- The 'railway triangle' is located in close proximity to the site. This is not a public space and is therefore ecologically important.

Site Orientation

- The site is orientated east-west and this provides good opportunity to maximise passive solar gain in the design and layout of new buildings.

The photographs illustrate some of the key elements of the character of the place, and the technical constraints on-site.

02 Appraisal



1. View north along Station Street
2. View east towards Bates Court
3. View north from car park
4. View north along Station Street
5. View south along Station Street



6. View west along Kirkdale Road
7. View east towards factory site entrance
8. View south on Bennett Way.

03 Design Guidance

03.1 Policy and Vision

The Saved Local Plan proposals map (2013) identifies the site as a development site. The Council has an aspiration to achieve residential development on the site.

03.2 Design Principles

The following design and development principles should guide development on the site. These principles have been developed as a response to the site constraints and opportunities, including local character, as well as knowledge about what is likely to be deliverable and commercially viable on the site. The general location and mix of uses on the site must adhere to the principles illustrated in the test layouts in section 04.

Layout and Green Infrastructure

- Built form should define and frame the public realm.
- Opportunities should be taken to reinforce the building line along Station Street.
- Generally residential fronts should face streets and back gardens should face back gardens - to promote safety and security
- Consider the relationship with areas to the north, south and east, including existing buildings and potential for connections.
- Primary residential demand in this location is for small terraced properties.
- Buildings should be set back from the trees in the east and north west, taking account of root protection areas.

Access and Movement

- Residential car parking should be accommodated in a way which minimises impacts and maximises security and convenience.
- The dominance of car parking in the street scene should be minimised with the creative use of trees and landscaping to break up parking areas. The use of 3 storey townhouses incorporating garages may be appropriate in small parts of the east of the site.

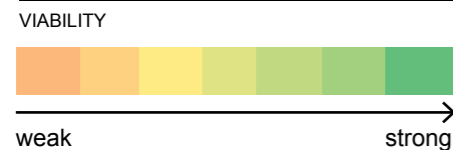
Townscape

- Development on the Station Street frontage should be 2/2.5 storeys
- Development in the central and eastern parts of the site should be 4 storeys.
- Buildings should include active ground floor frontage.
- Development fronting onto Station Street should be at the back of the pavement to extend the terraced character of the street.

03 Design Guidance

FIGURE 6: MARKET TESTING: POTENTIAL LAND USES

Potential Use	Demand ?	Investor appetite ?	Viable / deliverable ?
Residential			
o Houses	5	4	4
o Flats	3	3	3
o Retirement homes	3	3	4
Retail			
o Comparison	1	1	1
o Convenience	1.5	1	3.5
Municipal units			
o Health (Polyclinic)	5	5	4
Food & drink			
o Restaurants/ Café's	1	1	2
Business uses			
o Small offices	1	1	1
o Small workspaces	4	2	1



03.3 Market Testing

The land uses tested through the preparation of the Development Orders were determined through a market testing process. This exercise appraised each of the potential land uses against market demand, the appetite for investors and viability. Part of the purpose of the development options is to test and consult on whether suitable locations for these land uses can be identified within the site.

The result of this exercise indicated that residential units should be strongly considered for this site, scoring highly in terms of demand, investor appetite and viability. Consultation also revealed a greater suitability for housing as opposed to flatted developments.

The exercise also provided a strong justification for a health centre, based on our discussion with relevant providers which confirmed a requirement for, along with a willingness to provide, a new health centre in this location

04 Test Layouts

04.1 Test / Indicative layouts

The test layouts are indicative design solutions for the site. These have been developed as part of an iterative process to explore and define ways in which development can be designed and delivered on the site in response to the design principles set out in section 03. The test layouts provide guidance in relation to the mix of uses and appropriate site layouts and any scheme submitted to the Council must reflect this.

- 47 Dwellings provided, all 2/3 bed houses.
- 2/2.5 storeys on site frontage. 2/3 storeys in centre of site.
- Single entrance point maximises frontages onto Station Street, continuing the terraced character of the street.
- Development layout creates closed blocks with clear differences between public and private space and all streets and spaces are well overlooked.
- On-street parking allows for flexible use of space.
- 3 Storey town houses with garages remove an element of parking from the public realm.
- Potential for future links to Bennett Way and Tesco to the east.

04 Test Layouts

Test layout 1



04 Test Layouts

- GP Surgery on site frontage over 2 storeys.
- 39 dwellings provided. 32 2/3 bed houses and 7 flats above garages.
- 2/2.5 storeys on site frontage
- 2/3 storeys in centre of site.
- Single entrance point maximises frontage onto Station Street. The GP surgery is in a prominent position, but could move further south.
- Parking is provided in mews parking courts, both are overlooked.
- 3 storey town houses with garages and mews flats remove an element of parking from streets.
- Potential for future links to Bennett Way and Tesco.

04 Test Layouts

Test layout 2



04 Test Layouts

- 45 dwellings provided. 39 2/3 bed houses and 6 flats above garages.
- 2/2.5 storeys on site frontage
- 2/3 storeys in centre of site.
- Single entrance point maximises frontage onto Station Street, continuing the terraced character of the street.
- A central square provides a focal point for development and absorbs car parking with only limited impact on streetscape - provided appropriate landscape treatment is used.
- 3 storey town houses with garages and mews flats remove an element of parking from streets.

04 Test Layouts

Test layout 3





Buildings and M&E

Built Environment

Civil Engineering and Infrastructure

Energy and Utilities

Environmental Planning and Management

Geotechnical and Waste

Health & Safety

Land Development

Planning and Economics

Research and Development

Strategic and Commercial

Sustainable Development

Transport Planning

Water Management



www.peterbrett.com

Registered office: Caversham Bridge House, Waterman Place, Reading, Berkshire,
RG1 8DN UK. T:+44(0)118 959 7489 F:+44 (0)118 959 7489

Peter Brett Associates LLP is a limited liability partnership and is registered in England and Wales with registered number OC334398. A list of members' names is open to inspection at our registered office.