

LAND WEST OF  
*Ratcliffe Road*  
SILEBY

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Vision Document



DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE

Prepared by Pegasus Group on behalf of Redrow Homes East Midlands  
P21-2418\_200 | AUGUST 2021

## Vision Document

Prepared by Pegasus Group on behalf of **Redrow Homes East Midlands**

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**Vision Document**

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Ratcliffe Road Running along Eastern Boundary towards Sileby











LAND WEST OF  
*Ratcliffe Road*  
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Introduction

- 1.1 PURPOSE
- 1.2 VISION
- 1.3 ABOUT REDROW HOMES

# 1 Introduction

## 1.1 Purpose

This vision document has been prepared by Pegasus Group on behalf of Redrow Homes and the wider consultant team in response to a Regulation 19 Pre-Submission Draft Consultation of the Charnwood Local Plan. It highlights the opportunity for sustainable growth to the south of Sileby. This document appraises the constraints and opportunities of The Site and sets out an indicative masterplan to show how The Site could be developed as a sensitive extension to the existing settlement form.

This promotional document is divided into five sections as follows:

### SECTION 1: INTRODUCTION

Outlines the purpose of the document, the design vision, and introduces Redrow Homes East Midlands;

### SECTION 2: UNDERSTANDING THE SITE AND ITS CONTEXT

Considers The Site and its surroundings in terms of the physical and social context in relation to landscape, heritage, ecology, and flood risk and drainage, identifies The Site's constraints and opportunities;

### SECTION 3: STRATEGIC PLANNING CONTEXT

Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;

### SECTION 4: THE MASTERPLAN

Presents the design principles that have been derived from a combination of Government Policy, site assessment, and design evolution;

### SECTION 5: SUMMARY

Sets out a summary of the proposed development framework.



## 1.2 Vision

To deliver an attractive, highly sustainable new community on the land west of Ratcliffe Road, Sileby. Creating a natural extension to the existing settlement with well designed streets and homes which will form part of a wider strategic opportunity, promoting a long term vision for the development of Sileby.

1. Looking north on-site from Blackberry Lane  
2. Approaching Sileby on Ratcliffe Road





Site Boundary



Aerial Site Location







### 1.3 About Redrow

Redrow Homes is a developer with a proud and proven track record for constructing award-winning homes throughout England and Wales. It creates a better way to live by developing thriving communities, building responsibly and valuing people. These key ideals translate into a set of principles, which are applied to every new place they build.

Over Redrow Home's history, spanning more than 40 years, it has earned a unique reputation for quality and building beautiful homes where people want to live. It collaborates with the local community, planning officers and stakeholders to oversee the entire planning process from promotion to delivery. This allows for the creation of a mutually beneficial scheme which upholds Redrow Homes's values.



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Understanding the Site & its Context

- 2.1 THE SITE & ITS CONTEXT
- 2.2 CONNECTIVITY
- 2.3 FACILITIES & SERVICES
- 2.4 LANDSCAPE & ECOLOGY
- 2.5 TOPOGRAPHY & FLOOD RISK
- 2.6 HERITAGE
- 2.7 SUMMARY OF ANALYSIS



The Site



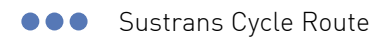
Motorway



A Road



Local Major Route



Sustrans Cycle Route



Railway Station



Great Central Railway Station



Railway Line



Great Central Railway

# 2 Understanding The Site & its Context

## 2.1 The Site & its Context

The Site is well connected to the surrounding urban area of Sileby which lies approximately 10km north of Leicester and 7km south west of Loughborough, and benefits from easy access to public transport and strategic highway links within close proximity of The Site. The plan opposite highlights the location of The Site within the context of the local area.

The Site lies just south of the centre of Sileby and is positioned with great links to the surrounding area. The Site comprises of several agricultural fields which are bounded by mature hedgerows with the occasional hedgerow tree. It sits immediately south to an area of residential development accessed through a road network leading from The Banks to the north, and is bounded by Ratcliffe Road to the east and the railway line to the west. The southern edge of The Site is bounded by Blackberry Lane after which lie further agricultural fields.

Redrow Homes controls land West of Ratcliffe Road, and is working in partnership with landowners and agents to promote the 45Ha hectare site on the southern side of the village of Sileby. One particular benefit of Sileby is the presence of a train station with good links to Leicester and Loughborough. The village also has a primary school, GP surgery and convenience store.

The Site offers the potential to deliver an attractive, highly sustainable new community designed around modern energy efficient ways of living. The Site is capable of delivering between 665 dwellings with a primary school provision as part of a sustainable neighbourhood which responds sympathetically to its landscape and village contexts.

The Site also offers the significant benefit of a wider strategic opportunity on land beyond Redrow Homes's immediate control. It is therefore being promoted with a longer-term vision in mind.

The Site's suitability for development has been assessed by a specialist team of technical consultants commissioned by Redrow Homes. The evidence gathered includes matters of design, landscape, flooding and drainage, transport, ecology, and heritage. The outputs of these are summarised within this document.

These technical assessments referred to above have allowed for progression of the development proposals and masterplan.

1. Entrance to Blackberry Lane from Humble Lane
2. Approaching Sileby on Ratcliffe Road
3. Blackberry Lane/ Humbe Lane junction
4. Looking north-west across site from south-east corner







Wider Context



LAND WEST OF  
*Ratcliffe Road*  
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## 2.2 Connectivity

Sitting on the southern edge of Sileby, the proposed site is bounded by the Ratcliffe Road to the east, Blackberry Lane to the south, and a network of residential streets to the north. This makes the site ideally situated for public transport as well as cycle and pedestrian connectivity.

The A46 is accessible to the south via Ratcliffe Road and forms part of the Highways England Strategic Road Network. The route provides connections to the north to Newark and the A1, to the east via the A607 to Melton Mowbray, and to the south to Leicester and the M1.

There is a pedestrian footway along the eastern side of Ratcliffe Road, extending to the junction with Peashill Close to the north at which point there are pedestrian footways on both side of the road leading all the way into the centre of Sileby.

Ratcliffe Road is considered a suitable route for cycling, connections could also be provided to routes within Leicester via Blackberry Lane, this includes cycle route 1.

The nearest bus route is the number 2 operated by Kinchbus. This provides a 30 minute service in both directions between Loughborough and Leicester. The closest bus stop is currently 1.2km away from the site, however the development would look to route the services pass the site or within the development.

The closest rail station is Sileby Station. This lies approximately 1.7km to the north of the site and offers services to Leicester, Loughborough, Nottingham and Lincoln, together with intervening stations.





||| A Road

||| Local Major Route

— Bus Route

● Bus Stop



Railway Station



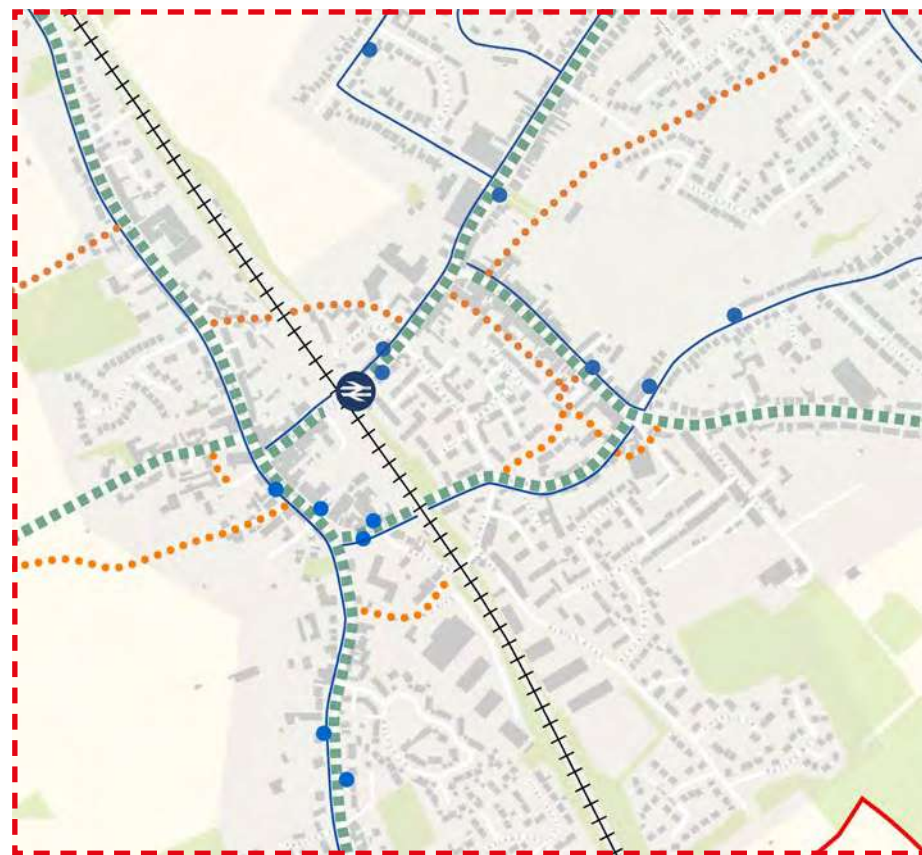
Railway Line

●●● Public Right of Way

●●● Bridleway

●●● National Cycle Network

●●● Public Right of Way  
Leicestershire Round  
Long Distance Route



### Existing Movement



1. Track running along southern boundary
2. Village entrance on Ratcliffe Road
3. Bus stop on Sileby High Street





## 2.3 Facilities & Services

As previously mentioned, The Site lies south of the centre of Sileby, while still benefitting from the amenities and facilities within Sileby. The Existing Local Facilities plan shows the location of key local facilities and services in relation to The Site. Within the centre of Sileby numerous food stores can be found including, but not limited to, Mc Colls and Glenn Lewins Butchers and Sileby Convenience Store located around the junction of Ratcliffe Road and Swan Street. Sileby Post Office and a Boots Pharmacy can also be found along Swan Street.

Sileby Memorial Park, located in between Swan Street and Haybrook Road, provides several sport and outdoor facilities including Sileby's Tennis Club, Bowls Club, Football Club and Skate Park.

As well as proposing to provide a Primary school on site, further educational facilities can be found nearby such as Ratcliffe College, so the east, Cossington Church of England Primary School to the south, and Sileby Redlands Community Primary School to the north.

1. Redlands Primary School
2. Ye Olde Corner Shop
3. Ratcliffe Off Licence



- Retail**

  - 1. Costcutter
  - 2. Ye Olde Corner Shop
  - 3. Tesco Express
  - 4. Sileby Post Office
  - 5. McColls
- Education**

  - 11. Ratcliffe College
  - 12. Sileby Redlands Community Primary School
  - 13. Cossington Church of England Primary School
- Healthcare**

  - 14. Highgate Medical Centre
  - 15. The Banks Surgery
  - 16. Sileby Family Dental Care
  - 17. Boots Pharmacy
  - 18. Riverside Pharmacy
- Sports & Outdoors**

  - 19. Physfit Gyms/ Sileby Boxing Academy
  - 20. Sileby Town Cricket Club
  - 21. Sileby Youth Football Club
  - 22. Sileby Bowls Club
  - 23. Sileby Tennis Club
  - 24. Sileby Skate Park
  - 25. Beedles Lake Golf Course
- Other**

  - 26. Oak Business Centre
  - 27. Chine House Vets
  - 28. Sileby Library

Local Amenities







## 2.4 Landscape & Ecology

### 2.4.1 LANDSCAPE

The Site is formed by a number of agricultural fields on a gently undulating landform, located immediately adjacent to the southern boundary of the settlement of Sileby. Most of The Site is formed of arable land, which is mostly bounded by mature hedgerows and the occasional hedgerow tree. A watercourse runs in a broad north east – south west direction along part of the north eastern boundary and within the central part of The Site. This is surrounded by a degree of vegetation and trees along the banks. Due to the excessive use of the field parcels as agricultural fields, the field boundaries, watercourse and internal components are of limited landscape value.

As a result of the undulating topography within the immediate and local area in combination with the hedgerows to The Site boundaries and surrounding built form, visibility is restricted to the localised landscape and middle distance views to the south east of The Site. There are clear opportunities to enhance the degree of enclosure to The Site and in doing so ensuring that there is a more sensitive and sympathetic transition between the settlement edge and wider rural landscape.









#### 2.4.2 ECOLOGY

The Site is dominated by arable land cultivated with Oats at the time of survey. The arable is of limited intrinsic ecological value and does not constitute an important ecological feature, albeit may support protected / notable species.

The Site is bound by and divided into fields by hedgerows. The hedgerows are of varying quality but all are considered to qualify as a Priority Habitat and are therefore important ecological features, and should be retained and suitably buffered (min. 5m) as far as practicable within any development proposals.

A tree-lined stream runs through The Site from north-east to south-west. This may potentially qualify as a Priority Habitat and is likely to be an important ecological feature of intrinsic ecological value, therefore it should be retained and suitably buffered (min. 10m) within any development proposals.

There is the opportunity to enhance the stream as part of the development proposals, providing a wetland corridor through The Site.

The habitats present provide some opportunities for protected or notable faunal species, and further survey work in respect of bats, Great Crested Newt, reptiles and breeding birds is recommended should a future planning application be progressed.

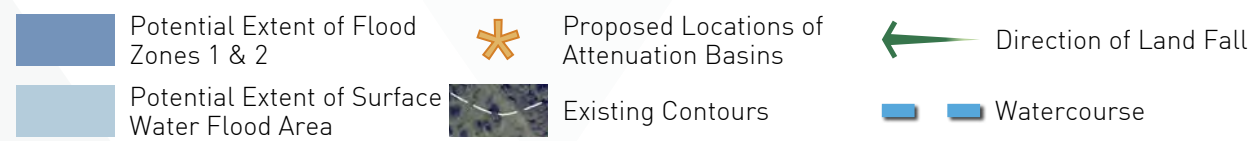
Retention of the watercourse and hedgerows within a sensitive scheme design would retain foraging and refuge opportunities for a number of species and ensure connectivity with the wider landscape is retained such that fauna can continue to commute through The Site. Subject to sensitive design, there are no overriding ecological constraints to the development of The Site.





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## Flood Risk Assessment





## 2.5 Topography & Flood Risk

The Site is generally located between 64m AOD and 49m AOD. The Site generally slopes down towards the south west and also down towards the watercourse 1 (W1). To the north of the watercourse 1, in the west, levels range from approximately 64m AOD in the northern-most point to 49m AOD at the watercourse. To the east of the watercourse 2 (W2) levels drop from 64m AOD to 54m AOD adjacent to Ratcliffe Road. There does not seem to be a valley present associated with the watercourse 2 as there does with watercourse 1.

The EA (Environmental Agency) Flood Map for Planning indicates that The Site is located predominately within Flood Zone 1, with an area along watercourse 1 in the west of The Site being located within Flood Zone 3.

The EA Flood Map for Surface Water shows that the central corridor of The Site along watercourse 1 ranges from a high to low risk of flooding generally running west to the east respectively. The Site's risk of flooding may be greater than to the extent shown on both these maps, and therefore detailed hydraulic modelling is likely to be required to support a planning application of this site and at this stage a total area of 2 ha is recommended for the provision of surface water attenuation.

1. Watercourse 2 looking north towards Sileby
2. Watercourse 1 looking north-east
3. Point at which Watercourse 2 meets Watercourse 1







## 2.6 Heritage

There are no designated heritage assets within The Site and The Site does not form part of the settings of any designated built heritage assets. The masterplanning of The Site can be sensitively undertaken to protect the significance of the non-designated farmsteads to the south of The Site as far as possible. The Site does form a neutral element of the wider setting of Brook Farm, Cossington Road and consideration should also be made in the masterplanning in respect of Barn Lodge Farm, Humble Farm and Blossom Farm.

The following mitigation measures would be considered in the masterplanning of The Site to minimise/avoid built heritage impacts as far as possible:

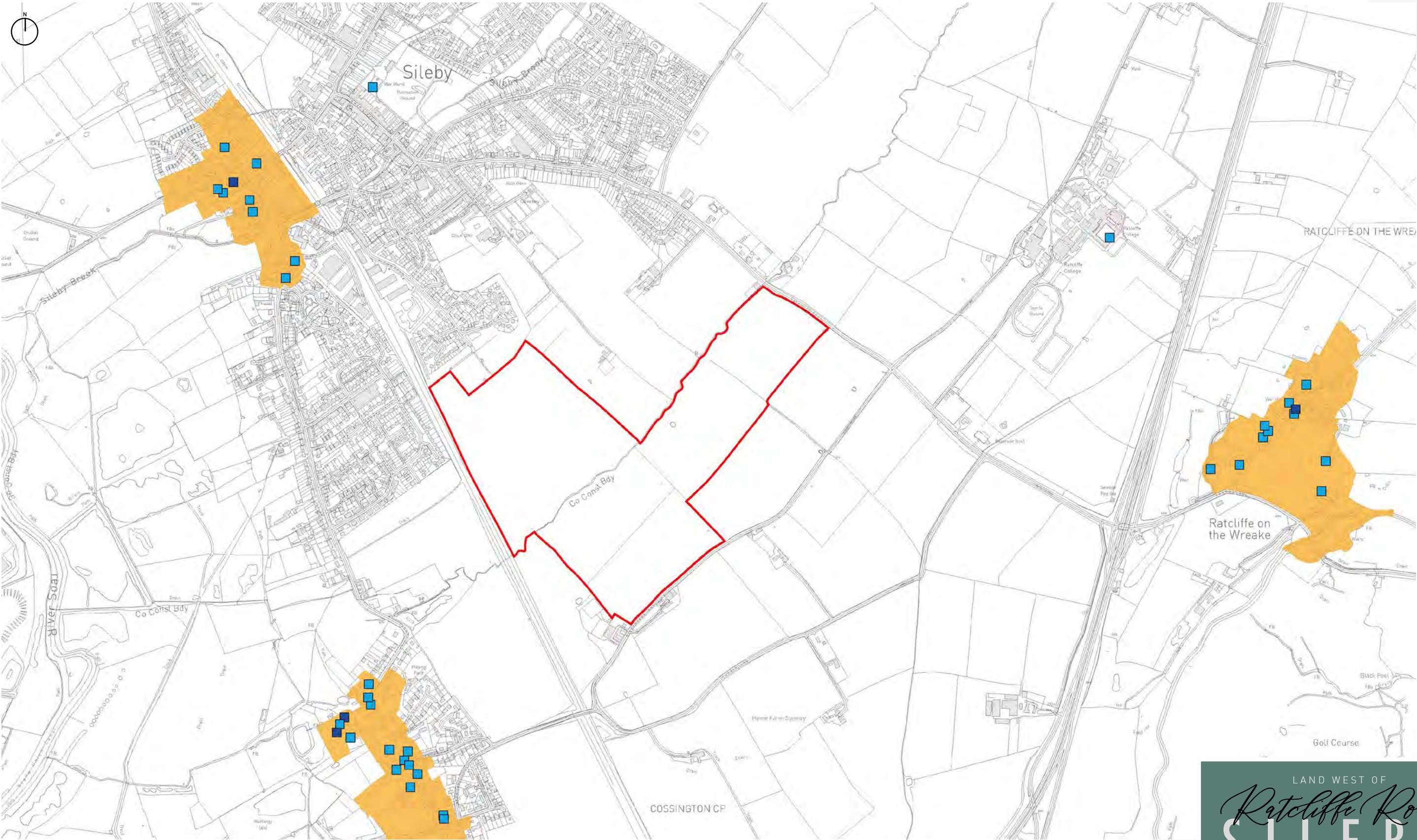
- Planting along the western boundary of The Site to minimise visibility from Brook Farm;
- Retention of open space along the south west, adjacent to Blackberry Lane to minimise harm to the Barn Lodge Farm and Humble Farm; and
- Set back proposed housing from the north western edge adjacent to Blossom Farm to include appropriate landscaping/planting.

1. Barn Lodge Farm
2. Humbles Farm
3. Brook Farm, Cossington



- Conservation Area
- Grade II\* Listed Building
- Grade II Listed Building

Heritage Assessment











## 2.7 Summary of Analysis

The Site has been assessed to help inform the layout and design of the scheme. Both opportunities and constraints have been established in order to provide an informed concept masterplan.

### OPPORTUNITIES

- The Site sits in a physical location where it reads as a continuation of the village of Sileby;
- Provide areas of public space and green infrastructure for existing and new residents;
- Enhance areas of ecological interest such as along the watercourses;
- Potential to extent the current urban extent of Sileby and deliver a larger sustainable community; and
- Opportunity to maintain and enhance vegetation throughout The Site where possible.

### CONSTRAINTS

- Potential noise from the road bounding The Site to the east;
- Potential Flood Zone areas within the centre of The Site;
- Potential noise from the railway to the west of The Site; and
- Consideration should be made to heritage assets near The Site.

1. Development to the north connecting to The Site
2. Ecological enhancement opportunity along watercourses
3. Railway line to the west of The Site







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**Strategic Planning Context**

- 3.1 ADOPTED DEVELOPMENT PLAN
- 3.2 EMERGING DEVELOPMENT PLAN
- 3.3 LEICESTER & LEICESTERSHIRE STRATEGIC GROWTH PLAN
- 3.4 WHY LAND WEST OF RATCLIFFE ROAD, SOUTH OF SILEBY?



# 3 Strategic Planning Context

## 3.1 Adopted Development Plan

The adopted development plan for Charnwood is made up of the Core Strategy (2015) and the detailed 'saved' policies from the Borough of Charnwood Local Plan (2004). The Core Strategy sets the strategic planning framework for Charnwood for the period 2011-2028.

On January 16, 2020 Charnwood Borough Council "made" the Sileby Neighbourhood Plan part of Charnwood Borough Council's development plan, in accordance with Regulation 19 of the Neighbourhood Planning (General) Regulations 2012 (as amended).

The Neighbourhood Plan spans to 2036 and contains a range of policies designed to address locally important issues. Part of the western extent of the site falls within the Neighbourhood Plan boundary.

The site is classed as being in open countryside within the adopted Local Plan, and is not designated as locally significant within the Neighbourhood Plan in terms of the natural environment, open spaces, historic features or important hedgerows.

## 3.2 Emerging Development Plan

The Core Strategy and detailed 'saved' policies from the Borough of Charnwood Local Plan are significantly out-of-date. The Council is therefore preparing a single Charnwood Local Plan document to replace the Core Strategy and to replace the remaining 'saved' policies from the Borough of Charnwood Local Plan.

The emerging Local Plan sets out the strategic and detailed policies to deliver the Council's vision for Charnwood up to 2037.

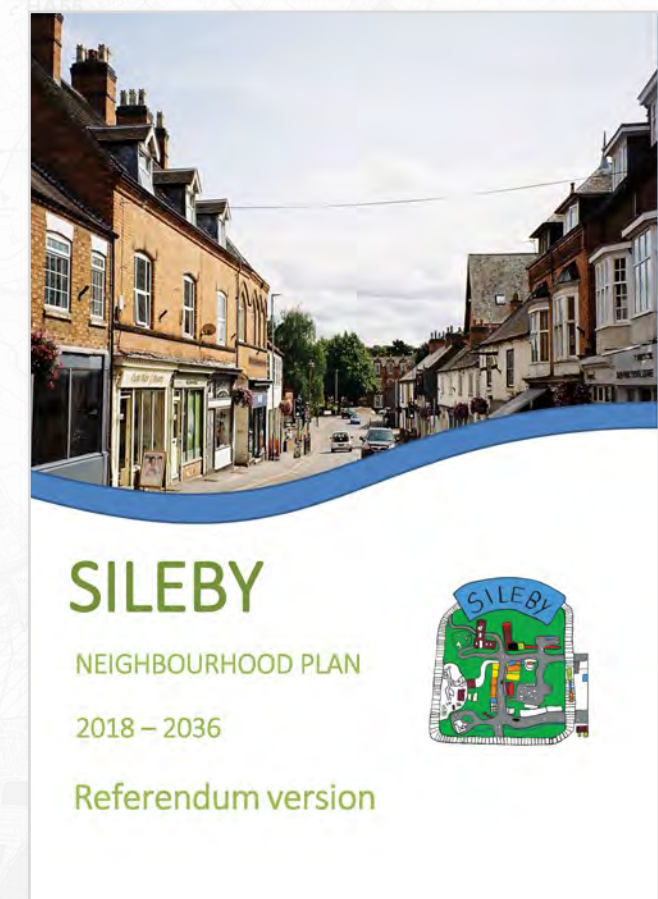
It will allocate sites in the borough needed to meet the needs of the community, including specific sites for development, and designations that reflect special character or that require protection. It will also set out specific policies and criteria against which planning applications for the development and use of land and buildings will be considered. The Local Plan will include a proposals map for the whole Borough.

The emerging Local Plan is supported by a number of evidence base documents including the Strategic Housing & Employment Land Availability Assessment (SHELAA) 2020, Settlement Hierarchy Assessment 2020 and Sustainability Appraisal 2021.

Within the SHELAA, the site is identified as being capable of delivering 250 dwellings within the period 6-10 years (2025-2030), 250 dwellings in the period 11-15 years (2030-2035) and the remainder post-2035. For the purpose of consideration under the National Planning Policy Framework, this puts the site within the definition of 'developable' being a site in a suitable location for housing development with a reasonable prospect that the site will be available and could be viably developed at the point envisaged i.e. 2025 onwards.

Within the Settlement Hierarchy Assessment 2020, Sileby is classed as a Service Centre with a range of services and facilities to meet most of the day to day needs of the community and good accessibility to services not available within the settlement.

A Regulation 19 Pre-Submission Draft Consultation of the Charnwood Local Plan 2021-37 is running from 12 July 2021 until 23 August 2021. The site is not a proposed allocation at this stage and is classed as being within the countryside. No other policy designations are applicable to the site within the draft proposals map.

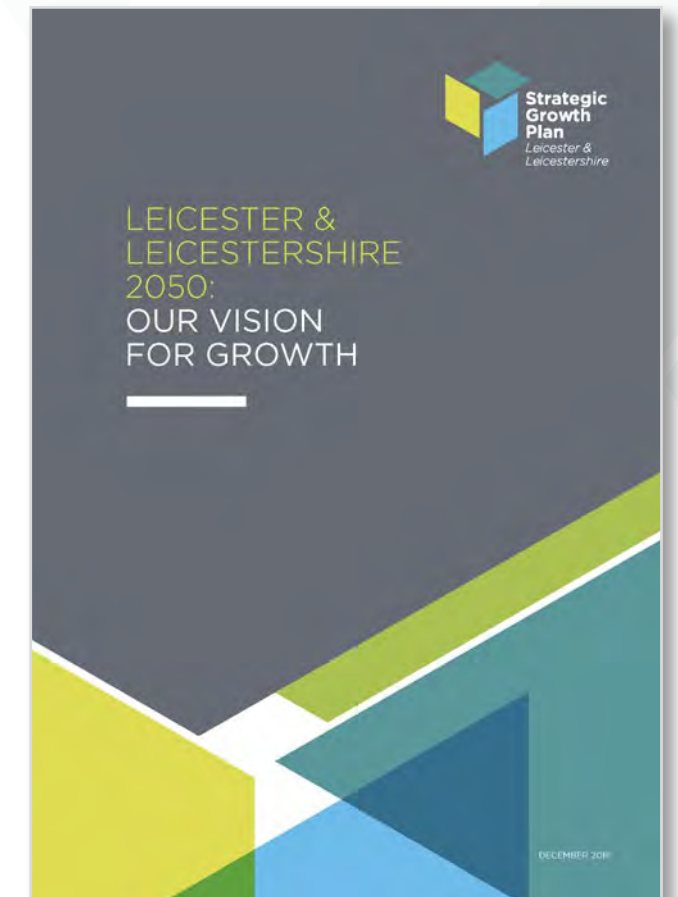
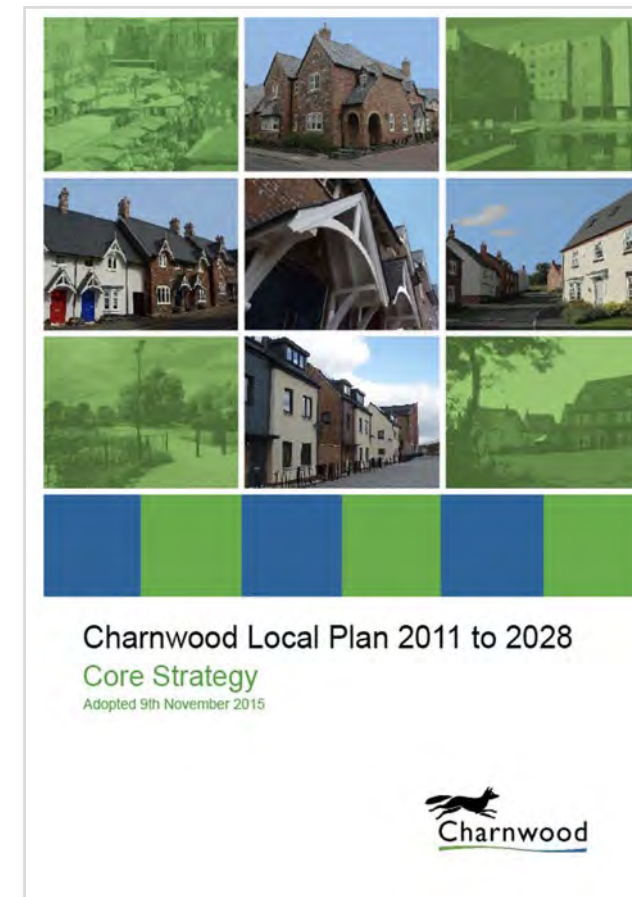




### 3.3 Leicester & Leicestershire Strategic Growth Plan

Charnwood is part of the wider housing market for Leicester and Leicestershire and all of the Councils in the area work together to understand the need for homes and jobs and how to plan for them through their local plans in a coordinated way.

The Leicester and Leicestershire Strategic Growth Plan is a non-statutory plan but it sets out an agreed strategy for the period to 2050. The strategy itself is to be delivered through Local Plans. Charnwood is one of the 10 partner organisations which formally resolved to approve the 'for governance' version of the plan at a series of meetings held in November and December 2018.



### 3.4 Why Land West of Ratcliffe Road, South of Sileby?

The development of around 665 dwellings will form a sympathetic and logical addition to Sileby, creating a new neighbourhood which incorporates existing landscape features and draws upon local character. Sileby is identified as being one of the more sustainable settlements in the Borough. Its expansion will ensure continued viability and variety of local businesses and facilities and reduce the need for residents to travel to larger centres.

Part of The Site adjoins the built-up area of the village and would form a logical progression of development to the south of the village. It also in part adjoins proposed allocation site reference: HA56 Land off Kendal Road (South of Butler Way and Gray Lane), Sileby.

This site is not subject to any restrictive policy designation other than being countryside.

This vision document and masterplanning is underpinned by the various enclosed technical and environmental survey and assessment work prepared by the consultant team reporting to Redrow Homes, working in partnership with the landowners.

This work demonstrates that the vision for residential-led development at this site is technically deliverable.

The Site can be supported by appropriate infrastructure, land for a primary school, land for a local centre, green and blue infrastructure, and biodiversity net gain.

Redrow Homes considers that The Site is a suitable, available and achievable opportunity which should be allocated for residential-led development as part of the emerging Local Plan.

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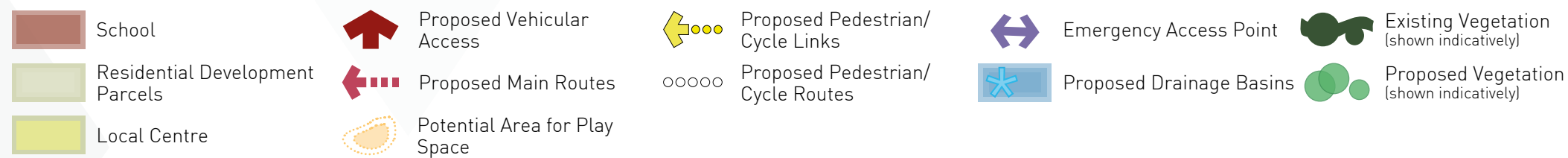
LAND WEST OF  
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**The Masterplan**

- 4.1 INTRODUCTION
- 4.2 DEVELOPMENT FRAMEWORK
- 4.3 ACCESS & MOVEMENT
- 4.4 GREEN INFRASTRUCTURE
- 4.5 APPEARANCE & CHARACTER





## The Masterplan



Land Uses	
RESIDENTIAL DEVELOPMENT	19HA
LOCAL CENTRE	0.7HA
SCHOOL	2.1HA
INFRASTRUCTURE To include main vehicular routes and infrastructure	CIRCA 2.4HA
PUBLIC OPEN SPACE To include play space, incidental space and attenuation areas	CIRCA 20.85HA



# 4 The Masterplan

## 4.1 Introduction

This chapter explains the principles that have been applied to aspects of the design, including:



### LANDSCAPING

As part of the development the existing hedgerows and trees will largely be retained as well as the introduction of additional planting along the southern edge of the development to create a natural buffer between the existing development and natural open space, adding privacy and security.



### LOCAL DISTINCTIVENESS

The layout is designed to reflect the character of the surrounding area. Dwellings are intended to be plotted in a block format similar to the existing surrounding dwellings.



### APPEARANCE

As appearance is reserved at this stage, no specific information on the issue is required to be provided. This vision document does however explain the principles behind the intended appearance and how these will inform the final design of the development.

The proposed new housing should be designed to relate well to the architecture of the surrounding area and contribute to its character.



### SAFETY & SECURITY

Pedestrian safety within the development is achieved through the provision of pavements along the main routes through The Site, with lower category roads being used wherever possible to create low vehicle speeds.

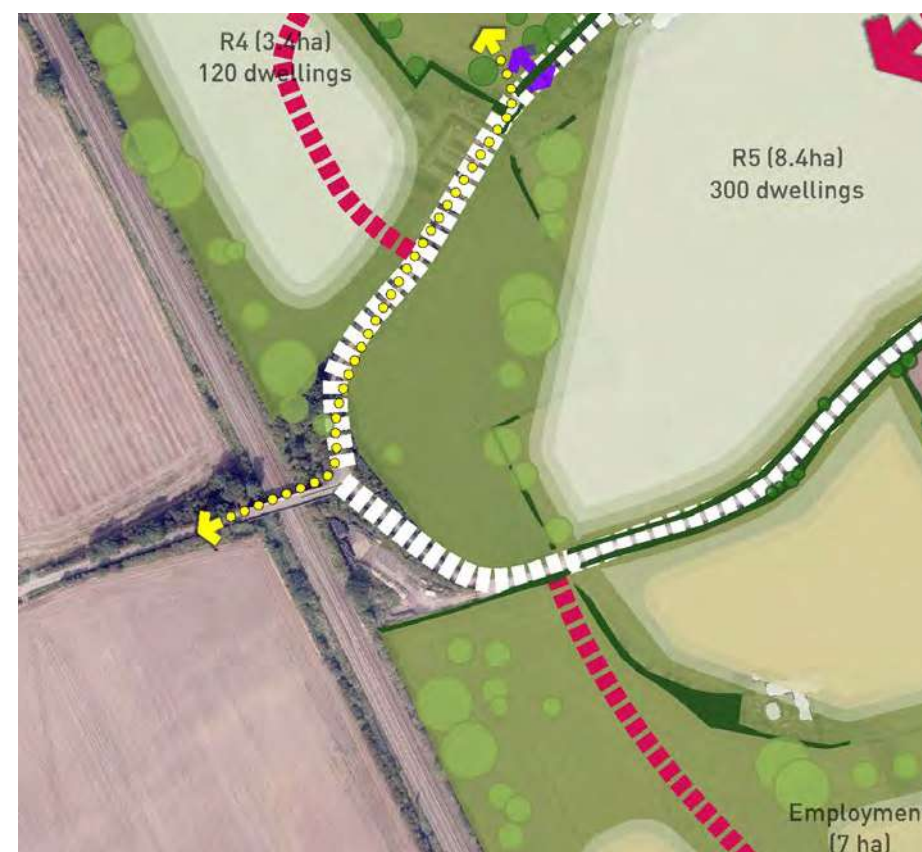
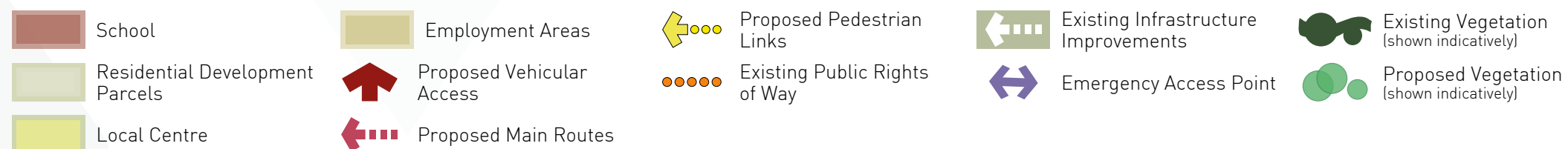
Buildings are to be arranged to be back to back with gardens that are well-contained and enclosed creating a greater distinction between the public and private realm.



### CONTINUITY & ENCLOSURE

The design is based on the principle of houses defining the layout by respecting the existing layout of dwellings within the immediate area.





## 4.2 Development Framework

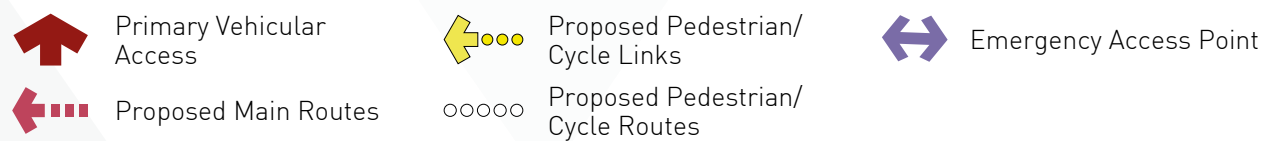
The site is intended to be part of a larger development and as such has been designed to take into account further development, connectivity, and cohesion between the sites. This is shown in the development framework plan.

This site is considered the first phase of a development framework plan for up to 2,000 dwellings to also include, further open space and green infrastructure, and employment areas. One way in which this could be achieved is set out in the Development Framework Plan overleaf.

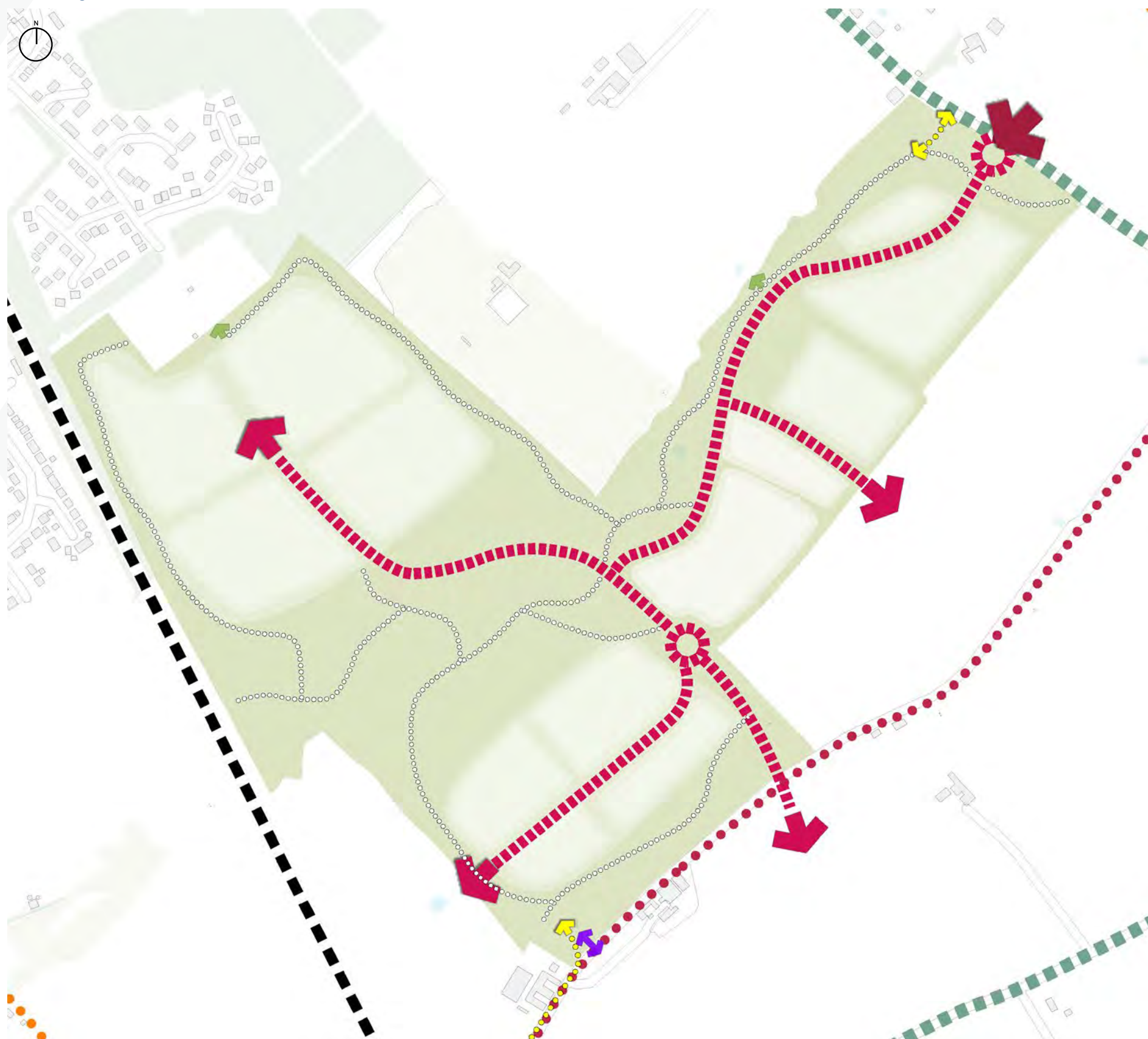








## Existing Movement



## 4.3 Access & Movement

### 4.3.1 VEHICULAR ROUTES

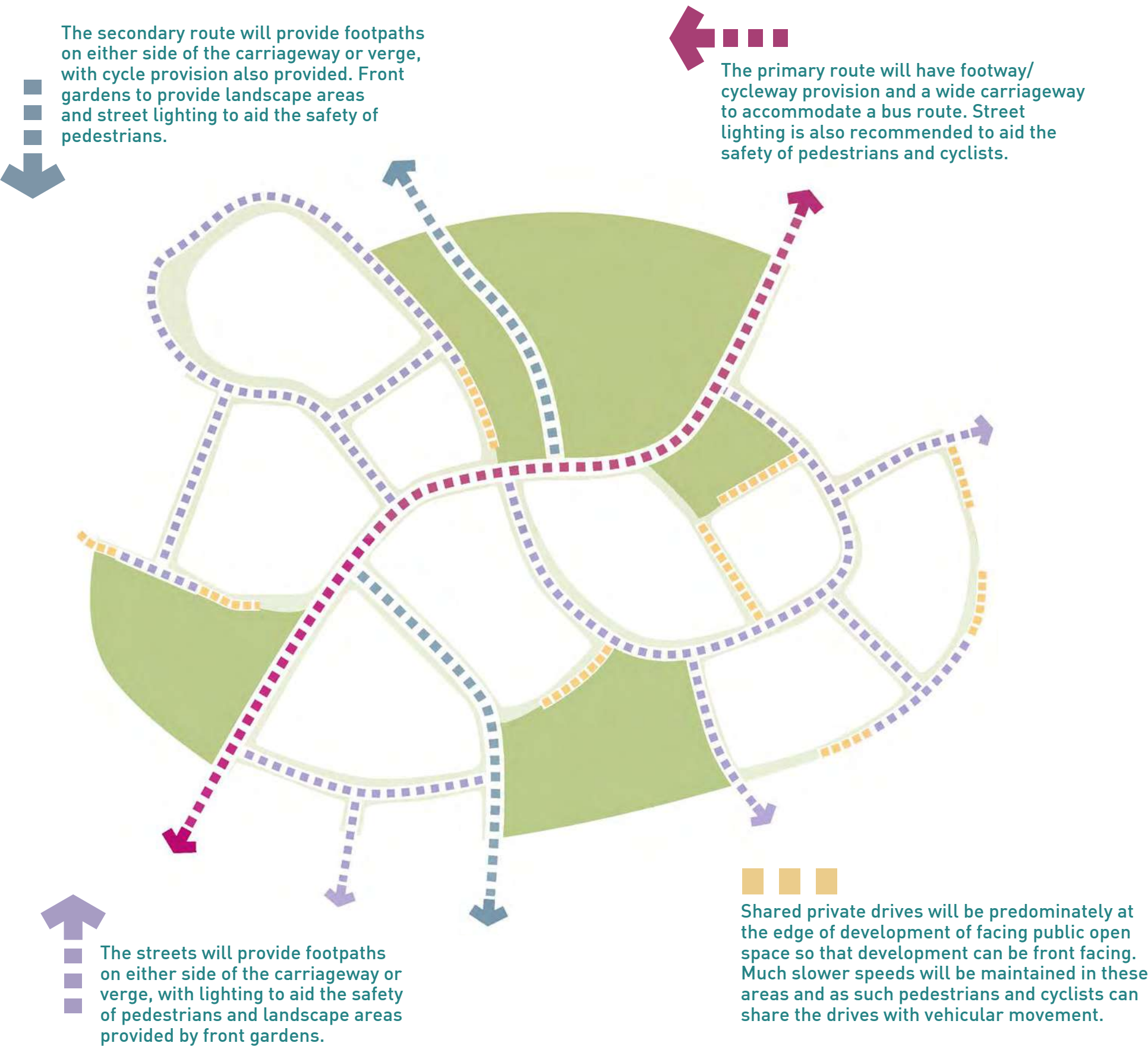
The concept plan shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure.

At this stage, a complete street hierarchy is not defined however it is proposed that the roads will lead from a Primary Route, capable of bus use, down to a secondary route, streets, and lanes. A movement hierarchy clearly defines the main routes and helps achieve a permeable layout, such hierarchy is shown in the Street Hierarchy Vignette.

The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street type in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.



Street Hierarchy



4.3.2 FOOTPATHS & CYCLEWAYS

The location of The Site, close to established community, village centre and public transport nodes are positive characteristics, which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes.

The development of a pedestrian/cycle network within The Site is seen as an integral part of the transport infrastructure for the proposed development. The following measures to provide accessibility by foot and cycle are proposed:

- Internal road layout designed to ensure low traffic speeds. The design will promote safe walking and high permeability throughout The Site;
- Additional, dedicated pedestrian routes are proposed, through the centre of the Site, enabling pedestrians to move free from vehicles through the site;
- Extra pedestrian links added to the south of the site to aid movement in the wider area.
- Cycle use is encouraged through the high degree of permeability within the layout. With low traffic movement within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.



- Central Green Corridor
- Southern Green Corridor
- Potential Play Space/  
Sport Pitches
- Retention of Existing  
Vegetation
- Retention & Improvement  
to Existing Vegetation
- Nature Trail Network

## Green Infrastructure







## 4.4 Green Infrastructure

Although only a concept plan at this stage, it was deemed appropriate to consult and create a green infrastructure strategy plan in order to ensure that the Site is being designed in such a way to not only take into consideration the existing landscape elements in and around the Site, but where possible preserve and enhance these elements. The site incorporates to main 'green corridors', the southern corridor and the central corridor. These two areas will act as hubs and be areas which provide vibrant parks, nature trails, pedestrian and cycle friendly routes away from vehicular movement, and sport pitches and play equipment.

The components of a preliminary development and landscape strategy that can be incorporated into emerging proposals are shown on the plan and include:

- Locating development away from the highest point on site in order to reduce likely visual impacts;
- Retaining the mature hedgerow and hedgerow tree network throughout the site and along its boundaries;
- Including an appropriate stand off to existing hedgerows and mature trees to ensure retention, also providing a 'layer' of landscaping and opportunities to incorporate additional planting either as planting within public open space and/or as hedgerow enhancements;
- Enhancing where necessary of hedgerow boundaries, in order to reinforce a new, defensible boundary to Ratcliffe Road to the east and Railway to the west;
- Focusing green infrastructure 'hubs' on areas with mature trees and ecological interest;
- Provisions for public open space and attenuation toward the centre of the site and along the southern most boundary creating a 'green corridors' with existing and proposed landscape planting, providing connections throughout the development; and
- Ensuring any development on the more elevated parts of the site, or along the western extent of the site is of lower density.





## 4.5 Appearance & Character

Although not detailed at this stage it is important to note that The Site could accommodate a range of housing types and sizes to cater for a range of needs, whilst mirroring the local vernacular of Sileby.

Architectural elements that can be found locally include but are not limited to:

- Traditional pitched roofs;
- Some side gables, facing the adjacent dwellings;
- Chimney stacks; and
- Porches.

Similarly there is a consistent style in the materials used within Sileby, these include:

- Red brick;
- White render;
- Occasional use of weatherboarding and hanging tile details; and
- Red or grey slate roofs.

It will be important to take these design notes into consideration when moving forward with this development.





LAND WEST OF  
*Ratcliffe Road*  
**SILEBY**







LAND WEST OF  
*Ratcliffe Road*  
**SILEBY**

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Summary



The Masterplan





# 5 Summary

The land west of Ratcliffe Road, Sileby provides an opportunity to deliver a highly sustainable new development of some 665 dwellings along with a primary school, local centre and new areas of open space of benefit to future and existing residents.

The concept plan prepared as part of this submission shows how the site could be developed to relate well within existing development in Sileby as well as how it would fit in with a wider framework of development.

The proposal is a sustainable and deliverable development option and will be achieved in the following way:

- The creation of an integrated residential community with a sensitive relationship to the existing settlement;
- The creation of pedestrian routes through the development;
- Providing a development that is well connected, readily understood and easily navigated;
- The creation of a strong landscape structure that responds to the local area and retains and enhances the immediate locality;
- Promoting the objectives of sustainable development through layout and design.

## Vision

To deliver an attractive, highly sustainable new community on the land west of Ratcliffe Road, Sileby. Creating a natural extension to the existing settlement with well designed streets and homes which will form part of a wider strategic opportunity, promoting a long term vision for the development of Sileby.



LAND WEST OF

*Ratcliffe Road*

**SILEBY**

Promotional Document

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DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



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