



# WEST OF LOUGHBOROUGH

# DESIGN AND ACCESS STATEMENT

August 2014



WILLIAM  
DAVIS



PERSIMMON  
Together, we make a home



WEST OF LOUGHBOROUGH



HeritageCollective

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# PREFACE - THE VISION

## THE VISION

The emerging *Charnwood Local Plan: Core Strategy* creates a long term Vision for the Borough. The Core Strategy contains a range of spatial policies and broad locations for suitable development. Policy CS22 specifically allocates the sustainable urban extension to the West of Loughborough. CBC have prepared a Vision for the West of Loughborough Growth Area in partnership with the University, developers and Leicestershire County Council to ensure that new development meets future needs in a coordinated and sustainable way.

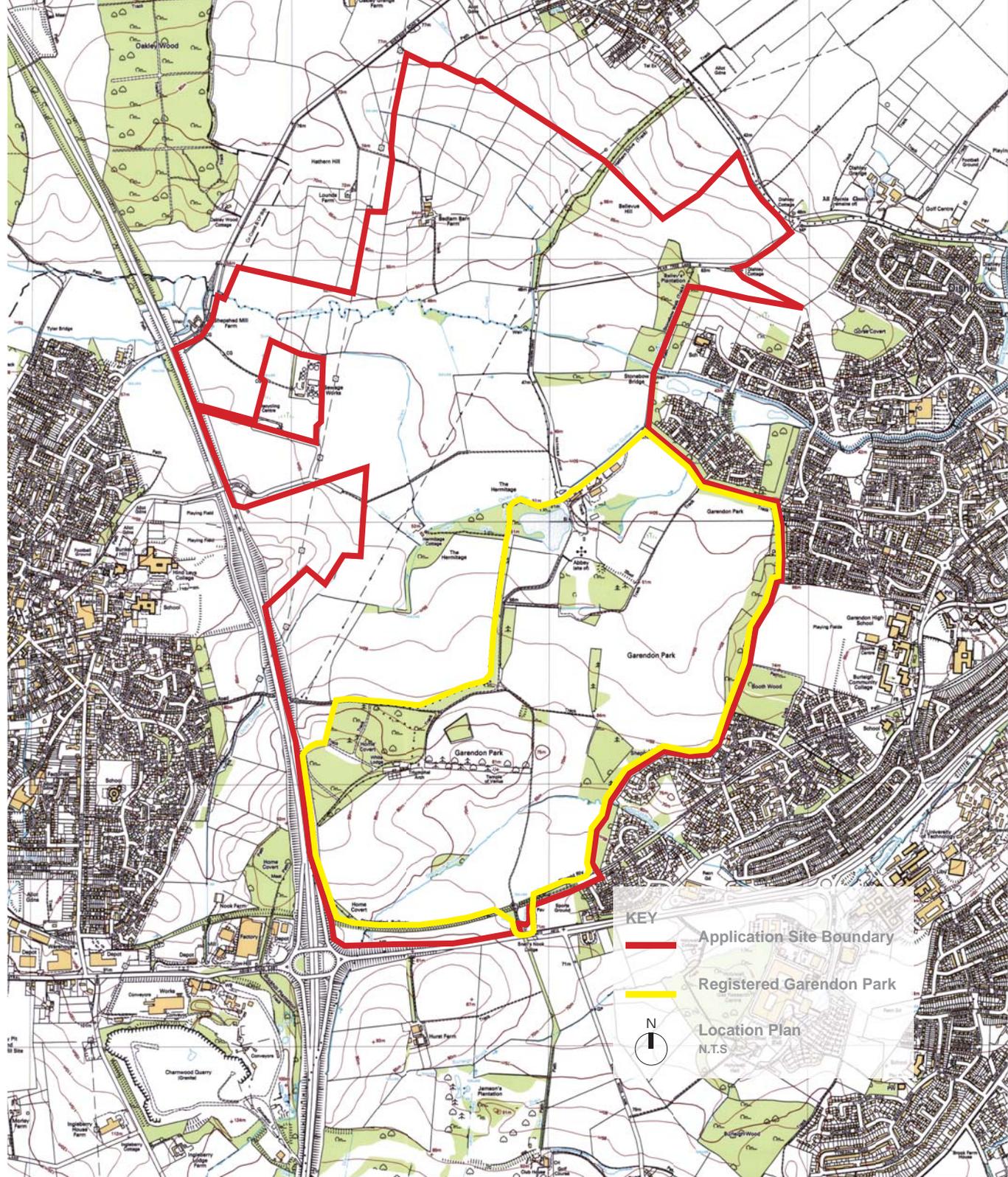
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*The West of Loughborough Growth Area, including a sustainable urban extension and Science & Enterprise Park, will provide the opportunity to put local connectivity at the centre of the vision for growth in the north of the Borough. Connectivity to employment, services and open space for the benefit of new and existing residents, reducing the need to travel by car.*

*It will create a connected urban system of Loughborough and Shepshed with a historic park at the centre. Whilst the separate identities of the towns will remain, there will be an improved level of connectivity between Loughborough and Shepshed.*

*There will be a network of walking and cycling routes and bus services providing excellent connectivity to facilities, services and open spaces.*

*The sustainable urban extension will be a new community with its own character. It will be of mixed density and provide a variety of homes to meet the needs of all sections of the community including older people. The community hub will be a vibrant place day and night, providing a heart to the community.*

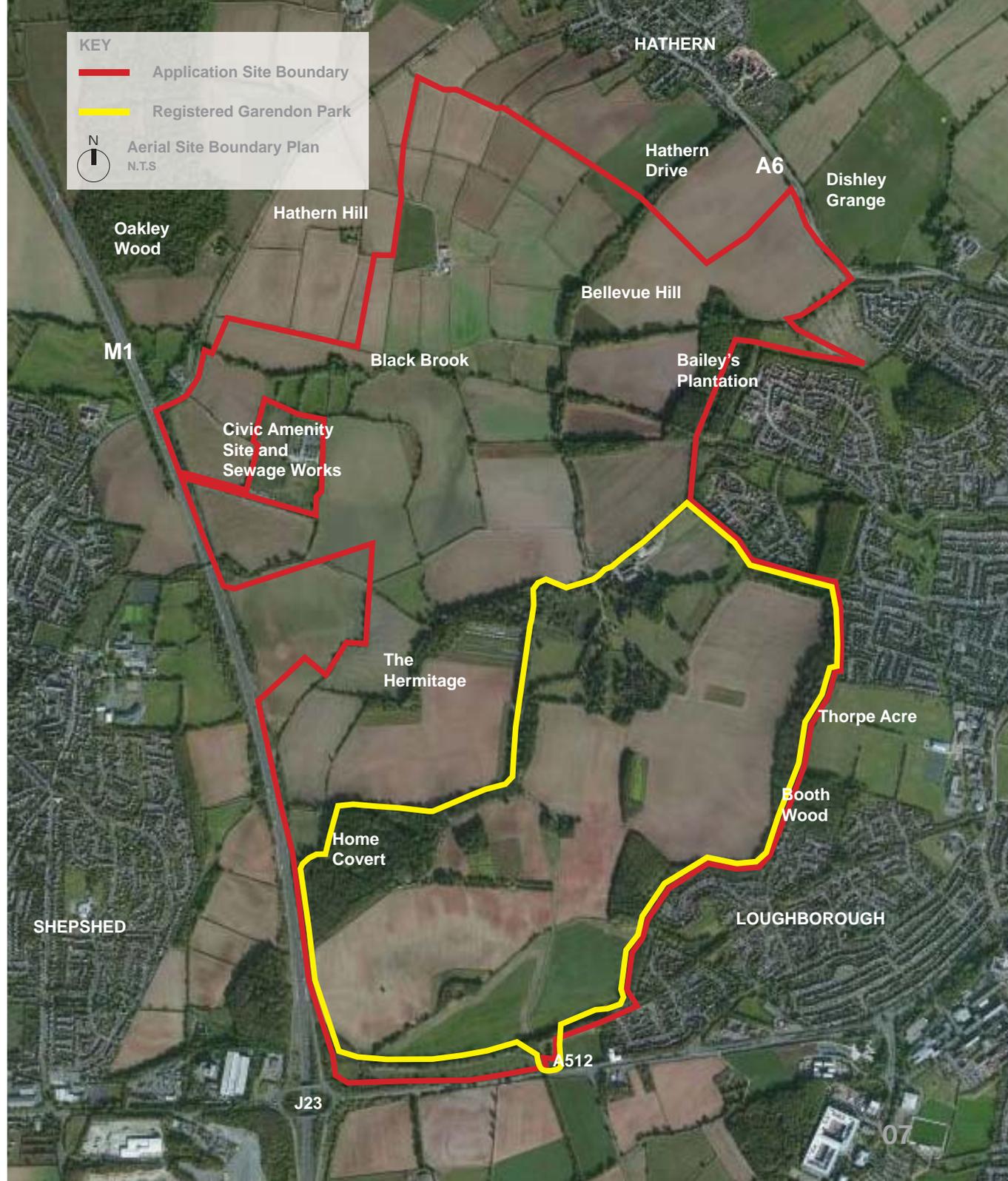


Growth west of Loughborough will provide residents with a variety of employment opportunities. There will be excellent links between employment areas north east of Loughborough, within the sustainable urban extension and at the University and Science & Enterprise Park. The Science & Enterprise Park will support the needs and aspirations of the University for growth, whilst reinforcing the knowledge based focus of Loughborough.

There will be a resilient biodiversity network that links Charnwood Forest to the River Soar Valley. Existing ecological sites and wildlife corridors such as the Black Brook and Burleigh Brook will be enhanced and ecological sites will be reconnected.

Garendon Park will be opened up for public access and the monuments and parkland will be restored and managed for the benefit of our community.

The design of the development west of Loughborough, will be strongly informed by the unique local character and the historic setting provided by Charnwood Forest and Garendon Park. Urban design of the development in this growth area will weave the local style into the development as well as introduce new innovative and creative solutions.





The 'Red Arch', Garendon Park

# 1 BACKGROUND

# 1. BACKGROUND

## Introduction and Purpose

The National Planning Practice Guidance (NPPG) March 2014 states the following:

*“A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent.*

*They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.*

*Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.*

*The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.*

*A Design and Access Statement must:*

- (a) explain the design principles and concepts that have been applied to the proposed development; and*
- (b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.*

*A development’s context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly.*

*Design and Access Statements must also explain the applicant’s approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.”*

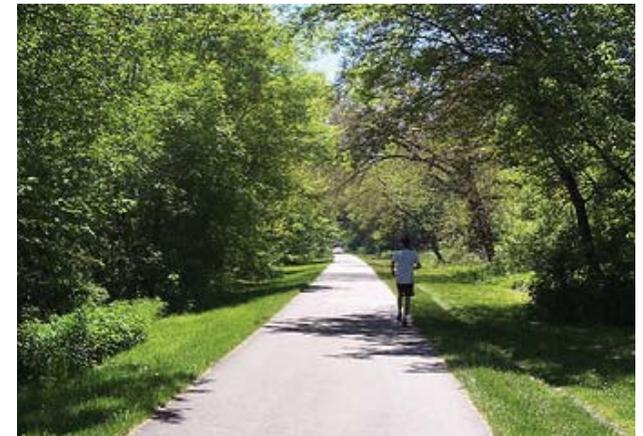


# 1. BACKGROUND

The Illustrative Masterplan outlines the design principles which will ensure that the development is capable of providing:

- A sustainable mixed use urban extension for the West of Loughborough.
- A comprehensive Green Infrastructure Framework which retains and enhances existing features of interest and significantly enhances overall biodiversity.
- The restoration of the Registered Garendon Park and its historical assets, together with appropriate public access.
- A Strategic Link Road (Garendon Way) from Loughborough Road, Hathern to Ashby Road.
- A high quality residential environment, which embraces sustainable principles and provides an assortment of housing types.

- A new Community Hub including schools, retail and community facilities.
- Employment development to meet strategic and local needs.
- An urban realm which draws upon the best examples of local distinctiveness and character creating an appealing place to live.
- A layout which maximises accessibility for all, by considering the needs and requirements of people both now and in the future.





The Dovecote, Garendon Park

# 2 PLANNING POLICY

## 2. PLANNING POLICY

### National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and how these will be applied.

NPPF policies under the following topics are relevant to this chapter:

- Achieving sustainable development and core planning principles
- Promoting sustainable transport
- Requiring good design
- Promoting healthy communities
- Conserving and enhancing the natural environment

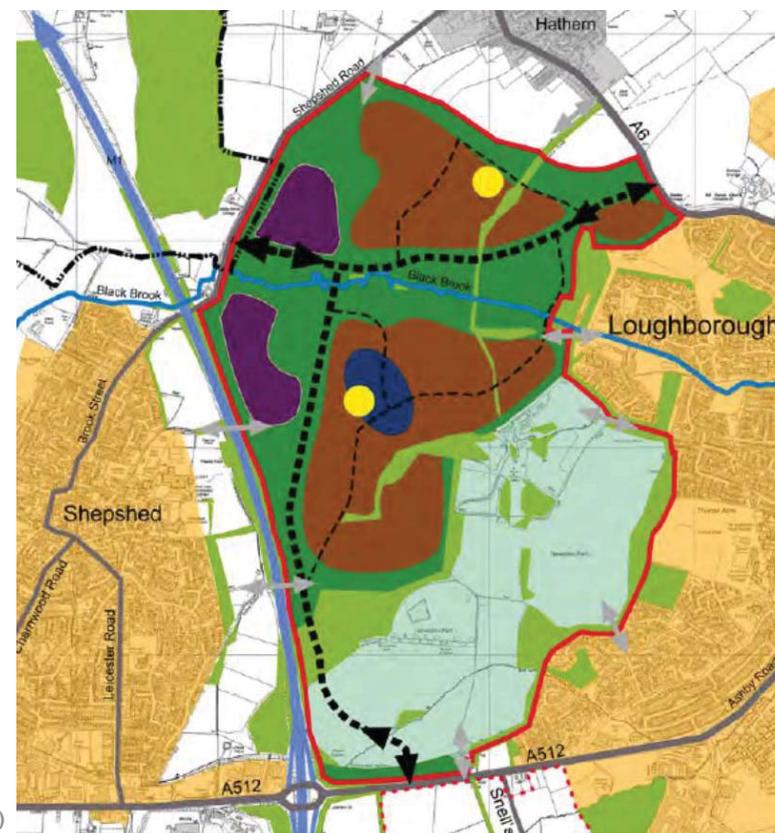
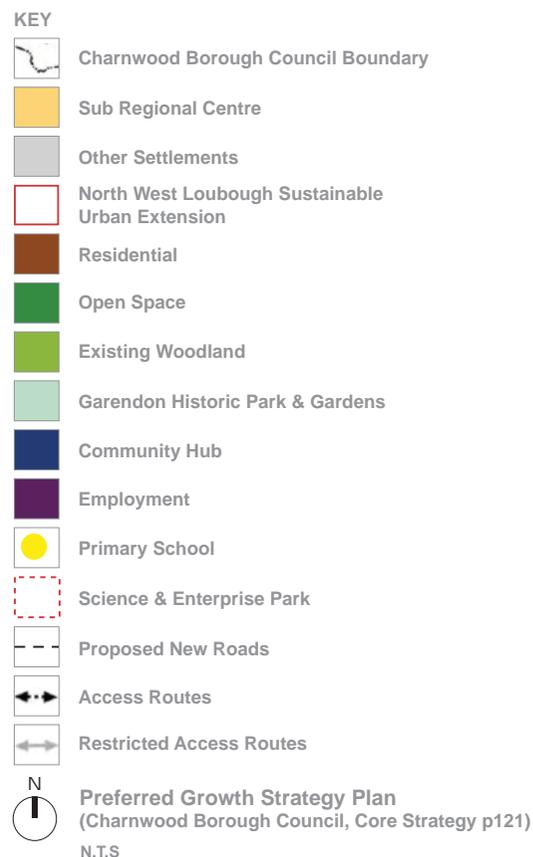
The Project reflects the Government's aim to promote more sustainable patterns of development by focusing growth adjacent to the urban area of Loughborough where there will be good access by public transport, walking and cycling. Areas for sport and recreation facilities are also incorporated, within the proposals.

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraphs 56 and 57 of the NPPF make specific reference to good design as a key aspect of sustainable development.

*'56. The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.'*

*'57. It is important to plan positively for the achievement of high quality and inclusive design for all development, including*

*individual buildings, public and private spaces and wider area development schemes.'*



### Strategic Context

#### Core Strategy Pre-Submission Draft June 2013

The Core Strategy will set out the Council's proposals to guide future development in the Borough. It will be consistent with the National Planning Policy Framework (NPPF). The Core Strategy seeks to accommodate approximately 17,380 additional dwellings within the borough, together with places of work, shops, community buildings and green spaces between 2008 and 2028. It will include policies on housing, employment, retail, environmental assets, design, transport and other related issues.

Policies relevant to this chapter are provided below:

#### **Policy CS 1 - Development Strategy Loughborough and Shepshed**

*A sustainable urban extension of approximately 3,000 homes, delivering at least 2,500 homes and up to 16 hectares of land by 2028 and the remaining homes beyond the plan period as part of a comprehensive and integrated development;*

#### **Policy CS 2 - High Quality Design**

*We will require new developments to make a positive contribution to Charnwood resulting in places where people would wish to live through high quality, inclusive design and, where appropriate, architectural excellence. Proposals should respond positively to their context and reinforce a sense of place.*

#### **Policy CS 3 - Strategic Housing Needs**

*We will manage the delivery of 17,380 new homes to balance our housing stock and meet our community's housing needs by 2028.*

*We will do this by:*

- *Seeking the following targets for affordable homes within housing developments, having regard to market conditions, economic viability and other infrastructure requirements:*
- *30% affordable housing within the sustainable urban extensions north east of Leicester and west of Loughborough and the direction of growth at north of Birstall and Shepshed;*
- *Seeking an appropriate mix of types, tenures and sizes of homes, having regard to identified housing needs and the character of the area;*
- *Seeking all new housing to be built to 'Lifetime Homes', where feasible;*

#### **Policy CS 11 - Landscape and Countryside**

*We will support and protect the character of our landscape and countryside by:*

- *Requiring new developments to protect landscape character and to reinforce sense of place and local distinctiveness by taking account of relevant local Landscape Character Assessments;*
- *Requiring new development to take into account and mitigate its impact on tranquillity;*
- *Requiring new development to maintain the separate identities of our towns and villages;*

- *Supporting rural economic development, or residential development which has a strong relationship with the operational requirements of agriculture, horticulture, forestry and other land based industries and contributes to a low carbon economy, in accordance with Policy CS10;*
- *Supporting the provision of community services and facilities that meet proven local needs as identified by a Neighbourhood Plan or other community-led plan;*
- *and supporting rural communities by allowing housing development for local needs in accordance with Policy CS3.*

*We will protect the predominantly open and undeveloped character of Areas of Local Separation unless new development clearly maintains the separation between the built-up areas of these settlements.*

*Key evidence which has informed this policy is set out within the following:*

- *Mapping Tranquillity Defining & Assessing a Valuable Resource, CPRE 2005*
- *Charnwood Borough Council Landscape Character Appraisal Charnwood Borough Council 2012*
- *Charnwood Forest Landscape & Settlement Character Assessment 2008*

## 2. PLANNING POLICY

### **Policy CS 12 - Green Infrastructure**

We will protect and enhance our green infrastructure assets for their community, economic and environmental values.

We will work with our partners to define, protect and enhance the Charnwood Forest Regional Park and support the aims of the National Forest Strategy by:

- Supporting the woodland economy, rural diversification, including sustainable and green tourism which protects and enhances the distinctive Charnwood Forest landscape;
- Seeking planting from developments that are within the Charnwood Forest Regional Park that meet National Forest Planting Guidelines; and
- Securing green links between developments and the Charnwood Forest.

We will support proposals that relate to the River Soar and Grand Union Canal Corridor which:

- Provide high quality walking and cycling links between the corridor and our towns and villages;
- Deliver hubs and other high quality tourism opportunities linked to the River Soar at Loughborough, Barrow upon Soar and Thurmaston; and
- Protect and enhance water bodies and resources.

We will protect and enhance our Urban Fringe Green Infrastructure Enhancement Areas by:

- Enhancing our network of green infrastructure assets through strategic developments in accordance with Policies CS19, CS20, CS21, CS22, CS23 and CS24;
- Addressing the identified needs in open space provision; and Supporting development in Green Wedges that:
  - a) retains the open and undeveloped character of the Green Wedge;
  - b) retains and create green networks between the countryside and open spaces within the urban areas; and
  - c) retains and enhances public access to the Green Wedge, especially for recreation.

Key evidence which has informed this policy is set out within the following:

- 6 Cs Green Infrastructure Strategy 2010
- Charnwood Forest Regional Park Vision Statement 2009
- National Forest Strategy 2004 – 2014
- Charnwood Borough Council Green Wedge Review 2011
- River Soar & Grand Union Canal Strategy, The Waterways Trust, 2009



### **Policy CS 13 - Biodiversity and Geodiversity**

We will conserve and enhance our natural environment for its own value and the contribution it makes to our community and economy. We will do this by:

Supporting developments that protect biodiversity and geodiversity and those that enhance, restore or re-create biodiversity. We will expect development proposals to consider and take account of the impacts on biodiversity and geodiversity, particularly with regard to:

- Sites of Special Scientific Interest
- Local Wildlife Sites
- Regionally Important Geological Sites
- UK and Local Biodiversity Action Plans priority habitats and species Protected species and
- Ecological networks

We will only support development that results in the loss of ecological or geological features in exceptional circumstances where the benefit of development clearly outweighs the impact on ecology and geodiversity.

Where there are impacts on biodiversity we will require adequate mitigation; or as a last resort, compensation which results in replacement provision that is of equal or greater value and potential than that which will be lost, and is likely to result in a net gain in biodiversity.



We will consider this by requiring development proposals to be accompanied by ecological surveys and an assessment of the impacts on biodiversity and geodiversity.

We will also work with our partners to secure long term management and investment plans for biodiversity and geodiversity.

### **Policy CS 14 - Heritage**

We will conserve and enhance our historic assets for their own value and the community, environmental and economic contribution they make. We will do this by:

- Requiring development proposals to protect heritage assets and their setting;
- Supporting development which prioritises the refurbishment and re-use of disused or under used buildings of historic or architectural merit or incorporates them sensitively into regeneration schemes;
- Working with our partners to prepare Conservation Area
- Character Statements, Landscape Character Assessments and Village Design Statements;
- Supporting developments which have been informed by and reflect Conservation Area Character Appraisals, Landscape Character Appraisals and Village Design Statements;
- Supporting developments which incorporate Charnwood's distinctive local building materials and architectural details;
- Supporting the viable and sustainable use of heritage assets at risk of neglect or loss, providing such development is consistent with the significance of the heritage asset,

## 2. PLANNING POLICY

especially where this supports tourism or business development;

- Securing improvements to the following 'at risk' heritage assets through our major developments:

- The Temple of Venus, Garendon Park, Ashby Road, Loughborough
- The Triumphal Arch, Garendon Park, Ashby Road, Loughborough
- Roman villa north of Hamilton Grounds Farm, Barkby Thorpe
- Garendon Park, Ashby Road, Loughborough
- Shepshed Conservation Area
- Taylor's Bell Foundry, Freehold Street, Loughborough



The Triumphal Arch detail

### **Policy CS 15 - Open Spaces, Sports and Recreation**

We will work with our partners to meet the strategic open space needs of our community by 2028. We will do this by:

- Requiring new developments to meet the standards set out in our Open Spaces Strategy, having regard to local provision and viability;
- Requiring masterplans for our sustainable urban extensions that deliver quality open spaces;
- Retaining open space, sport and recreation facilities where they are of value to the community and replacement provision of at least equal quantity and quality where they cannot be retained;
- Responding positively to development which contributes to open space, sport and recreation provision, including Local Green Space, identified through a Neighbourhood Plan or similar robust, community led strategy; and
- Securing long-term management and investment plans for existing, and new facilities.

Key evidence which has informed this policy is set out within the following:

- Leicestershire County Council Green Spaces Consultation Report 2011
- Charnwood Open Spaces, Sport & Recreation Study, Charnwood Borough Council / PMP, 2010
- Charnwood Open Spaces Strategy, Charnwood Borough Council, 2013



### **Policy CS 22 - West of Loughborough Sustainable Urban Extension.**

- We will allocate land to the west of Loughborough as a sustainable urban extension to deliver a community of approximately 3,000 homes. The development will make a significant contribution to meeting our housing needs by delivering at least 2,500 homes by 2028 and the remaining homes beyond the plan period.

The sustainable urban extension will create a balanced community and a safe, high quality and accessible environment. We will do this by:

#### *Housing*

- Seeking 30% affordable homes to meet local needs in accordance Policy CS3;
- Seeking a range of tenures, types and sizes of homes in accordance Policy CS3;
- Supporting extra care housing where it meets the needs of our ageing population in accordance Policy CS3; and
- Requiring a permanent site for gypsies and travellers of at least 4 pitches and a site of 4 plots for showpeople in accordance with Policy CS5.



## 2. PLANNING POLICY

### Employment

- Providing up to 16 hectares of employment land to help meet our strategic and local employment needs and support the regeneration of Loughborough and Shepshed in accordance with Policies CS6, CS7 and CS8;

### Community Facilities

- Providing two primary schools as appropriate to meet the need for school places, as focal points within the new community;
- Contributing to the provision of secondary school places if necessary to meet the need for school places;
- Providing one accessible community hub including as a minimum, local shops and a small supermarket (up to 2,000m<sup>2</sup> net), small scale employment and a range of non-retail and community facilities and services in accordance with Policy CS9;
- Including opportunities, where appropriate, for an additional smaller centre where it complements the main centre, is well related to the school and meets community needs in accordance Policy CS9; and
- Supporting the provision of excellent electronic communications networks for all homes and businesses in accordance with Policy CS10.



### Transport

- Requiring well connected street patterns and walkable neighbourhoods that provide high quality, safe and direct walking, cycling and public transport routes in accordance with Policy CS17;
- Requiring the retention of walking, cycling and road connections with Loughborough and Shepshed and where possible the creation of new links in accordance with Policy CS17;
- Requiring a comprehensive package of transport improvements in accordance with Policies CS17 and CS18 and including:
  - new and improved cycling and walking routes, well related to the green infrastructure network, connecting to new and existing employment areas including the Science & Enterprise Park and Dishley Grange, new and existing centres and Garendon Historic Park and Garden;
  - new and enhanced bus services linking the new community with local employment opportunities, Loughborough Town Centre, Shepshed District Centre and Loughborough Railway Station;
  - a new road providing the function of a high street where it passes through the new main centre;
  - a new strategic distributor road through the development to connect to the A512 at the south and the A6 (south of

Hathern) to the north;

- a new road link from the distributor road to Hathern Road;
- dualling of the A512 between Snell's Nook Lane and M1 motorway J23;
- capacity improvements to M1 motorway J23; and
- other network improvements as identified by an appropriate Transport Assessment.



### Environment

- Protecting the separate identities of Hathern and Shepshed and their Conservation Areas;
- Responding to the landscape and surrounding areas to create a locally distinctive development in accordance with Policies CS2 and CS11;
- Protecting and mitigating impacts on historic and archaeological features including Garendon Historic Park and Garden and the scheduled monument and listed buildings within the Park in accordance with Policy CS14;
- Protecting and enhancing existing wildlife corridors and where appropriate, provide new corridors to create a coherent biodiversity network in accordance with Policy CS13;
- Delivering buildings and spaces that have been designed to be adaptable to future climatic conditions including extremes of temperature, drought and flooding in accordance with Policy CS16;
- Requiring development that provides appropriate Sustainable Drainage Systems and flood alleviation measures and where possible reduces flood risk in Loughborough in accordance with Policy CS16; Including appropriate measures to mitigate any noise and air quality impact from the M1 Motorway; and
- Provide public access to, restoration and long term management of Garendon Historic Park and Gardens as

## 2. PLANNING POLICY

a public park and historic asset as part of an accessible, comprehensive and high quality network of multi-functional green spaces in accordance with our open space standards in accordance with CS15 and CS12. The package of green space should include:

- parks totalling around 1.5 hectares;
- around 3.4 hectares of amenity green spaces;
- around 14 sites providing facilities for children;
- around 14 sites providing facilities for young people;
- around 22.8 hectares of outdoor sports provision including around 9 hectares of playing pitches and around 4 tennis courts;
- around 3 indoor courts; and
- around 2.5 hectares of allotments.

We will do this by working with our public and private sector partners and will require the following to support a planning application:

- a Development Framework, including delivery and phasing arrangements and a masterplan informed by an independent Design Review Panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension;
- a Green Infrastructure Strategy to inform the development of

detailed proposals and long term management; and

- a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

Before outline planning permission is granted we will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

Other relevant policies include:

Policy CS 6 - Employment and Economic Development

Policy CS 16 - Sustainable Construction and Energy

Policy CS 17 - Sustainable Travel Policy

Policy CS 18 - The Local and Strategic Road Network



### Charnwood Local Plan 2004

The Charnwood Local Plan was adopted by the Council in 2004. The plan period is 1991 to 2006 and while the Plan has expired, a number of policies have been saved as set out in the Secretary of State's Direction of 27 September 2007. In relation to the proposal the following saved policies are of relevance:

#### ST/1 Overall Strategy for Charnwood

#### ST/3 Infrastructure

#### ENV/1 Design

#### ENV/2 Nationally Important Archaeological Sites

#### EV/8 Buildings of Local Historic or Architectural Interest

#### EV/9 Historic Parks and Gardens

#### EN/17 Safety in New Development

#### EV/18 Open Spaces of Special Character

#### EV/20 Landscaping in New Development

#### EV/22 Sites of Regional, County and District Level Ecological or Geological Importance

#### EV/23 Sites of Parish Level Ecological or Geological Importance

#### EV/29 Access to Watercourses for Maintenance

#### H/5 Affordable Housing on Unallocated Sites

#### H/9 Assessment of Gypsy Site Proposals

#### H10 Assessment of Travelling Showpeople Site Proposals

#### H/16 Design and Layout of New Housing Developments

#### E5 New Employment Areas

#### CT/1 General Principles for Areas of Countryside, Green Wedge and Local Separation

#### CT/3 Development in Green Wedges

#### TR/1 The Specified Road Network (SRN)

#### TR/2 Safeguarding Areas for Programmed Strategic Road and Highway Improvement Schemes

#### TR/4 Roads and Highway Improvements to be in Association with New Development

#### TR/5 Transport Standards for New Development

#### TR/6 Traffic Generation from New Development

#### TR/7 Improving Bus Services and Facilities

#### TR/13 Access for Cyclists and Pedestrians

#### TR/16 Traffic Calming

#### TR/18 Parking Provision in New Development

#### CA/3 Acceptable Uses in the Loughborough Outer Area

#### RT/3 Play Spaces in New Development

#### RT/4 Youth/Adult Play in New Development

#### RT/5 Amenity Open Space in New Development

### Supplementary Planning Documents

Charnwood Borough Council have prepared Supplementary Planning Documents (SPD) to expand upon existing local plan policies. The Leading in Design SPD is of particular relevance. It aims to encourage, promote and inspire higher design standards for development within Charnwood.

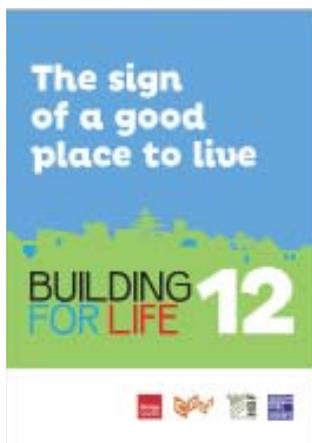


## 2. PLANNING POLICY

### Building For Life

The scheme has been developed embracing the twelve Building for Life 12 criteria developed by CABI and the House Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. The twelve Building for Life Questions are grouped under three headings, and are set out opposite:



### Integrating into the Neighbourhood

- 1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?
- 2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
- 3) Does the scheme have good access to public transport to help reduce car dependency?
- 4) Does the development have a mix of housing types and tenures that suit local requirements?

### Creating a Place

- 5) Does the scheme create a place with a locally inspired or otherwise distinctive character?
- 6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- 7) Are buildings designed and positioned within the landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?
- 8) Is the scheme designed to make it easy to find your way around?

### Street and Home

- 9) Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- 10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
- 11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- 12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?





The Temple of Venus, Garendon Park

# 3 BASELINE ANALYSIS AND RESPONSE TO CONTEXT

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

A clear understanding of the site and its context is fundamental to the development of an appropriate masterplan and a successful development.

#### Site Location and Context

The application area for the West of Loughborough Development extends to 466 hectares of land to the north of Ashby Road A512 and south west of Loughborough Road A6 and is currently used primarily as agricultural land. An assessment of the environmental effects of the proposed development with respect to agricultural and soil resources is provided within the Environmental Statement.

The site is defined to the east by the existing settlement edge of Loughborough. The northern boundary is formed by the rising land towards Hathern Hill. The M1 lies to the west with junction 23 adjacent to the south west corner. Ashby Road defines the southern edge of the site. The broad shallow valley of Black Brook crosses the middle of the site.



Garendon Park, Temple of Venus.

Garendon Park forms an important component of the application proposals. A registered park and garden with many heritage assets, it forms a gateway to Loughborough, and is an attractive feature to the north of the Ashby Road. However, there is no public access to the park at present.

There are existing rights of way crossing the development site including the Sustrans National Cycle Route 6.

Loughborough and Shepshed are served by existing regular bus services which provide public transport links with Leicester, Ashby and Derby.



Ashby Road defines the southern edge of the site.

Amenities and local facilities are available within Loughborough and Shepshed. These include:

- **Primary schools**
- **Local shops**
- **Churches**
- **Public open space**
- **Pharmacy**
- **Doctors & Dentist**
- **Post Offices**
- **Public houses**
- **Libraries**
- **Restaurants**
- **Petrol filling stations**
- **Community and leisure facilities**

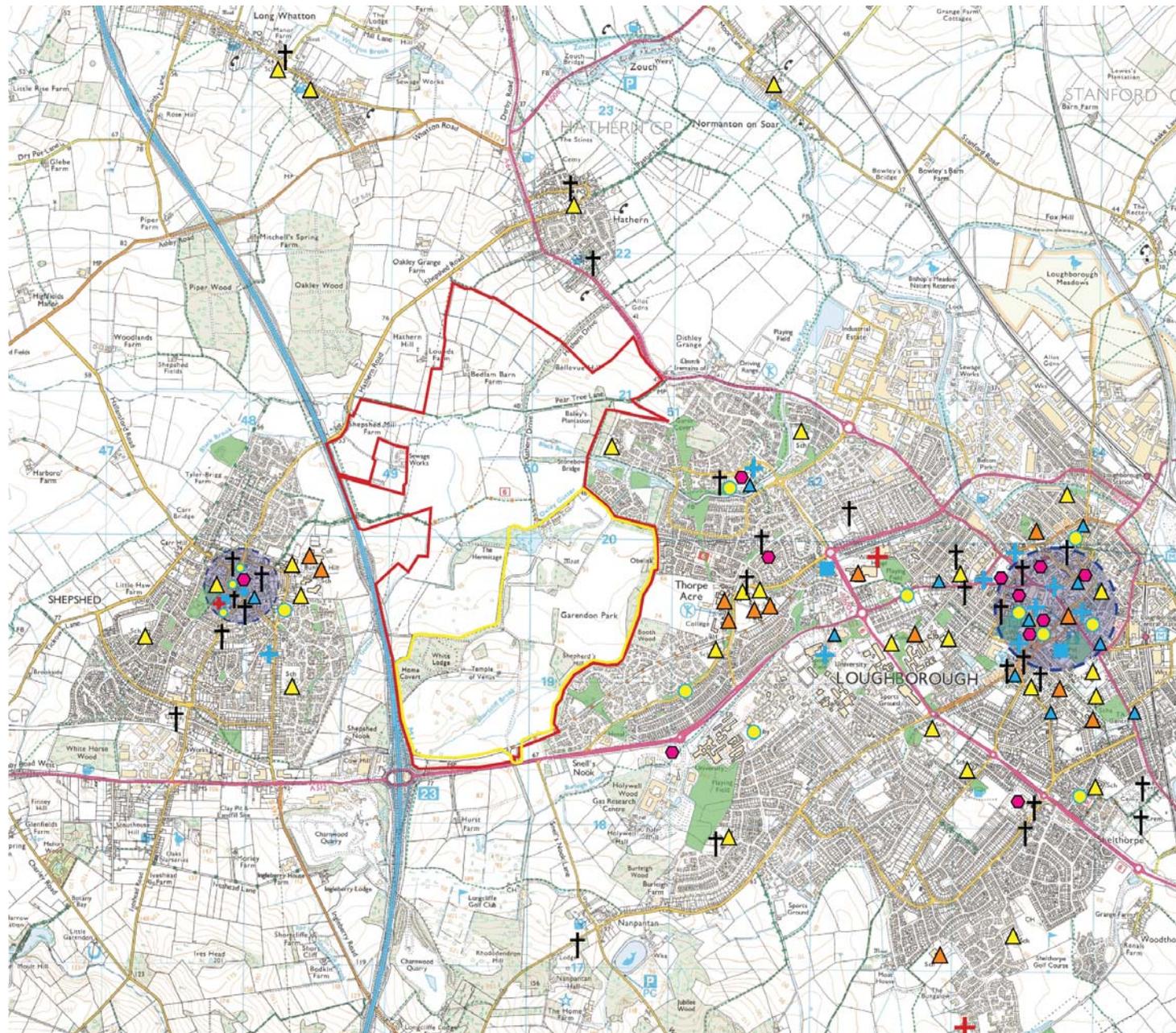


The M1 forms part of the western site boundary.

**KEY**

-  Application Site Boundary
-  Registered Garendon Park
-  Town Centre
-  Public Open Space
-  Primary School/Nursery
-  Secondary School/College
-  Place Of Worship & Cemetery
-  Supermarket
-  Hospital
-  Emergency Services
-  Community Centre & Library
-  Pharmacy
-  Dentist

 Facilities Plan  
N.T.S



### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Topography

The landform west of Loughborough consists of gentle rolling localised ridgelines separated by the broad shallow valley of the Black Brook. These ridgelines provide a high degree of containment for the proposed development area, with Hathern lying to the north of the principle ridgeline which extends from Oakley Wood across Hathern Hill in the north west across to Bailey's Plantation in the east. The southern component of Garendon Park straddles a secondary ridgeline, and this is topped by landmarks such as the Temple of Venus and the Triumphal Arch. There are further localised highpoints to the east (Booth Wood) and west at Bunker Hill by the M1 motorway. The more prominent landform of Charnwood Forest lies to the south of Loughborough beyond the Ashby Road.



1 The Triumphal Arch within Garendon Park



2 The Temple of Venus within Garendon Park

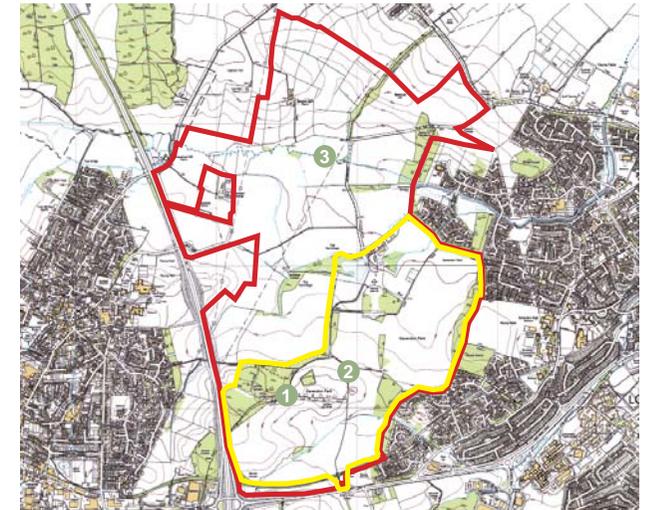


Photo Viewpoint Location Plan



3 The low lying valley of the Black Brook

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Nature Conservation and Ecology

The site area has been subjected to repeated ecological surveys over many years, and there is a comprehensive robust evidence base. The bulk of the application site consists of intensively managed agricultural land with limited habitat diversity. However, there are significant wildlife corridors which cross the site, such as the Black Brook, Shortcliffe Brook and features such as Hathern Drive and Pear Tree Avenue.

The development proposals will retain and enhance all the key components of the site.

The site has been the subject of a comprehensive arboricultural survey, assessing the health and condition of the numerous trees which are an important component of the site's landscape, heritage and biodiversity.

The intention is that the vast majority of the trees will be retained and protected. Some will have to be removed to facilitate access to the site, but the losses will be minimised and compensated for by significant new tree planting.

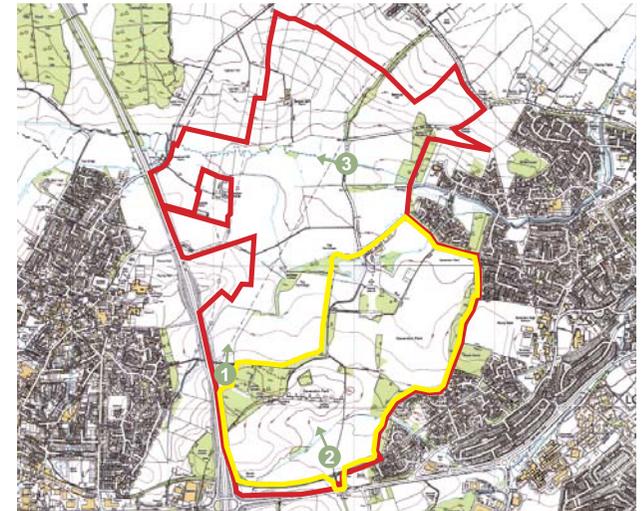


Photo Viewpoint Location Plan



1 View across farmed fields



2 View across arable and wooded land



3 View along Black Brook

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Green Infrastructure

The West of Loughborough Growth Area provides an excellent basis to assimilate built development within an exemplary Green Infrastructure Framework, with the restored Garendon Park at its heart. To the north of the park itself, the existing but fragmented network of watercourses, hedgerows and small woodlands provides the building blocks for a substantially enhanced inter-connected series of green corridors.

These will define individual neighbourhoods within the built development.

Biodiversity can be significantly enhanced as a result of this approach, especially when combined with a sustainable drainage system. The Black Brook corridor will be carefully protected and improved.

The existing public rights of way are retained and supplemented by the extensive new network of additional bridleways and footpaths. Garendon Park, currently devoid of designated footpaths, can be opened up for public enjoyment.

Structural native species woodland will re-connect existing woodland, copses and woodland belts to create robust beneficial buffer zones around the external perimeters of the development areas.

The cluster of existing architecturally appealing farm buildings

within Garendon Park adjacent to Oxley Gutter could form the basis of a multi-purpose visitor centre serving both the newly accessible park and the green infrastructure throughout the development area.

This would enable the heritage assets, ranging from the Dovecote to the Obelisk, to be fully appreciated.

It is anticipated that agricultural management can continue over a significant proportion of the parkland, with appropriate adjustments to enhance biodiversity.

Subject to further consultation, Garendon Park itself can be progressively restored with new avenue planting to reflect the original 'Goosefoot' pattern shown on the 1777 estate plan.

This approach to the development of comprehensive Green Infrastructure meets the aspirations set out in the NPPF, Natural England's "Nature Nearby" and the regional 6C's Green Infrastructure Strategy.



1 Hathern Drive

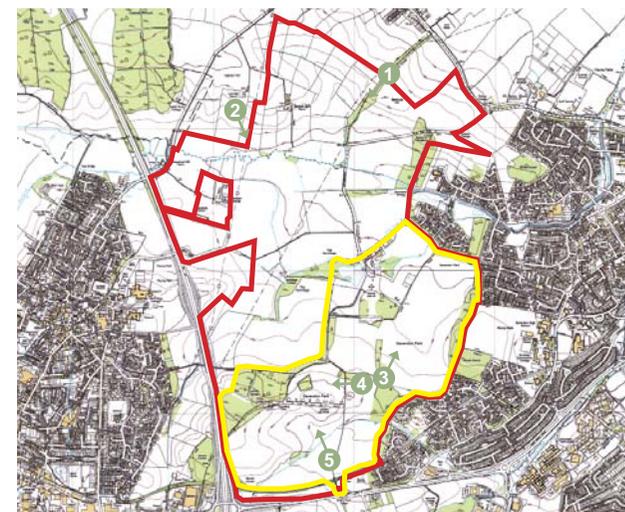
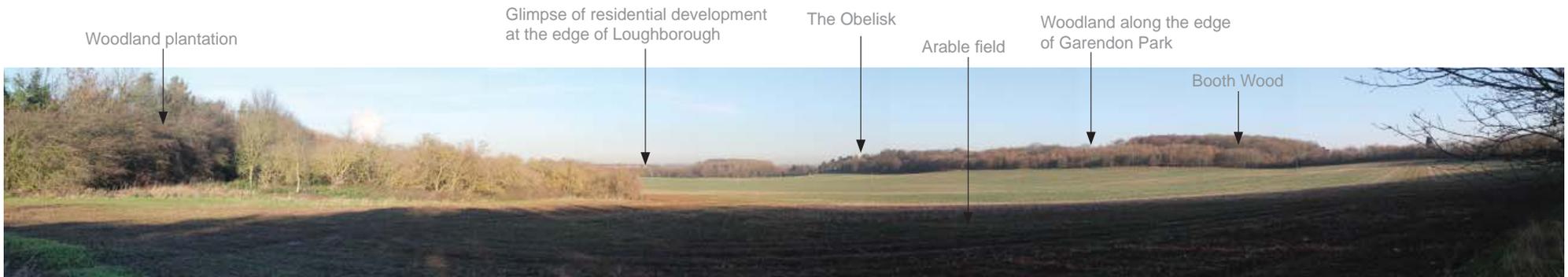


Photo Viewpoint Location Plan

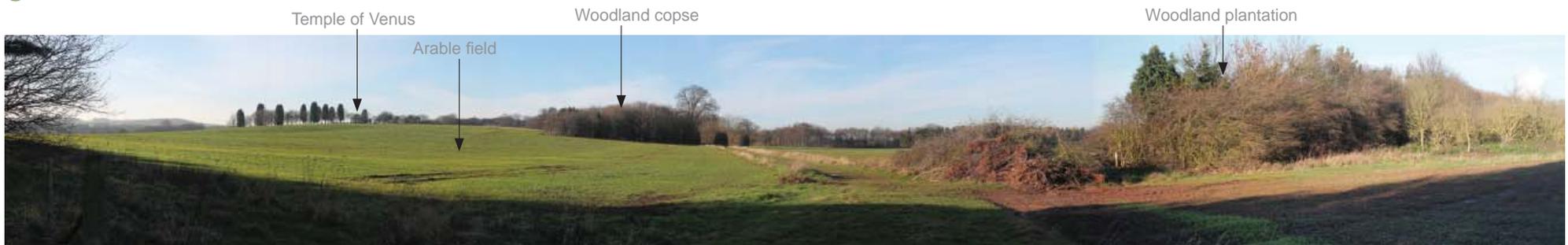


2 View from Hathern Hill

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



3 Northerly view from Shepherds Hill within Garendon Park



4 Westerly view from Shepherds Hill within Garendon Park



5 Northern view from the private estate road within Garendon Park

Views from within Garendon Park

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Landscape and Visual

In terms of both landscape character and visual resources, the proposed development area is well contained with a restricted visual envelope.

Views out from the existing western residential edge of Loughborough are largely restricted by mature woodland and / or landform.

The ridgeline linking Hathern Hill and Bellevue Hill prevents southerly views across the site both from Hathern and the A6.

A combination of localised topography and vegetation occurs within Shepshed's urban fringe and along the M1 corridor. This prevents any significant easterly views across the site.

Garendon Park itself limits views from the south, and even from within the park views are restricted over the potential development areas due to mature woodland defining the perimeters of the park. Although much of the site area is currently occupied by intensive arable farmland, there are areas of local character and features which are of value. A comprehensive Green Infrastructure (GI) framework will be introduced to assimilate the built development into its surroundings providing robust screening from sensitive viewpoints.

The masterplan has been carefully designed so that the GI forms

a well defined cohesive framework, creating boundaries to the new neighbourhoods.

The proposed development provides a unique opportunity for Garendon Park to be restored, its monuments to be repaired and the Park opened up to the public. Garendon Park will provide an important local attraction for the communities of Loughborough, Shepshed and Hathern. Key elements of the restoration of Garendon Park would be undertaken during the initial phase of the development. Such measures include allowing public access to parts of Garendon Park along with some of the proposed woodland and avenue tree planting. The monuments currently at risk will be repaired.

#### Residential Development and Related Land Uses

- The area proposed for development, situated to the north of Garendon Park, lies predominantly within an area of low lying land, largely under arable agricultural usage. Locally higher ground occurs towards Hathern Hill, Bellevue Hill and Bunker Hill.
- Built development will be set back from the edge of Garendon Park. There will be a broad landscape buffer between the proposed buildings and the existing woodlands which define Garendon Park. Existing woodlands such as Home Covert and the Hermitage would be managed to ensure their long term future within the landscape. Additional belts of woodland

planting and species rich meadow grassland are proposed within the landscape buffer zone which would enhance the framework of woodlands along the edge of the Park.

- Existing features such as woodland, hedgerows, public rights of way and wildlife corridors will be retained and enhanced within the Green Infrastructure framework. The proposed built development would be sub divided by corridors of open space extending from Garendon Park through the residential neighbourhood.
- Recreational provision will meet the requirements of CBCs emerging Core Strategy. A variety of recreational facilities are proposed including up to 9Ha of playing fields, other sports facilities including indoor courts, outdoor multi-use games areas, 2.5Ha allotments, around 3.4Ha of amenity green spaces, and around 14 sites providing facilities for children and young people.
- The separate identities of Loughborough, Shepshed and Hathern will be maintained.
- The Green Infrastructure will deliver robust landscape buffers to prevent visual or physical coalescence with either Hathern or Shepshed. A landscape buffer zone is proposed along the northern elevated edge of the site which will include belts of broadleaved woodland planting to prevent any significant intervisibility between the proposed built development and Hathern village.

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

- To the west of the proposed development areas the buffer zone will include belts of woodland adjacent to the M1 motorway, between Oakley Wood and Garendon Park, in order to increase local tree cover and create an enhanced landscape adjacent to Shepshed.
- The majority of residential development will be at 2 storeys with some 2.5 storey properties (up to 10m). Higher density development will also include 3 storey properties (up to 12m). Primary schools will be 1-2 storeys (up to 12m). Community hub buildings will be a maximum of 3 storeys (up to 13m). Employment buildings will be up to 12m.

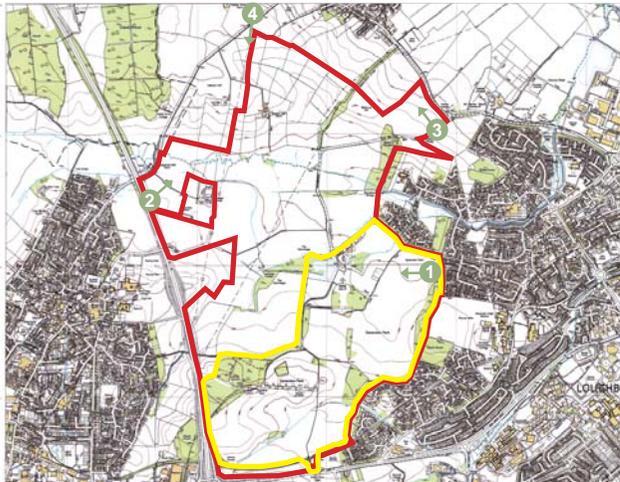
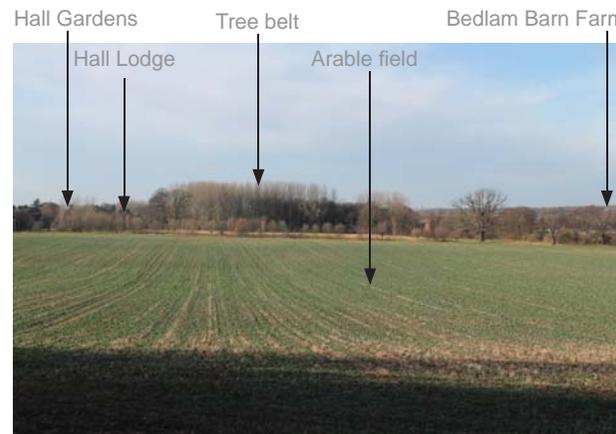
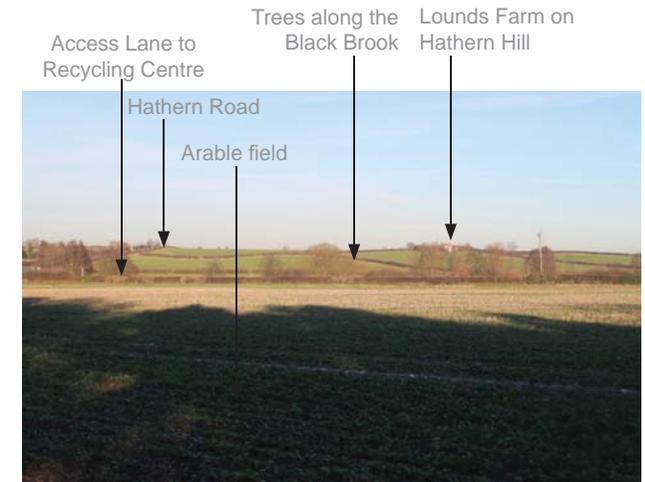


Photo Viewpoint Location Plan



1 Westerly view from The Obelisk with Garendon Park



2 View from Public Footpath alongside the M1



3 View from Pear Tree Lane by the A6



4 Southerly view from Public Footpath by Hathern Road

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

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- The development will include a range of measures to control the use of artificial light without detriment to the lighting task. All lighting will be designed in accordance with guidance issued by the Institute of Lighting Engineers (ILE) in order to prevent light pollution.
- The development will be carefully designed to prevent significant adverse effects upon the listed Shepshed Watermill by Hathern Road. Employment development will be set back from Hathern Road behind belts of proposed woodland planting.
- Existing vegetation of value including hedgerows and woodland will be conserved as part of the future development proposals and incorporated and enhanced within a new Green Infrastructure framework.
- Existing public rights of way will be retained as greenways, creating an attractive and readily accessible network which will create opportunities for sustainable travel and recreation. Additional/enhanced routes proposed along the Black Brook corridor will provide the opportunity to create a Greenway between Hathern Road and the edge of Loughborough. Part of an existing bridleway would be diverted through open space along the Black Brook corridor.
- A new Green Infrastructure framework will create a network of corridors protecting and enhancing features of value. GI corridors are proposed throughout the development

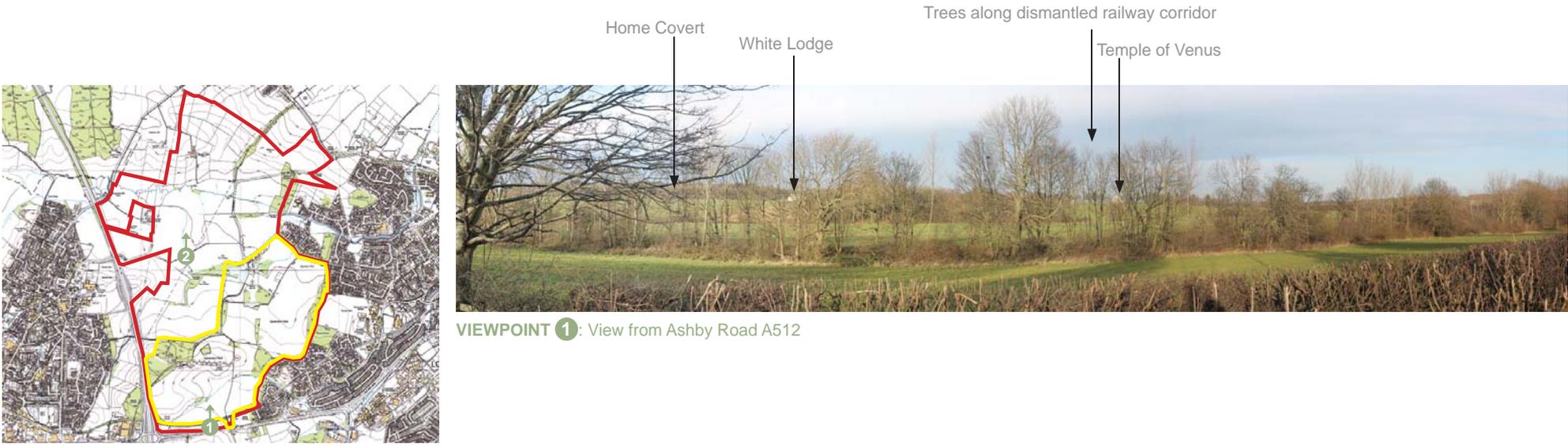
to maximise opportunities for landscape and ecological enhancements. Locally native broadleaved woodlands will be created and ultimately form notable features along the ridgeline between Hathern Hill and Bellevue Hill. Proposed woodlands will enhance the local landscape and assist in assimilating the new development within the landscape.

- The Green Infrastructure framework will provide a variety of formal and informal recreational open spaces including facilities such as sports pitches by the community hub and Garendon Common, Hathern Hill community park and children's equipped play areas.
- 'Garendon Common' will be created along the Black Brook floodplain. Areas for informal recreation and wildlife enhancement are proposed whilst ensuring the potential for flooding and the effects of climate change are appropriately addressed from the outset. The Strategic Link Road will cross over the Black Brook on a low level structure to minimise impact upon the Black Brook. Pedestrian footbridges are proposed to provide additional crossing points over the Black Brook along Garendon Common. Other fields along Black Brook will largely be retained in agricultural management.
- Sustainable drainage techniques will be used throughout the project. Attenuation areas and swales will be located within the multifunctional GI framework, permeating through the

development and will be designed to provide biodiversity enhancements.

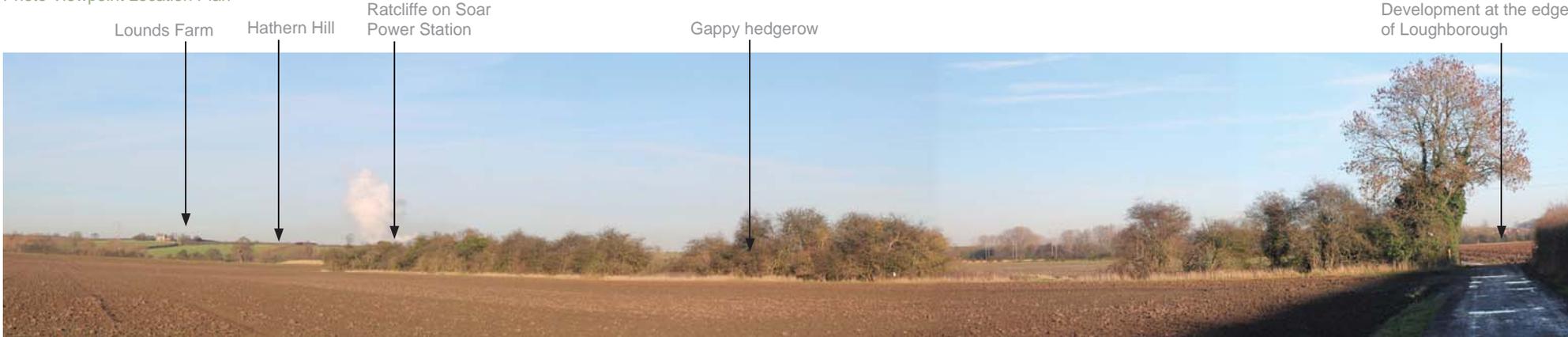
- Hathern Hill will be retained as a local landmark which will provide other community park uses including informal recreation and allotment gardens. Open views will be retained from the hilltop whilst avenues will create key vistas through the proposed development.
- New planting would utilise locally native species in order to strengthen landscape character and to maximise ecological benefits.
- Proposals are based upon the historic field pattern and would restore hedgerows, areas of pasture and create new woodlands.
- Belts of woodland planting proposed adjacent to the M1 corridor will assist in screening views of the existing sewage works and electricity pylons, whilst also improving the context of the Motorway.

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



**VIEWPOINT 1:** View from Ashby Road A512

Photo Viewpoint Location Plan



**VIEWPOINT 2:** View from public right of way situated to the north of the Hermitage

Photo Viewpoints 1 & 2

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



**VIEWPOINT 3:** Northerly view from Butthole Lane footbridge over M1 near Shepshed

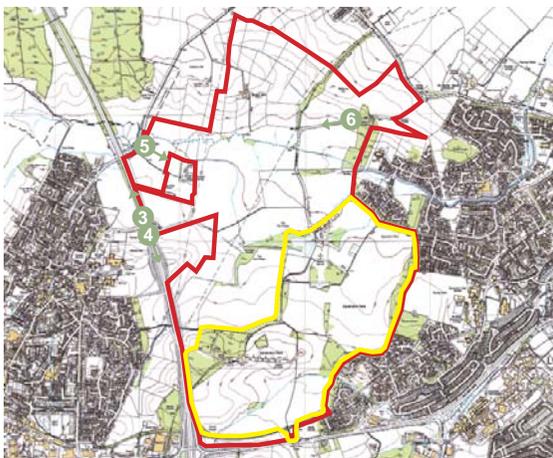
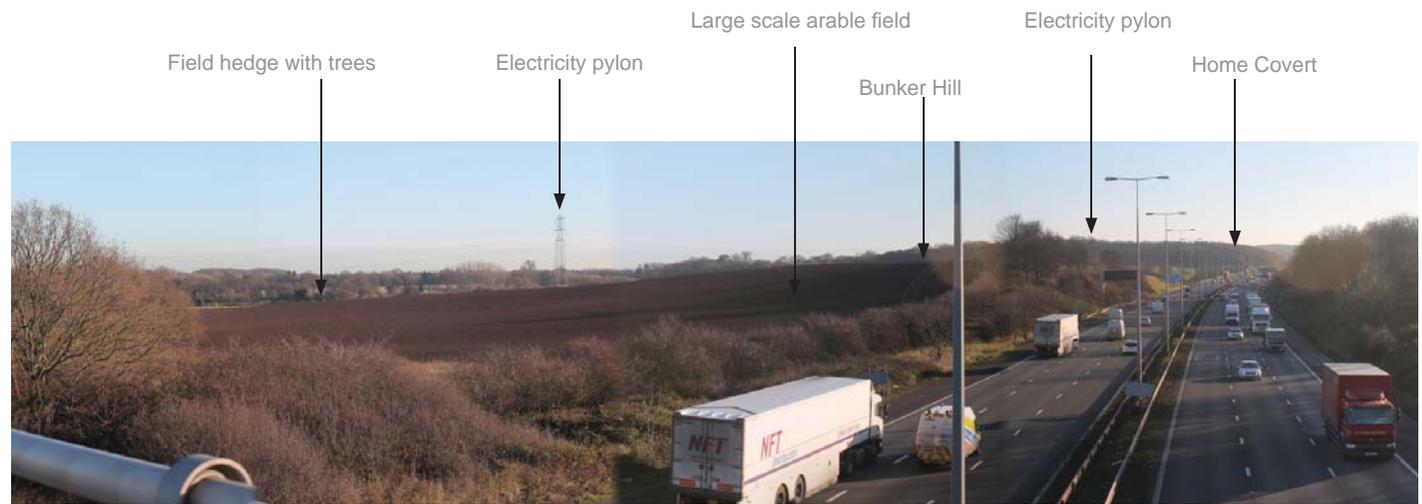


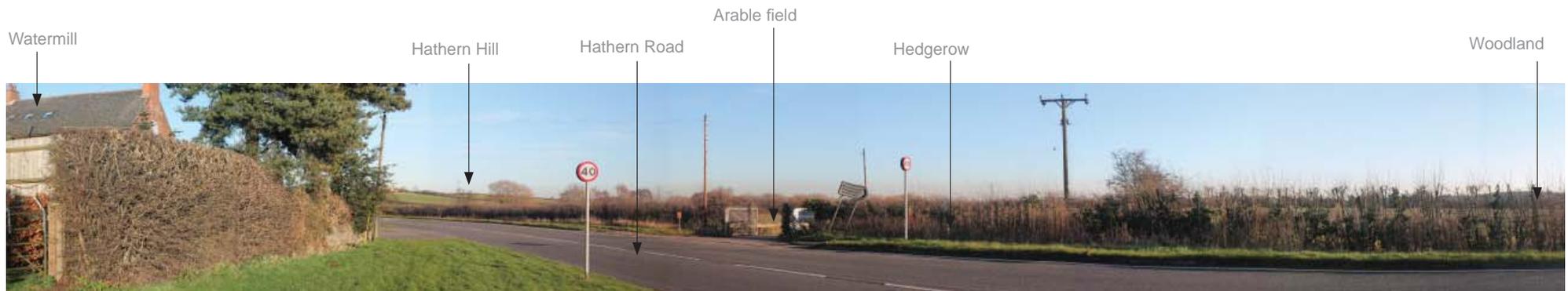
Photo Viewpoint Location Plan



**VIEWPOINT 4:** Southerly view from Butthole Lane footbridge over M1, near Shepshed

Photo Viewpoints 3 & 4

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



**VIEWPOINT 5:** View from Hathern Road by restored watermill



**VIEWPOINT 6:** View west from Pear Tree Lane

Photo Viewpoints 5 & 6

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Access, Movement and Connectivity

##### Walking and Cycling

There are a number of important walking/cycling routes within the site offering linkages to the following key areas, which are within reasonable walking/cycling distance of the West of Loughborough Sustainable Urban Extension (WoLSUE):

- Existing secondary schools in Thorpe Acre and Shepshed – ranging from 1 – 4km from the centre of the site.
- Loughborough University, the existing Science Park and the future Science Park Extension as outlined in the draft of the Core Strategy – approximately 2.5 – 3km from the centre of the site.
- Bishop Meadow Industrial Estate – approximately 3km from the centre of the site.
- Loughborough and Shepshed town centres – approximately 4km and 1.5km respectively from the centre of the site.
- Thorpe Acre residential area and Gorse Covert District Centre (including Morrisons foodstore) – approximately 1.5km from the centre of the site.
- Shepshed residential area – approximately 1.2km from the centre of the site.

Therefore, a large proportion of trips associated with WoL SUE will be short in length and hence easily made by walking or cycling. Existing routes within the site will be improved and new routes will be provided. The package of proposals will ensure sustainable connections are provided along the full extent of the eastern and

western boundaries of the site. These will provide pedestrians and cyclists with direct links to all key destinations in Loughborough and Shepshed. The following walking, cycling and equestrian improvements are proposed within the site:

- Proposed shared footway/cycleway adjacent to both sides of the proposed Strategic Link Road (between Coach Road and the A6) and the southern side of the Hathern Road Link.
- Improvements to existing National Cycle Network route aligned east to west through the site.
- Improvements to existing bridleway aligned east to west through the site.
- Creation of a network of permeable walking, cycling and equestrian routes within Garendon Park.
- Creation of a network of new walking, cycling and equestrian routes within the developable area providing safe, convenient and direct routes through the site.

These improvements will provide a comprehensive network of walking, cycling and equestrian routes within the site. Through provision of a network of walking, cycling and equestrian routes, several connections will be provided into existing areas of Loughborough and Shepshed as follows:

- A6 – walking, cycling and equestrian connections to the north of Loughborough providing access to the Dishley Grange

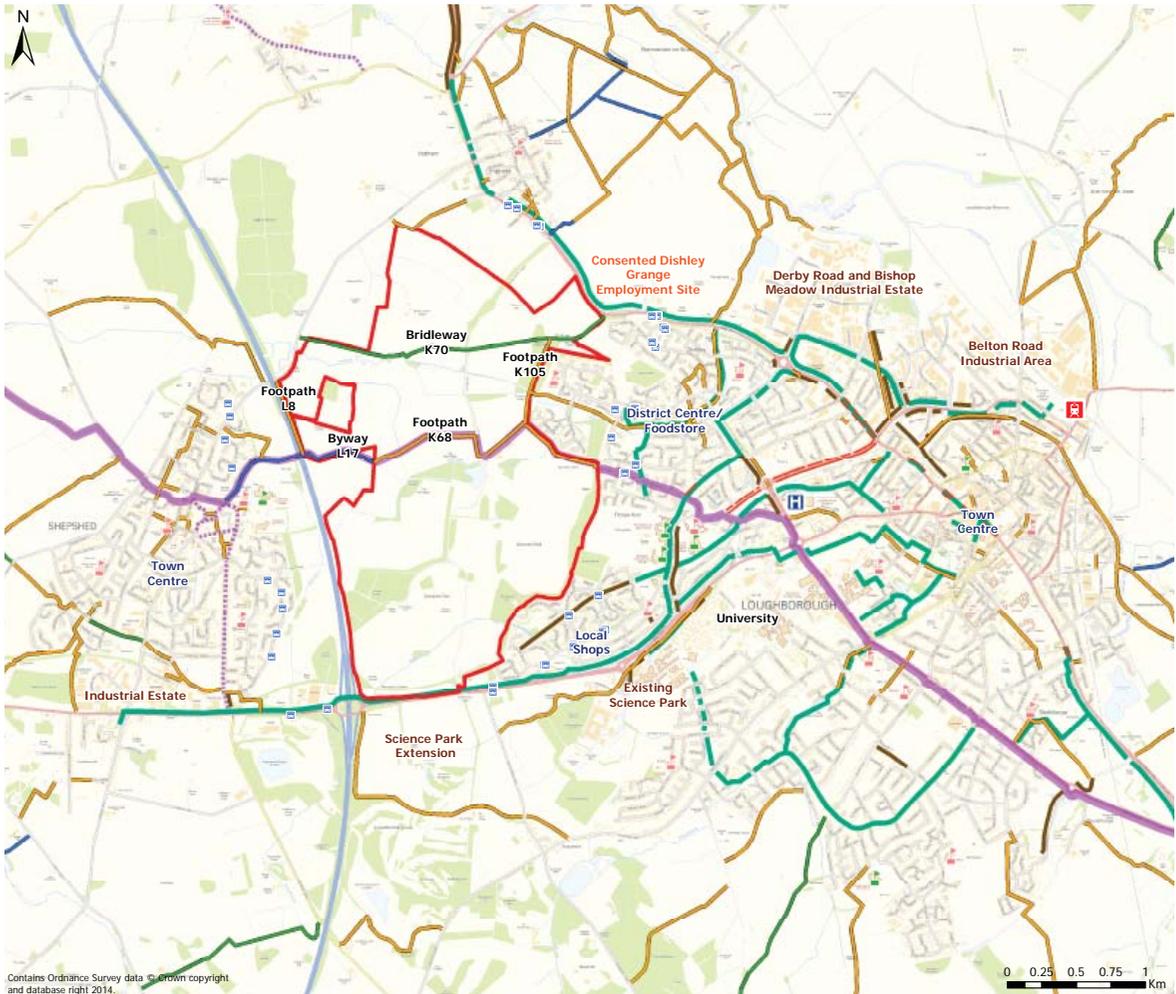
consented employment site and Bishop Meadow Industrial Estate.

- Black Brook – walking connection to Gorse Covert District Centre, Robert Bakewell Primary School and Loughborough town centre.
- Coe Avenue – National Cycle Route connection into Loughborough.
- University and Loughborough town centre.
- Thorpe Acre – walking connections to local destinations.
- Disused Railway Line – creation of a walking/cycling route towards the University and Loughborough town centre.
- Existing access to Garendon Park – open the existing private vehicle access to Garendon Park as a walking/cycling connection towards the future Science Park Extension.
- Coach Road – open Coach Road as a walking/cycling connection to Shepshed.
- Butthole Lane - National Cycle Route connection to Shepshed/ Loughborough.
- Bridleway connection to Hathern Road – key link for equestrians to local riding centres.
- Hathern Drive – creation of a walking/cycling route to the A6.
- Hathern Road connections – creation of a walking/cycling route and an additional walking route to Hathern Road.
- Walking route to the north of the site along the Hathern ridge line.

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

- KEY**
- █ Application Site Boundary
  - Public Transport**
    - Local Bus Stops (Served)
    - Rail Station
  - Facilities**
    - Hospital
    - Primary School
    - Secondary School
  - Public Rights of Way**
    - █ Footpath
    - █ Bridleway
    - █ Byway
  - Cycle Infrastructure**
    - █ Local signed routes, on-road / traffic free
    - █ Off-road surfaced / un-surfaced
    - █ On-road cycle lane
    - █ National Cycle Route 6
    - ⋯ NCN Link

**N**  
**Movement and Access Plan**  
 N.T.S



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### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



Attractive routes for pedestrians, cyclists and horse riders will be established throughout the development



Avenue tree planting will be introduced along the Strategic Link Road

#### Bus Services

Bespoke WoLSUE bus services are proposed from first occupation of the development and have been developed following discussions with the Transport Working Group, LCCs Public Transport Team and local bus operators. Bus service proposals are driven by the need to ensure WoLSUE is fully accessible by regular bus services to key local destinations.

The WoLSUE will provide a circular bus route between WoLSUE and Loughborough town centre via Bishop Meadow Industrial Estate, Loughborough University and the Science Park. Buses will access WoLSUE via new junctions onto the A6 and A512. The bus service will operate a 30 minute frequency daytime Monday to Saturday and an hourly frequency evenings and Sundays.

In accordance with the 6Cs Design Guide WoLSUE bus stops are proposed to ensure that '*generally walking distances to bus stops in urban areas should be a maximum of 400m*'.



Loughborough Road A6

#### Vehicular Traffic

Vehicular access to the site is proposed from the A6, A512 and Hathern Road. A Strategic Link Road will be provided through the site between the A6 and A512 site accesses. The Strategic Link Road is a key mitigation measure for WoLSUE because it will reduce traffic flow elsewhere in Loughborough and Shepshed. The Hathern Road access will be designed as a secondary access with traffic calming provided on the road between the Hathern Road access and the proposed Strategic Link Road following a request by LCC.

Further information on the design of the Strategic Link Road through Garendon Park is provided at page 57. An assessment of the effects of the proposed development in terms of transport and movement are provided within the Transport Assessment and its accompanying Travel Plan prepared by WYG.



Adjacent to the access from Ashby Road A512

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Water and Drainage

The Black Brook flows through the site east towards Loughborough and two small tributaries the Oxley Gutter and the Shortcliff Brook flow within the southern part of the site.

Environment Agency (EA) flood maps show the extent of the floodplain of the Black Brook and its tributaries and highlight the downstream sensitivity to flooding. An additional detailed modelling study has been undertaken to support this application to define and characterise the floodplain more comprehensively within the site and this has been used to inform the masterplanning strategy and to help steer development into appropriate areas within the site.

All built development is located outside the floodplain, a crossing of the Black Brook is required as part of the access strategy for movement between the northern and southern parts of the site and a crucial strategic link from the A512 to Hathern Road/Shepshed Road.

The Black Brook corridor provides valuable floodplain storage as well as a habitat for wetland and marginal flora and fauna and this is a key area for biodiversity enhancement and management within the proposed development. A strategy for managing the floodplain has been developed that ensures the continuity of its function as floodplain whilst realising the habitat creation and management potential alongside opportunities for public open

space and amenity. This strategy includes localised ground reprofiling to provide floodplain compensation storage to mitigate the proposed bridge crossing of the Black Brook and to allow for useable pitch areas.

Development of the site will also have an impact on the surface water runoff regime and how overland flows across the site affect the receiving watercourses. Each phase of the new development will include measures for managing surface water runoff including SUDS such as ponds and swales so that flows into the watercourses do not exceed the existing greenfield rate. This helps to manage the downstream flood levels.

The floodplain management and surface water strategies have been developed in conjunction with the EA and liaison with Leicestershire County Council both to validate the key design concepts and also ensure their suitability in the local context and for long term sustainability.



### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Heritage

##### Garendon Park

CgMs have undertaken a thorough assessment of historic buildings and parkland and an archaeological desk based assessment.

The illustrative masterplan ensures that the Registered Park together with its associated monuments, listed buildings and their settings are sensitively protected and enhanced.

Development to the west of Loughborough would secure a complete restoration and comprehensive long term management of the Registered Park, incorporating public access, without recourse to the public purse.

At present, a Conceptual Restoration Plan based upon the 1777 Estate Map has been prepared to illustrate what can be achieved. However, final detailed proposals would have to be subject to extensive consultation with English Heritage, Charnwood Borough Council and the wider community in order to gauge the wishes and needs of future users of the Park.

- Garendon Park is Grade II listed on English Heritage's Parks and Gardens Register. The history of the present day registered park and garden has its roots in the 12th century, when a Cistercian monastery developed the land and prospered over the following centuries.
- Following the dissolution of the monasteries in 1536 the

ruinous abbey was developed as a residence and has been owned by the (Phillips) de Lisle family since 1684. Many documented changes to the buildings and landscapes have occurred since the 16th century. During the first half of the 18th century the existing manor house was replaced by Garendon Hall, a new country house designed by Ambrose and built following his death by his brother Samuel Phillips.

- Garendon Hall was demolished in 1964 and since this date the primary use of the park has been for farming. Aside from the grade II registered park and garden itself, there are fourteen designated heritage assets on the site, including a scheduled ancient monument, comprising of the remains of the Cistercian abbey and Garendon Hall and various 17th century garden features. In addition there are thirteen listed buildings encompassing mainly lodges, structures associated with the now demolished Garendon Hall and three focal features (Triumphal Arch, grade I; Temple of Venus, grade II\* and the Obelisk, grade II). The Triumphal Arch and Temple of Venus are included on English Heritages 'Heritage at Risk Register due to their current, declining condition.
- Despite a period of decline in the 20th Century a strong perimeter framework of woodland persists.
- Woodland combines with rolling topography to provide visual



The Obelisk

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



The Obelisk detail



The Triumphal Arch detail



The Triumphal Arch

- Woodland combines with rolling topography to provide visual containment and a distinct sense of place.
- The majority of this area is under agricultural usage with large scale intensively farmed fields. There are smaller areas under pasture, including paddocks used to graze livestock.
- A private estate road (Old Coach Road) is used to access existing properties, including White Lodge and also the former Home Farm buildings.
- A stone wall defines part of the northern boundary of the Park.

The site has been subject to an archaeological desk-based assessment, an aerial photographic assessment and a detailed geophysical survey. The desk-based assessment considered the site as having a moderate to high potential for significant activity dating to the Prehistoric and Roman periods. A reasonably uniform potential for low density flint scatters of earlier Prehistoric date and settlement and field systems of Iron Age and Roman date to exists across the Application Site. The potential for significant remains dating to the Saxon, Medieval and later periods is confined to areas of Garendon Park that will not be impacted by development proposals. The aerial photographic assessment did not identify any pre-medieval features and appears to confirm that significant Medieval activity is confined to Garendon Park and that the

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

predominant use of the remainder of the site in the Medieval period was as cultivated land.

Geophysical survey has identified several foci of archaeological activity, including a ploughed out Bronze Age barrow, an Iron Age enclosure, and Roman field systems and kilns/furnaces. A potential high status Roman building has been identified, predominantly falling just beyond the north-western boundary, but potentially extending just within the site. The geophysical survey has also identified a number of anomalies, scattered across the application site, that are of uncertain origin. It is likely that the majority of these are of natural origin, although there is a moderate potential for them to be of archaeological origin.

The work undertaken to date shows that the importance of the archaeological remains within the areas of proposed impact within the site is not sufficient to prevent development and therefore any such remains can be adequately mitigated in the form of preservation by record or, where feasible, preservation in situ. The first stage of any such works will be to conduct a programme of targeted trial trenching in order to ascertain the extent, date and full significance of the identified archaeological sites.

The potential re-use of the former monastic buildings and Dovecote together with neighbouring farm buildings as a local visitors centre for Garendon Park has been explored and agreed in principle.



The Dovecote



The Former 'Monastic' Barn

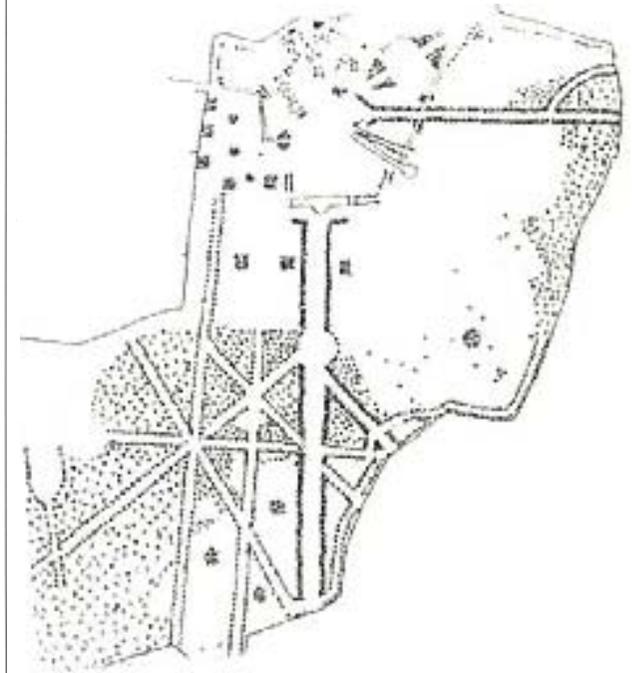
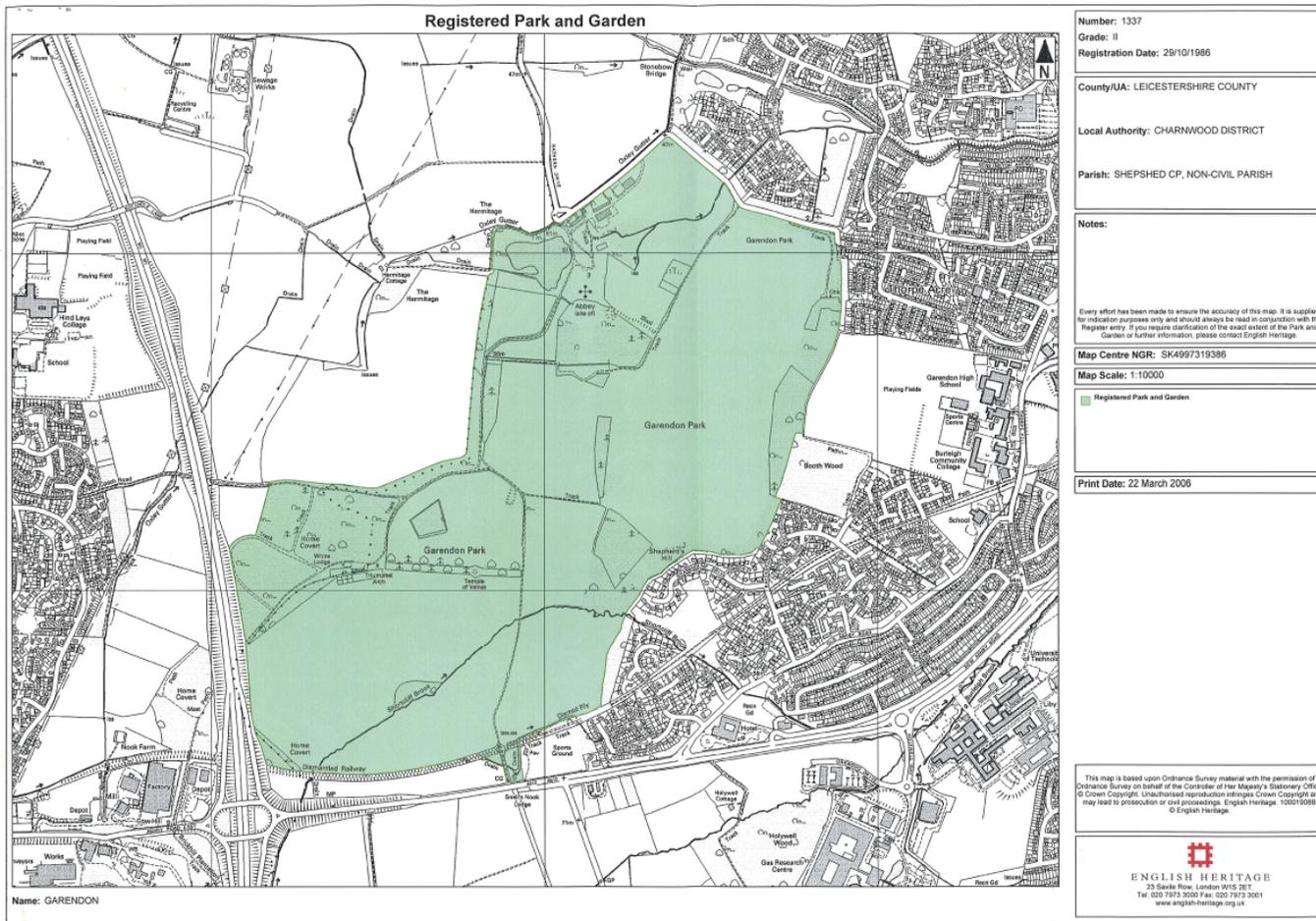
#### Existing Buildings

Several existing buildings are retained as part of the site proposals including farm houses at Lounds Farm and Bedlam Farm.

White Lodge, a grade 2 listed stone and slate cottage from circa 17c is retained within woodland on the edge of the proposed Garendon Park.

Extensive consultation has been carried out with a team from English Heritage in order to minimise potential disruption to the heritage assets and their settings, whilst maximising the long term management benefits.

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



English Heritage 'Garendon Park Plan and 1777 'Goosefoot' Estate Plan

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Townscape Character

##### Loughborough

Loughborough is the second largest settlement in Leicestershire. Network Rail have recently re-developed the station increasing the length of platforms and improving access.

M1 Junction 23 lies just to the west of Loughborough, with the M1 itself having historically cut through the south western corner of Garendon Park.

##### Historic Core

The commercial centre of the town historically was the Market Place, which retains a number of original art deco buildings, such as the town's cinema. A large outdoor market is held every Thursday and Saturday. There is a monthly farmers' market.

The buildings are a mix of architectural styles including Victorian and Art Deco. The oldest buildings including the parish church are found within the Churchgate Conservation Area. Queens Park includes the focal Carillon and War Memorial which is home to a small museum of military memorabilia from the First and Second World Wars. The Carillon is a key landmark for the town.



Town Hall, Loughborough



The refurbished train station, Loughborough



Market Place of Loughborough



Loughborough University

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



Carillon Tower - Queens Park, Loughborough



An aerial view of Loughborough

#### Modern Loughborough

Loughborough University is the biggest employer in the town. It extends from close to the town on Epinal Way, westwards along the A512 Ashby Road, reaching the established contemporary business complex at Holywell Park.

#### Holywell Park

Is a high profile conference centre set in landscaped grounds. It also offers a large exhibition area, cyber bar, restaurant, meeting rooms and lecture theatre.

#### Science Park

In January 2013 the University announced proposals for an expanded Science and Enterprise Park.

Outline planning permission has already been agreed for a 7.8 hectare site where the first projects will be located. In the longer term further expansion on 22 hectares of land also owned by the University is anticipated.

The University's existing Science and Enterprise Park is already one of the largest in the UK.



Modern development - Hotel in Loughborough



Holywell Park, Loughborough

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

Local villages have particular character which can inform the approach to both urban design and architectural themes within the West of Loughborough development. This will assist in ensuring that the emerging proposals are locally distinctive.

#### Hathern

The historic core of the village is designated a Conservation Area and includes Wide Street, Dovecote Street, Church Street and The Green. It includes a range of development including medieval and post medieval settlement and subsequent Victorian and Edwardian expansion.

There are several listed buildings, including the Church and village cross which are Grade II\*, with the remainder Grade II. The village cross is a Scheduled Ancient Monument. The Parish Church of St Peter and St Paul occupies a raised site and provides the main landmark within the village.



New homes, Hathern

#### Long Whatton

The village of Long Whatton is situated to the north east of Loughborough, and is an attractive settlement with a distinctive linear character. It features numerous brick and timber buildings, some having thatched roofs.

#### Normanton on Soar

Normanton on Soar, is situated on the east banks of the River Soar just to the north east of Hathern. It features broad grassed verges along the Main Street and attractive small greens at the Butt Lane junction.



Hathern conservation area

#### Sutton Bonington

Sutton Bonington is an extensive village with a strong linear form lying to the north of both Normanton and Hathern.

In medieval times, Sutton and Bonington were two settlements, which gradually grew together to make one village.

The core of the village centres around the Hall and its parkland, which straddles the Main Street creating a strong open vista.

Nottingham Trent University has a substantial campus here, focussing on agriculture and veterinary science.



Main Street, Sutton Bonington

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Residential Edges - West of Loughborough

Loughborough's western edge is largely defined by residential development. The area consists of varied development patterns and architectural form, the majority of which dates back to the mid to late C 20th. Other more recent residential developments including Mitchell Drive lie to the east of Bailey's Plantation.

There are existing recreational greenspaces along the western edge of Loughborough including along the Black Brook and dismantled railway corridors, as well as to the south of Pear Tree Lane. In addition there are playing fields associated with Thorpe Acre School and College.

Recreational routes include the National Cycle Route linking Loughborough and Shepshed which is part of the National Cycle Network. It runs from Coe Avenue through the Black Brook valley. There are also connections to other routes along Stonebow Walk and Pear Tree Lane.

#### Shepshed

Shepshed is a small town lying to the west of the M1 corridor. Dating back to the Anglo Saxon times it was originally prosperous due to the wool trade. The historic core is centred around St. Botolph's church. The eastern settlement edge is primarily made up of 20th century residential development, together with the large scale Hind Leys Community College and local employment facilities. There are existing footpath connections across and beneath the M1 which link Shepshed to the site, along Old Coach Road and Butthole Lane.



Shepshed town centre



House within Dishley



Grange Park, Loughborough

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Constraints & Opportunities

##### Constraints

A site of the scale required for the proposed West of Loughborough expansion will inevitably encompass some constraining factors. The key elements that need to be taken into account can be summarised as follows;

- Garendon Park. The registered park and garden together with its listed monuments and buildings is an important asset on the main approach into Loughborough.
- The Black Brook and its floodplain form a significant corridor of land which will need to be retained free from development.
- Other existing landscape and biodiversity features such as Hathern Drive, Pear Tree Lane and The Hermitage are worthy of retention and protection.
- Utilities and infrastructure constraints include an aquaduct, overhead transmission lines, a gas main, sewage works and the civic amenities site. These will have to be retained and buffered appropriately. The M1 lies to the west of the proposed development and would be buffered by belts of proposed woodland. Noise and Vibration and Air Quality Assessments are provided within the Environmental Assessment and have been taken into account within the design.

##### Opportunities

The development proposals seek to minimise environmental disruption and maximise enhancement potential across the whole development area. Some aspects identified as constraints above also present significant opportunities for major beneficial changes, as follows;

- Garendon Park is a neglected asset with tremendous potential to become a striking green heritage gateway to Loughborough, complementing the proposed University Science Park to the south. After decades of impoverishment the development proposals will generate the necessary funds to enable a programme of refurbishment and restoration, with extensive enhancement to public accessibility. A Conservation Management Plan has been prepared to guide this process. The former monastic agricultural buildings and associated 19th century additions can form the basis of an excellent visitor centre for Garendon Park.
- The Black Brook and its floodplain will provide a broad readily accessible green corridor at the heart of the development area - 'Garendon Common'. This will be retained as a largely undeveloped zone for passive recreation and biodiversity enhancement, with grazing as a potential management tool. It has the potential to provide a degree of flood storage capacity

over and above what is actually required for the development which will have downstream benefits.

- The existing landscape features which provide the underlying network of wildlife corridors and rights of way will be the basis of the enhanced Green Infrastructure Framework. Significant new community parks can be created, for example on Hathern Hill, providing extensive views south towards Garendon Park and Charnwood Forest. Long established elements such as Hathern Drive and Pear Tree Lane will benefit from long term bespoke management plans to ensure their survival into the future. Native species woodland will be utilised to create a strong framework for the development areas and will re-connect existing somewhat fragmented woodlands such as Bailey's Plantation and Home Covert. A strong planting buffer will be established along the M1 corridor.
- The Green Infrastructure Framework will create a series of discrete development neighbourhoods which can have their own individual and recognisable character themes. At the same time, the Green Infrastructure will establish a unified coherent structure for the whole of the West of Loughborough expansion area, connecting with the Science Park proposals to the south.

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

- Garendon Park will be central to both the existing and emerging communities of West Loughborough. Multi-functional components such as bridleways, cycle routes, footpaths and sustainable drainage networks will be incorporated throughout the Green Infrastructure system, improving overall accessibility and biodiversity opportunities.
- The Strategic Link Road (Garendon Way) connecting the A6 to the A512 can have significant Loughborough wide benefits, relieving existing routes through the centre of the town. The scale of the development enables a wide mix of uses to be accommodated, well connected by walking, cycling and public transport. Bespoke bus services are proposed from the outset of the development.
- Sustainability - As a logical extension to the existing urban edge of the town, the development will rely on Loughborough for its higher order services, thus supporting the town centre and the local economy. It will also relate very successfully to the University and the expanding Science Park, being conveniently located within walking and cycling distance.
- There will also be regeneration benefits for West Loughborough and Shepshed, which will be boosted by the

expanding nearby population utilising the High Schools, and by new social, recreational and employment opportunities.

- Local Distinctiveness - The unique characteristics of the West of Loughborough development area provides an excellent opportunity to create new connected neighbourhoods which are 'locally distinctive', responding to the positive aspects of their settings.

Overall design themes flowing out from Garendon Park, such as radial tree lined avenues, can ensure that the masterplan establishes a bespoke urban form of very high quality. The central community hub, located on a key axis and directly related to Garendon Common and the Black Brook, will provide a focal point for the community. Landmark spaces at Hathern Hill Community Park and the Garendon Park Visitor Centre will anchor community activity to the north and south respectively.

Individual housing areas can also have their own particular design themes with bespoke elevations and detailing to ensure recognisable distinctive character. Design clues can be drawn from existing on site features such as the Red Arch and the Dovecote, as well as from the historic cores of local villages. There will also be scope for contemporary designs to be showcased.



Black Brook green corridor

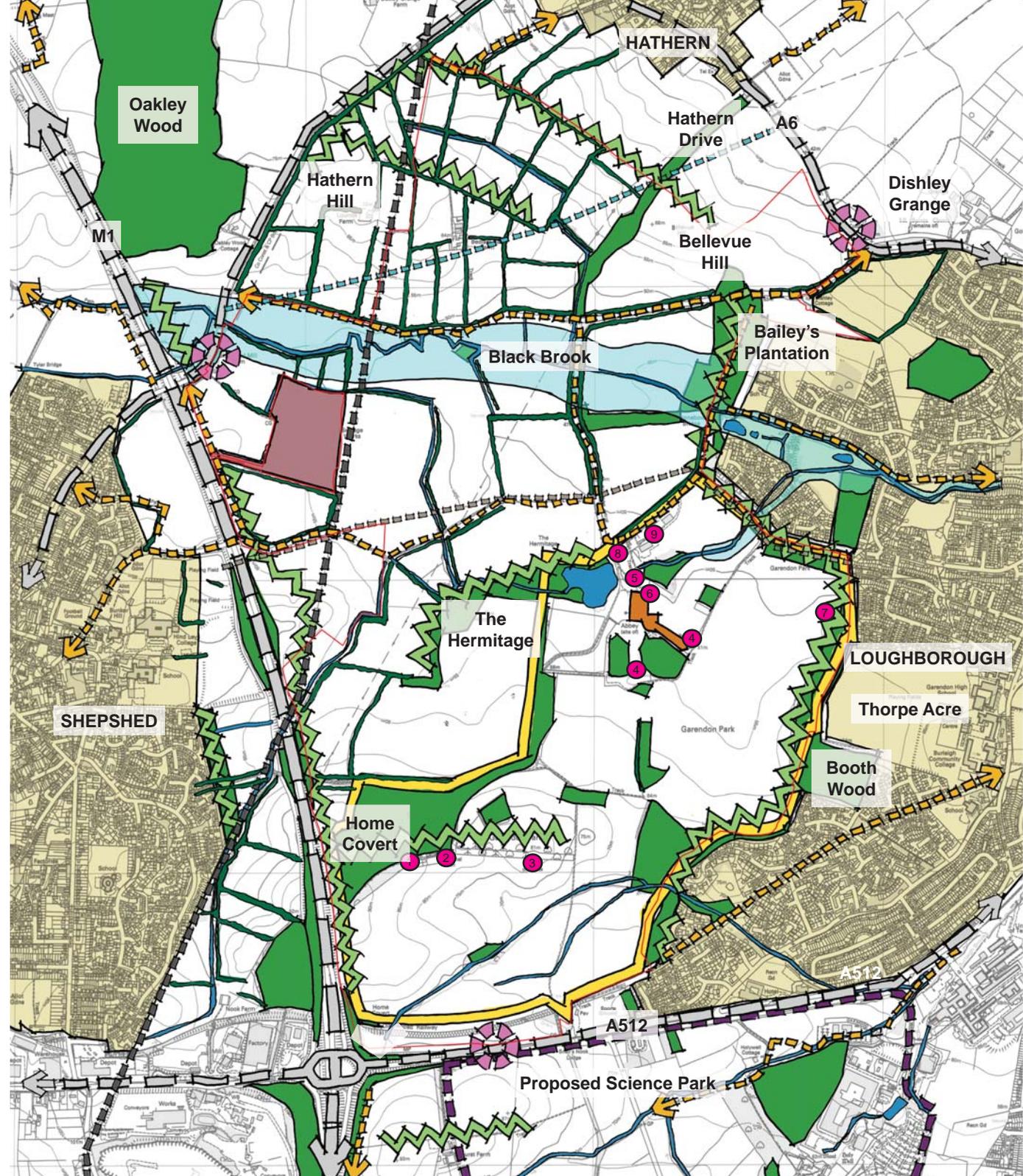


Pear Tree Lane retained and protected

**KEY**

-  Application Site Boundary
-  Registered Garendon Park
-  Scheduled Monument - site of former Abbey
-  Listed Buildings and Features in need of repair
  -  1 White Lodge
  -  2 Triumphal Arch
  -  3 Temple Of Venus
  -  4 Canal
  -  5 Arch
  -  6 Chapter House
  -  7 Obelisk
  -  8 Red Arch Lodge
  -  9 Dovecote
-  Hedgerows
-  Woodland / Tree Belt
-  Public Rights of Way
-  Ditch / Watercourse
-  Floodplain
-  Visual Barrier/ Ridgeline
-  Major & Main Roads
-  Access Points
-  Power Line
-  Gas Main
-  Aquaduct
-  Sewage Works & Recycling Site
-  Existing Settlements
-  Proposed Science Park

N  
 Constraints and Opportunities Plan  
 N.T.S



### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Evaluation

The following objectives have been developed following the evaluation of baseline data of the site context, constraints and opportunities and consultation responses.

- To promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which enhances quality of life, embracing a 'Homes for the future' design philosophy;
- To make the most effective and efficient use of land. Built development should have a varied edge responding to the morphology of the existing settlement and topography and sensitivity of the site. Part of the site will be used to accommodate woodland, meadow and wetland habitats which will also form part of the sustainable drainage system for the development.
- To provide a choice of housing size and tenure in order to help create a mixed community.
- To enhance the site's existing environmental assets, creating a new Green Infrastructure, including the restored Garendon Park, which respects the landscape and promotes biodiversity.
- To create an enduring high quality built form, public realm and landscape that sensitively responds to its setting by using

best practice contemporary design that is rooted in local character whilst avoiding a clumsy pastiche of architectural styles etc.

The principles of the urban design approach include;

- **Ensuring that the West of Loughborough development is 'locally distinctive', utilising the unique character of Garendon Park as a major design influence on the masterplan;**
- **Establishing a unifying Green Infrastructure Framework which retains, protects and enhances existing features of heritage, landscape and biodiversity value.**
- **Utilising buildings that 'front' onto streets and open spaces to create an active street with high levels of passive surveillance;**
- **Creating open space interacting with built form;**
- **Developing a block layout with a locally interconnecting street pattern;**
- **Using building mass to enclose spaces and streets;**
- **Providing well proportioned buildings;**
- **Employing a commonality of materials and colours within residential neighbourhoods;**
- **Ensuring adequate car parking provision, primarily 'on plot';**
- **Adopting Home Zone design principles within residential development blocks, ensuring ease of access and the creation of attractive and peaceful living environments, whilst maintaining public safety.**

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Statutory Consultee Consultation

The proposals for West of Loughborough have been widely consulted on through a public exhibition, design reviews, stakeholder and steering group meetings. The result of this engagement is a well considered masterplan that will deliver a range of benefits for the local community.

The emerging proposals have been informed by environmental assessment work and discussions with the local planning authorities which have taken place over several years. This work intensified during 2013-2014 with Persimmon Homes and William Davis and their consultancy team undertaking ongoing consultations with all the key stakeholders to shape the proposals.

A Planning Performance Agreement established with CBC has resulted in close collaboration with the local planning authority and statutory consultees. This has ensured that the proposals accord with the aspirations set out within CBC's draft Core Strategy. In addition to monthly steering group meetings with CBC, a series of sub-groups meetings and site visits were set up to focus on particular aspects of the development :



## 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

### Heritage

Garendon Park is an area of high sensitivity due to its heritage and archaeological value and is an important feature within the local landscape. To ensure that the proposals respond positively to Garendon Park engaging with English Heritage has been an essential part of the process.

A team from English Heritage has been closely involved in the emerging design proposals, in particular they have directly influenced the nature and alignment of the Strategic Link Road as it passes through the western edge of the registered park and garden. The objective was to minimise disruption by locating the route close to the existing M1/ A512 corridor and to create a low key 'parkland' approach to the detailed highway design, with appropriate 'gateways' at the park boundaries. English Heritage have also had an input into the design and layout of residential areas north and west of Garendon park in order to ensure a satisfactory sympathetic interface.

### The Proposed Strategic Link Road through Garendon Park and its Design

A route assessment report was prepared at the request of English Heritage in liaison with Charnwood Borough Council, the Highway Authority and the Highways Agency to provide an updated evidence base on the reasons for the selection of the route through the Historic Park as the preferred option.

The following design criteria for strategic link road north from A512 through the Registered Park are agreed.

- An alignment as close as possible to the M1 with no greater than a 40m gap between structures associated with M1 and the link road, providing a 7.3m wide carriageway and a lit junction at A512 entrance into site;
- Conform to curvature radii and gradient criteria for design of the road specified by Leicestershire County Council;
- Follow the natural contours of the ground as far as possible and be accompanied by sensitively designed re-grading of the landform to minimise the effects of any otherwise necessary areas of cut and fill;
- Have the character of an open road through an estate whereby there is limited signage, no kerbs or lighting within the Park and foot/cycleways are omitted and directed along alternative routes using the existing estate roads;
- Have local gateway features where the road enters the Park

from the south and north using natural stone walling;

- Be contained to the west by new parkland woodland planting and the east by appropriate fencing to contain grazing livestock; and There should be no full height lighting columns within the registered park with alternative lower level lighting to be provided.

### Residential Development Proposed Adjacent To Garendon Park and its Design

Constructive dialogue was undertaken with English Heritage to address the relationship between Garendon Park and the proposed residential development. Design solutions feature;

- A fragmented and varied edge to the proposed development with residential blocks broken up and softened by swathes of open space;
- Increased open space by the edge of Garendon Park which forms a transitional landscape between the park boundary and proposed buildings;
- An illustrative layout of the proposed residential development which is positively informed by Garendon Park and its historic features, whereby green corridors incorporating footpath links and avenue trees are aligned with those in Garendon Park and extend through the residential development; and
- Lower densities around the edges of the proposed housing blocks.

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

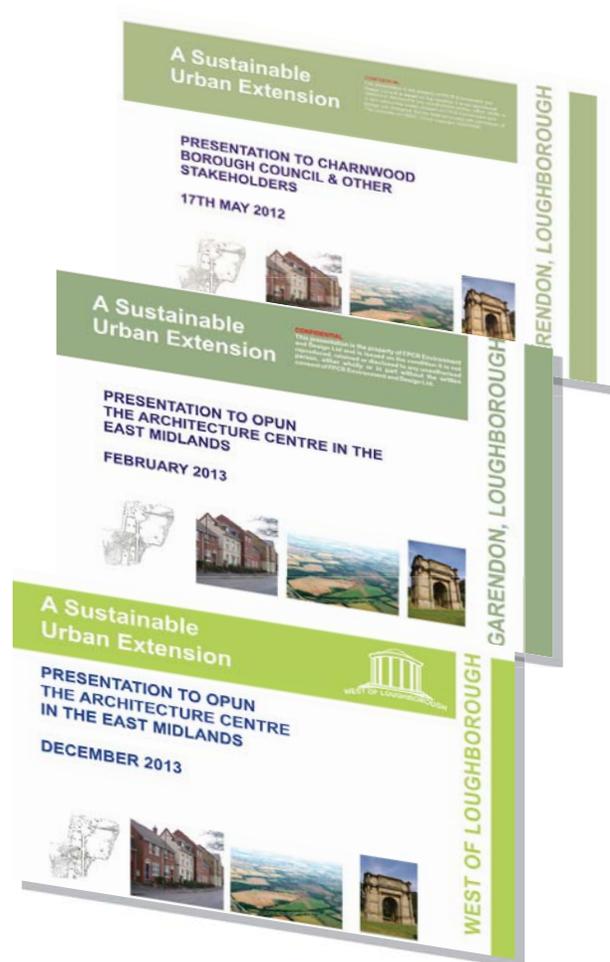
#### Landscape Mitigation, Restoration and Long Term Management of Garendon Park

Garendon Park and its monuments are deteriorating therefore it is very desirable that an appropriate conservation and management plan (CMP) is prepared and implemented. A CMP (contained within the Environmental Statement) has been prepared by Heritage Collective on behalf of Persimmon Homes and William Davis Limited in consultation with English Heritage and Charnwood Borough Council (CBC). Work has been completed which has assessed the condition of the existing heritage asset structures and priorities for restoration.

It is agreed that the proposed restoration of Garendon Park should be broadly in accordance with the 1777 Estate Plan and include:

- Conversion of some of the existing arable fields to pasture; and;
- Restoration of formal avenues and planting of other loose groups of parkland trees.
- Small scale woodland planting along the western edge of Garendon Park (to the west of the proposed strategic link road) should include a range of native and ornamental species in keeping with the wider character of the park.

The use of suitable buildings within the existing farm complex at the northern edge of Garendon Park as a potential visitor centre has been agreed.



Garendon Park will continue to be farmed with public access provided along footpaths, cyclepaths and bridle routes. In the north east of the Park informal recreation will be encouraged closest to planned new and existing housing areas.

#### Social Infrastructure

Various other sub-group meetings were held with CBC, Leicestershire County Council (LCC) and other stakeholders during 2013-2014 to inform the social infrastructure proposals. Further information with regards to education, recreation, sports and allotment provision is described below.

#### Transport

A high degree of consultation on the transport implications of the proposed development has taken place. Transport consultants WYG held meetings with CBC, LCC and other stakeholders to discuss and agree the following key transport issues:

- Masterplan and proposed street hierarchy
- Public transport strategy
- Travel plan/sustainable transport strategy

In addition meetings have been held with LCC's public transport team and local bus operators. Further details are provided within the Transport Assessment and Framework Travel Plan accompanying the application.

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Flood Risk Assessment

Consultation on the drainage implications of the proposed development has taken place. Consultants PBA held meetings with the Environment Agency and LCC to discuss the provision of attenuation measures for managing the runoff from the new development and the provision of compensation areas to ensure that there is no overall loss in floodplain storage.

Further details are provided within the Flood Risk Assessment accompanying the application.

#### Education

Meetings with LCCs Education Officer took place to discuss the level of provision and phasing of delivery. It was agreed in principle that two primary school sites should be provided on site to accommodate a 1.5 form entry school (and potential expansion land) and a 2 form entry school. The broad locations of the proposed school sites along with the safe walking routes the schools were also identified.

Phasing would be triggered by residential development with the first school to be completed after 600 dwellings. The timing of the provision of the second primary school would be reviewed after the completion of 1,500 dwellings. Discussions will take place with education providers in managing education provision during the initial phases of the scheme in advance of the first school being delivered.

There would also be potential for shared use facilities at the primary school and sports hall proposed by the community hub.

#### Recreation, Sports & Allotments

A recreational strategy for the proposed scheme has been developed in consultation with CBC and Sport England. It has been designed to meet the requirements of CBCs emerging Core Strategy. A variety of recreational facilities are proposed including up to 9Ha of playing fields, other sports facilities including indoor courts, outdoor multi-use games areas, 2.5Ha allotments, around 3.4Ha of amenity green spaces, and around 14 sites providing facilities for children and young people. The exact provision will be agreed following further consultation with CBC and Sport England.



### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Public Consultation

The evolving scheme has been subject to a range of consultation, which has helped to shape the developing plan. A public exhibition was held in Loughborough during November 2013. The exhibition included details on the site, the development process and a draft illustrative masterplan.

Comments were received on the draft proposals which have led to a range of changes. The full information on the community engagement is contained in the Statement of Community Involvement.



Public Consultation Boards 1 to 4 including the Draft used at consultation stage - November 2013



Public Consultation Leaflet for west of Loughborough

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

Persimmon Homes and William Davis and their planning and design team engaged with Charnwood Borough Council and Leicestershire County Council as they progressed their proposals to ensure that the scheme accorded with the Council's aspirations.

Steering group meetings and presentations with Charnwood Borough Council have taken place since the project began. Comments were also received on the initial proposals from both statutory and non-statutory consultees which have led to a range of changes.



The following changes have been made to the scheme;

- **New application site boundary;**
- **Increased area for land retained in agricultural use adjacent to the registered park, within the Black Brook corridor and on the edges of the development plots to the north;**
- **Community Hub and schools relocated more centrally;**
- **Employment development consolidated in one location to the south of the Black Brook;**
- **Formal sports and play provision concentrated in a central location south of the Black Brook;**
- **Realignment of Strategic Link Road within the registered park;**
- **Increased provision and location of 'Greenways' and Wildlife Corridors throughout the development;**
- **Reduction in planting within the interpretation of the historic park layout;**
- **Density and total amount of dwellings within the development reviewed and allocated accordingly.**

The masterplans on pages 64 and 65 illustrate the scheme's evolution as a result of consultation. The plans indicate the significant change in the valley of the Black Brook where development is drawn back and the redline altered to accommodate development.

The specific alignment of the strategic link road through Garendon Park was carefully adjusted following on site evaluation with English Heritage.

The initial interpretation of the historic park planting is also modified to enable productive agricultural management to continue.



### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

#### Masterplan Design Reviews

The West of Loughborough SUE has been informed by two independent design reviews by Opun. Opun runs the Regional Design Review Panel in the East Midlands, supported by RIBA, RTPI, RICS, EMC, the HCA, ATLAS, English Heritage and others. The reviews followed a collaborative approach with the developers (William Davis and Persimmon Homes) their design teams and local authorities. The masterplan evolved following design-led discussions.

The first Opun review was undertaken in February 2013. Following the OPUN Review extensive appraisal work and consultations were undertaken on behalf of the developers including steering group and sub-group meetings as described above. The main changes to the masterplan included:

- Housing to the northern boundary of the Garendon Park redesigned to have a more sensitive relationship to the parkland.
- The geometry of the restored Garendon Park and axial routes are better reflected/ referenced in the wider site layout.
- The strategic link road proposed through Garendon Park redesigned to reduce its physical and visual impacts.

- The road uses 'country estate' precedents eg. Chatsworth or Richmond Park, which were thought to be appropriate, ensuring minimal 'highways clutter', soft verges and absence of kerbs.
- The proposed strategic road network redesigned to strengthening connections within and beyond the development.
- The masterplan has been informed by WYGs transport strategy to ensure that development is well served & accessible by public transport. A range of public rights of way including footpaths, cycleways & bridleways are also proposed to further strengthen local connections.
- The masterplan has been redesigned with Black Brook providing a unifying feature. 'Garendon Common' provides a focus for recreation, with the adjacent community hub nearby.
- The masterplan has been redesigned with the proposed primary school occupying a more integral location within the residential development.
- The employment land has been redesigned. It is consolidated to the south of the Black Brook close to the proposed primary

access road, public transport and public rights of way network. Following review the employment provision has been reduced from 20.8Ha to 16Ha.

A second Opun review was undertaken in December 2013. The Opun Panel commended the design team for undertaking comprehensive revisions to the masterplan which were considered to be a significant improvement, addressing many of the issues raised at the February review i.e. relocation of the employment uses to the south of Black Brook, the provision of a community hub / recreational facilities along the Black Brook and maintaining agricultural land as part of the overall development.

The revised alignment of the proposed access route through Garendon Park positioned to the western edge of the site adjacent to the M1 motorway was considered to be an improvement.

To improve the proposed development further changes to the masterplan included:

- Housing to the northern boundary of the Garendon Park redesigned to strengthen the relationship to the parkland create a special neighbourhood. The geometry and axial routes of Garendon Park are strongly reflected in the street layout.

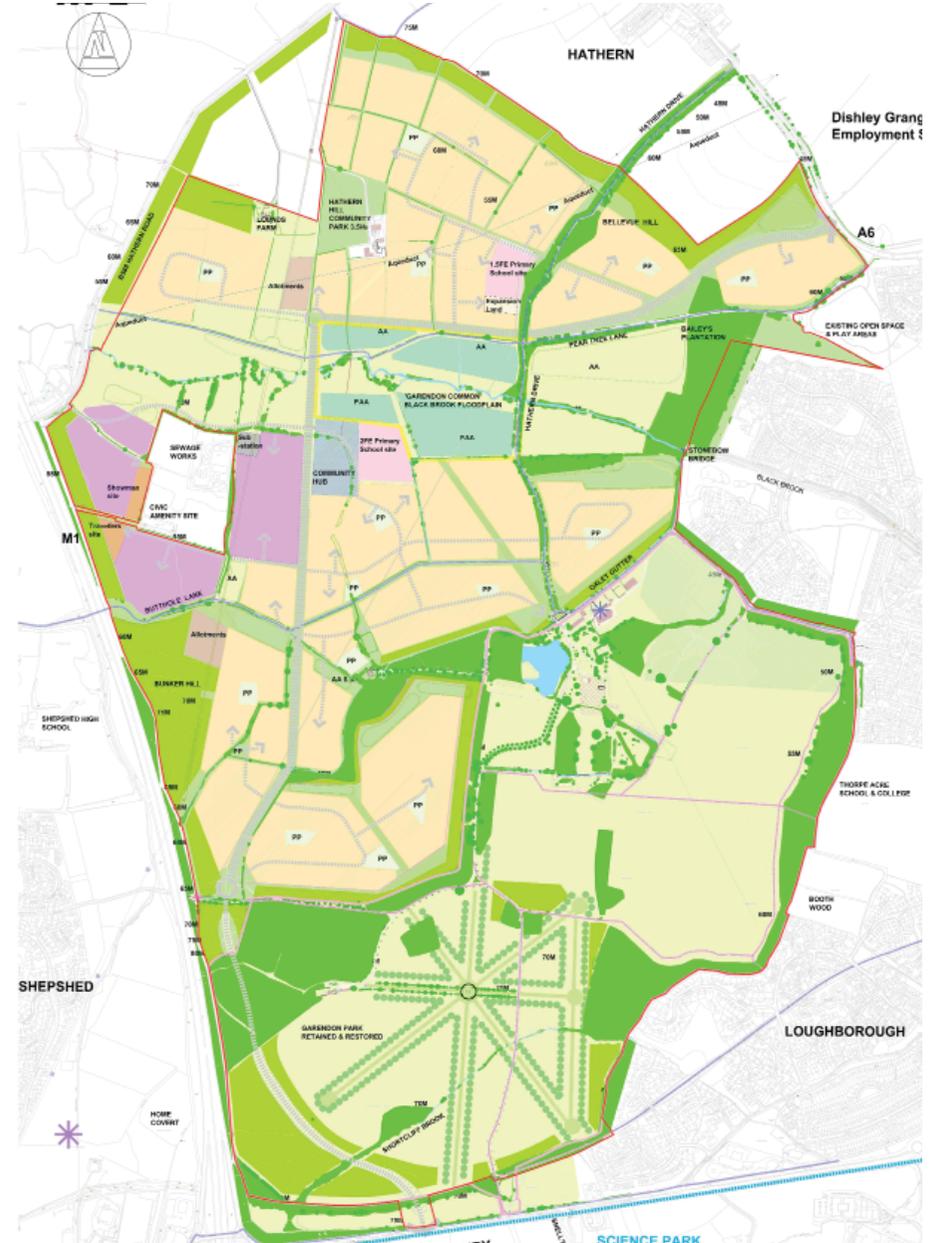
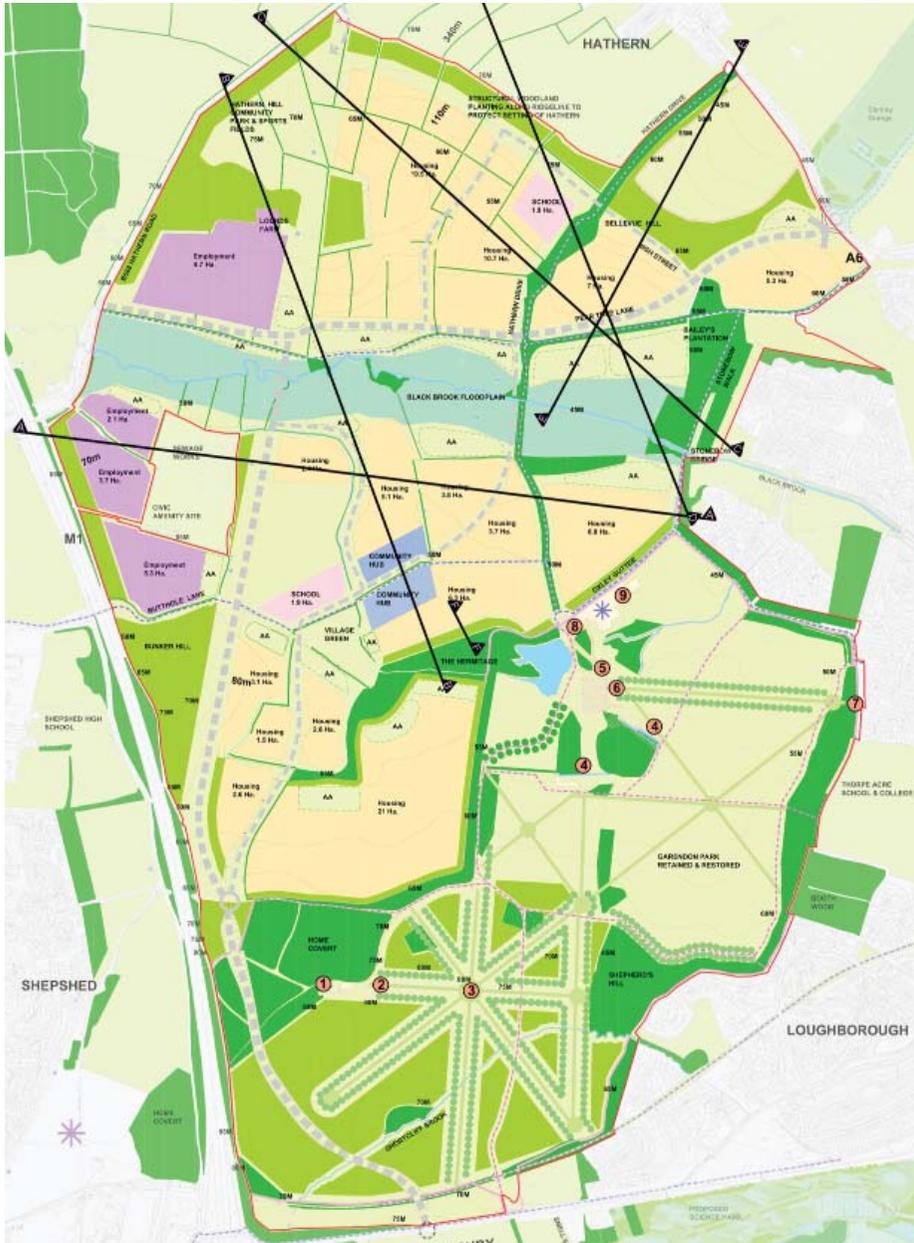
### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT

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- The Panel applauded the design team for creating a new axial route to/from Red Arch Lodge. To strengthen the route from the Lodge to the north it has been amended to ensure it leads directly to a community facility / destination.
- The proposed employment development is split into three parcels around the existing civic amenity and sewerage works and will need to create identity for the sites to ensure a strong connection / relationship.
- The strategic link road to the north of the Black Brook has been redesigned to reflect localised topography, providing a route that bends at natural viewpoints.
- Additional community recreational facilities provided within the southern part of the site by Garendon Park.

In 2014 CBC commissioned external design consultants Nortoft/Matrix to undertake a review of the masterplan. A meeting was held in May 2014 with the developers (William Davis and Persimmon Homes) their design team, CBC and design consultants Nortoft/Matrix. The masterplan has been amended following design-led discussions:

- CBC had a preference for the proposed sports playing fields to be located in a single location, rather than being separated by Black Brook. This arrangement would create a sports hub served by a single pavilion and would be easier to manage.
- To enable increased connectivity across 'Garendon Common' to the Community Hub, additional footpaths and footbridge crossings over the Black Brook should be provided.
- The proposed development would ensure that land is being used efficiently. Following reviews of densities across the site, the scheme could accommodate up to 3,200 dwellings without needing some of the land by Hathern Hill and Bunker Hill, previously proposed for residential development.



N  
 Design Review Masterplans  
 N.T.S.

Development Capacity Plan February 2012

SCIENCE PARK  
 Revised Capacity Plan - November 2013

### 3. BASELINE ANALYSIS AND RESPONSE TO CONTEXT



Public Consultation Illustrative Masterplan - December 2013



# 4 DEVELOPMENT VISION AND OBJECTIVES

## 4. DEVELOPMENT VISION AND OBJECTIVES

### Development Objectives

#### Design Principles

The design principles for the layout and built form will adopt best practice and appropriate contemporary design solutions. These will however be based on 'locally distinctive' character.

The approach will adopt, for example, a commonality of local materials and colour, block patterns, street trees, and narrow and wide plan building forms.

The emphasis for the approach is simplicity and legibility, with well proportioned buildings and spaces which deliver attractive high quality designs.

Key Design Objectives Include;

#### Housing

- To deliver a high quality 'place' which is sustainable, safe and attractive;
- To provide up to 3,200 new homes together with appropriate community uses and employment opportunities;
- Deliver a mix of housing, offering 2-5 bedroom properties, comprising a range of house types, from terrace / linked mews cottages to detached properties. The housing mix will include up to 30% affordable housing;
- Provide a high quality built and landscape design that incorporates Best Practice principles.
- Creating a hierarchy of streets that deliver the main movement through the site e.g. The Strategic Link Road and Primary Streets, and lower order streets that are designed as more minor routes e.g. Secondary Streets, Lanes and Private Drives;
- Create a series of 'character streets' (The Strategic Link Road, High Street, Primary Streets, Secondary Streets, Lanes and Private Drives) that will deliver changes in street design, built form and landscape character.



## 4. DEVELOPMENT VISION AND OBJECTIVES

### Employment

- Growth west of Loughborough will provide residents with a variety of employment opportunities. There will be excellent links between employment areas north east of Loughborough, within the sustainable urban extension and at the University and Science & Enterprise Park.
- To provide a balanced form of development the site will provide local jobs for existing and future residents, complementing the Science Park proposals to the south.
- Up to 16Ha of employment development would be located on the western side of the development to maximise connectivity and to provide a buffer between new housing and the M1 Motorway.



### Transport & Movement

- To improve vehicular circulation through the West of Loughborough and the town as a whole;
- To introduce traffic management, alternative transport modes and environmental enhancement measures including enhanced bus route links, footway and cycleway networks and pedestrian walking loops;
- To establish a legible environment with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across the site and into the existing context;
- To provide a network of well connected, attractive and inclusive streets and 'Greenways' along existing hedgerows to provide informal 'green routes' for walking and cycling movement;
- To design minor streets that are principally for people with priorities for pedestrians and cyclists.
- To facilitate enhanced circular equestrian routes throughout the area.

## 4. DEVELOPMENT VISION AND OBJECTIVES

### Social Infrastructure

- To provide functional recreational open spaces for play, informal recreation, formal sports and community facilities available for use as the phases of housing development progress, in accessible locations;
- To incorporate public spaces and squares at key street intersections, to reinforce legibility and to provide focal areas within the layout as a place to meet;
- To ensure that the community 'hub' caters for retail, requirements, social meeting spaces, school, health and employment;
- The dual / community use of facilities provided on site will be encouraged.



## 4. DEVELOPMENT VISION AND OBJECTIVES

### Environmental Sustainability

- To provide a Green Infrastructure of integrated well connected spaces to serve the area, connecting to the wider countryside including the Black Brook and Garendon registered park;
- To safeguard biodiversity interests on the site, limit the impacts of development on wildlife interests in the surrounding environment and, where appropriate, create new or enhanced habitats;
- To fully integrate the sustainable drainage measures for the development within the Green Infrastructure, including flood attenuation measures associated with the Black Brook, and the protection / enhancement of the associated habitat areas;
- To provide landscaped buffer areas alongside the development edges, the existing motorway corridor, Strategic Link Road, adjacent to the Black Brook and surrounding the registered park;
- To conserve existing landscape and habitat features and to deliver an immediate mature setting for the built development;
- To ensure the retention of existing mature trees wherever possible. New native planting is integrated into the design where appropriate in order to deliver landscape continuity;





The Triumphal Arch, Garendon Park

# 5 DESIGN: THE SCHEME

## 5. DESIGN: THE SCHEME

### Design Evolution

Having gained a good understanding of the existing site and place, through the various desk based and site survey studies, it is possible to formulate an appropriate framework response leading to the production of an Illustrative Masterplan.

This section sets out the rationale which has informed the masterplan design. It considers the inherent and underlying characteristics of the site and how these should shape and structure the development. Overlying this, the process considers the location and extent of the built development and Green Infrastructure.

The creation of an integrated green infrastructure is focussed around existing landscape features, enhancing the site boundaries, working with the topography and the natural environment. The GI will incorporate key features and promote the appearance of the future development.



## 5. DESIGN: THE SCHEME



## 5. DESIGN: THE SCHEME

### The Framework

#### Quantum of Development and Mix of Uses

The Outline Planning Application covers a total area of **466 hectares**. In summary the amount of development proposed within the development is as follows:

#### Residential Development (101 Ha)

The development provides a total of 101.2 hectares for residential development, providing up to 3200 dwellings with a mix of dwelling types from 1 to 5 bedroom units. The development will provide for a broad mix of dwellings and house types, offering a mix of market housing from first time homes to larger family homes. The housing mix will include up to 30% affordable housing.

#### Employment (16 Ha)

The development provides a total of 16 Ha for employment development, which could accommodate units for B1/B2 and B8 uses.

#### Community Hub (4 Ha)

Comprising a local convenience retail unit (of up to 2,000 sqm), up to 1,000 sqm of other A1 retail, A2 financial and professional services, A3 food and drink, B1 business and D1 uses.

#### Two Primary School Sites (4 Ha)

Providing 2 Primary Schools of up to 2 Ha each site. This will comprise a 2 form entry school by the Community Hub and a 1.5 form entry school to the north.

#### Traveller and Showman Sites (1 Ha)

#### Green Infrastructure (340 Ha)

The Green Infrastructure includes a robust framework of retained agricultural land, existing habitat areas, structural planting, the provision of accessible public open space and the design of incidental spaces. The Green Infrastructure also includes the **(188 Ha)** of Garendon Park. The Green Infrastructure is sub divided into the following categories:

- Reinstated Garendon Park with avenues of trees, restored monuments and public access (188 Ha);
- Retained agricultural land and enhanced areas for wildlife within the Registered park and Black Brook corridor.
- Structural Landscaping: Includes reinforcing the existing vegetation along the boundaries of the site with new broadleaved tree planting.
- Strategic open space including formal sports provision (9

Ha), amenity space and allotments (2.5 Ha); landscaping and associated works

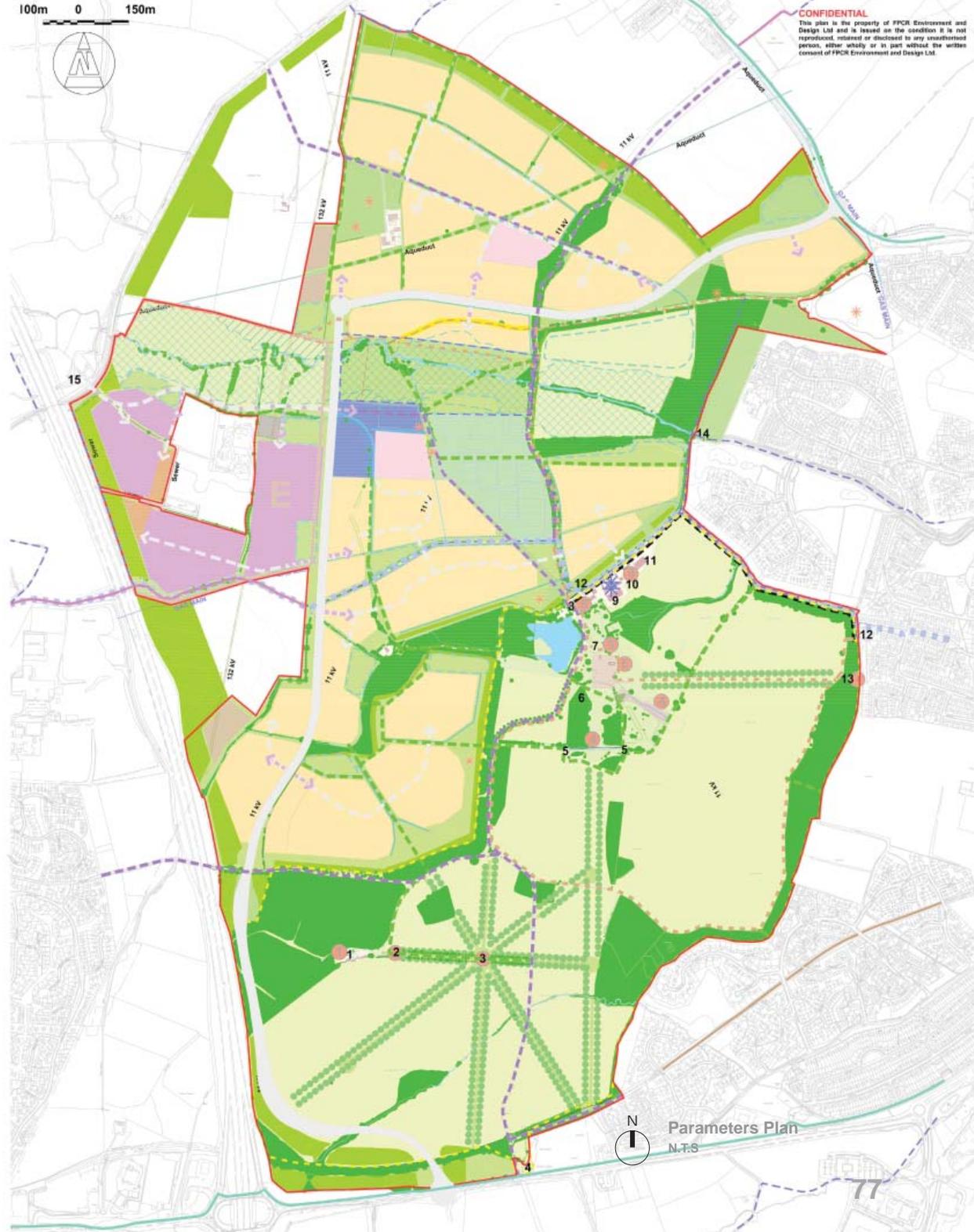
- Public Open Space (40.7 Ha): Includes formal and informal open space. Areas of amenity and meadow grassland will provide areas for recreational activities and to enhance biodiversity through habitat creation .
- 'Greenways': These corridors will combine with the public open spaces to create a robust Green Infrastructure which builds upon the site's existing natural assets and offers enhancements in terms of biodiversity enhancement and public amenity.
- Attenuation Areas: A Sustainable Urban Drainage System (SUDs) to collect surface water run-off from the site and to enhance biodiversity.
- Equipped Children's Play Space: Equipped children's play areas will be provided, offering toddler, child and teenage play provision and Kick-about area.

The Green Infrastructure will contribute to creating distinct character areas throughout the development. Pedestrian and cycle links will link the northern and southern residential areas with the central 'Garendon Common' area aligned with the brook providing a central hub.

100m 0 150m



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AREA SUMMARY

Total Site Area = 466 Ha

Proposed Residential Development = 101.2 Ha  
(Up to 3200 Dwellings)

Proposed Employment Site = 16 Ha

Proposed Community Hub = 4 Ha

Proposed Primary Schools = 4 Ha

Traveller and Showman Sites = 1 Ha

Proposed Green Infrastructure = 340 Ha

Including:

Balancing Ponds / structural landscaping and existing vegetation

Public open space = 40.7 Ha

Formal Sports Provision = 9 Ha

Allotments = 2.5 Ha

Retained Agricultural Land

Garendon Park = 188 Ha

## 5. DESIGN: THE SCHEME

### Illustrative Masterplan

The design for the masterplan has evolved through an iterative process, informed by site surveys, consultation, desk-based research and assessment of local and national planning guidance.

The purpose of the illustrative masterplan is to demonstrate how the new built development could be successfully assimilated into the overall landscape.

The masterplan illustrates how the detailed design could come forward and is based upon the Development Capacity Plan. The vision and design principles that are contained within the Design and Access Statement help guide the design process for the masterplan.

The masterplan shows the indicative arrangement of new buildings, the street pattern and the arrangement of development (perimeter) blocks, and the layout of green infrastructure (open space, landscape habitats, walking and cycling routes).

The masterplan will be used by Charnwood Borough Council as a template in which to guide the detailed design of the development.



KEY

-  Site Area
-  Proposed Residential Area
-  Proposed Employment Area
-  Retained Existing Vegetation
-  Proposed Woodland
-  Proposed Balancing Pond
-  Proposed Community Hub
-  Proposed Primary School Sites
-  Proposed Sports Hall
-  Proposed Playing Fields
-  Proposed Play Areas
-  Existing Footpaths/Right of Way
-  Proposed Footpaths/Right of Way
-  Proposed Vehicle Accesses
-  Proposed Allotment Sites
-  Potential Traveller and Showman Sites
-  Potential Visitor Facilities
-  Boundary of Registered Garendon Park
-  Proposed Sub-Station

Retained And Restored Monuments

-  1 White Lodge
-  2 Triumphal Arch
-  3 Temple Of Venus
-  4 Canal
-  5 Arch
-  6 Chapter House
-  7 Obelisk
-  8 Red Arch Lodge
-  9 Dovecote

N  
  
 Illustrative Masterplan  
 N.T.S



## 5. DESIGN: THE SCHEME

### Access and Layout

The layout of the site has been driven by a number of existing factors:

- Provision of a Strategic Link Road from the A512 to the A6.
- Providing sustainable movement corridors to existing and proposed facilities and amenities.
- Protecting and enhancing both Garendon Park and the Black Brook Corridor.
- Working with the existing topography, watercourses and floodplains.
- Creating and maintaining an effective Green Infrastructure.
- Retaining and enhancing existing tree and hedgerow planting along field boundaries.
- The relationship with the existing habitats and the adjacent countryside.
- The relationship with the existing properties in surrounding residential settlement and the proposed development.

The principle has been to locate access points which will minimise any adverse effects on the environment and local highway network, or to enhance the current situation.

A simple Primary Street network will permeate through the centre of the scheme. Along its route lie a number of junctions leading to secondary lanes and residential Lanes.

Through the existing public rights of way, and by enhancing this network the proposed development can readily link into surrounding areas and settlements. The proposed cycle network will link into the National Cycle Network Route 6 which runs through the centre of the site.

The development's Green Infrastructure, specifically the corridors that contain the existing hedgerows, will deliver 'green routes' for walking and cycling movement. This strategy will establish a choice of walking and cycling routes around the layout as well as a number of connections into the urban area.

This movement network will encourage sustainable modes of transport as well as healthy living, recreation and exercise.

Bus services will be introduced into the site in accordance with the Transport Assessment and Travel Plan that accompany this application. It is envisaged that bus services would utilise the Strategic Link Road and Primary Street network.

### Street Layout

The hierarchy of streets have been designed to meet the following criteria:

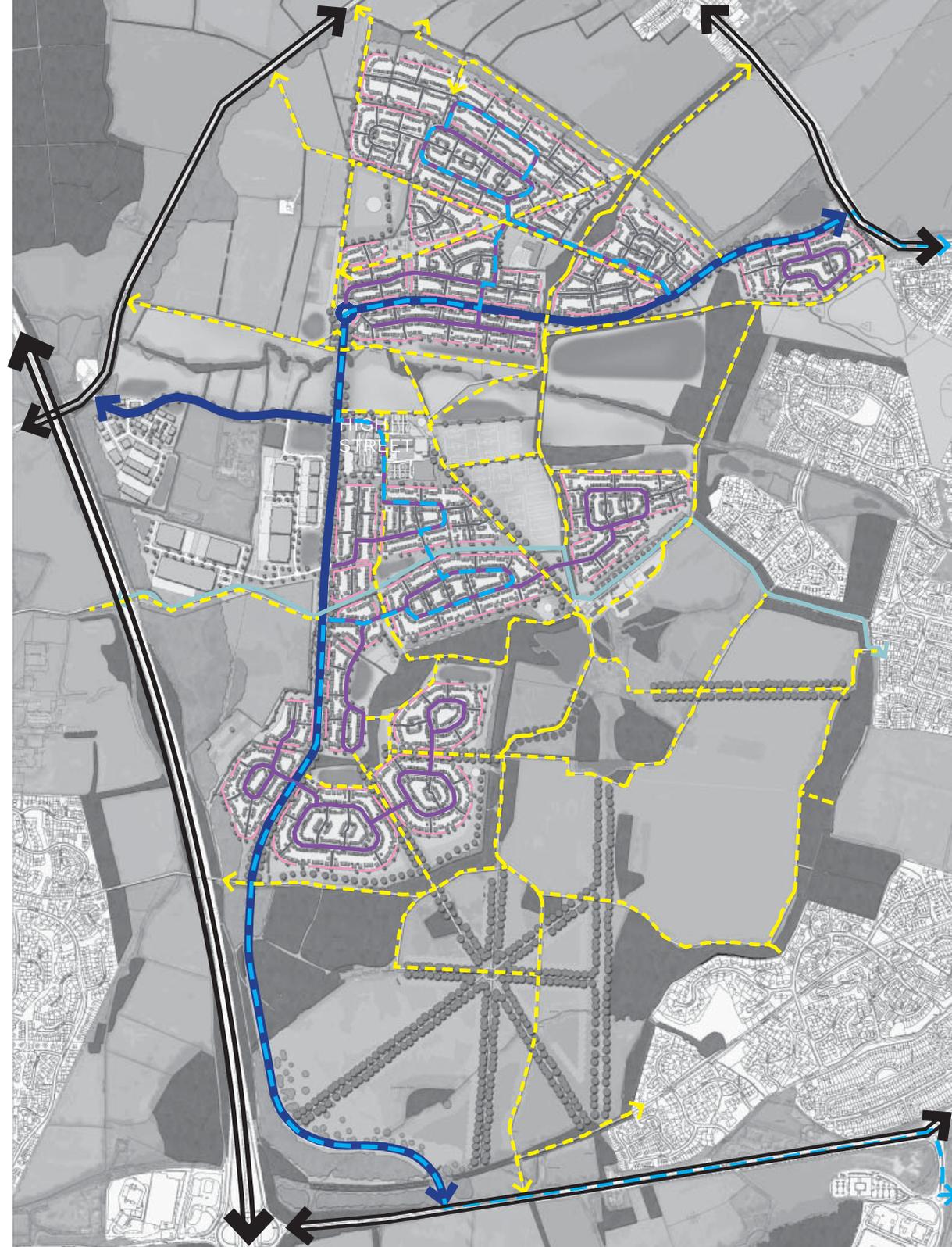
- Reflect local development forms within the building layout and establish a legible circulation pattern by the use of higher order streets such as the Primary Streets and lower order streets such as the Lanes.
- Encourage the control of vehicle speeds and movement by urban design, by restricting forward visibility, by creating narrow street widths and frequent connections to other roads, and by changes in direction and tight junction radii.
- Carefully detailed design including the use of overrun areas to successfully accommodate large refuse vehicles and emergency and service vehicles.
- Allow connections to pathways within the green infrastructure.
- Following a progression of street and carriageway widths, plot sizes and building types and relationships to the street.

KEY

- Proposed Strategic Link Road
- Proposed Primary Streets
- Proposed Secondary Streets
- Proposed Lanes
- Proposed Footpath/Cycleway/ Greenways
- Indicative Bus Route
- Existing Roads
- Existing National Cycle Route 6



Access, Layout Plan & Street Hierarchy  
N.T.S



## 5. DESIGN: THE SCHEME

### The Strategic Link Road 'Garendon Way'

Employment Area accessed from roads linking to the Strategic Link Road

Strategic Link Road  
'Garendon Way'

Access to Primary Streets through built development



Footpath / cycleway

New landscape verges including  
Avenue trees

Illustrative Sketch of the Strategic Link Road (SLR) 'Garendon Way'

N.T.S

## The Garendon Way Link Road

This is the primary route into the development from the A512 and A6. The Strategic Link Road will also redirect traffic away from the centre of Loughborough.

The Strategic Link Road will have the widest street frontage and will accommodate gateway features, a sense of arrival and entrances to the development.

The carriageway will be 7.3m wide along with footpath / cycleway, and would have landscaped verges.

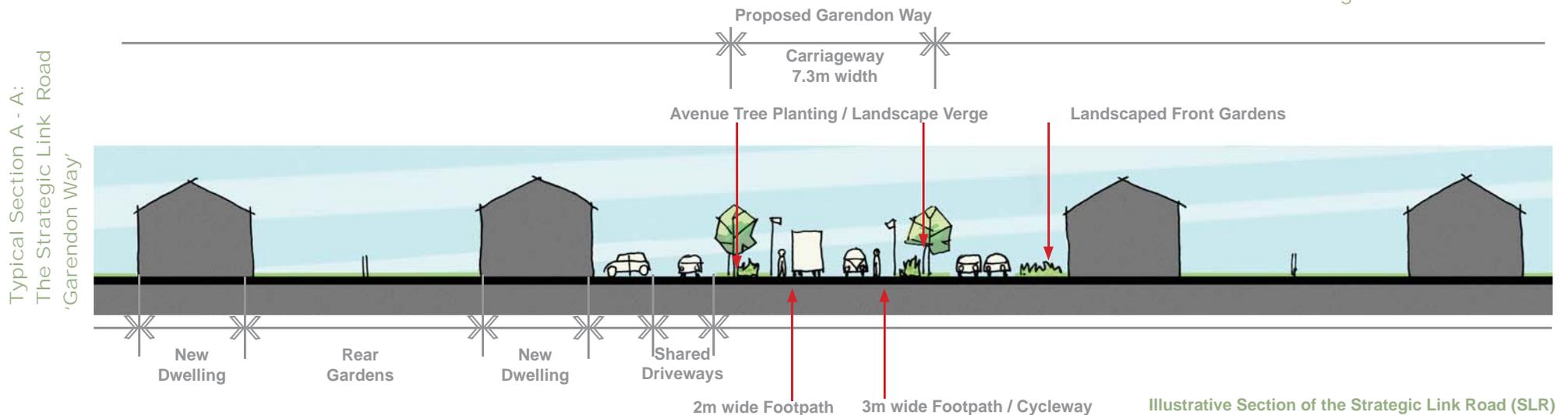
The built development will be set back from the Strategic Link Road with dwellings served from internal roads. Avenue planting will be introduced within the verge edges, bringing in a cohesive design element from the restored Garendon Park.

Where the road passes through the park, it will adopt a low key rural parkland character. There will be no kerbed edges, street furniture or footpaths.

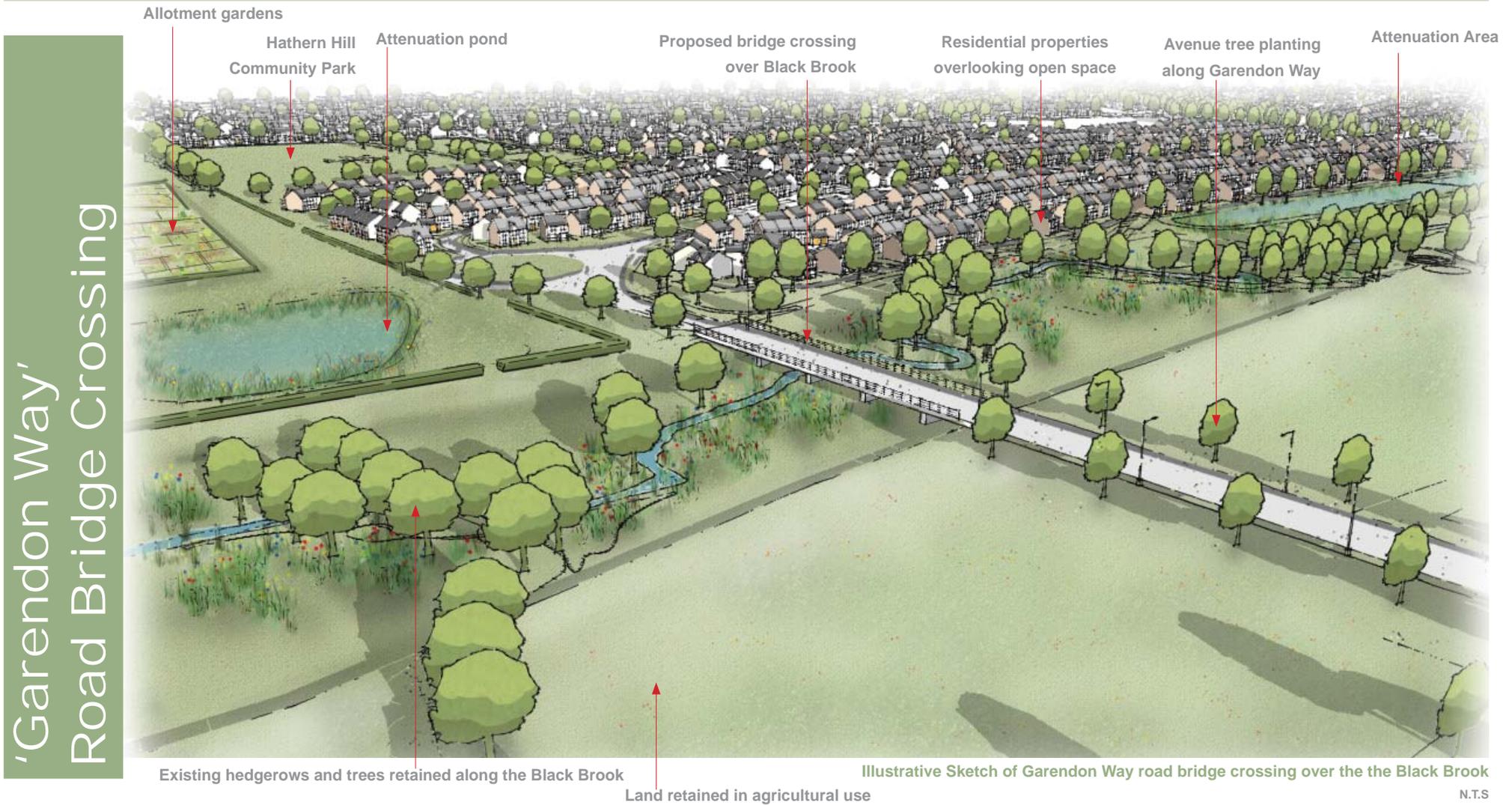
Proposed avenue tree planting would be located within management areas outside of the adopted highways verge.



Location Plan - The Strategic Link Road



## 5. DESIGN: THE SCHEME



### Garendon Way Road Bridge Crossing

Garendon Way road bridge crossing over the Black Brook has been designed as a low level structure which would minimise disruption upon views whilst avenue planting would assist in filtering views of the strategic link road.

Garendon Way will be designed to ensure clear visibility and safe usage. A short section of an existing bridleway would be diverted along Garendon Common through open space by the Black Brook.

The proposed diversion due to the new Black Brook bridge would include a controlled Pegasus crossing across Garendon Way.



## 5. DESIGN: THE SCHEME

### Primary Streets

Primary Streets provide a continuous route through the central parts built development. The Primary Streets are accessed from the Strategic Link Road and provide connections to the Secondary Streets and Lanes.

The Primary Streets will have a wide street frontage incorporating intermittent landscape verges. The carriageway would be 5.5m - 6.75m wide along with 2m wide footpaths.

To reinforce the roll of the street as a main route within the development it will be formal in character and will include raised shared surface areas at junctions and logical locations to create focal spaces and to promote legibility. The shared surfaces will have pedestrian priority and will provide crossing points for the

network of footpath / cycleways through the development. These key locations will be flanked by feature and key note buildings.

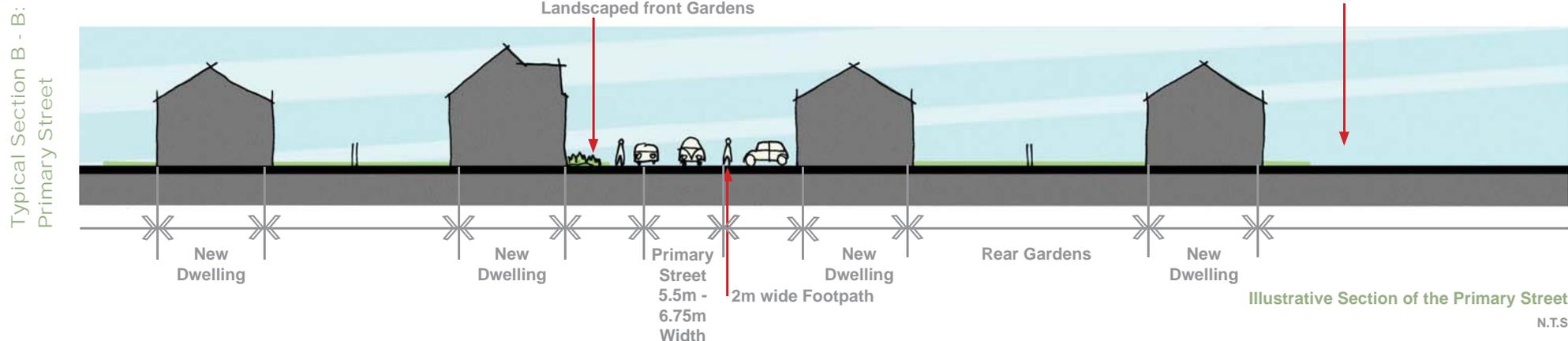
The housing would typically have a medium density with a full mix of detached, semi-detached and terraced forms. Minimal frontages will be enclosed with walls, railings and clipped hedgerows.

The landscape verges will include intermittent street tree planting and ornamental shrub planting. The verges will be punctuated by access points to driveways. Off-street parking will be provided for the properties fronting the Primary Streets.

In the community hub, the Primary Street will function as a 'High Street'.



Location Plan - Primary Street



## 5. DESIGN: THE SCHEME

### Secondary Streets and Lanes

Secondary Streets will provide circulation through the core of the layout and the housing blocks connecting from the higher order streets of the Link Road and Primary Street to the lower order streets of the Lanes towards the edges of the built development.

The Secondary Streets are accessed via tabled and shared surface areas off the principal routes. The street width will be restricted as much as possible to maintain a sense of enclosure and to reduce vehicles speeds. Well-defined boundary treatments will help to distinguish between private and public space.

Lanes will provide access to a limited number of dwellings with shared surfaces and incorporating front gardens and parking areas.

Pavements and some larger landscape areas at key spaces and junctions to include some new street trees, ornamental shrub planting and grass verges.

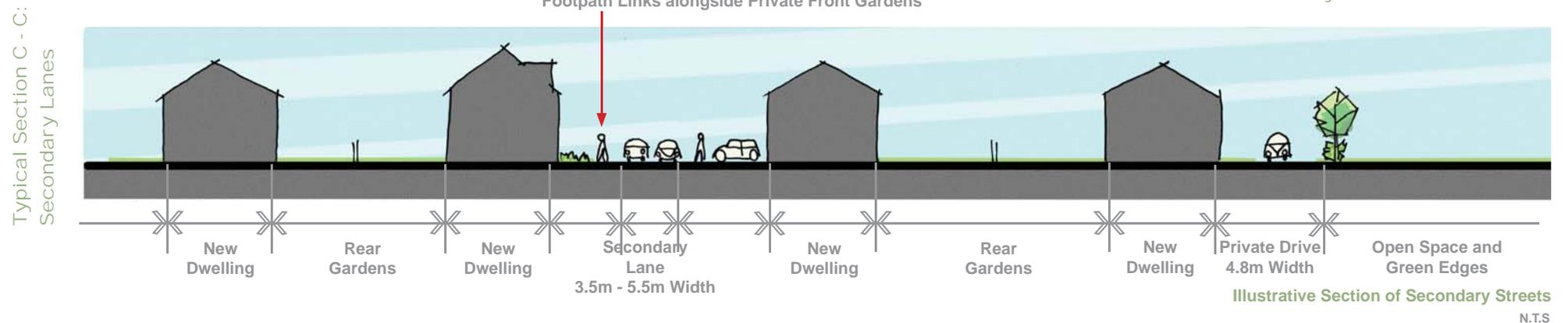
Lanes will form minor routes within the development and will be located to the edges of the development overlooking the 'Greenways' and green spaces. The Lanes will have a narrow carriageway and will be accessed via the Secondary Lanes and Primary Streets. They will serve a relatively small number of dwellings.

The street width will vary in places ranging from 3.5m to 5.5m wide and will be designed as shared surface streets to accommodate

both vehicles and pedestrians. The Green Lanes will have changes in street materials to denote the extents of the shared surface area.



Location Plan - Secondary Lanes



## 5. DESIGN: THE SCHEME

# Greenway Corridors



Childrens play area

Dwellings overlooking the green spaces

The 'Red Arch' avenue linking Garendon Park through to the Community Hub

Main sports focus

Dwellings overlooking the green spaces

Larger detached dwelling types set within larger plots

Existing trees along Hathern Drive

Existing woodland block

Planted avenues along greenways providing a design link to the park

Existing route of the Sustrans Cycle Route 6

Retained estate buildings utilised as Garendon Park Visitors Centre

Illustrative Sketch of Greenway Corridors

N.T.S

## 5. DESIGN: THE SCHEME

### Greenway Corridors

Greenway Corridors will be located throughout the development linking pedestrian movement corridors to main access points, focal areas, amenities and the residential areas.

Footpaths will be accessed from the Lanes which link the development parcels to other areas within the development.

Soft landscape features will be incorporated within the deeper front gardens of the adjacent dwellings to define boundaries between the lanes and dwellings. This will include occasional street tree planting, ornamental shrub planting and clipped hedgerows.

'Greenways' will incorporate the network of existing hedgerows and footpaths throughout the site. 'Greenways' are new off-street shared pedestrian and cycle routes. These are designed



to be direct as possible so as to encourage pedestrian and cycle movement. Proposed avenue tree planting would be located within management areas outside of the adopted highway verge.

The introduction of Greenways within the Green Infrastructure will provide links to the new green spaces and out to the surrounding countryside, and contribute to the retention of important habitat corridors for local wildlife.

All of the 'Greenways' will be designed to ensure that they are attractive and safe in character with a variety of spaces and landscapes.

They will be overlooked by nearby properties to provide a good sense of natural surveillance, and there will be a number of links into the housing parcels and streets to provide permeability and to satisfy key desire lines.



Location Plan - Greenway Corridors



## 5. DESIGN: THE SCHEME

### Greenway Corridors Lighting

The main cycle routes and pedestrian routes along Greenways would be lit. These include the existing National Cycle Route, proposed cycle route along Hathern Drive and also along pedestrian routes to the Community Hub across the Black Brook Garendon Common. Routes through potentially sensitive ecology areas (such as Black Brook Garendon Common and by Hathern Drive) and by Garendon Park alongside Oxley Gutter would be lit by bollard lighting.

Cycleway routes proposed through Garendon Park have been designed to minimise impacts upon the Registered Park, its listed buildings and monuments. Therefore these routes would be lit with solar studs.

Other lower key recreational footpath routes are through GI where lighting is not essential



Solar stud lighting



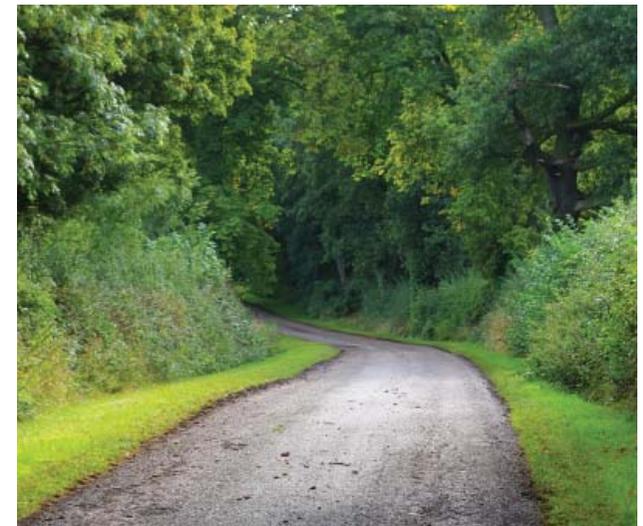
Bollard lighting along cycle and pedestrian routes



Solar stud lighting along cyclepath

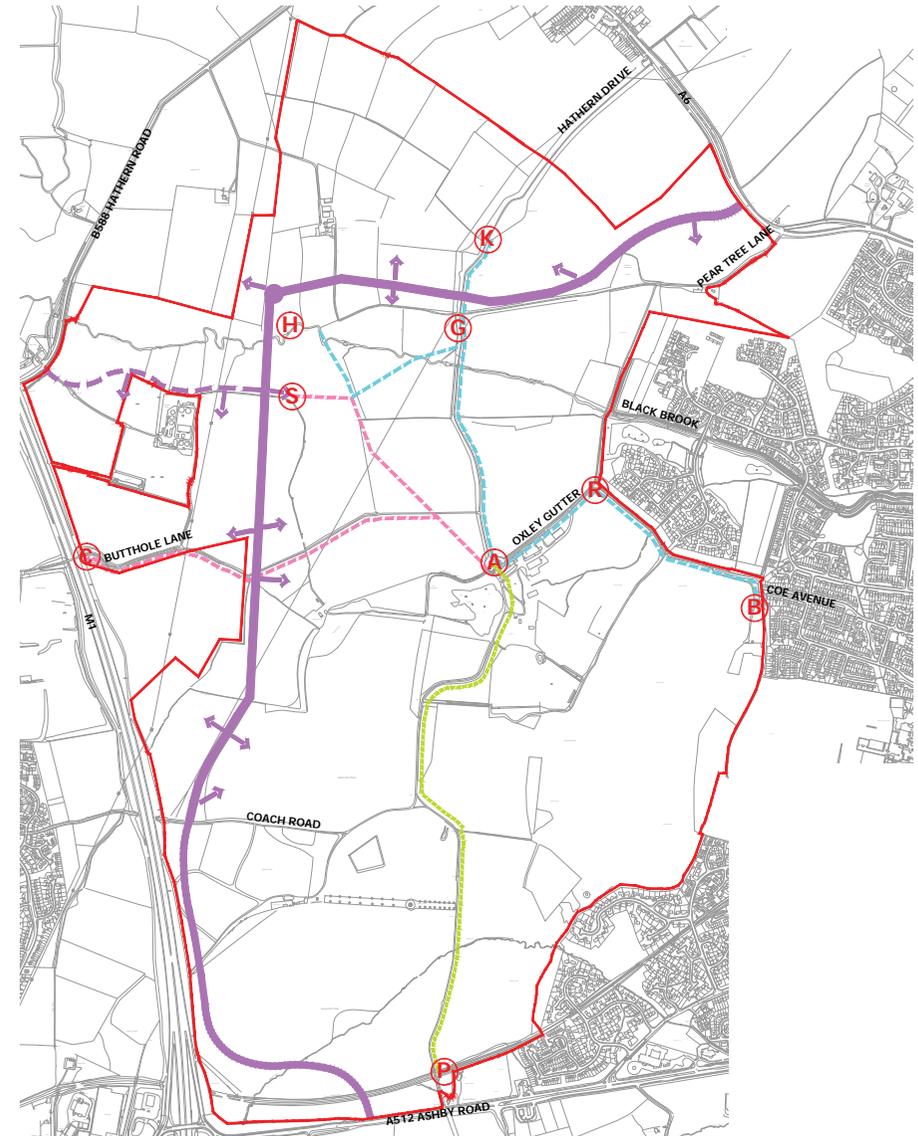


Red Arch adjacent to Sustrans Cycle Route 6



Coach Road

## 5. DESIGN: THE SCHEME



- KEY**
-  Application Site Boundary
  -  Street Lit Route (Columns)
  -  Bollard Lit Route
  -  Solar Stud Lit Route
  -  Proposed Strategic Link Road

 **Greenway Lighting Proposals**  
N.T.S

## 5. DESIGN: THE SCHEME

# Green Edges



Additional planting to woodland edge

Old Coach Road opened up for public access

Avenues project from Garendon Park through the development

Illustrative Sketch of Green Edges  
The interface with Garendon Park  
N.T.S

## 5. DESIGN: THE SCHEME

### Green Edges - The Interaction with Garendon Park

The Green Edges will be located adjacent to landscape features around the site. Development will be set back away from woodlands and planting, with potential for footways, informal open space and attenuation areas.

The housing arrangement will include some buildings located fronting onto the open spaces and edges with a variety of frontage depths. Housing types will be mixed with varying densities to provide transition from the higher densities to the lower densities within the built development.

Soft landscape features will be incorporated within the deeper front gardens of the adjacent dwellings to define boundaries between the open space and dwellings. This will include occasional street tree planting, ornamental shrub planting and clipped hedgerows.



Location Plan - Green Edges



## 5. DESIGN: THE SCHEME

### The Strategic Link Road Principles:

- Redirect traffic away from the west of Loughborough, joining the A512 and A6.
- To function as a higher order street providing the main access to the development parcels.
- To become the gateway into the site - Carefully detailed design including gateways and sense of arrival set against a parkland landscape.
- Introduce new landscape verges including avenue street trees and ornamental shrubs.



Strategic Link Road (SLR) - 'Garendon Way'  
N.T.S

### Primary Street criteria:

- Provide a continuous route through the heart of the development.
- To provide access to the secondary lanes and accommodating crossing points for the 'Greenways'.
- Formal character with carefully detailed design including feature or key note buildings at key locations.



Primary Streets with Feature Squares  
N.T.S

### Secondary Streets and Lanes criteria:

- Connect with higher order streets of the Relief Road and Primary Streets to the lower order streets of the Lanes.
- Narrow carriageway widths compared to the higher order streets ranging from 4.8m to 5m wide.
- Shared surface to accommodate both vehicles and pedestrians.
- Housing consisting of a mix of dwelling types with less linked properties and varying densities that exhibit a more informal and looser arrangement.
- Greater variation in setbacks and frontage depths to plots.



Secondary Streets and Lanes  
N.T.S

### Greenways criteria:

- Located to the edges of the development overlooking the 'Greenways' and green spaces.
- Narrow carriageway and shared surface to accommodate both cyclists and pedestrians.
- Informal character to building arrangement consisting of larger dwelling types set within larger plots with deeper front gardens.
- Occasional use of landmark dwellings within focal spaces.
- Soft landscape including occasional street trees and ornamental shrubs set within front gardens.



Greenways  
N.T.S

## 5. DESIGN: THE SCHEME

### Arrival Points & Focal Spaces

These are spaces designed to compliment the 'Street' aspirations, by providing openings, squares and shared surfaces to provide focal spaces, meeting points and to aid legibility through the site.

The buildings used within these areas may be of particularly special quality, a certain appearance, have a double aspect, be slightly taller, use gable ends or use landscaping to create contrast.

### Arrival Points

The main arrival points for vehicular and pedestrian traffic will be located along the Strategic Link Road. Two main access points will be provided into the site. Along the north eastern boundary of the site, a new junction with the A6 and on the southern boundary a new junction with Ashby Road.

Other arrival points will be at the junctions leading in to the housing parcels. These access points will create arrival spaces and aid creating the character of each development parcel.



Illustrative Sketch of Arrival Point  
N.T.S.



Typical Image: Arrival Space



Typical Image: Focal Space

### Focal Spaces

The focal spaces will be located near to key landscape features or at important buildings.

The majority of these focal spaces will be located along, or at the end of the 'Greenways' and will be flanked by feature and key note buildings. The focal spaces will help create vistas at the transition areas between built development and green space or 'Greenways'.

These areas will use landmark buildings, which will enable views to be formed within the layout and increase legibility. Dwellings will enclose and overlook the focal spaces and where relevant will have a positive and direct interaction with the public realm.

The creation of landmark buildings will be achieved by their actual positioning within the street, or by their scale and appearance. The following methods will be used:

- Designing the block in such a way that a building terminates a vista;
- A projection onto the street in an other wise straight line of buildings;
- A corner building; and
- A group of buildings enclosing a public square.



#### KEY

 Focal Buildings offering surveillance over open space and greenway routes

 Focal Spaces

 'Greenways' and Vistas through the development

 Focal Spaces  
N.T.S

## 5. DESIGN: THE SCHEME

### Housing

The total housing area of 101.2 Ha provides land for up to 3200 homes. The housing area includes associated streets, public realm, private gardens and parking space.

The development will provide a choice of new homes (both tenure and price) for modern living and will encourage a wide demographic, from starter homes for first time buyers, through to larger family homes. There will also be a proportion of affordable homes.

The final housing mix will be determined at the detail stage, but it is expected to include a broad range of house types to include terraced, semi-detached and detached properties.

The average residential density will be 32 dwellings per hectare (dph), which is considered to be an appropriate density level for the site, and to achieve the Design Vision.

The majority of housing will be 2 storey in height, with some 2.5 storey homes in selected locations. Higher density development will also include some 3 storey properties.



## 5. DESIGN: THE SCHEME



Typical Images - Appearance of Development

## 5. DESIGN: THE SCHEME

### Density

Typically the housing density determines part of the character of the streets, the design of the development blocks and the types of houses. Providing up to 3200 dwellings at an average net density across the site equates to 32 dph. This is considered to be an appropriate density level given the site's countryside edge location and reflects the surrounding urban edge which is of medium density.

The layout will be designed with a variety of individual block densities. This will range from the larger detached 4-5 bed houses with deeper front and rear gardens, to the linked smaller starter homes with shallow frontages. As with most traditional settlements this variety of density will lead to a variety of house types.

It is expected that the densities will vary across the site, with the higher densities being achieved within the core of the layout along Garendon Way and Primary Streets where the built form will consist of more linked buildings with occasional 2.5 or 3 storey properties. This approach to the built form will reinforce these streets as the principal routes through the development. Lower density development will be located at the development plot edges, overlooking areas such as public open space and the 'Greenways' and where the rural edge is more sensitive such as Hathern Hill and adjacent to Garendon Park.

The variation in densities across the site along with the likely range of dwellings per hectare (DPH) are indicated on the plan overpage.



Denser areas with some feature squares would be located along Primary Streets.



Lower density development would generally occur on the Plot edges overlooking the balancing ponds and 'Greenways'.



Typical Image: Higher Density

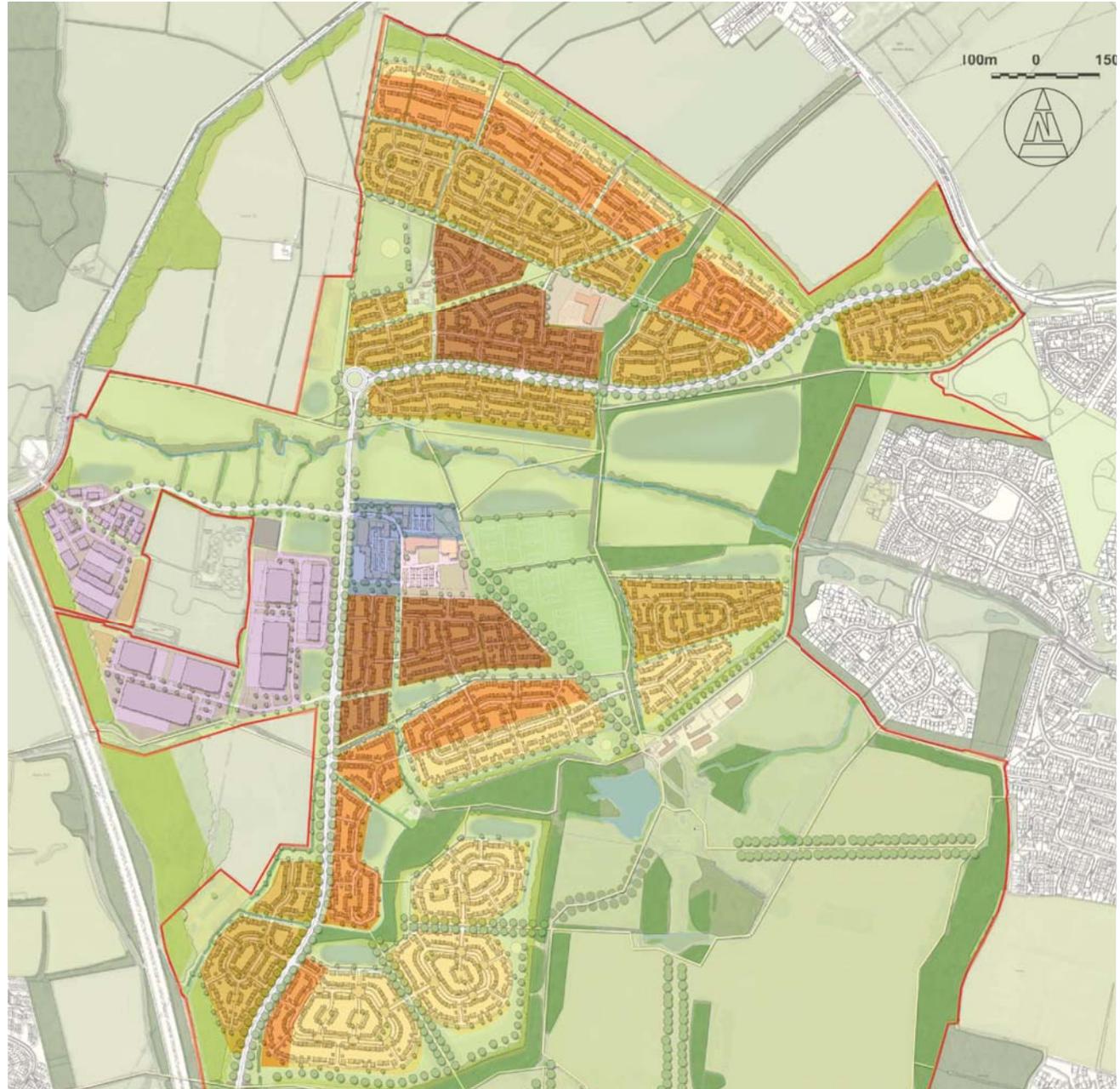


Typical Image: Lower Density - Development plot edges overlooking Green Infrastructure.

KEY

-  Application Site Boundary
-  Low Residential Density (22-26 DPH)
-  Low Medium Residential Density (27-31 DPH)
-  Medium Residential Density (32-36 DPH)
-  High Residential Density (37-41 DPH)
-  Primary School
-  Community Hub
-  Employment
-  Sub-station
-  Traveller & Showman Sites

 Density Plan  
N.T.S



## 5. DESIGN: THE SCHEME

### Building Form

The majority of houses will be at 2 storeys with some at 2.5 storeys. This will be a maximum building height from ground to ridge of 10 metres.

Within higher density areas such as along Garendon Way and the Primary Streets there will be the occasional use of 3 storey dwellings and this along with the use of large avenue trees will provide good definition of the street. The maximum building height of 3 storey properties would be up to 13m.

Lower density arrangements such as the secondary lanes and Green Lanes near to the edges of the development should be 2 storey dwellings with a small number of taller 'feature' buildings.

The arrangement of buildings within a plot and subtle changes in height along the street will all add character and charm. During the detailed design, due regard will be given to the impact of height and the overall mass of buildings on neighbouring plots. i.e. the potential shading of neighbouring properties and rear gardens by taller buildings.

It is important that all buildings have a sense of scale and proportion, both in their overall mass and their elevation, e.g. the positioning of window and doors, and how they enclose space. The careful composition of buildings will create attractive streets.



### Housing Plot Arrangement

The block character of the development has been determined by the network of existing hedgerows and trees, the Black Brook corridor and its associated flood zone, the shape of the existing woodland blocks within Garendon Park and service easements.

The use of closed housing blocks will be the preferred approach. Blocks and building groups will become looser in character and more organic in form towards the edges of the development, especially overlooking the greenways and surrounding green space.

Practical and attractive solutions for streets, blocks, plot arrangements and building design will be required at the detailed stage.

Individual plots would be arranged so that land and buildings are used efficiently. Houses would generally be located towards the front of the plot near the street edge, to maximise rear garden space. Some of the lower density areas would include longer frontages to allow space for additional planting.

Residential layouts have also been designed to make best use of the site's topography and views. For example within the northern end of the site by Bellevue Hill and Hathern Hill, properties will be orientated along the contours to benefit from views overlooking open space and southerly aspects.

Variations to plot arrangements will be adopted to add character. This will include consideration of the following;

- The general depth and setback from the carriageway;
- The plan form of the building (wide or narrow);
- The orientation to the street (occasional gables);
- Provision of adequate parking, primarily on plot.
- The position of garages or bays;
- Dwelling type (linked / detached etc);
- Consideration of general mass, scale and height;
- Plots arranged to overlook the Green Infrastructure;
- Respond to variations in topography across the site;
- Safe and secure plots to reduce opportunities for crime;
- Provide space on-plot for refuse and recycling

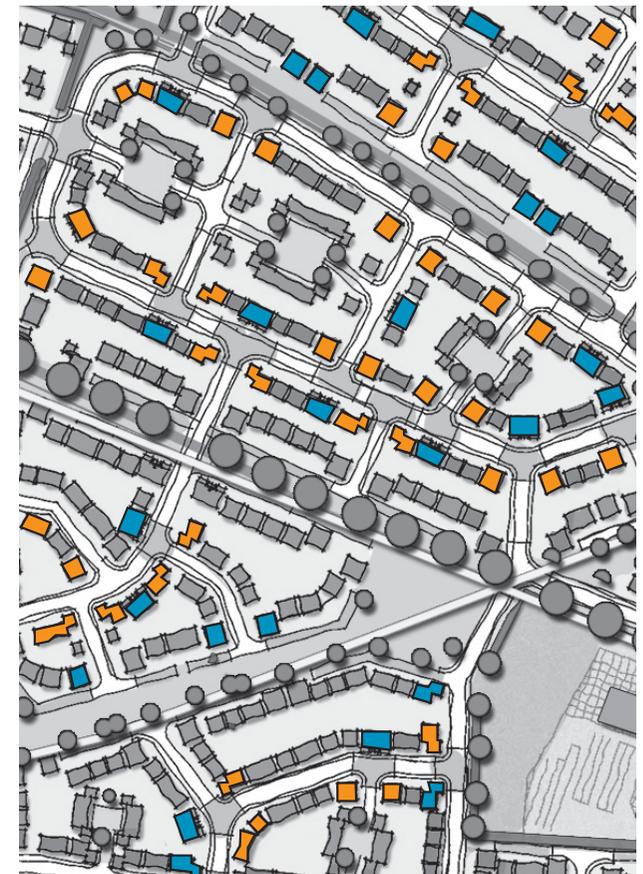
Unless designed with no frontage, all properties should have a defined boundary treatment. This could be railings, a wall, or landscaping.

#### KEY



**Focal Buildings over looking focal spaces and stopping vistas**

**Corner turning buildings**



**Plot Arrangement**  
N.T.S

## 5. DESIGN: THE SCHEME

### Scale & Structure

The scale and identity of housing on the eastern informal edges should reflect the existing settlement form within Loughborough. To the north, on the more elevated landform, and to the south where development is closer to Garendon Park, density can be reduced to create a graded transition against more sensitive edges.

Occasional taller buildings of 2.5 and 3 storeys will be concentrated along the Strategic Link Road and the Primary Streets, especially around the arrival points and focal spaces highlighting the principal routes.

Building height should decrease to 2 storeys towards the edges of the development and towards the existing houses to the east to provide an effective transition against the existing built form.

Buildings will be designed to have a variation in their ground to eaves and ridge heights to create a varied roofline across the site and adding to the visual interest of the development.

Block form will adopt strong public frontages with secure, private rear gardens. Blocks will be planned to follow a sinuous arrangement throughout the site, providing opportunity for variation in appearance and new dwellings will be designed to overlook the different areas of public open space as much as possible. The streets will be arranged to develop a varied sequence of connecting views which lead the eye from one feature to another.



Buildings with particularly strong architectural details and form will be carefully positioned throughout the development to help frame views along a street or to create a point of focus, which will allow users to orientate themselves within the development.

For housing, the principle is that both wide and narrow plan forms will be used. This reflects local character and best practice approaches.

Whilst no longer strictly required within a DAS, the principles of plan form are set out below;



Wide Plan Form

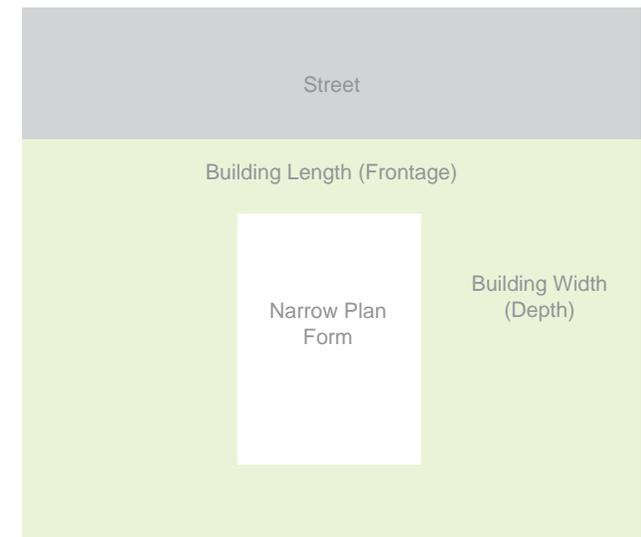
### Wide Plan Form

Wide plan dwellings are defined as having a wide frontage onto the street with a shallow depth. These will typically be between 7-12 metres in length with a building width (depth) of around 6-10m. The use of wide plan dwellings will allow for a greater opportunity of variation in building street character, and will usually form part of lower density groupings.

### Narrow Plan Form

Narrow plan dwellings are defined as having a narrow frontage onto streets. They will have a frontage which is typically between 4-6 metres in length, with a deeper building depth of around 9-11m. Narrow plan dwellings will establish a run of linked dwellings, and normally allow for a formal street character and a higher density arrangement with taller buildings.

Flexibility of plan forms is required across the development to ensure that the site can accommodate the number of dwellings at an appropriate density, and provide a range of house types. As such, narrow plan forms will be used typically in higher density areas, (Garendon Way and Primary Streets), and wide plan forms typically in lower density groupings (The Secondary Lanes and Green Lanes).



Narrow Plan Form

## 5. DESIGN: THE SCHEME

### Appearance of Development

Loughborough and its associated villages offer design clues as to the 'locally distinctive' characteristics of Charnwood and the Soar Valley.

There is a good scope for the new development proposals to utilise this range of materials, colours and built detailing to ensure that the West of Loughborough extension reflects its context in a responsive, sympathetic manner. The bland anonymity of the latter half of the 20th Century can be prevented.

The local settlements provide a useful reference in terms of building forms, block layout and materials. There are a number of recent renovations and new build examples which demonstrates how local character has been successfully perpetuated.

Whilst the development does not advocate pastiche solutions, it is important that the new development has a direct connection with local character and placemaking. This will be achieved through an analysis of street character, built form, and materials.

One of the most obvious ways of achieving an appropriate response will be by using a commonality of building materials, colours and boundary details. These can all be drawn from local reference examples, yet there is sufficient variety to enable discrete neighbourhoods to have their own style and individuality.

There will be opportunities for 21st Century contemporary designs too, in appropriate locations.

#### The Design Appearance - The Principles

The following design themes will be adopted for all built development;

- The use of regular blocks and street patterns of the existing settlements including avenues and shared spaces.
- The occasional use of both wider and narrow 2½ and 3 storey buildings along Garendon Way and Primary Streets to create a varied frontage;
- Well designed buildings that have a sense of proportion, rhythm and scale, not only through their built mass, but also through the composition of windows and doors;
- The use of brick, stone and other local materials following the contrast and subtle hues found within the local area;
- Some use of render, and the careful combination of both brick, stone and render to create texture and contrast;
- Contrasting plain roof tiles with a variety of colours;

- The use of some low boundary walling in brick or stone and some simple vertical railings, and the use of native formal hedging, landscaping and lawns for dwellings;
- Simple window and door casements, with some windows in gable ends. The use of occasional simple dormers within eaves, and the use of some single and double bay fronted dwellings;
- Panel door types with simple hoods, with a small palette of colours;
- A more formal design relationship with Garendon Park;
- The use of street trees within the development, particularly to perpetuate the Garendon Avenues Approach.

The design appearance will, however, allow for the flexibility of more modern solutions and the use, for example, more sustainable or contemporary materials as these are developed and readily available. High quality contemporary designs and interpretations will relate to the local character through the mirroring of the block and street structure, building form, materials and colours.

## 5. DESIGN: THE SCHEME



Typical Images: Appearance of Development

## 5. DESIGN: THE SCHEME

### Parking

Although sustainable transport approaches are delivered, there will be requirement for parking within the layout.

New homes, employment and retail buildings should be designed so that they have sufficient parking spaces based on the local authority standards, together with appropriate visitor parking.

The main principle is to locate vehicles so that they do not dominate the streetscene, but at the same time ensure that owners can see them, and that they have easy access to them.

Careful detailing in terms of the plot arrangement, frontages and landscape will help to sensitively integrate vehicles into the layout.



Typical Image: On Plot Shared Surface Parking

Parking will be provided close to the properties. This will:

- Avoid parked vehicles dominating the street scene
- Consider highway safety within residential areas
- Maximise natural surveillance and security
- Allow access to parking spaces and mobility for all users

#### On Plot Parking

Parking will be provided adjacent to housing where possible, with provision in accordance with current standards. Spaces are provided behind the main building line where possible to allow for motorists to safely pull-in from the carriageway. Shared private drives leading to shared garaging could also be used.

#### Cycle Parking

Secure cycle parking will be provided for each dwelling whether on plot or in appropriate stores.



Typical Images: On Plot Parking

### Calming Traffic

Calming traffic within the development will be an important part of delivering streets for people, and priorities for pedestrians. The principle is that vehicle speed will be calmed by design and that detailed layouts will incorporate common best practice approaches. To slow vehicles and to encourage users to drive with caution it is expected some or all of the following methods will be used.

- Locating homes so that they are close to the street edge;
- The use of frequent street intersections;
- Changes in the carriageway surface with the use of 'unexpected' road surfaces such as paving setts;
- The narrowing of the carriageway and/or the street to create 'pinch points';
- Positioning buildings so that act as 'pinch points' or 'gateways';
- The removal of the traditional footway-kerb-carriageway arrangement and the use of well designed 'shared surfaces' to create streets for all;

- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment;
- The use of well placed street trees and/or street furniture.

Care will be needed to ensure that some methods, such as 'shared streets' for example, are used in appropriate locations, such as Green Lanes, and that they are inclusive in their design in terms of materials and demarcation.



Typical Images: Calming Traffic



Illustrative Sketch of the Community Hub  
N.T.S

### Community Hub and Neighbourhood Character

The community hub and High Street are the key urban design focus for the West of Loughborough development. Centrally located and anchored by the Red Arch Avenue and the Strategic Link Road (Garendon Way), it will be readily and safely accessible from all parts of the development. It provides for day to day requirements such as local shops, education and workspaces.

Whilst the exact type of uses will be finalised at the detail stage, the application provides land for retail (supermarket, local shops, childcare, health facilities, cafes and pub/ restaurants), employment (small offices, start-up and growing businesses, small warehouse units), leisure, social and community provision, as well as two primary schools.

The High Street will accommodate a wide range of uses, served by regular bus services for residents connecting to Loughborough town centre and the University/ Science Park.

The main design principle for the hub is to introduce distinct key note buildings of design merit, that frame and enclose a high quality public realm. The design of the public realm will focus on delivering safe and attractive spaces that are designed for pedestrians.

The development requires two primary schools. The development also provides land for potential pre-school provision i.e. a children's nursery within each of the school sites or as a free standing private nursery (class D1 use).

A school located as part of the community hub area will share facilities with the formal sports provision which is provided for central sports club use. These schools and community playing fields will provide an active focus adjacent to Garendon Common.

There is the potential for both schools to be designed and managed so that they could be used by the new community 'out of school hours', for social and leisure groups. The potential for this should be explored through the application process.

The detailed design will be determined through discussions with the County Council. However, it is anticipated that these are likely to be arranged as a series of interlinked single storey buildings, with space for car parking, hard and soft play and sports playing fields.

The schools are located so that new residents are generally within 400m - 800m or a 5 - 10 minute walking distance. Both schools are located close to existing rights of way and pedestrian routes, and there is excellent scope in which to provide safe, well overlooked and secure access into the schools.



Typical Images: Schools

## 5. DESIGN: THE SCHEME

### Neighbourhood Character

Across the entire West of Loughborough development there is excellent potential for individual character neighbourhoods which 'grow' out of their specific local context. In principle these include Garendon park itself (these areas directly influenced by proximity to the parks perimeter trees and features such as the Hermitage and Oxley Gutter).

Centrally, the focus is upon both the community hub and Garendon Common, with properties overlooking the natural character of the Black Brook floodplain.

North of Garendon Common, Hathern Hill and its community park together with Hathern Drive, Pear Tree Lane and Stonebow Bridge all provide unique features with south facing views towards Charnwood Forest.

The details and variety of these individual neighbourhoods can be explored further as part of future reserved matters applications.

Defining characteristics of key parts of the proposed neighborhoods are outlined overpage.



Typical Images: Garendon Common



Typical Images: Community Hub

## 5. DESIGN: THE SCHEME



## 5. DESIGN: THE SCHEME

### Garendon Greens

**A distinctive setting is provided by Garendon Park its historic features and the framework of established woodlands. Residential development is positively informed by Garendon Park, whereby green corridors incorporating footpath links and avenue trees are aligned with those in Garendon Park and extend through the residential development.**

#### Landscape

Open space proposed by the edge of Garendon Park would form a high quality transitional landscape between the park and proposed buildings. There would be a fragmented and varied edge to the proposed development with residential blocks broken up and softened by swathes of informal open space. Existing vegetation would be retained within an enhanced Green Infrastructure framework including woodlands at Home Covert, The Hermitage, tree belt along Hathern Drive and existing hedgerows. Built development will be set back from the edge of Garendon Park behind a minimum 40-50m wide landscape buffers.

In suitable locations additional belts of native species woodland planting and species rich meadow grassland are proposed within the landscape buffer zone which would enhance the framework of woodlands along the edge of the Park including at Home Covert and The Hermitage. The existing watercourse along the Oxley Gutter will be retained. Attenuation basins and swales will feature species rich grassland, reed beds and aquatic planting.

Proposed recreational facilities are informed by the Parkland setting include Garendon Adventure Play and Red Arch Park. Footpaths along Greenways will provide links from the residential area to important destinations such as Garendon Park and the Community Hub. Avenue tree planting along Greenways extend from the edge of Garendon Park which will create strong vistas at key locations. Combined footpath/cycleway routes by Oxley Gutter and Coach Road would be sensitively lit with low level lighting.

#### Layout

Dwellings are arranged to front onto 'Garendon Greens' - located around the periphery of the residential parcels. Elsewhere dwellings also front onto the Greenways permeating through the development. The proposed housing arrangement would create broader areas of open space where Greenways open out onto the Garendon Greens. Dwellings would also be arranged to create other smaller scale focal areas of open space / pocket parks adjacent to The Hermitage and the Oxley Gutter. Focal buildings would be located at key vistas, corner / gateways and along the middle of streets to provide the structural integrity to emphasize views and enhance the street scenes. Home zones can be created within the central areas of parcels, utilising hard and soft landscape elements.

#### Access and parking

The street layout has been informed by the unique setting of Garendon Park. A hierarchy of routes will be used. Primary Streets accessed off Garendon Way Strategic Link Road would run through the core of each parcel. Secondary roads lead off the primary road and link with lanes situated along the residential edge. Car parking will be well integrated within the design and includes a range of options within the properties curtilage.

#### Density

The largest detached properties within Garendon Greens will be located around the perimeter of the parcels, with smaller properties centred around the Home Zones. Dwellings along the Primary Road will be comprised of mainly detached properties. Buildings will be 2 storey with 2.5 storey properties forming focal buildings. This density within these residential areas situated adjacent to Garendon Park would be low, typically ranging between 22-26 dwellings per hectare. The lowest densities would occur around the edge of the housing parcels.

Other areas of low medium density development would be set further back behind the low density development and adjacent to Garendon Way strategic link road.

## 5. DESIGN: THE SCHEME



Proposed Avenues



Informal open space



Location Plan



Illustrative Plan Sketch of Garendon Greens

N.T.S

## 5. DESIGN: THE SCHEME

### Bellevue Greens

**A high quality setting for the new neighbourhoods proposed within the northern part of the site will be provided by a Green Infrastructure framework including Hathern Hill and its community park, Bellevue Wood, together with Hathern Drive and Pear Tree Lane. Development within Bellevue Greens will also benefit from south facing views towards Charnwood Forest.**

#### Landscape

The proposed Green Infrastructure includes extensive areas of new native broadleaved woodland and open space which will reconnect Baileys Plantation, Hathern Drive and Pear Tree Lane. Bellevue Hill Wood will enhance the local landscape and help to assimilate the new development within the landscape. Tree planting along Greenways will also soften views of the built development. The GI would incorporate retained hedgerows as well as new native species hedgerows and areas of amenity grassland and meadow. Attenuation basins and swales will feature species rich grassland, reed beds and aquatic planting.

Landmark open space proposed on Hathern Hill would be well linked into the existing and proposed footpath/ cycleway network. A range of recreational uses would include equipped childrens play areas and allotment gardens. There are expansive views to the south towards Charnwood Forest.

Footpaths along Greenways will provide links from the residential

area to important destinations such as Hathern Hill Community Park, the Community Hub and primary schools. Connections with Hathern village are also proposed to be enhanced. Other recreational facilities will include seating areas and a trim trail along Bellevue Hill Wood. A former quarry located in Bailey's Plantation would provide enhanced recreational use for off-road bikes.

#### Layout

Dwellings are arranged to front onto the main open spaces located at Hathern Hill Community Park, Bellevue Hill Wood, as well as along the Greenways and Garendon Way through the development. The design of the built development and open space framework is much influenced by localised topography which includes low hills (Bellevue Hill and Hathern Hill) and ridgelines. A Greenway would also be created along the route of an existing aqueduct crossing the site. Properties fronting onto streets and Greenways orientated along the contours will benefit from views overlooking open space and those with southerly aspects also potentially enjoy views towards Charnwood Forest.

Dwellings will also be arranged around a smaller scale focal open space / pocket park proposed adjacent to the primary school. Focal buildings would be located at key vistas, corner / gateways and along streets to provide the structural integrity to emphasize views and enhance the street scenes. Home zones can be created within the central areas of parcels, utilising hard and soft landscape elements.

#### Access and parking

A hierarchy of routes will be used. Primary Streets accessed off Garendon Way Strategic Link Road typically run through the core of residential zones and also provide access to the primary school. Secondary roads lead off the primary road and link with lanes situated alongside the main open spaces and greenways. A variety of parking solutions would be used.

#### Density

Densities will vary across the neighbourhoods within this area. High density neighbourhoods (ranging between 37-41 dwellings per hectare) will be focused within the core of the development, located to the north of Garendon Way Strategic Link Road and by key facilities including the primary school and Hathern Hill Community Park. Low density development (ranging between 22-26 dwellings per hectare) would be located along the northern rural edge, adjacent to Bellevue Wood. Transitional areas in between would at medium high (ranging between 32-36 dwellings per hectare) and medium low (ranging between 27-31 dwellings per hectare) densities.

Across the wider neighbourhoods the development will provide varied range of house types. The low density area will include large detached 2 storey properties. Properties within the medium high and high density areas will also include some three storey properties. Affordable housing would be located within the high density area.

## 5. DESIGN: THE SCHEME



Location Plan



Southerly views towards Charnwood Forest



## 5. DESIGN: THE SCHEME

### Community Hub

The community hub provides retail floor space (gfs) of A1-A5 uses. This is likely to include a supermarket.

A mixed use community hub of up to 4ha comprising a local convenience retail unit (of up to 2,000 sqm), up to 1,000 sqm of other A1 retail, A2 financial and professional services, A3 food and drink, B1 business and D1 uses;



### Employment

Both employment areas (up to 16 ha of employment land of B1/B2 and B8 uses) and Community Hub should be designed with high quality attractive buildings that provide flexible internal space for business, office and research use.

The 16ha employment site could accommodate a total floorspace of 62,100m<sup>2</sup>. The mix is approximately 50% B8 and a balanced mix of B1 and B2 uses. For B8 we anticipate 10,000 - 30,000m<sup>2</sup> units. For the B1 - B2 we anticipate 2,000 - 5,000m<sup>2</sup> units with some smaller offices at 100 - 300m<sup>2</sup>.

Whilst it is important that buildings respond to local character, it is essential that this does not stifle innovation and creativity in terms of good design.

The form, mass, scale and height of buildings should be well considered in terms of their relationship with new housing. The mass of buildings could be 'broken up', for example, by the elevational treatment, materials and landscape design.

### Community Hub Parking

Parking and cycle storage for the retail and employment uses should be located to the rear of the block, behind or through the building line. Some intermittent on-street parking and disabled parking provision should be provided to the frontage, but in the main, parking should be safely and securely 'hidden' to the rear of the block, so that vehicles do not dominate the streetscene.

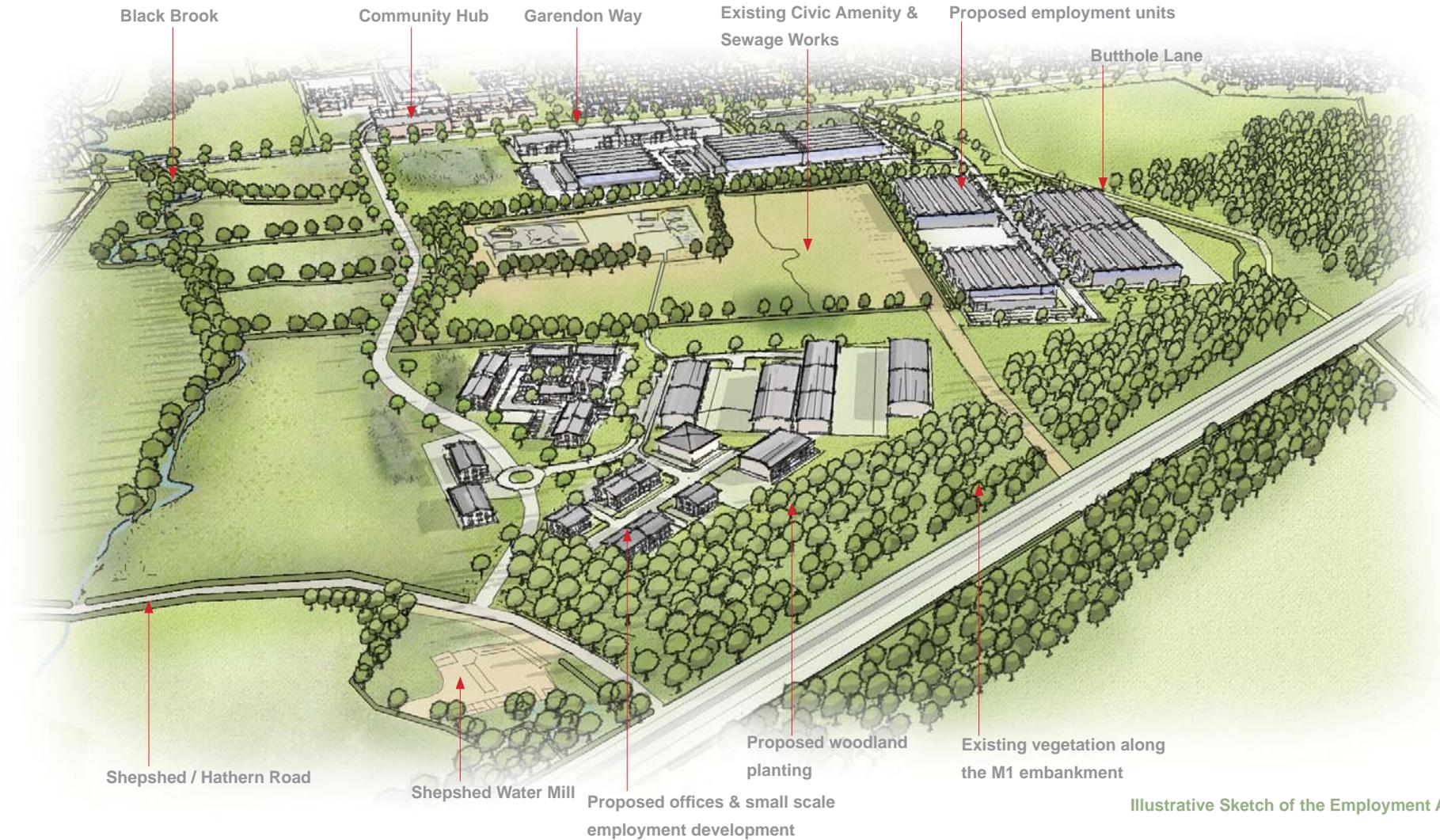
There may be 'drop off' parking within the schools, and community hub. The amount of car parking will be determined at the detailed stage with the Local Authority. The key aspiration is to deliver 'shared' parking spaces, and to promote the use of walking, cycling and public bus use, and thus limit the total number of parking spaces.

### Public Transport

An essential part of the development's movement strategy is The Strategic Link Road and High Street - A Public Bus Route will provide regular bus trips around the development. It will also provide access for residents to Loughborough town centre.

High quality bus stops with shelters and real time information should be positioned along the route at key locations, such as the community hub or feature spaces. This will ensure that residents are within 400m of a bus stop.

## 5. DESIGN: THE SCHEME



## 5. DESIGN: THE SCHEME

### Walking, Cycling & Bridleways

The Masterplan delivers extensive walking, cycling and bridleway routes through a connected pattern of streets, 'Greenways' and connections to existing rights of way. This overall strategy will encourage the community to walk and cycle and will promote healthy active living.

The majority of existing public rights of way will be retained as greenways, creating an attractive and readily accessible network which will create opportunities for sustainable travel and recreation. Connections with adjacent settlements are proposed to be enhanced.

This network is arranged so that it will provide routes into Garendon Park, Loughborough and Shepshed with further connections to the National Cycle Route 6.

The National Cycle route between Loughborough and Shepshed passing through the site is proposed to be lit. A public right of way would also be extended to Shepshed along Coach Road. Additional/enhanced routes are proposed along the Black Brook corridor and elsewhere through the Green Infrastructure network.

Additional/enhanced routes proposed along the Black Brook corridor will provide the opportunity to create a Greenway between Hathern Road and the edge of Loughborough. Part of an existing bridleway would be diverted through open space along the Black

Brook corridor. Pedestrian footbridges are proposed to provide additional crossing points over the Black Brook along Garendon Common.

Footpath, bridleway and cycleway routes ensure connectivity throughout, linking to focal destinations within the proposed development as well as to the existing rights of way network.

These will provide safe and direct routes to facilities such as the primary schools, community hub and towards the centre of Loughborough.

The proposed street design includes footways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the development.

Crossing points on roads would be provided along the existing and proposed rights of way network. A pegasus crossing would be provided to enable a safe convenient bridleway crossing over the strategic link road.



## 5. DESIGN: THE SCHEME



Illustrative Sketch of the Gateway and Footpath Links  
N.T.S

## 5. DESIGN: THE SCHEME

# Green Infrastructure



Landscape & Green Infrastructure

The development's Green Infrastructure comprises over 340 Ha. A quality landscape is essential to provide structure and detail to the character of the development. Green Infrastructure includes a robust framework of boundary planting around the site's perimeter, the provision of accessible public open space and green corridors (Greenways), and the design of incidental spaces and streets.

Key Points:

- Green Infrastructure (GI) framework builds upon the existing framework of woodland, trees, hedgerows, water features, flood zones and public rights of way;
- Provide a multi functional and well connected network of green corridors and space, which are readily accessible and maximise opportunities for recreation, habitat creation and landscape enhancement;
- GI framework structured to deliver north – south and east – west corridors punctuated and linked by key public spaces and landscape areas;
- Conserve the majority of the mature trees and hedgerows throughout the site;

- Build upon the framework as set out by the site's relationship with Garendon Park and extend the parks design influence northwards;
- Existing habitats within the Black Brook Corridor are to be conserved and appropriately managed within Garendon Common for wildlife, landscape and informal recreational interest;
- Provide new structural landscape buffer planting to form a suitably robust landscape "buffer" along the edges of the development which includes areas of 'open' land, defined by landscaping;
- New SuDs features to be designed and managed to contribute positively to the character and appearance of the development, and to enhance biodiversity;
- Strategic woodland belts will define the outer edges of the west of Loughborough development, reconnecting existing woods;
- Woodland planted along the Hathern Hill ridgeline will create a robust backdrop when the development is seen from the south;

The site has been designed to make the most of the existing landscape features around the site and to minimise loss of habitat and green infrastructure, whilst maximising opportunities for access and the relationship with Garendon Park.

The existing planting around the site will be retained and enhanced where possible and used to contain and screen the proposed built development. Additional native planting will be introduced within the site to reinforce the existing green infrastructure and provide further opportunities for biodiversity.



## 5. DESIGN: THE SCHEME

### Structural Landscape

Provision of landscape buffer areas alongside Garendon Park will provide a robust setting for the park.

The development edge will be fragmented, allowing the park to spread into the development along greenways. The development edge with Loughborough and Dishley will provide a sympathetic buffer to existing residents which will help to successfully assimilate the new development into the wider area.

Whilst the built development would inevitably alter the landscape and visual character of the site, significant opportunities arise to create a robust appealing Green Infrastructure framework which takes advantage of natural assets. In overall terms, the West of Loughborough development is well contained due to the interaction of topography and existing vegetation.



Development Plot Landscape

Within the development areas, a more formal urban approach would be adopted to the landscape design. Avenue planting will radiate throughout the development areas, providing direct visual connectivity with Garendon Park.

A semi-ornamental mix of planting will be used to create an attractive and formal character for the frontage landscapes of the development. Within the development parcels, street trees and semi-ornamental planting will be used to establish a visually appealing environment for each building plot, to soften parking areas and the overall building setting. Incidental green spaces will be located along the streets.

However, biodiversity will still be promoted, with native species hedgerows and small trees being utilised wherever practical. Wildlife garden principles will be promoted with all new residents as part of their new homes packs.



Water & Drainage

Black Brook Floodplain

The Black Brook floodplain will be carefully protected and will be supplemented by the necessary flood attenuation basins and swales required to serve the development. A co-ordinated approach will be adopted to the whole area as part of the 'Garendon Common' designation, in order to maximise biodiversity and recreational benefits.

The same principles will be continued throughout the Green Infrastructure framework, with swales being incorporated as appropriate along greenways.

The Key Points:

- Conserve the existing watercourses, ditches, water features and wetlands within the site.
- Avoid development in areas at risk of flooding and incorporate flood attenuation along the Black Brook Corridor;

Foul Strategy

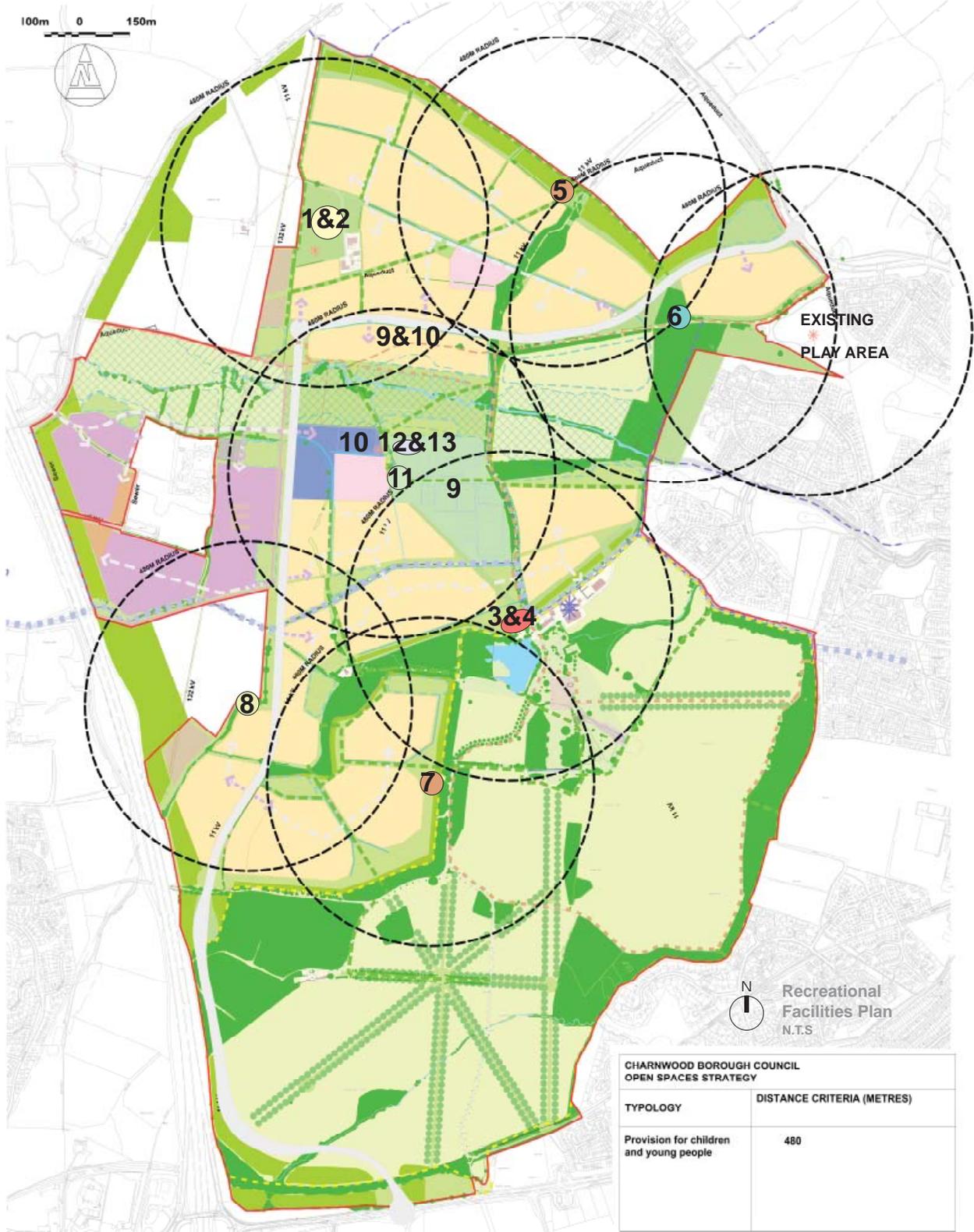
Foul Drainage from the site is proposed to discharge via a controlled flow into the existing public sewer system. This solution involves the on-site storage of flows during storm events which will maintain the current systems performance.



## 5. DESIGN: THE SCHEME

# Play, Sports and Recreation





## 5. DESIGN: THE SCHEME

### Equipped Play Areas

Play Areas are proposed around the development area utilising the sites topography, natural environment and responding to a mix of activities in a range of locations.

#### 1 & 2: Hathern Hill Park

Community park providing formal open space & recreational facilities.

Multi-use area catering for a wide range of user groups and ages including teenagers.

A focus on active challenging recreational uses such as cycling, competing, jumping, running etc.

A mixture of both team and individual activities.

Opportunity to utilise the existing hillside topography.

Facilities could include a parkour facility providing Innovative outdoor play opportunities. Safe environment within which to practice new challenges.

A range of equipment could include walls and obstacles to encourage scaling, jumping and vaulting.

Expansive views to the south – social areas to sit and also enjoy impressive views. Well linked into the existing and proposed footpath/ cycleway network.

Vehicle access could potentially utilise existing farm track from Hathern/Shephed Road.

CHARNWOOD BOROUGH COUNCIL OPEN SPACES STRATEGY	
TYPOLGY	DISTANCE CRITERIA (METRES)
Provision for children and young people	480

## 5. DESIGN: THE SCHEME



### 3&4: Red Arch Park

Recreational facility – Children's equipped play area.

Multi-use area catering for a wide range of user groups and ages including juniors and toddlers.

Play area will be accessible and inclusive for children with a range of abilities, including children with impairments.

Well linked into the existing and proposed footpath / cycleway network – which includes a national cycle route between Shepshed and Loughborough.

Visitors could potentially utilise Garendon Park visitor facilities proposed nearby such as car park.

The play area is located adjacent to Garendon Park. Themes for the play area should be informed by its historic parkland setting.



### 5: Bellevue Trim Trail

Linear trail along the Bellevue Hill ridgeline.

Equipment designed for a wide range of users and levels of physical abilities. Develop children's skills such as balancing, coordination and enhancing physical skills.

Encourage activity whilst improving social skills.

Equipment should be appropriate to its location along ridgeline and proposed woodland.



### 6: Bailey's Plantation - Off-road Cycling

A former quarry located in the northern part of Bailey's Plantation is currently used for informal recreation including by off-road bikes.

Great potential to enhance the appearance and recreational opportunities within Bailey's Plantation. Varied topography offers scope for challenging routes.

Well located by the existing rights of way network with Pear Tree Lane passing through Bailey's Plantation.



### 7: Garendon Adventure Park

Encourage children to engage in creative and physical play.

Equipment could include rope bridges, scramble nets, swings, slides, zip wires and climbing frames.

Equipment should be appropriate to its woodland setting at the edge of Garendon Park.

Benches and picnic tables could further enhance the recreational use of the area.

### 8: Play by Oxley Gutter

Oxley Gutter could provide the theme for waterside meadows and water based play.

Area providing opportunities for children to explore and enjoy the natural environment.

Encourage children to develop a strong connection with the natural environment.

Educational benefits with opportunities to learn about nature. Interpretation board / signage could be linked to wildlife gardens and nature trails.

The play area will be informal in character with a range of 'natural' play features.



### 9, 10 & 11: Garendon Common / Community Hub

A focal area of open space along the Black Brook & by the community hub providing a range of outdoor sports uses (9&10) and a children's equipped play area (11).

Good access from the rights of way network (both existing and proposed) main access roads and car park. Potential for shared use of community facilities.

A range of grass playing fields including for football rugby and cricket.

Children's equipped play area (11) is located adjacent to the primary school and would cater for a wide range of user groups and ages including infants, juniors and toddlers. Themes for the play area should be informed by its setting along Garendon Common.

Multi use games area (MUGA) predominantly for sports use, catering for a range of games such as tennis, netball, football and hockey.



### 12: Youth Shelter

Space for young people to gather. Focal location on Garendon Common.

An outdoor structure designed specifically to attract and withstand the attention of young people.

Designed to meet social needs, providing a sheltered place to sit and talk.

Open structure enabling all round visibility and natural surveillance for the safety of users.

### 13:Garendon Common Fitness Hub

Equipment designed for people of all ages, providing opportunities for various activities that help users to get or stay in shape. Located on the edge of Garendon Common - a focal area of open space providing a range of complimentary recreational facilities

Focusing in one hub enables users to work on their endurance or their stamina while coming together to meet and socialise

Well located by the rights of way network with the community hub nearby. Naturally flat location outside of the floodplain & attenuation areas.

Provides for a range of abilities so that people can work out at their own pace and level.



### Extended and enhanced rights of way

Rights of way within the site and Garendon Park will be enhanced with new footpaths, bridleways and cycleway routes.

### Informal open space network

A comprehensive Green Infrastructure framework creates significant areas of open space adjacent to the proposed neighbourhoods providing a range of opportunities for informal recreation.

Convenient direct routes ensure that the residential areas are well connected to the proposed recreational facilities.



# 6 DESIGN: GARENDON PARK

## 6. DESIGN: GARENDON PARK

### Key Areas of Garendon Park

- Garendon Park has its own unique character, but has suffered from decline and neglect since the demolition of the main house in the 1960's. It has therefore lacked a focus of proprietorial day to day interest. The new community can provide this vital input, in collaboration with the existing adjacent communities.
- The 1777 estate plan has provided a basis for the initial proposed restoration, but further consultation will be required with English Heritage and the community to agree a final scheme and programme.
- The former monastic buildings and Dovecote by Oxley Gutter lend themselves to conversion for visitors centre/ community uses in a central accessible location.
- A Conservation Management Plan has been prepared which sets out a framework for the future restoration and management of the park, its listed monuments and landmark features.



# 6. DESIGN: GARENDON PARK



Illustrative Aerial Sketch  
N.T.S

## 6. DESIGN: GARENDON PARK

### Footpath, Cycleway and Bridleway Links

A strategy detailing the formal and informal access routes as part of the Garendon Park restoration will be prepared.

A lighting strategy has been created to inform the safe routes both within and adjacent to Garendon Park. Bollard lighting is proposed along the National Cycle Route adjacent to Garendon Park. Within Garendon Park, cycle / footpaths along Coach Road and the existing estate road would be lit with solar studs. Greenway corridors are proposed which link through to the development areas main streets and footpaths.



### Strategic Link Road - 'Garendon Way'

The main access to the development is by Garendon Way Strategic Link Road which links the Ashby Road adjacent to the junction 21 of the M1 to the A6, north of Loughborough. The road passes through the registered park on its western edge adjacent to the M1 road corridor, towards Home Covert, a woodland block which flanks the park's north western corner.

The road design has evolved during consultation with CBC, The Highways Agency and English Heritage. English Heritage have influenced the style and character of the road to make sure the road compliments the park. This includes the horizontal and vertical alignment. The objective is to ensure that the road has a rural parkland character, largely free of lighting and utilitarian street furniture. There will be no kerbing, with the boundary defined by a simple post and rail fence with occasional parkland tree planting at its edge.

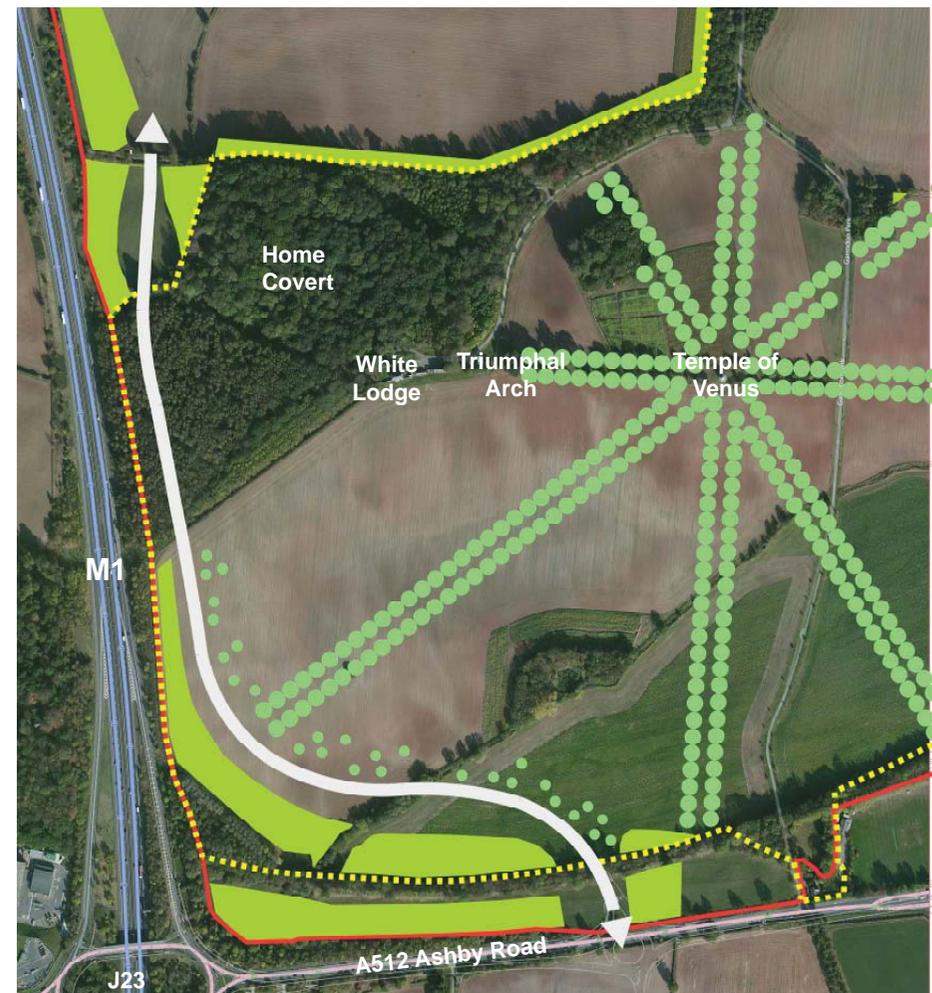
Tree cover is provided between the M1 corridor and the new road. Planting on the embankment will be enhanced to provide a mix of native and large specimen trees to restore the parkland character. The road will run as close to the M1 corridor as the existing infrastructure and safety allows, minimising the encroachment into the registered park.

There will be no footpath along this road. Instead pedestrians will be encouraged to take more direct and safer routes through the park, utilising existing routes to the east.

- KEY**
-  Application Site Boundary
  -  Registered Garendon Park
  -  Existing Woodland / Trees
  -  Proposed Woodland
  -  Proposed Avenue / Parkland Trees
  -  Strategic Link Road



Garendon Park Plan  
N.T.S



## 6. DESIGN: GARENDON PARK



Existing view north from Temple of Venus



Photomontage: Restoration of Garendon Park and Integration of development (Year 20)

## 6. DESIGN: GARENDON PARK



Existing view south from Temple of Venus



Photomontage: Restored Parkland and views to Charnwood Forest from the Temple of Venus (Year 20)

## 6. DESIGN: GARENDON PARK

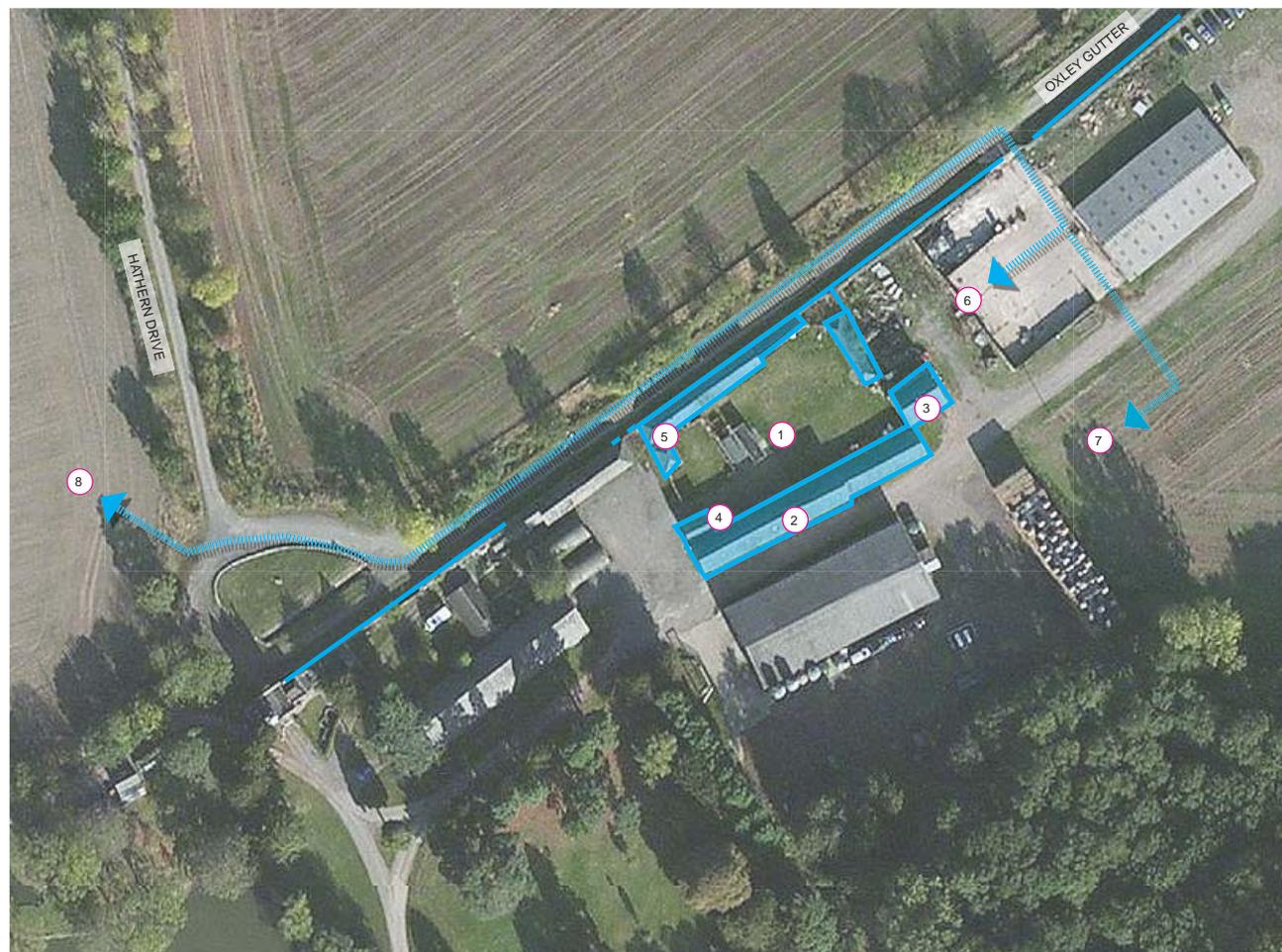
### Park Heritage Assets

The proposals include for the refurbishment of heritage assets within the site.

Extensive survey work has been undertaken to evaluate the extent of the refurbishment work, including potential future upkeep and management.

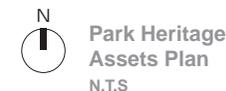
The monuments within the registered park will be made secure before any public access is permitted. Some may need to be protected within their setting ensure safety.

There is good potential for the collection of former monastic farm buildings to be used as a Visitors Centre, providing some income to contribute towards the upkeep of the park and buildings. The buildings are capable of sympathetic restoration as a high quality facility which could potentially accommodate a range of uses such as an education centre, cafe/ restaurant, garden centre and management offices.



Visitor Centre centre facilities can potentially be provided within the following buildings and outdoor spaces:

- |   |   |
|---|---|
| ① Farmstead Courtyard - Main Visitor Centre Facilities - Outdoor Seating & Exhibition Space | ⑤ Blacksmiths Forge   |
| ② Main Barn   | ⑥ Parking Courtyard   |
| ③ Dovecot   | ⑦ Overspill Parking on Grass  |
| ④ Venison Store   | ⑧ Principle Access along Oxley Gutter through Existing Opening in Monastic Wall |





1 Dovecot



2 Dovecot detail



3 Main barn and Venison store



4 Blacksmiths forge



6 Barn detail



5 Internal courtyard - Main focus for Visitor Centre



7 External courtyard - Future expansion space



Park Heritage Assets Photographs  
N.T.S



# IMPLEMENTATION

## 7. IMPLEMENTATION

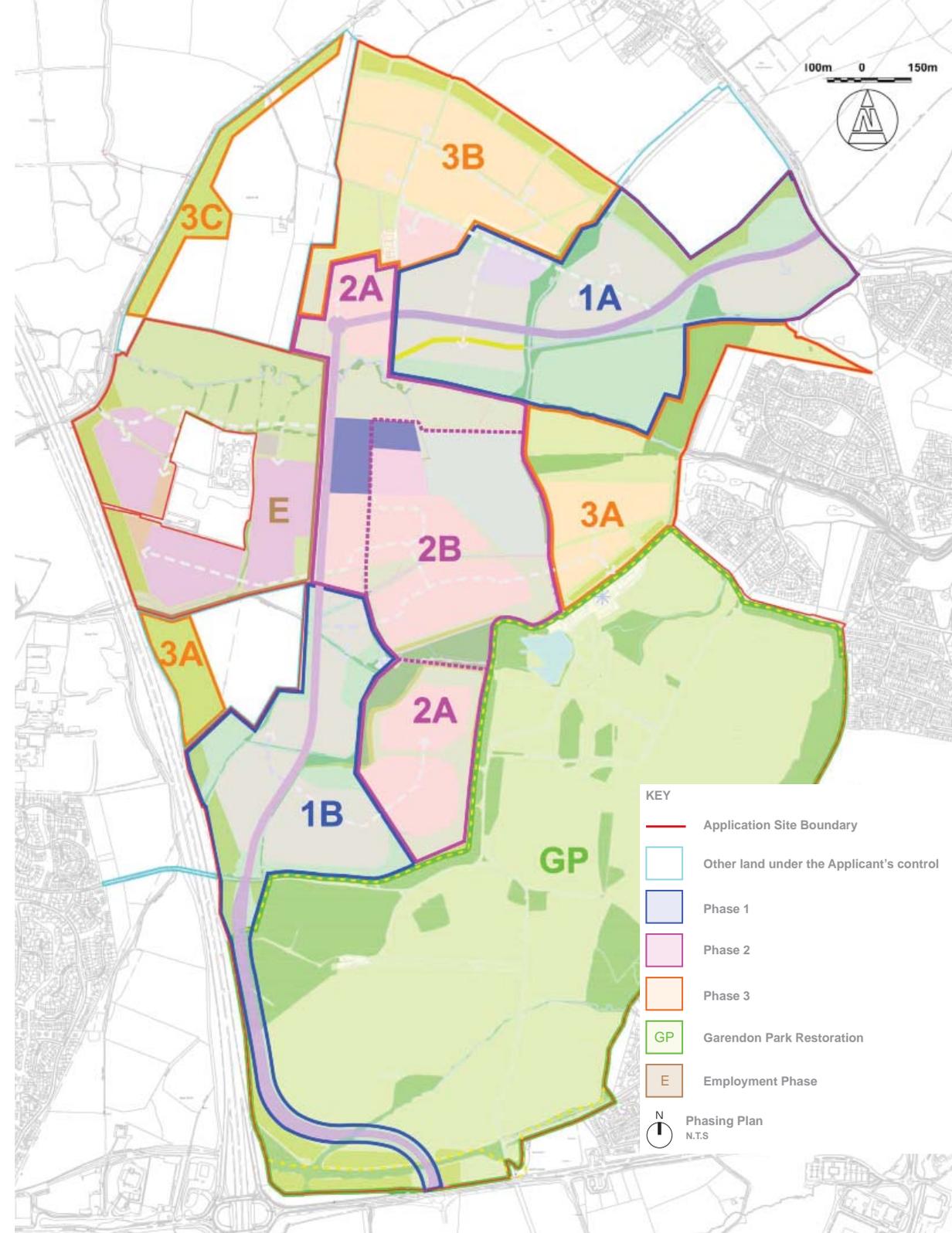
### Phasing

Phasing for both the built development components of the proposal as well as the appropriate infrastructure is in place to deliver sustainable, healthy and well integrated communities. Submitted alongside the phasing plan is accompanying documentation that sets out a framework for how the heritage assets should be managed and retained through a detailed Conservation Management Plan, as well as a comprehensive Green Infrastructure Biodiversity Management Plan.

### Education Provision

In delivering an urban extension, it is important to ensure that the development is sustainable in the context of the social and community facilities. Discussions have been held with the Local Education Authority to establish the educational needs that will arise through the Development. It has been agreed that five classrooms and core school facilities relating to the northern new primary school should be open by the time 300 dwellings have been occupied. The remainder of the 1.5 Forms of Entry (FE) northern Primary School will be provided after 600 homes are occupied (this equates to a further 4 standard size and one large classroom). Furthermore land has been reserved for potentially extending the northern school site to the size of a 2 FE school to serve other developments in the area.

The southern primary school is integrated within the Community Hub and therefore is a focal component of the community. A review of educational provision will be undertaken after some



## 7. IMPLEMENTATION

1,000 dwellings are occupied overall. At this stage it is likely that the southern primary school, proposed to be two FE in size, will be built in phases. The school will benefit from the planned sports facilities adjacent to the school and Community Hub. Accordingly, it is expected that the delivery of the school will be co-ordinated with the wider provision of sport, recreation and community facilities within the Community Hub.

There is no requirement for new secondary school places to serve the development at this time. The Site is located between the existing secondary schools for Shepshed and West Loughborough where there is significant spare capacity locally.

### Play and Recreational Facilities

The importance of providing active community spaces for informal and formal recreation and play is a key component of healthy communities. The development recognises this and a substantial amount of recreational and play space which will be delivered in phases across the site.

### Allotment Gardens

Land is provided which can accommodate allotments to serve new residents on the development. The locations of the allotment sites are shown on the masterplan and these will be provided within phases 1B and 3B following the opening of the highways which serve them.

### Community Hub

The Community Hub will be a market led component of the development with land being made available for its development alongside the primary school and recreational facilities. Alongside the provision of the schools, the Community Hub will be delivered following the opening of the Strategic Link Road, expected in 2022. In addition to the planned 2,000 sqm anchor foodstore, there will be land available for ancillary local retail units and community uses.

### Garendon Park

The restoration of the Park is proposed to be undertaken in phases with measures to restore the most significant listed features (Temple of Venus, Triumphal Arch and Obelisk) to be prioritised based on the findings of the Condition Survey that has been undertaken. To provide a framework for restoration and longstanding management of the Park, a Conservation Management Plan (CMP) and Green Infrastructure Biodiversity Management Plan have been prepared for Garendon Park. These are 'living document' which will guide the delivery of the Park's restoration and uses of different areas. Flood Risk and Sustainable Urban Drainage System

### Flood Risk and Sustainable Drainage

A strategy for managing flood risk on site in consultation with the Environment Agency is set out within the Flood Risk Assessment included within the Environmental Statement that accompanies this planning application. The strategy will ensure that for each phase of development full and effective flood attenuation capacity is available to serve the Development in accordance with the Environment Agency's requirements.

### Employment

From 2023 onwards and following the opening of the Strategic Link Road between A512 and A6, it is proposed that the employment land will be serviced in phases and marketed. Part of the employment land will be served off the secondary road link to Hathern Road from the Strategic Link Road. The delivery of the employment land will be essentially market led.

### Transport Infrastructure

It is proposed that initial access will be provided off A6 to the north east in 2016. The southern access would be provided to serve residential phases adjacent to Garendon Park from 2019. Bus services will be introduced into the Site in accordance with the Transport Assessment and Travel Plans that accompany this planning application.

### Housing Delivery

Residential development will be delivered in a coordinated and structured manner. It is proposed that Development will start from the north of the site with housing being delivered at 120 dwellings per year from April 2016 for three years. From April 2019 completions will come forward from the south at the same rate, doubling production to 240 dwellings per year from the year 2019. Discussions between Leicestershire County Council Highways Authority and WYG Consultants indicate that 1,200 dwellings would be the likely trigger for completion of the Strategic Link Road, ie by 2022/23. The 1,200 dwellings will indicatively comprise 780 dwellings from the north and 420 dwellings from the south based on the currently anticipated delivery programme. After 2022/23, more housing would be completed in line with the provision of the necessary infrastructure.

## 7. IMPLEMENTATION

### Management

The Garendon proposal, including the restoration of the Registered Park, presents an unrivalled opportunity to create a tremendous asset for Loughborough, Shepshed, Hathern and Charnwood as a whole. It can serve as an impressive gateway to the district creating a very positive first impression for visitors.

Co-ordinated management policies covering a comprehensive Green Infrastructure network can make a huge contribution to the long term future of the Registered Park, the Outwoods, Charnwood Forest, and all the extensive retained green spaces between Loughborough and Shepshed. Whilst these assets are very different in character, they all have a common role in providing multi-functional recreational resources for Charnwood. The Registered Park can become a central component of this co-ordinated approach.

The range of assets will require different levels of management. Some areas will be dedicated to nature conservation where the protection and enhancement of the local wildlife is a key objective. Other areas will be required for food production, being retained in agricultural use or for allotment sites. Other areas of the GI proposed for formal open space, sports provision and equipped childrens play areas will involve more intensive maintenance operations. Such areas could potentially be managed by a combination of the local authorities and a dedicated Management Trust. The developer will ultimately be responsible for the delivery and management of the Green Infrastructure (GI).

Once the Core Strategy confirms growth west of Loughborough, a start can be made on planning the delivery of a fully restored Registered Park. The level of sustainable development proposed to the west of Loughborough can provide the necessary funding to cover both the phased restoration costs for the Registered Park and repair of the Monuments, together with its long term annual maintenance costs. Restoration works could commence in parallel with development. Priorities would include the stabilisation and repair of the monuments (the Obelisk is in danger of collapse) and early phases of structural woodland planting and biodiversity enhancement.

Details of the management arrangements will be the subject of further discussions with CBC along with other key stakeholders including English Heritage, Natural England, Sports England, the Highway Authority and Parish Councils. Community involvement will be essential to maximise the landscape and biodiversity benefits at West of Loughborough.

Work will be needed to refine the Conceptual Restoration Plan. The whole process of consultation and evaluation would seek a consensual approach and stimulate a sense of community cohesion.

A Conservation Management Plan has already been prepared to address the historic character of the Registered Park. Each monument has been assessed in its own right to investigate

potential productive uses which may make a positive contribution to long term protection and maintenance.

The bulk of Garendon park will be effectively managed by way of continued sympathetic agricultural production. This will offset some of the additional management costs which will inevitably arise from increase recreational access.

It is anticipated that a co-ordinated Management Plan will be prepared which encompasses both Garendon Park and the development areas Green Infrastructure. The proposed visitors centre can serve as a base for the management team.

In principle, it should be possible to restore the 'Goosefoot' avenue design within increased zones of grazed pasture, particularly across the southern most element of the park which features the Temple of Venus and Triumphal Arch.

Suitable fencing / railings and tree guards will be included to ensure the ongoing use for grazing.

The existing boundary vegetation within this area will be retained and reinforced with additional native planting.

Native specimen trees and shrub planting will be integrated into the design, either by retaining suitable trees or reserving sufficient space for new tree planting, including mature specimen trees where appropriate.

In summary, a Restored Registered Park can deliver the following

- A major public asset for Charnwood at no public cost.
- A landmark gateway amenity resource.
- A long term secure future for the Registered Park and its historically significant iconic monuments.
- Management of the Registered Park and its assets.
- Robust protection of all existing features of importance.
- A substantial net gain in both landscape and biodiversity resources.
- Comprehensive public access for all which currently does not exist.
- A wide range of diverse visitor facilities and educational opportunities.
- Significant local employment prospects.
- An exemplar of sustainable re-use of existing buildings of

historic importance.

- A hierarchy of new and restored landscape features ranging from formal avenues to community orchards.
- A return to species rich grazed grassland and wood pasture.
- A hierarchy of recreational spaces varying from wildlife observation to cycling routes.
- Healthy living opportunities on the doorstep.
- Species and Habitat Action Plan target delivery.
- Natural supervision and proprietorial interest to combat neglect or vandalism, supporting a ranger service.
- Clear signage and interpretation facilities to aid understanding and heritage appreciation.
- A focus for community interaction and cohesion serving both existing and new residents.



## 7. IMPLEMENTATION

### Sustainability

Sustainable construction methods and energy efficiency will be incorporated in the detailed design stage. This will promote a high standard of build and construction for the development.

Best practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient in order to promote reduction in carbon emissions;

Sustainable construction methods and energy efficiency will be incorporated to a high standard of build and construction for the development. A range of efficiency measures will be used to adequately address national and local sustainable development policies.

Fabric efficiency and building service standards will be included in the design and construction of every property at West of Loughborough. The aim is to achieve zero maintenance by the eventual owners and the resulting energy savings will persist for the lifetime of the development. The proposals emphasize the thermal efficiency of the building and the operational efficiency of the installed building services. The aim is therefore to seek permanent reductions in energy consumption and by extension reduce the carbon footprint of the development once occupied.

- Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces.
- Ensuring that buildings can be easily adapted to suit different occupiers needs, through the use non structural internal walling and easily extended services;
- The use of locally sourced or recycled construction, building materials and aggregates;
- The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;
- The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;
- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;
- Low carbon lighting, energy controls and management;
- Double and triple glazing, and improved insulation;
- Wherever possible using an optimum plot orientation for solar gain with south facing windows;
- Conservation of natural resource such as the site's hedgerow and trees;
- Ground level 'urban greening' with the use of street trees, parks, greenways, open space, private spaces and gardens;
- The planting and setting out of grassland, native trees, shrub and hedgerow species that will encourage wildlife, and sustainable drainage;
- Plots to provide suitable facilities and storage for recycling and waste.

## 7. IMPLEMENTATION



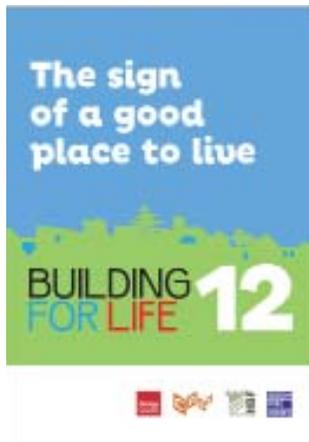


# 8 BUILDING FOR LIFE

## 8. BUILDING FOR LIFE

### Building For Life Summary

The following section provides a summary of the evaluation against the 12 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a score of 1 will apply.



### INTEGRATING INTO THE NEIGHBOURHOOD

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

**Evaluation:** A new network of footpaths and cycleways within the site would link to the existing National Cycle Route 6 along Coe Avenue, and Kenilworth Avenue, providing direct links into Loughborough to the east and Shepshed to the west.

Score: 1

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

**Evaluation:** The development will provide new public open space featuring areas for play and a new mixed use community hub and secondary schools. The development is close to a range of other local facilities including shops, schools and pubs within Loughborough.

Score: 1

3) Does the scheme have good access to public transport to help reduce car dependency?

**Evaluation:** The development will have easy access to public transport with close links to proposed bespoke bus routes. Clear and easy to use pedestrian routes would be available within the development to the surrounding area and bus stops.

There is potential to provide additional bus route links that service the site and the surrounding area.

Score: 1

4) Does the development have a mix of housing types and tenures that suit local requirements?

**Evaluation:** The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.

Score: 1

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### CREATING A PLACE

5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

**Evaluation:** The layout and green infrastructure for the scheme responds to its context and provides distinctive character within the site. At a detailed level, features would be included in the design, to develop local distinctiveness. This could include selected use of traditional materials in key locations.

Score: 1

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

**Evaluation:** The scheme does exploit the existing landscape and topography conditions, working with the landscape to maximise its potential within the site. The design approach follows the retained trees and hedgerows, and sloping topography to reflect the nearby existing housing. There are existing buildings on site which have been sensitively retained.

Score: 1

7) Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

**Evaluation:** The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Score: 1

8) Is the scheme designed to make it easy to find your way around?

**Evaluation:** The layout for the scheme follows a simple approach with a new Strategic Link Road and Primary Streets to allow residents and visitors to easily find their way around. The relationship with the green infrastructure and linking green corridors would allow easy orientation around the site.

Score: 1

## 8. BUILDING FOR LIFE

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### STREET AND HOME

9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

**Evaluation:** The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets levels would be raised to give pedestrians priority, and to assist in calming traffic.

Score: 1

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

**Evaluation:** Car parking would be integrated into the overall layout and design. A range of car parking options would be utilised including within the properties curtilage, to the front, the side and rear of dwellings.

Score: 1

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

**Evaluation:** The streets and the public spaces would all be overlooked by adjacent dwellings, allowing informal surveillance and safe routes.

Score: 1

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

**Evaluation:** At this stage of the development, the detail is not known.

Score: 0

