



North of _____

Barkby Road SYSTEM

Design & Access Statement



DESIGN



ENVIRONMENT



PLANNING



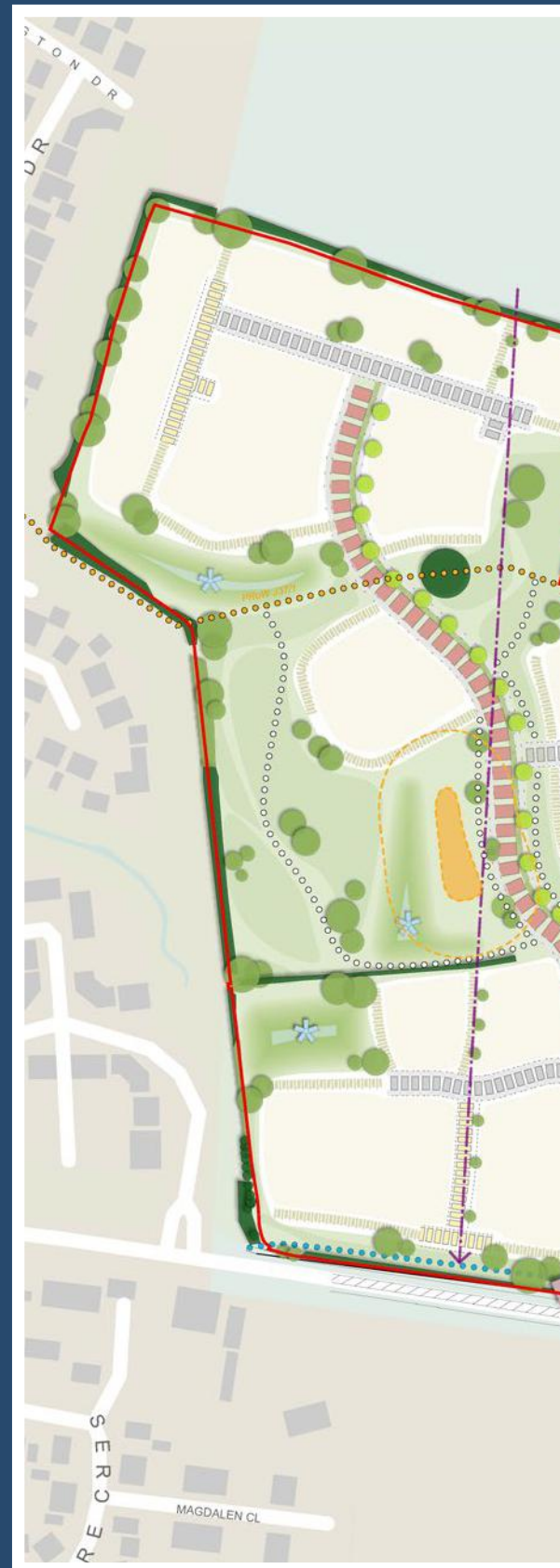
ECONOMICS



HERITAGE

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Barkby Road SYSTEM

Design & Access Statement

Barkby Road, SYSTON Design & Access Statement

Prepared by Pegasus Group on behalf of **Taylor Wimpey**
 Date: **December 2021** | Document reference: **P20-3155_201B**
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Introduction

- 1.1 PURPOSE OF STATEMENT
- 1.2 THE VISION
- 1.3 THE SITE

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Barkby Road SYSTEM

Design & Access Statement

1: Introduction

This Design and Access Statement has been prepared by Pegasus Group on behalf of Taylor Wimpey (UK) Limited, to accompany an outline planning application for the development of land north of Barkby Road, Syston.

“The application seeks outline planning permission for up to 195 dwellings, together with associated affordable housing, open space, landscaping, drainage and play space facilities. All matters are reserved bar access which is proposed from Barkby Road.”

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

The DMPO also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must:

- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what action has been taken of the outcome of any such consultation; and
- (e) explain how specific issues which might affect access to the development have been addressed.”



TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015

1.1 PURPOSE OF STATEMENT

The purpose of this Design and Access Statement is:

“...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.” (para. 029, PPG, Reference ID: 14-029-20140306)

SECTION 1

INTRODUCTION

Outlines the purpose of this document.

SECTION 2

PLANNING POLICY

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

SECTION 3

CONTEXT

Considers the site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context.

SECTION 4

DESIGN DEVELOPMENT

Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution.

SECTION 5

DESIGN PROPOSALS

Presentation of the key design proposals including the Uses, Built form and Identity, Movement, Nature and Public Space, Homes and buildings, Resources and Lifespan.

SECTION 6

CONCLUSION

This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.

This statement should be read in conjunction with the Outline Planning Application and its supporting documents.

1.2 THE VISION

This DAS is submitted as part of an outline application for:

The development of 195 new dwellings on the land north of Barkby Road, Syston, including access, open space, drainage and green infrastructure. In summary the proposals include:

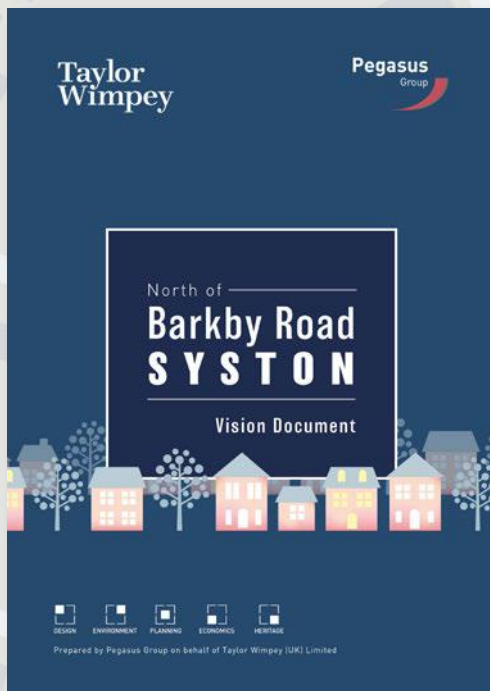
- 195 new dwellings including up to 30% affordable housing;
- A new access point via a new T-junction from Barkby Road;

- A new pedestrian link into the site by extending the existing footway from Empingham Drive to the new access point into the development.
- A green infrastructure network including areas of informal open space and equipped play area, retained trees and hedgerows.

The Vision has been structured to follow Building for a Healthy Life (BHL) principles. BHL sets out clear expectations for new developments to create places that are better for people and nature. The following principles will be followed through to the outline planning application submission.

A key part of the Vision is the design for active travel and access to green space. This includes the ability to walk and cycle within the new development and further afield, seeking to minimise traffic on the highway network and mitigate climate change. The development of the site will respond positively to climate change.

RIGHT: BUILDING FOR A HEALTHY LIFE [BHL]
BELOW: BARKBY ROAD, VISION DOCUMENT



DESIGN VISION:
To deliver a new high quality residential development on the land north of Barkby Road, through the creation of a new distinctive place that fits with the existing urban edge of Syston.



1 2 3 4 5 6



Site Location

1.3 THE SITE

The site lies to the east of the centre of Syston, approximately 1.2 km from the centre. Covering 8.29 hectares (Ha), the site is currently composed of two agricultural fields, running across the site north to south. These parcels are divided by vegetation, namely hedgerows, which also outline the boundary of the entire site.

Sitting along the north boundary of Barkby Road, the site is also bounded by Queniborough Road to the east, further agricultural fields to the north, and existing residential development to the west. There is a Public Right of Way running east to west through the site along the southern boundary of the northernmost field within the site.

The site is an emerging allocation for 195 new dwellings in the Charnwood Pre-Submission Local Plan 2021 – 2037 under Policy DS3, site reference HA3.



2

Planning Policy

- 2.1 NATIONAL PLANNING POLICY FRAMEWORK
- 2.2 PLANNING PRACTICE GUIDANCE
- 2.3 NATIONAL DESIGN GUIDE
- 2.4 NATIONAL MODEL DESIGN CODE
- 2.5 DEVELOPMENT PLAN
- 2.6 EMERGING LOCAL PLAN
- 2.7 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS

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Barkby Road SYSTEM

Design & Access Statement

2: Planning Policy

The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (July 2021), Planning Practice Guidance (October 2019), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

2.1 NATIONAL PLANNING POLICY FRAMEWORK

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has three interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A **social** objective;
- An **economic** objective; and
- An **environmental** objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11, Section 9: Promoting Sustainable Transport (para. 104) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."
(para. 104(e) NPPF 2021)

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places.

The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

"The creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..."
(para. 126, NPPF 2021)

Furthermore, a new test is being introduced in the latest edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of "beautiful" places among the overarching objectives of the planning system. In paragraph 134, the NPPF states that:

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes". (para. 134, NPPF 2021)

The NPPF is also clear at paragraphs 127 and 128 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.



SOCIAL



ENVIRONMENTAL



ECONOMIC

Paragraph 130 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

- “a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

2.2 PLANNING PRACTICE GUIDANCE

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The ‘Design: Process and Tools’ PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage” (para. 001, PPG, ID: 26-001-20191001, October 2019)

2.3 NATIONAL DESIGN GUIDE

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.” (para. 13, NDG 2021)

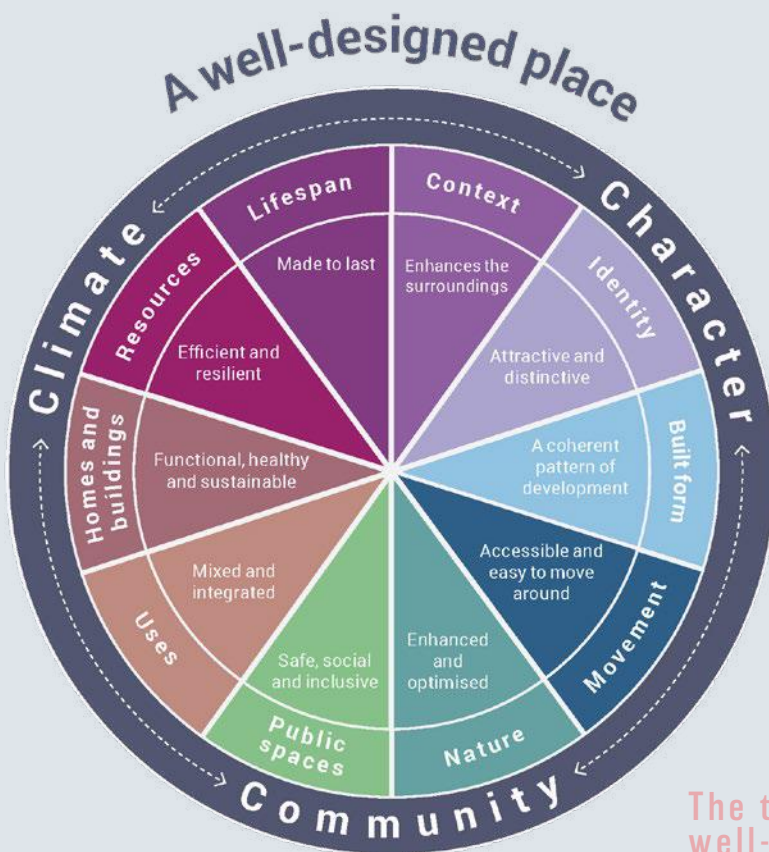
The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical **character**;
- To help to nurture and sustain a sense of **community**; and
- To positively addresses **environmental** issues affecting climate.

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BfL12) written in partnership with NHS England, NHS Improvement and MHCLG.



The ten characteristics of a well-designed place (NDG, 2021)

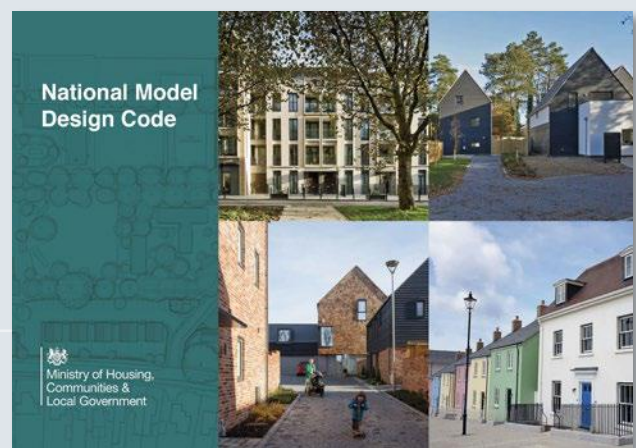
2.4 NATIONAL MODEL DESIGN CODE

The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.” (para. 1, National Design Code 2021)

National Model Design Code, January 2021

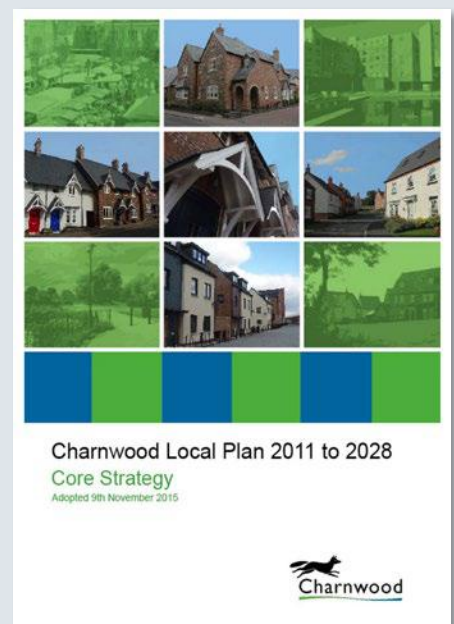
The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



2.5 DEVELOPMENT PLAN

The Charnwood Local Plan Core Strategy was adopted in November 2015 and sets out the development strategy for the Borough over the plan period to 2028. The Core Strategy, together with the saved policies of the Borough of Charnwood Local Plan (2004), comprises the development framework for Charnwood.

The Core Strategy sets out a requirement to provide at least 13,940 new homes of the plan period to 2028. Policy CS1 identifies a settlement hierarchy with development focused on the Leicester Principal Urban Area, and with the majority of the remaining growth directed to Loughborough and Shepshed. Syston is identified as one of seven ‘Service Centres’ where at least 3,000 new homes within settlement boundaries will be identified through a Site Allocations and Development Management DPD (which was subsequently not progressed).



Charnwood Local Plan Core Strategy, November 2015

2.6 EMERGING LOCAL PLAN

Charnwood are now progressing a new Local Plan, to cover the period to 2037 to align with the Leicester and Leicestershire Strategic Growth Plan. Upon adoption, the new Local Plan will replace the adopted Core Strategy and the saved policies from the Borough of Charnwood Local Plan (2004).

The Pre-Submission Draft Charnwood Local Plan (July – August 2021) represents the fourth stage of public consultation in the preparation of the new Local Plan. The emerging Local Plan focuses development at the edge of Leicester – within the Leicester Urban Area (Birstall, Syston and Thurmaston) and the site is a draft allocation ‘Land north of Barkby Road, Syston’ with the potential for 195 dwellings.

Policy DS1 sets out the overall spatial strategy of urban concentration and intensification, with some limited dispersal to other areas of the Borough. The most environmentally sensitive areas will be protected, and the pattern of development will provide a balance between homes, jobs and facilities.

Policy DS1 confirms the housing requirement of 17,776 new homes between 2021 and 2037, and that provision for at least 19,461 new homes will be made. 7,358 new homes are directed to the Leicester Urban Area (Birstall, Syston and Thurmaston), which represents 38% of the overall provision for the Borough. Policy DS2 confirms the Council’s commitment to working collaboratively with the Leicester and Leicestershire authorities to establish the scale and redistribution of Leicester’s unmet need, setting out timescales for a review and potential partial/full update of the Local Plan as necessary.

Policy DS3 sets out housing allocations and confirms that the Council will support development that is cohesive and integrated with other allocations set out within the plan, including in relation to the provision of new schools and other infrastructure; and that are in accordance with site-specific requirements as set out at Policy DS3.

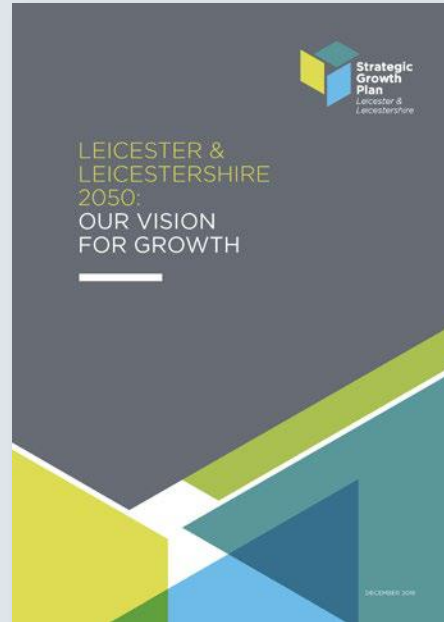
Policy DS3(HA3) allocates land north of Barkby Road, Syston for 195 new dwellings. Development proposals at Site HA3 will be supported whereby they are accompanied by a Flood Risk Assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test; and contribute to the reasonable costs of the provision of a new 2 form entry primary school located at Site HA1.

Policy DS3(HA1) allocates land South East of Syston for 960 new homes, together with a new 2 form entry primary school, Site HA1 is located immediately to the south of Barkby Road, extending south and west to the Midland Main Line. Site HA1 is also under the control of Taylor Wimpey and the two sites will be masterplanned and developed cohesively. Policy DS3(HA2) also allocates land at Barkby Road for 270 new homes, and this site lies immediately to the north of the subject site.

2.7 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS

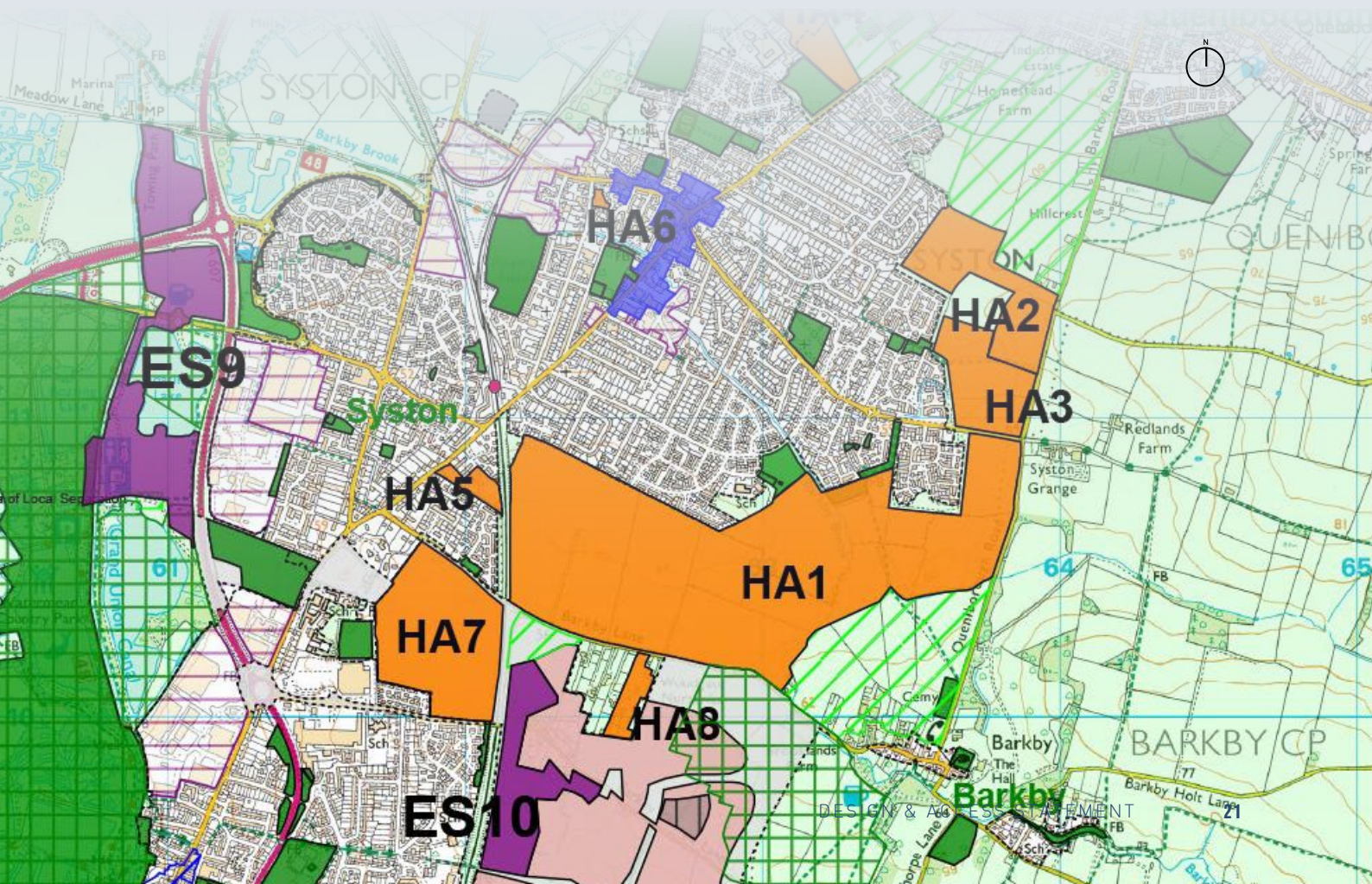
2.7.1 The Leicester & Leicestershire Strategic Growth Plan

The Strategic Growth Plan provides a long-term vision up to 2050 for the Leicester and Leicestershire area. The Strategic Growth Plan identifies Leicester as having a pivotal part to play in the strategy for delivering homes and jobs in Leicester and Leicestershire and looks to develop its role as the 'central city'.



Strategic Growth Plan,
December 2018

Policies Map Extract (Pre-Submission Draft Local Plan - July 2021)



3

Context

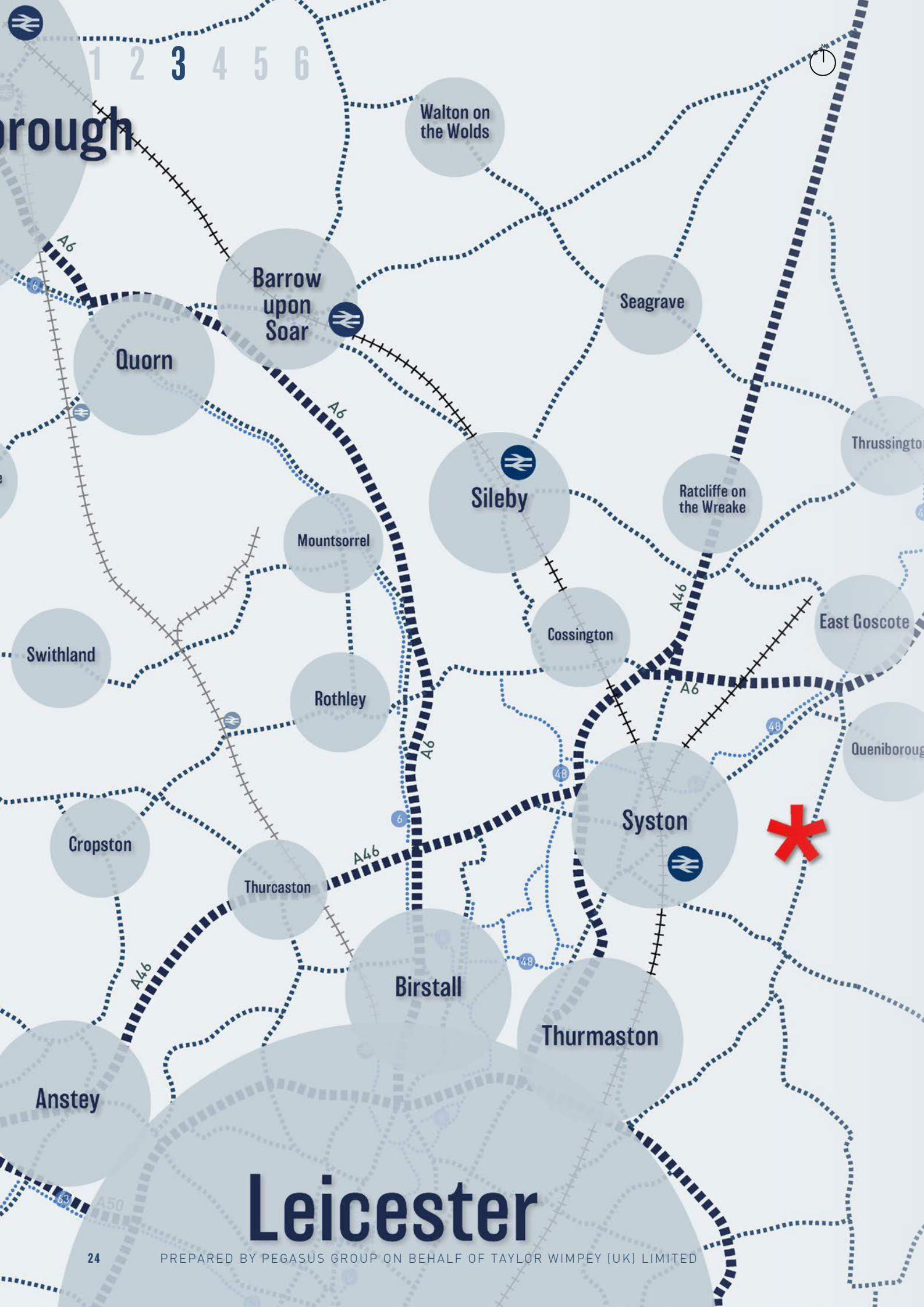
- 3.1 CONNECTIONS & PUBLIC TRANSPORT
- 3.2 LOCAL FACILITIES
- 3.3 LOCAL CHARACTER
- 3.4 SITE ANALYSIS
- 3.5 OVERVIEW OF SITE & CONTEXT

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Barkby Road SYSTEM

Design & Access Statement

rough



Leicester

3: Context

3.1 CONNECTIONS & PUBLIC TRANSPORT

3.1.1 Vehicular Movement

The site extends to approximately 8.29ha and lies to the east of Syston, within the administrative boundaries of Charnwood Borough Council (CBC). The site is located on the edge of the existing built up area of Syston.

The site consists of agricultural land and currently comprises two arable fields. A Public Right of Way (J37) bisects the site from west to east, crossing the site from the existing residential development at the site's western boundary linking to Hallaton Drive, across to Queniborough Road at the eastern boundary.

Syston, is the third largest settlement within Charnwood Borough, after Loughborough and Shepshed, and is located approximately 8km to the north east of the centre of Leicester, to the east of the A607 and A46, and approximately 15km from the M1. The existing facilities and services available within Syston, are located within walking distance of the application site, including The Merton Primary School located approximately 500-700m from the site access, and Aldi, Tesco Metro and the Co-op all located within walking distance of the site. Jubilee Medical Centre is located on Melton Road adjacent to the Post Office, and a number of other retail stores are located nearby, including a pharmacy – these facilities are around 1.4km from the site.

3.1.2 Public Transport

As a settlement, Syston is very well served by linkages to Leicester and to adjacent employment areas. There are good frequency bus services (20mins) between Leicester and Melton Mowbray.

The closest bus stop to the proposed site is located on Barkby Road approximately 300m from the site access offering the number 100 bus service. The service runs every 2 hours and travels between Leicester and Melton Mowbray via Barkby, Barsby, Gaddesby and Great Dalby.

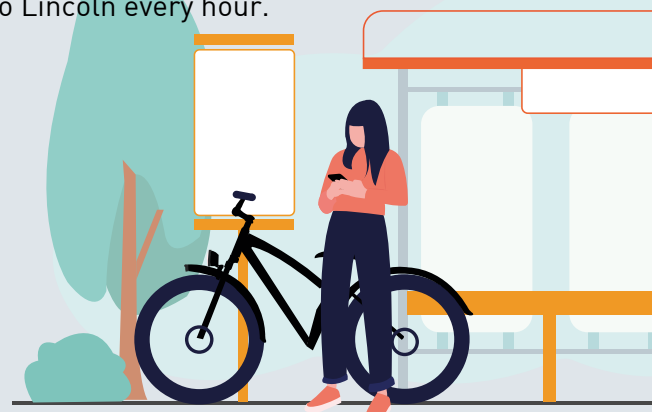
In addition bus stops are located on Melton Road and Barkby Road, approximately 1.5km from the site, these collectively serve 6 buses with peak frequencies of every 20 minutes.

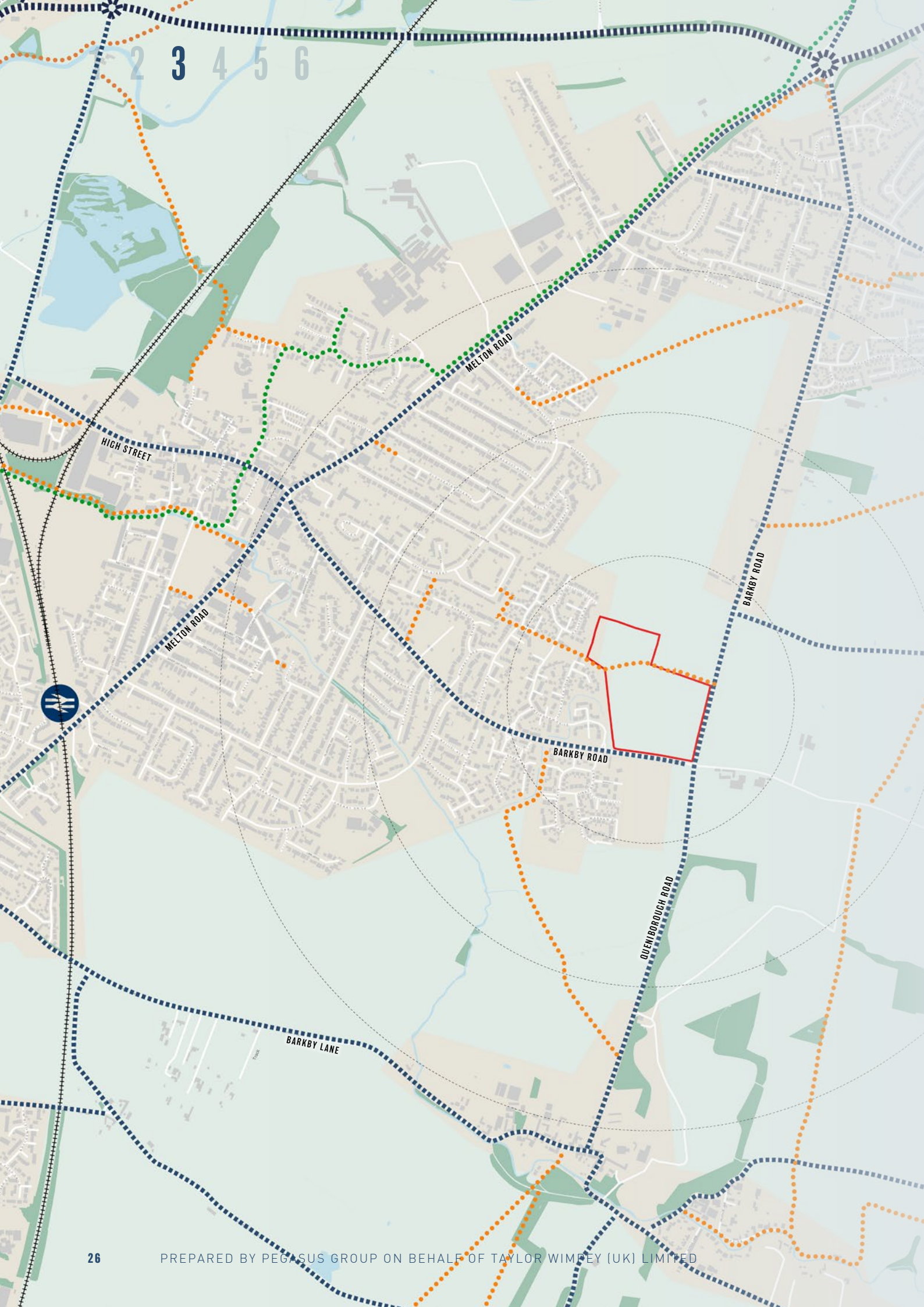
Syston Railway Station is located to the west of the site and is accessed from Melton Road and is within 1.9km the site.

The station provides links to Loughborough and Leicester. The average journey time between Syston and Leicester is 11 minutes on an average weekday with trains every hour travelling from Syston to Leicester. Trains also operate to Lincoln every hour.

Wider Context

-  The Site
-  Railway Station
-  A Road
-  Railway Line
-  Local Major Route
-  Great Central Railway Station
-  Sustrans Cycle Route
-  Great Central Railway Line





2 3 4 5 6

HIGH STREET

MELTON ROAD

MELTON ROAD

BARKBY ROAD

BARKBY ROAD

QUEENBOROUGH ROAD

BARKBY LANE

3.1 CONNECTIONS & PUBLIC TRANSPORT (CTD)

3.1.3 Pedestrian & Cycle Access

The site is located on the edge of the existing built up area of Syston. Street lighting is provided, and vehicle speed is subject to 30mph on all local residential roads.




A continuous footway network begins at the southwest corner of the site on Barkby Road heading west towards the centre of Syston. Barkby Road has 1.5-2m footways on either side of the carriageway with dropped kerbs and tactile paving at crossing points with street lighting.

A Public Right of Way runs through the site linking to Hallaton Drive to the west. Route 48 on the National Cycle Network lies approximately 1.5km north-west of the site and provides connection between Leicester and Ashfordby which connects to recommended cycle routes to Melton Mowbray.

Barkby Road is identified in the County Council Loughborough Rural Cycle Map as a recommended on-road cycle route. The route heads west into the centre of Syston where on-road routes lead to local destinations such as Barkby, Thurmaston and South Croxton. In addition bus stops are located on Melton Road.



Existing Movement

	Site Boundary		Public Right of Way
	400m Isochrones		Sustrans Cycle Route
	A Road		Train Line
	Major Local Route		Train Station



3.2 LOCAL FACILITIES

The Merton Primary School is located on Cherry Drive within around 500-700m of the site access junctions. St Peter and St Paul C of E Primary School is situated on Upper Church Street approximately 1.5-1.7km of the site access. Bishop Ellis Catholic Primary School is located to the south west of the sites to the south of Barkby Thorpe Lane. Wreake Valley Academy is located north St Peter and St Paul C of E Primary School within 2km walking distance of the site. Furthermore, the emerging South East of Syston allocation located immediately to the south of the site includes land for a new 2 form entry Primary School.

Aldi, Tesco Metro and Co-op are located within easy walking distance of the site. Several employment areas are also accessible within walking distance. Jubilee Medical Centre is located on Melton Road adjacent to the post office.

A number of other retail stores and shops are located nearby including a pharmacy. These facilities are within around 1.4km of the site. There are also community facilities, meeting places, several public houses, places of worship and several sports facilities within Syston.

The site is well located in terms of access to the local facilities in Syston and local schools. All main facilities fall within a 2km walk of the site.



Existing Facilities

-  Site Boundary
-  400m Isochrones
-  School
-  Shop
-  Post Office
-  Pubs & Restaurants
-  Leisure
-  Healthcare
-  Train Station



3.3 LOCAL CHARACTER

The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”
(Para. 53, NDG 2021)

An analysis of the existing built form of Syston can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the adjacent page.

Examples of residential development throughout Syston have been collated to illustrate the contrasting urban forms and building details throughout the town to provide a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character. Within the local surrounding area key design components have been identified, and are shown in photographs on the following pages, including;

- Street types - including streets with footways, occasional tree lined streets, shared surfaces;
- Building types - including detached, semi-detached and terraced buildings;
- Building heights - predominately 2 storey, with occasional 2.5 and 3 storey properties;
- Building line setback and parking - varied setback from street, with front, side and / or rear parking;
- Density - perceived broadly as high and medium density built form;
- Architectural style - varied architectural styles from multiple eras. Compositional rhythm has a horizontal emphasis;
- Materials - including brick, render, painted brick, render walls, tile siding. With slate and/or tile roofing;
- Building Detailing - occasional chimneys, commonly balanced symmetrical elevations, occasional gables fronting street, well defined entrances typically with pitched roof/flat front canopies; and
- Landscape and boundary treatments – informal, formal, with tree planting, low planted shrub or hedges and/or lawn frontages, railings, with occasional open spaces at intervals along streets.

The proposed design approach could be inspired by these qualities and potentially incorporate elements from them into the design of the new development to complement the local character.



The site comprises agricultural land, which adjoins the recent eastern settlement edge of Syston. Topographically, the site lies within the gently undulating river valley landscape which broadly falls from high land to the east to the river to the west. Within this broad framework there are localised low hills to the south rising to c.80m above Ordnance Datum (aOD) to the south of Barkby (at Barkby Thorpe). The site itself broadly falls gently south-west from Queniborough Road at its north-eastern extent (at c. 65m aOD) towards the settlement edge at its south-western extent (at c.59m aOD). The lowest are of the site falls towards the centre of its western boundary.

3.4 SITE ANALYSIS

3.4.1 Landscape & Visual Impact

The site comprises two medium size, semi-regular, arable fields surrounded by hedges at the modern eastern edge of Syston. The site is crossed by a Public Right of Way (PRoW) (footpath, ref J37), linking east from the settlement edge to Queniborough Road, and ditches run along the internal and southern field boundary hedgerows. The site is gently undulating, with levels between c.58.5m aOD and 63.5m aOD, with the land generally rising gently to the north-east.

Historic maps indicate the amalgamation of historic fields with the removal of a hedge, along the line of the PRoW, where only a single mature Oak tree remains. The remaining hedges are generally flailed to maintain low field boundary hedgerows, although some sections along the northern and western site boundaries are overgrown, leggy, and gappy.

The principal landscape features within the site include the field boundary hedgerows and scattered trees, the PRoW, and the field ditches. Although, in terms of ecological habitat, the site is poor as it comprises largely arable land, with a few scattered trees on field boundaries, species poor hedgerows, and some wet ditches with sparse or no aquatic vegetation.

In terms of tranquillity, the site is disturbed by the close proximity of Syston to the west (including current construction activity to the south-west), Barkby Road and Queniborough Road to the south and east respectively, and the road junction, which combine to introduce urban influences on the character of the site.









The southerly site aspect affords views across the rural valley landscape towards Barkby where the upper section of the church spire is visible above its well-treed surrounding landscape. The spire marks the location of the village and provides a characteristic feature in the landscape. Views to the south beyond the village are limited by local small hills and vegetation.

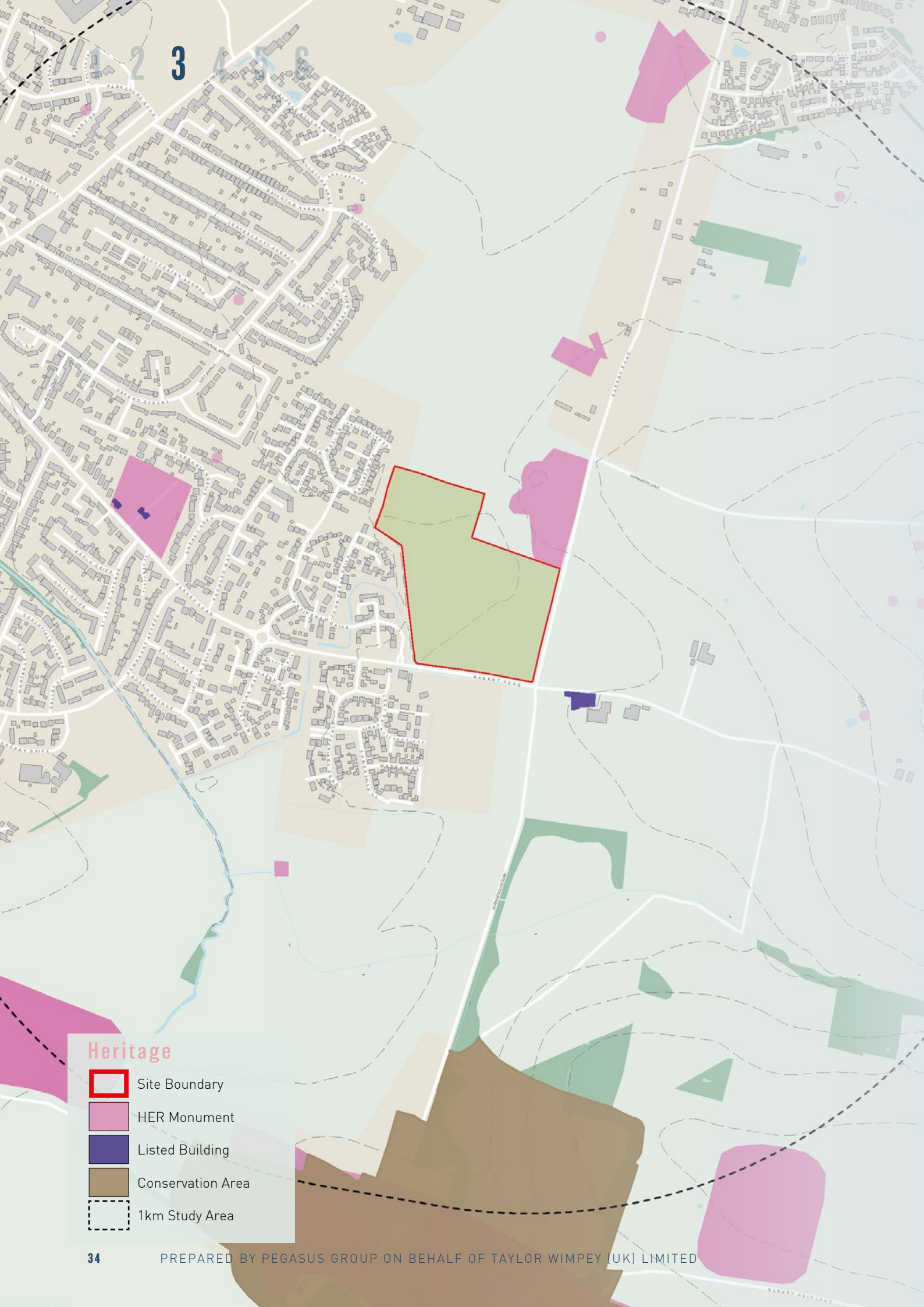
Views from the site across the High Leicestershire landscape rising gently to the east are limited by the gently rising topography and vegetation lining Queniborough Road and across the wider landscape. Views north are more limited being confined to the northern edge of the site, to the west, and the site of the old brick works, further east.

These relatively limited, but attractive, views are contrasted by the detracting influence of the residential urban edge of Syston, including the new development to the south of Barkby Road, which forms a prominent urbanising detractor in views out from the site to the west. Local traffic is visible on Barkby Road along the site's southern boundary and Queniborough Road to the east.

The containment of the site by the settlement edge to the west, and the combined effect of topography and vegetation to the north, east, and south, restrict close range public receptors to the PRoW crossing the site, and Barkby Road and Queniborough Road where they bound the site.

Existing Landscape Features

	Site Boundary		Ridgeline
	Views to Barkby Church Spire		Prominent Hedgerows
	Zone of Primary Visibility		Mature Trees filtering views
	Zone of Secondary Visibility Partial and Filtered Views		Housing Development



Heritage

- Site Boundary
- HER Monument
- Listed Building
- Conservation Area
- 1km Study Area

3.4 SITE ANALYSIS (CTD)

3.4.2 Heritage & Archaeology

The site does not contain any designated heritage assets, such as world heritage sites, scheduled monuments, listed buildings, historic parks and gardens or registered battlefields; nor does it fall within a conservation area.

A fraction of the Syston Conservation Area lies within the 1km study area, located approximately 850m west of the site. The Conservation Area is surrounded by a buffer of 20th and 21st century development and therefore cannot be experienced from the site, and therefore the site does not contribute to the setting of the Conservation Area and it will not be affected by the development proposals.

Barkby Conservation Area is located approximately 970m south of the site, with only a fraction of the Conservation Area included within the 1km study area. Barkby Conservation Area is surrounded by a large buffer of agricultural fields. Due to the lack of association and distance from the site, it is considered that there will be no effects on the Conservation Area from the proposed development.

There are no listed buildings within the site. There are seven Grade II listed buildings situated within the wider study area to the north west of the site, all are located within the Syston Conservation Area and comprise six 18th – 19th century residential buildings and one public house.

The positions of these listed buildings are such that it is considered highly unlikely that they would experience a loss of significance as a result of the proposed development. There are no inter-relationships of potential significance or inter-visibility with the site, and intervening settlement comprising the modern expansion of Syston, vegetation and/or topography means none could be experienced from within the site.

The Grade I listed Church of St Mary is located within the Barkby Conservation Area approximately 1.2km to the south of the site. In terms of its setting, the church is set within its own church yard within its village setting, and these areas are where its significance is best appreciated. The upper part of the church tower is visible from the site and it therefore forms part of its setting by forming part of its significance.

However, an assessment of effects in heritage terms means that there has to be an impact on its significance. In this regard, it is considered that the site is located some distance and with no historical or associational connections. Furthermore, it is at such a distance the significance of the church cannot readily be understood.

Additionally, the site has a similar relationship with the church as the recently developed site adjacent. As such, it is considered that there will be no harm to the significance of the Grade I listed Church of St Mary as a result of the scheme proceeding. The indicative masterplan proposals retain a view southwards towards the Church as part of the proposed site layout.

Previous archaeological evaluation undertaken both to the west and east of the site, has failed to identify any archaeological remains of note. The available evidence suggests that the site is located in an area of very low potential for archaeological remains dating from the prehistoric to early medieval periods, with any remains of these dates (if present), likely to comprise nothing more than stray finds. Medieval and later activity is likely to be represented by nothing more than 'low value' features such as buried furrows, plough soils and former boundaries

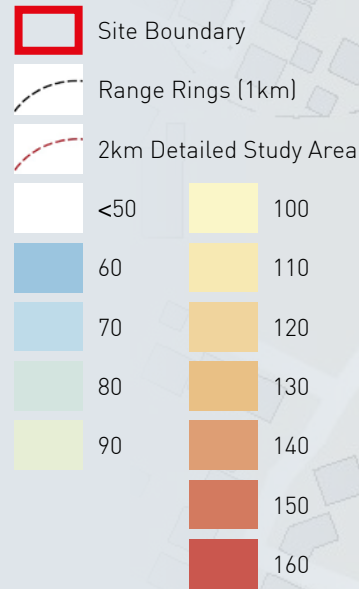
3.4 SITE ANALYSIS (CTD)

3.4.3 Arboriculture

The Arboriculture Report identified 13 hedgerows, 2 groups of trees and 4 individual trees on site. Of these, 3 have been categorised as B, moderate quality, and 11 have been categorised as C, of low quality. The remaining 5 have been categorised as U quality and deemed unsuitable for retention, irrespective of development.

Those identified as category B will be prioritised for retention, however it is important to note that as much existing arboriculture as possible will be maintained to reflect the sites existing character.

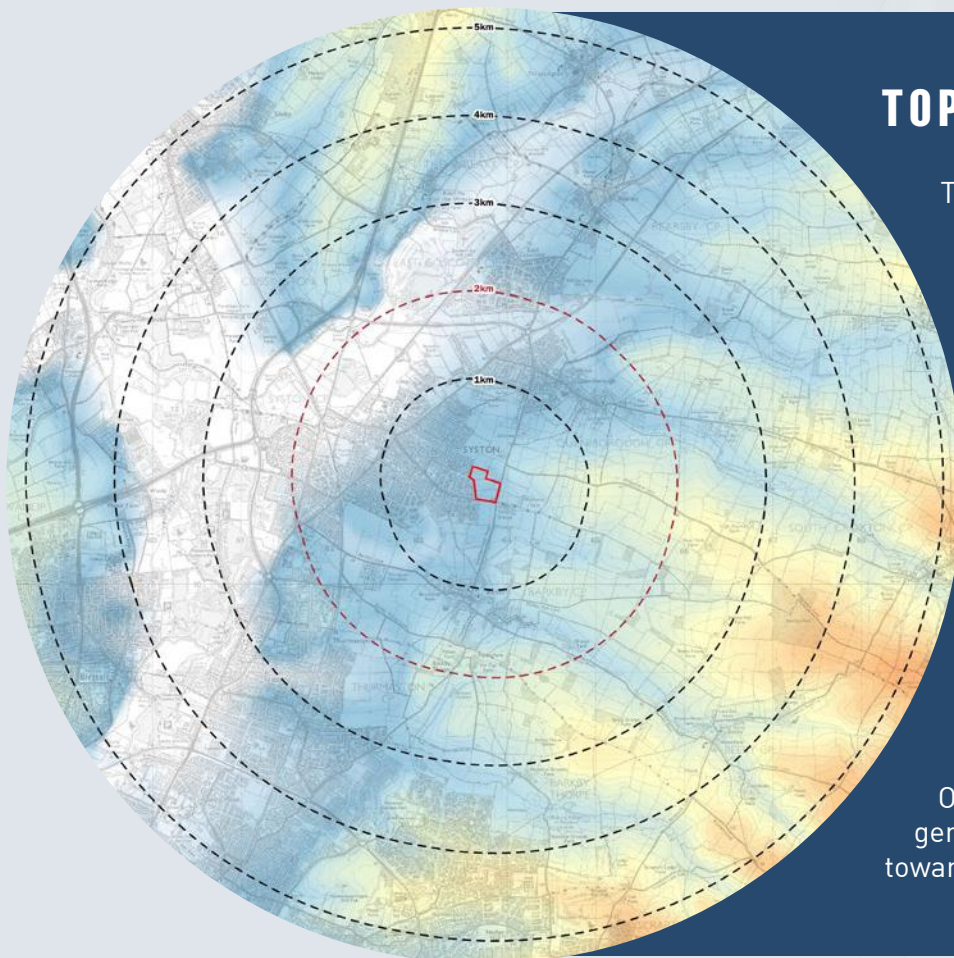
Topography



TOPOGRAPHY

The majority of the site is relatively flat and at a similar elevation to the existing edge of Syston, located immediately to the west. A localised area of low ground in the centre of the site is seasonally waterlogged.

The northern part of the site rises to reach a plateau that is at grade with development in Syston to the north west. At its highest point the site is circa 62m Above Ordnance Datum, and slopes gently down to the south, towards Barkby Road.



3.4 SITE ANALYSIS (CTD)

3.4.4 Ecology & Biodiversity



Ecological surveys were carried out by EDP in 2012 and 2014, together with updated surveys in 2018 and 2021. Habitats identified on-site comprise predominantly those of low intrinsic ecological value (site-level importance or less). The few scattered trees that are present are considered to be of local ecological importance.

The general abundance of birds throughout the site was low, with the majority of common species activity concentrated to field margins. Of the species of conservation concern (three red list and two amber list species), most are likely or confirmed to be breeding within the site, with the exception of mallard.

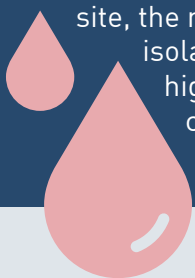
The remainder were present in low densities and were therefore not considered to represent significant populations and the bird assemblage present is considered to be of no more than Local level importance.

No bats or evidence of bats were found at the time of the ground-level visual assessment of the trees within the site. However, there were two trees on-site that were identified as having high potential to support roosting bats and one dead tree (ivy covered standing stump) with low bat roost potential.

The bat assemblage recorded on-site is considered to be of moderate diversity, and fairly typical for an urban edge farmland site in Leicestershire. While common and widespread generalist species accounted for the vast majority of foraging and commuting activity, a small number of rarer species were also recorded. The bat population that utilises the site is considered to be of Local-level importance.

The three water-bodies that are located within 500m of the site were assessed through Habitat Suitability Index (HSI) assessment to be of 'Average' or 'Poor' suitability for great crested newts. Surveys in 2012 found one of the ponds to be dry at the time of the survey and the other was fully surveyed with no GCN being found (the SuDS feature west of the site was not mentioned, which might suggest that it was not present at this time).

Given the results of the previous surveys, the lack of records of GCN within 500m of the site, the results of the HSI assessment (past and present), the spatial separation and isolated nature of the site and the low quality on-site habitats, it is considered highly unlikely that GCN are present within the site. GCN are therefore not considered a constraint to development.



Existing Ecological Features

-  Scattered Trees (Broad-leaved)
- A** Arable Grassland
-  Intact Species-Poor Hedgerow
-  Defunct Species-Poor Hedgerow
-  Running Water
-  Standing Water
-  Dry Ditch
-  Fence



3.4 SITE ANALYSIS (CTD)

3.4.5 Hydrology & Drainage

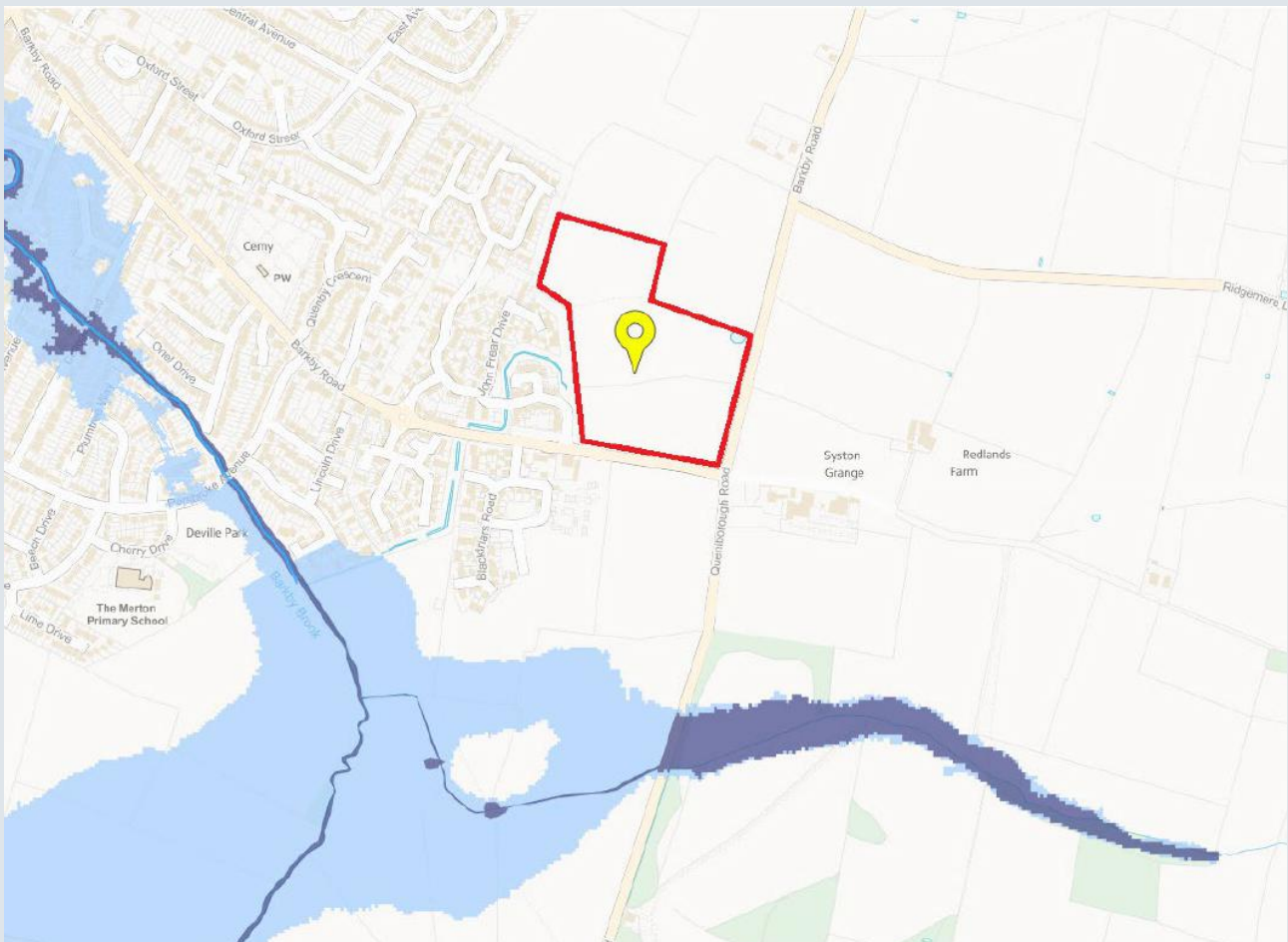
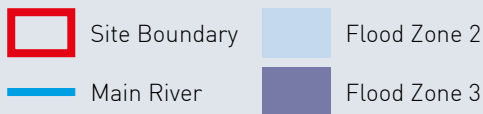
The site falls mainly toward the centre of the site with an approximate average gradient of 1 in 48 from the north and 1 in 54 from the south.

There is a watercourse which runs through the centre of the site, flowing east to west, and an additional watercourse flows along the western boundary and connects into the watercourse in the centre of the site. There is also a further watercourse along the north eastern boundary of the site, serving overland flows from the north.

The outfall for the development is located on the western boundary of the site with a larger watercourse located on the other side of the boundary offsite, with the two watercourses connected via a piped culvert. The watercourse flows into the Barkby Brook, approximately 400m southwest of the proposed site.

The flood risk assessment concluded that the development was at a low risk of flooding from fluvial, tidal, overland, drainage, groundwater flooding and flooding from artificial sources.

EA Flood Zone Map



The surface water drainage system will be designed to take into account the increased impermeable areas within the site due to development and to further mitigate the flood risk to properties in the event of a failure within the drainage system, surface levels will be designed to ensure that flood flows are not directed toward dwellings.

The Hydraulic Modelling Report recommends provision be made on site for a flood compensation scheme to be incorporated within the development drainage scheme. The overall catchment within the site will be maintained by a series of four surface water sewer networks, each leading to an attenuation basin and then discharged at a restricted flow to greenfield run-off rates.

EA Surface Water Flood Map



3.5 OVERVIEW OF SITE & CONTEXT

A number of technical reports have helped to inform the masterplan proposals, providing information on site access and highways, flood risk and drainage, ecology, arboriculture, landscape and heritage.

Following an assessment of the site and its surroundings, a series of opportunities and influences have arisen. They have positively informed the development proposals, in order to ensure good design that relates to the existing context.















INFLUENCES:

- Mature trees and hedges;
- Existing properties along the western boundary.
- Long range views to and from the site;
- Area of surface water flooding on western site boundary;
- Northern boundary adjacent to the open countryside;
- Existing PRow J37/1 which crosses the site; and
- Sight line towards Saint Mary's Church, Barkby.

OPPORTUNITIES:

- Opportunities to provide new housing to meet local need;
- Provide new recreational activities for new and existing residents;
- Create a naturalistic and softer extension to the existing urban edge of Syston;
- To incorporate the existing mature landscape features of the site;
- Connectivity to wider South East of Syston emerging allocation; and
- Provision of new informal/formal public open space.

Influences & Opportunities

	Potential Vehicular Access Point		Noise Buffer		Listed Building
	Drainage		Sensitive Boundary		HER Monument
	Direction of Land Fall		Cat B Trees/ Vegetation		
	Public Right of Way		Cat C Trees/ Vegetation		
	Views to Barkby Church Spire		Cat U Trees/ Vegetation		
	Contours		Root Protection Area		



4

Developing The Design Concept

- 4.1 SUSTAINABLE STRUCTURING
- 4.2 DESIGN PRINCIPLES
- 4.3 PRE-APPLICATION ADVICE

North of _____

Barkby Road SYSTEM

Design & Access Statement

4: Developing The Design Concept

4.1 SUSTAINABLE STRUCTURING

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

The application of key urban design objectives will ensure a high-quality layout is achieved, whilst the early identification of the sites features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.

To maximise the sustainability and environmental sensitivity of the project the design concept has been prepared using a number of design components as follows:

- Site – analysis of the site and its surrounding have helped to shape the development form, including retaining existing trees and hedgerows where possible, using local landmarks to align street and open space to retain views, retaining and incorporating the existing Public Right of Way running through the site, setbacks of built development to mirror that already existing along Barkby Road, open space located in sensitive areas of the site;
- Movement - bringing new connections into the site, both vehicular and pedestrian/cycle, making new links that promote enhanced access both within and through the site, both for new and existing residents in the area, creating publicly accessible links that didn't exist before;
- Community - including creative disposition of open space and built uses designed to maximise health and well-being, enhance vibrancy, responding to the context and being a good neighbour by (setbacks /sensitive consideration of interfaces with existing properties), a mix of house types and tenures etc; and
- Place Making - a hierarchy of streets and spaces, with defined recognisable character areas including main street, green lanes and core housing, with larger dwellings fronting out over open space, etc.



4.2 DESIGN PRINCIPLES

In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site.

The application of urban design objectives will ensure a high quality layout is achieved whilst the identification of the constraints and opportunities will ensure that the proposals are sensitively assimilated on the site and into the surrounding landscape and urban fabric.

Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high quality standard of design.

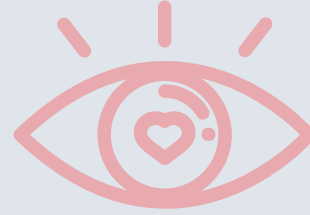
These principles have been derived from the site assessment in conjunction with the delivery of a high quality development which achieves the criteria set out within the NPPF, namely:



4.2.1 Function & Quality

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (para. 130(a), NPPF 2021)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation and retail activities whilst respecting and assisting in the regeneration of the area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- Establish a distinctive identity through well-designed spaces and built form;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Minimise the impact of the development on the open countryside and surrounding context; and
- Provision of Sustainable Urban Drainage Systems to ensure that the development does not increase the risk from flooding in the area.



4.2.2 Visually Attractive

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (para. 130(b), NPPF 2021)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features in order to soften the built form, particularly towards the countryside edge of the development; and
- Enrich the qualities of the existing place, with distinctive responses that complement its setting, respect the grain of the area and acknowledge local character.



4.2.3 Response to Context

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (para. 130(c), NPPF 2021)

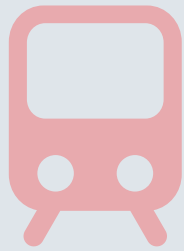
- Integration of the development into the existing built form fabric of the surrounding area particularly in relation to scale, height and massing;
- Respond to the existing site topography including the consideration of views in and out of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.



4.2.4 Strong Sense of Place

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)” (para. 130(d), NPPF 2021)

- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Make efficient use of land through proposing a development with an appropriate density;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variation in enclosure of private spaces;
- Consider carefully texture, colour, pattern and durability of materials and how they are used; and
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities.



4.2.5 Accessibility

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (para. 130(e), NPPF 2021)

- Integration of the proposed development into the existing movement network including new public transport provision with bus stops located within easy walking distance of all the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating access to the Town Centre and existing employment areas;
- Maximise opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a clear movement hierarchy providing easily recognisable routes which balances the street as a space alongside its function as a movement corridor; and
- Maximisation of the connections to the Town Centre via sustainable routes for pedestrians, cyclists and public transport users.



4.2.6 Safe, Inclusive & Accessible Places

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 130(f), NPPF 2021)

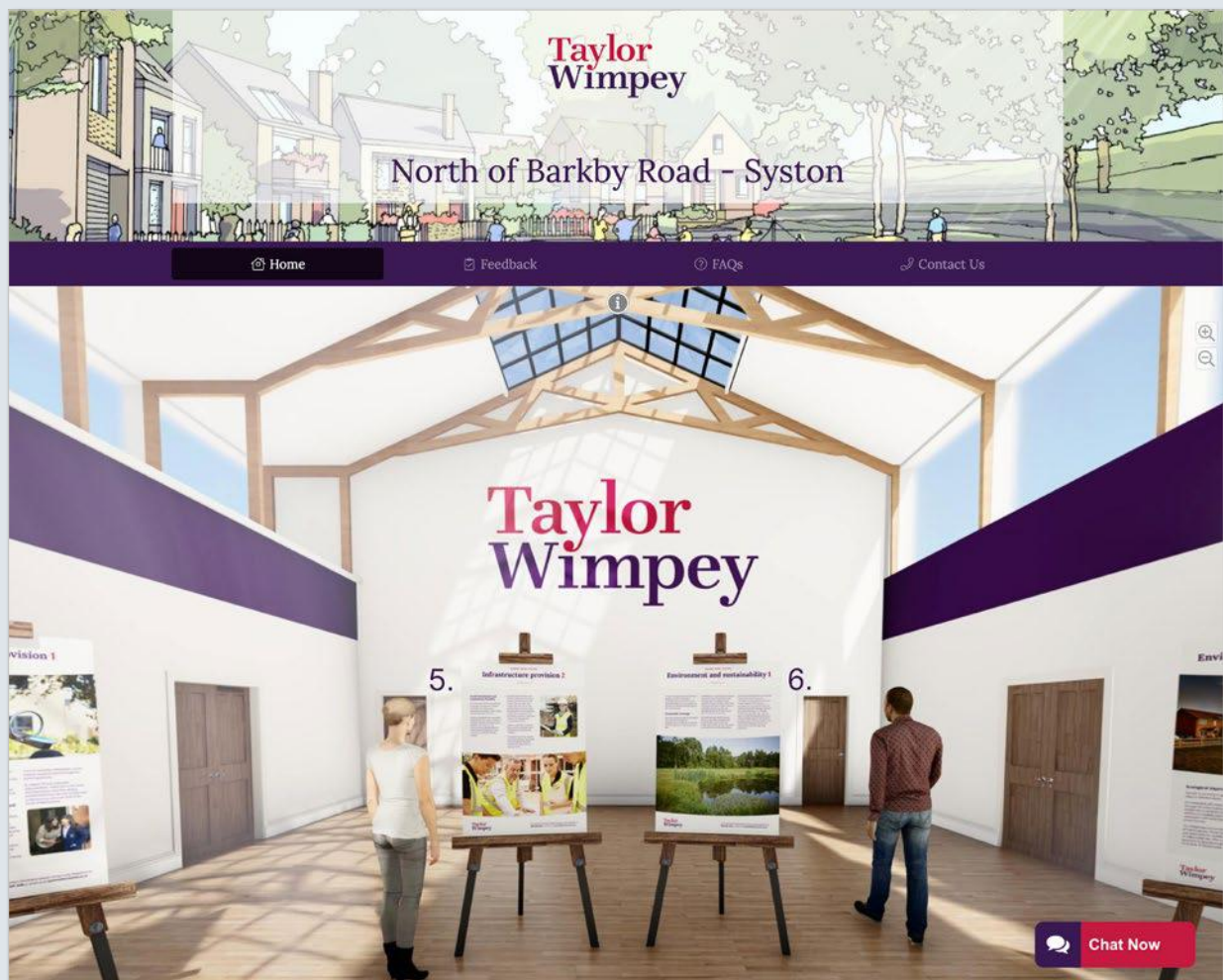
- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in enclosure of private spaces; and
- Control of access to private areas, particularly rear gardens and parking courts.

4.3 PRE-APPLICATION ADVICE & PUBLIC CONSULTATION

The applicant sought formal pre-application advice prior to the submission of the planning application. A meeting was held with planning, landscape and ecology officers on 13th May 2021.

Following the meeting, a formal pre-application response was received on 11th June 2021 (reference number: P/20/2260/2).

Taylor Wimpey (UK) Limited has undertaken public consultation prior to the submission of the outline planning application, including the circulation of a consultation leaflet to local residents, and the launch of a project website. The website included a digital virtual public exhibition to enable to local community to find out more information about the proposals and provide feedback. The website included a live chat service, and responses could also be submitted via the website, email or by freephone. Meetings have also taken place with Syston Town Council. The planning application is supported by a Consultation Statement by DevComms, which sets out details of the public consultation process to date.



Consultation Website : consultwithyou.co.uk/taylorwimpey/syston

5

Design Proposals

- 5.1 USES
- 5.2 MOVEMENT
- 5.3 BUILT FORM
- 5.4 BUILDINGS, CHARACTER & IDENTITY
- 5.5 PUBLIC SPACES
- 5.6 NATURE
- 5.7 RESOURCES
- 5.8 LIFESPAN

North of _____

Barkby Road SYSTEM

Design & Access Statement



5: Design Proposals

This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. This includes:



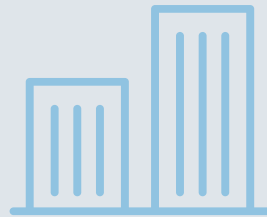
USES

Mixed and integrated



MOVEMENT

Accessible and easy to move around



BUILT FORM

A coherent pattern of development



HOMES & BUILDINGS

Functional, healthy and sustainable



PUBLIC SPACES

Safe, social and inclusive



NATURE

Enhanced and optimised



RESOURCES

















Efficient and resilient



LIFE SPAN

Made to last

Concept Masterplan

- | | |
|---|--|
|  Residential Area |  Vehicular Access |
|  Public Open Space |  Primary Route |
|  Local Equipped Area of Play |  Secondary Route |
|  Existing Trees & Vegetation |  Lanes |
|  Proposed Trees & Vegetation |  Shared Private Drives |
|  Indicative Attenuation Basins |  Public Right of Way Ref: J37/1 |
|  Views to St. Mary's Church |  Pedestrian Links |
|  10m Landscape Planting Buffer |  Proposed Footpath Link |

5.1 USES

The site extends to approximately 8.29ha and will consist of the following uses:

5.1.1 Residential **5.5HA**

The development proposals will deliver 195 new homes, to include a mix of housing in line with national and local policy, to be determined at the detailed design stage.

The development seeks provide both open market housing and up to 30% affordable housing.

The proposed density across the site is consistent with the overall density and character in the surrounding area and makes best use of the land available. Up to 2.5 storey development will be provided. **The net density achieved is 38 dwellings per hectare.**

5.1.2 Public Open Space **2.4HA** EXCLUDING DRAINAGE ATTENUATION

The proposals will include several areas of publicly accessible open space, consisting of informal green space and a central area of Local Equipped Area of Play (LEAP) overlooked by adjacent houses. Perimeter and internal field boundary hedgerows are to be retained wherever practicable. A 10m landscaping planting buffer is to be provided along the eastern site boundary.

5.1.3 Sustainable Urban Drainage

Surface water management within the proposed development has been designed to provide delivery of Sustainable Urban Drainage for the site. The drainage solution will provide sufficient storage to enable surface discharge from proposed development to be regulated. The Illustrative Masterplan shows drainage basins indicatively within the central and western parts of the site.



MIXED & INTEGRATED



North of Barkby Road, **SYSTON**
DESIGN PROPOSALS

Use & Amount

- Residential Development/
Road Infrastructure
- Attenuation Basins
- Public Open Space
- LEAP



5.2 MOVEMENT & ACCESS

5.2.1 Street Hierarchy

A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by “Manual for Streets 1 & 2”, which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high- quality places for all users, ages and abilities.

Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined street has been given a priority in the latest edition of the NPPF, stating that:

“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”.

(Para 131, NPPF 2021)



ACCESSIBLE & EASY TO MOVE AROUND

North of Barkby Road, SYSTON DESIGN PROPOSALS

Movement & Access

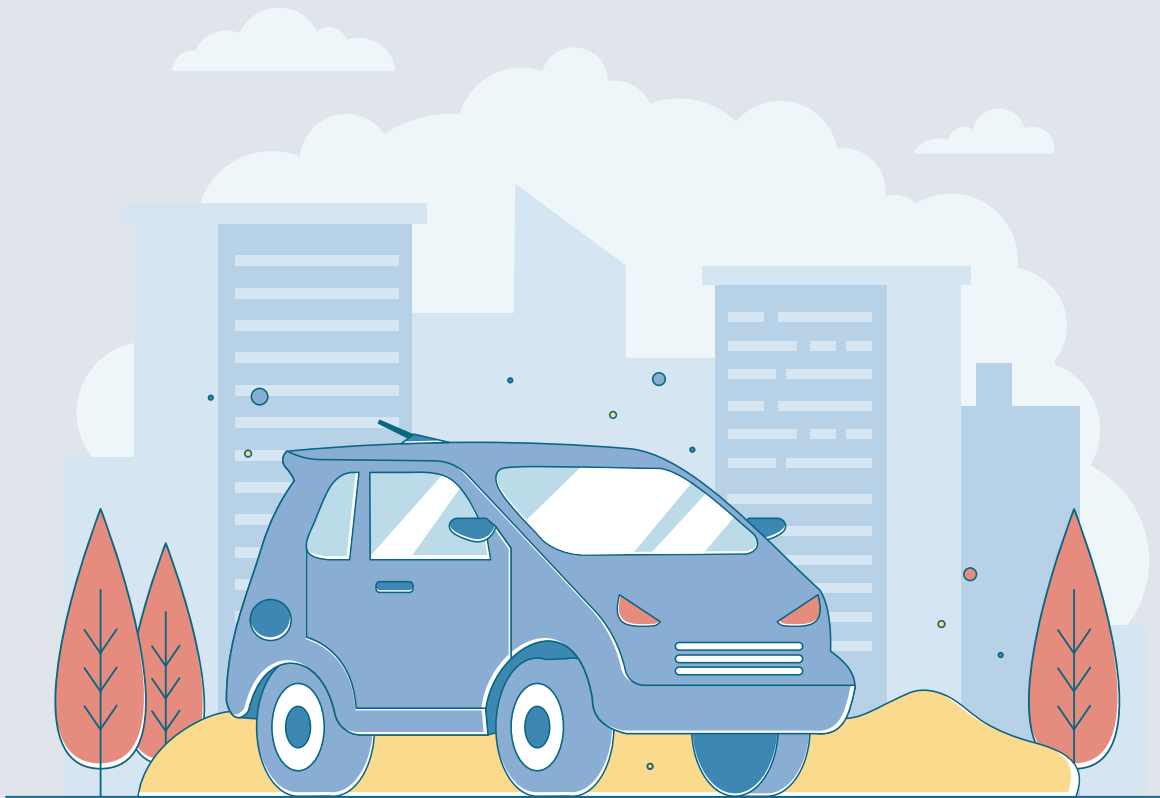
-  The Avenue
-  The Street
-  Lanes
-  Private Drives
-  Pedestrian Links
-  Public Right of Way





Site Access

Vehicular access will be via a new priority junction off Barkby Road with a right turn lane into the site. This has been agreed with LCC as part of the previous application, and subject to Road Safety Audit. As part of the South East of Syston allocation to the south (HA2), this junction can be upgraded to a roundabout to serve both developments.



ACCESSIBLE & EASY
TO MOVE AROUND

5.2 MOVEMENT & ACCESS (CTD)

5.2.2 Street Hierarchy (CTD)

The development and internal road network will be designed encourage low vehicular speeds and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.

The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.

Within the site the Primary Route will provide the main vehicular access route into the development from Barkby Road to the south of the site. Forming a loop through the east of the site and further connections to the north and west, the Secondary Route will increase the permeability of the development and enable easy access to dwellings from the primary access point.

Lower category roads, such as Lanes and Shared Private Drives, serve smaller areas of residential development.

Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.

5.2.2 Parking

Parking will be designed in line with the current guidance contained within Manual for Streets and to accommodate that set out by the Local Authority Parking Standards SPD, this will be finalised at Detailed Design or Reserved Matters Stage.

Parking should be provided in a location that is both convenient and well overlooked. It should be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.

Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings. Allocated residential parking will be provided at a minimum rate to match local policy requirements.

Where parking is provided on street (via parallel or perpendicular bays) it should be carefully designed to be typically no more than 4 spaces in a row, and areas of landscaping and/or planting should be used to break up the appearance. Disabled parking will be provided in accordance with the appropriate standards.

Other provisions such as garages, cycle parking and bin storage will be provided to the minimum requirements set out by the Local Authority at Detailed Design Stage.

WINGTON DR

1 2 3 4 5 6

Layout Principles



A COHERENT
PATTERN OF
DEVELOPMENT

5.3 BUILT FORM

The design solution for the site reflects the variety in townscape form that can be seen in Syston and in particular the area surrounding the site.

The arrangement of the built form at Barkby Road, Syston creates a network of attractive street and spaces including:

- A wider main street corridor via the access taken from Barkby Road, Syston, to the south of the site (1);
- Provision of additional informal pedestrian and cycle routes, reflecting key desire lines, and enhancing the existing PRow network (2);
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy;
- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible (3);
- The relationship between existing and proposed development is a key element of the masterplan adjoining the site boundary. Development will seek to back on to existing properties and front on to existing public right of way where necessary (4);
- A series of focal spaces will be accommodated within the proposals aiding legibility (5);
- Green infrastructure is a key organising element of the masterplan, aiming to ensure a site-specific identity is created. Development has been shaped by the topography of the site as well as mirroring the green infrastructure of the development to the south of Barkby Road to aid legibility (6);
- Existing tree and hedgerow planting have been retained wherever possible within the proposals (7);
- Development is set back from the southern and eastern site boundaries, enabling the creation of a softer development edge, and a sensitive landscaped transition from built form to the wider countryside beyond the site (8); and
- The development will provide active frontages to proposed areas of public open space, landscape planting and areas for formal play, providing natural surveillance and opportunities for active overlooking (9).



A COHERENT
PATTERN OF
DEVELOPMENT

5.3 BUILT FORM (CTD)

5.3.1 Density

The development will achieve an average density of 38 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.

This average density allows for the formation of differing densities across the development; including higher densities towards the western boundary, and lower densities towards the peripheries of the site.

5.3.2 Building Heights (Scale)

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2-storey, reflecting the surrounding built form of Syston.

Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes, ranging from smaller 1 and 2 no. bed terraced houses, through to larger 4 and 5-bedroom detached houses. The occasional use of an increase in storey heights (up to 2.5-storeys) could be used where it would be appropriate to aid legibility and provide articulation within the street scene, further details of which will be made clear at Detailed or Reserved Matters Design Stage.

5.3.3 Continuity & Massing

Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions. This will be detailed at Reserved Matters or Detailed Design Stage.





Examples of Taylor Wimpey Homes



FUNCTIONAL,
HEALTHY &
SUSTAINABLE

5.4 BUILDINGS, CHARACTER & IDENTITY

The proposals for Barkby Road, Syston will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Syston.

The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

House frontages could be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

Internal habitable rooms could have high levels of natural daylight and connect well to gardens and terraces.

Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

Character is useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. A summary of the proposed residential character is set out below, however this will be evaluated and decided upon further at detailed/reserved matters stage.

- Street types - streets with footway and occasional tree lined streets/shared surfaces.
- Building types - including detached, semi-detached and terraced buildings.
- Building heights - predominately 2storey, with occasional 2.5 storeys.
- Building containment - including limited, regular, irregular building separation.
- Building line setback and parking - varied setback from street, with front, side and / or rear parking.
- Density - perceived broadly medium density built form, with lower densities at development edge.
- Architectural style - varied architectural styles to compliment the local vernacular.
- Materials - including brick, render, painted brick, render walls. With slate and/or tile roofing.
- Architectural detailing - including occasional chimneys, gables fronting street occasionally, well defined entrances typically with pitched roof/flat front canopies. Decorative brick detailing etc occasionally.
- Landscape and boundary treatments- including informal, formal, with tree planting, low planted (shrub or hedges) and/or lawn frontages, railings/low walls, with occasional open spaces at intervals along streets.



5.5 PUBLIC SPACES

The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.

5.5.1 Landscape Strategy

Landscape design is a key component for creating a successful development at Barkby Road, Syston. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focussed around the retention and enhancement of existing

landscape assets wherever possible.

The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

Successful public spaces help create more attractive places to live and provide safer routes for users. From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better microclimates and enhancing biodiversity.

The following 8 qualities of successful open spaces have been included in the proposed landscape strategy:

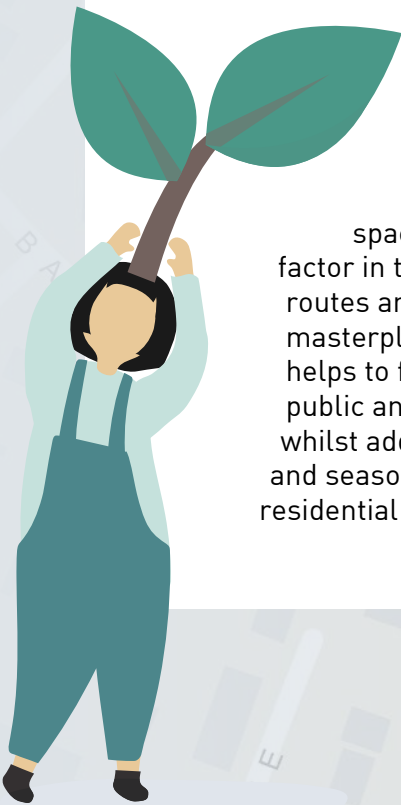
- Sustainability;
- Character and distinctiveness;
- Definition and enclosure;
- Connectivity and accessibility;
- Legibility;
- Adaptability and robustness;
- Inclusiveness; and
- Biodiversity.

Existing hedge, to the west, north of the PRow, retained, gapped up, restored and enhanced with tree planting to contribute to privacy and softening of the development.

Existing planting, to the west, south of the PRow, retained and enhanced to contribute to an integrated and cohesive area of POS between the existing and proposed developments

Informal open space with inc... areas of amenity grassland w... framework of trees, shrubs an... species enriched grassland

SUDs featur... designed, w... and varied g... to biodivers... recreational



SAFE, SOCIAL & INCLUSIVE

North of Barkby Road, **SYSTEM**
DESIGN PROPOSALS



Mown grass

Existing hedge to north east retained, gapped up and enhanced with additional species and tree planting

Hedge & 'avenue' along road

Incidental within a land

es to be sympathetically with naturalistic shapes gradients, to contribute to the visual and amenity of the POS

Species enriched grassland with informal tree planting (where OHC allows) to soften and intergrade the development in views from the road

Existing hedge retained and enhanced to retain existing character of the road

10m 'woodland belt' to soften the development in views from the east

5.5 PUBLIC SPACES (CTD)

5.5.2 Open Space Strategy and Typologies

A number of different types of public open space will be provided throughout the site in order to cater for a range of uses and recreation provision as recommended in both the 'Fields In Trust' Bench Mark guidance and Natural England's Accessible Natural Greenspace Standards, and as identified within Local Open Space Policy Standards.

While clearly there is a degree of overlap between all the different types of provision, there is a considerable over provision of public open space within the site, which demonstrates a more than adequate provision of both Passive and Active open space within the proposed development.

5.5.3 Play Strategy

Key to the delivery of accessible public open space is the provision of spaces for Children and Young people. A 'playable landscape' approach is proposed within the development, with play opportunities embedded within the site masterplan, with a series of destinations created and joined by a network of footpaths and cycleways.

The formal play provision will be provided in the form of a Locally Equipped Area for Play (LEAP).

In addition to this formal play area, the pedestrian routes will also offer a varied activity network aimed at adding interest to the route. Utilising landform, planting and natural features, this will provide opportunities to experience risk and promote challenges for a wide range of users both young and old.

The equipped area of play proposed will be:

- Safely overlooked by adjoining properties and main circulation routes;
- Maintained to ensure quality and safety of play equipment is of the highest standard;
- Accessible, with well-lit access for pedestrians and cyclists; and
- Located in logical well used and visible corridor to promote legibility and aid orientation.

5.5.4 Creating a Safe Place to Live

One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 130 (f), NPPF 2021)

The design proposals for Barkby Road, Syston are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.

Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.



SAFE, SOCIAL &
INCLUSIVE

In forming the design proposals, the following key attributes have been included:

- Buildings have been generally orientated back-to-back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces, and in particular children's play spaces are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The primary movement route/internal street network forms a connected loop within the site, with lower category roads forming off the Avenue to serve smaller groups of dwellings, but with a clearly different street character to signal a semi-private environment;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to take ownership of the space and to let users know it 'belongs' to the dwellings;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance and the active overlooking of spaces are to be included in the future detailed design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.



Left: Secured By Design: Homes 2019
Bottom: Manual for Streets, 2007

5.6 NATURE

Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

5.6.1 Retention & Management of Existing Vegetation

The proposed green infrastructure strategy seeks to make a positive contribution to recreational and visual amenity and biodiversity by responding to existing features, providing multifunctional green space and providing green links across the site and to the wider landscape. This strategy includes a network of green corridors along the existing footpath and hedgerows, and aligned with the SuDs strategy, linking across to the site and to the wider network of footpaths and greenways. The strategy also includes infilling gaps in hedgerows and hedgerow tree planting.

5.6.2 New Structure of Planting

Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.

The proposed new structure of planting forms important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts. The range of planting provided will incorporate a number of ecological enhancements to improve the biodiversity of the site overall.

Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees, whilst tree planting along the main vehicular circulation route through the site, will be focused on informal clusters and coppices. This will draw attention away from the roads and avoid the creation of a formal avenue along this route, further reinforcing the character of the surrounding landscape and helping to create opportunities for residents and the wider community to interact with nature. Specimen tree planting will be used to accentuate key nodal points and junctures, creating a distinctive street scene and aiding orientation/identity within the site.

More ornamental species and feature tree planting will be used to highlight key areas and nodal points, with large specimen trees to fenland areas and the wetland gateway. Placement will be to suit the proposed dwellings with species selected to meet National House Building Council (NHBC) requirements. This will be detailed at Reserved Matters or Detailed Design Stage.



ENHANCED &
OPTIMISED

5.6.3 Sustainable Drainage (SuDs)

The integration of a comprehensive Sustainable Drainage System (SuDs) has been considered from the outset and shaped the masterplan development. The aim of SuDs is to maximise the existing potential of the site to attenuate and clean water, while providing valuable amenity by creating and integrating well designed landscaped features and promoting a greater diversity of flora and fauna. SuDs manage surface water run-off rates by mimicking natural drainage characteristics to achieve a sustainable drainage solution that balances water quality, water quantity, amenity and biodiversity.

Well-designed SuDs also provide opportunities for communities to enjoy the dynamic nature of the water environment and the different habitats that may be sustained by it. The site SuDs has therefore been considered at the outset, with the water management strategy being an integral part of the overall masterplan for the development.

Ponds will provide areas for surface water from more severe storms to be accommodated and released at a controlled rate, to the adjacent existing water course. Ponds and wetlands are features with a permanent pool of water that provide both attenuation and treatment of surface water run-off. Attenuation storage is provided above the permanent pool of water, where it is retained for a short period, usually 1-2 days, until it is either taken up by plants, evaporated or slowly released into subsequent features. This will provide an opportunity for the creation of new wildlife habitats and the enhancement of existing ones on site, whilst also presenting recreation and amenity opportunities.

SuDs also include consideration of exceedance of this design standard by accommodating more severe events within the road and landscape areas, and thus preventing flooding of properties and access routes.

The management of all storm water flows up to a 1 in 100-year storm event + 40% (for climate change) will be accommodated within the site, whilst restricting flows to greenfield rates.

The existing surface water flow route on site, which is a result of greenfield run-off along the lower lying areas of the site, has been accommodated within the development, by retaining a green corridor through the heart of the development.

For further information regarding the proposed drainage strategy please refer to the supporting application documentation.

5.7 RESOURCES

The NPPF states at paragraph 8 that the planning system has three interdependent and overarching objectives:

- **An economic objective** – to build a strong, responsive and competitive economy;
- **A social objective** – to support strong, vibrant and healthy communities; and
- **An environmental objective** – protecting and enhancing the natural, built and historic environment.

To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in paragraph 11 of the NPPF, and within the Local Development Plan.

5.7.1 Sustainable Building Techniques

The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
 - Use of building materials capable of being recycled; and
 - An element of construction waste reduction or recycling.



**EFFICIENT &
RESILIENT**

5.7.2 Building Regulations

The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

5.7.3 Materials & Waste Recycling

Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

5.7.4 Siting & Building Orientation

Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.

Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

5.7.5 Landscape Design & Micro-Climate

The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

5.7.6 Sustainable Drainage Systems

The team has undertaken extensive hydraulic modelling of the existing watercourses on and upstream of the site to understand how they operate in extreme conditions. Existing ground levels will be reduced in landscaped areas within the western part of the site, which will be allowed to flood periodically. Surrounding property levels on all sides will be substantially higher so that they are unaffected should such flooding occur.

Surface water flows will be managed such that discharge rates into the watercourse do not represent an increase on the current conditions. Surface water from the Site will discharge via gravity to the watercourse traversing the site. Surface water will be treated on-site via the use of various Sustainable Drainage Systems (SuDS) measures, which could include filter drains, swales or attenuation basins. Attenuation basins or other SuDS features will retain excess surface water generated from the development on site, in order to control its rate of release to that of the equivalent greenfield rates. These SuDS features will be designed to have permanently wet areas, to enhance biodiversity and habitat creation.

Please refer to the Flood Risk Assessment and Drainage Strategy for detailed information regarding the proposed surface water management strategy for the site.

5.7.7 Sustainable Communities

The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. Residential development is proposed alongside a mixed-use local centre and primary school, creating a truly walkable neighbourhood. The proposals make effective use of the site, with residential development located adjacent to the existing built form of Syston, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, play facilities, sports pitches and allotments, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.



Anticipated Build Out Rates

1 2024/25
25 DWELLINGS

2 2025/26- 2028/29
40 DWELLINGS PER ANNUM

3 2029/30
FINAL 10 DWELLINGS



MADE TO LAST

5.8 LIFESPAN

5.8.1 A Sense of Ownership

The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

5.8.2 Adoption Areas

When completed responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

5.8.3 Adapting to Changing Circumstances

The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

5.8.4 Phasing

It is anticipated that the development will be delivered by Taylor Wimpey (UK) Limited in one phase. In accordance with Appendix 2 of the Draft Local Plan which sets out the Housing and Employment Trajectory, it is anticipated that 25 dwellings will be delivered in 2024/25, increasing to 40 dwellings per annum for the period from 2025/26 to 2028/29, and 10 dwellings in 2029/30.



6

Conclusion

- 6.1 BUILDING FOR A HEALTHY LIFE
- 6.2 AN INTEGRATED NEIGHBOURHOOD
- 6.3 DISTINCTIVE PLACES
- 6.4 STREETS FOR ALL
- 6.5 BHL: ASSESSMENT
- 6.6 CONCLUSION

North of _____

Barkby Road SYSTEM

Design & Access Statement

6.1 BUILDING FOR A HEALTHY LIFE

The development of land north of Barkby Road presents an opportunity to deliver a range of private and affordable homes, as part of the wider South East of Syston development.

Local distinctiveness will be at the heart of the new neighbourhood, with design inspired by positive features in the local context, providing a high quality development that sits comfortably in the surrounding area, in order to establish a strong sense of place.

Taylor Wimpey (UK) Limited and the consultant team have worked closely in order to fully understand the character and context of the allocations, and to embed these principles within this Vision Document.

The Vision has been structured to follow Building for a Healthy Life (BHL) principles. BHL sets out clear expectations for new developments to create places that are better for people and nature. The following principles will be followed through to the outline planning application submission.

A key part of the Vision is the design for active travel and access to green space. This includes the ability to walk and cycle within the new development and further afield, seeking to minimise traffic on the highway network and mitigate climate change. The development of the site will respond positively to climate change.





The principles set out within this document as a whole create the basis for sustainable development; designing for active travel, maximising access to green space, working with the existing landscape and securing biodiversity enhancements.

Taylor Wimpey (UK) Limited are committed to utilising low-carbon heating technologies and to ensuring new developments accommodate car charging points.

6.2 AN INTEGRATED NEIGHBOURHOOD

6.2.1 Natural Connections

The development will create a place that is well-integrated into its immediate context and wider natural and built surroundings. Clear and direct routes will be provided across the site, with safe linkages between them. Desire lines will be responded to, including in relation to the existing streets adjacent to the west and the Public Right of Way (J37/1) that crosses the site.

A connected street pattern will be created throughout the development, with straight and nearly straight streets to make pedestrian and cycle routes as direct as possible. The principles of filtered permeability will be achieved; creating a pleasant low traffic environment around people’s homes, whilst still allowing pedestrian and cycle movement.

Movement corridors will be made between new and existing habitats. Existing trees and hedgerows will be retained within public open space areas where possible, safeguarding their future retention and management.



6.2.2 Walking, Cycling & Public Transport

The proposed development includes a network of safe, convenient and direct pedestrian and cycle paths, which follow desire lines, including to bus stops located on Barkby Road and providing convenient connections to the existing Public Rights of Way network.

Short and direct walking and cycling connections will make public transport an attractive choice, with existing bus routes provided within close proximity of the site. 20mph design speeds, designations and traffic calming measures will create safe streets which encourage walking and cycling.



6.2.3 Facilities & Services

The site is located within easy reach of the wide range of existing local facilities and services and the public transport network. Numerous local amenities are found within the centre of Syston, within walking distance of the site.

A play space is included within the proposed layout, which is easily accessed from the key route within the development. Street furniture, including benches, will maximise the usability of the public open space, for all.



6.2.4 Homes for Everyone

The proposed development will include a range of dwelling types and sizes from first time buyer homes to family housing. The housing mix includes up to 30% affordable housing, to include a mix of affordable tenures.

All properties will have access to outdoor space and benefit from the extensive public open space around the edges of the development. This will result in a balanced community, reflecting the local requirements.

6.3 DISTINCTIVE PLACES

6.3.1 Making The Most of What's There

The masterplanning of the site is based upon a detailed understanding of the site and its context. The masterplan responds to the unique opportunities present, including protecting and enhancing existing habitats, and creating new habitats.

Visual connections out of and into the site have been responded to, including to St Mary's Church, and retained views along existing hedgerows so that the existing field boundaries can inform the understanding of the new place.

A sensitive transition between existing and new development is to be achieved so that building heights, typologies and tenures sit comfortably next to each other.

6.3.2 A Memorable Character

The development will be designed to create a place that is memorable, being inspired by the local character within Syston and nearby rural areas. Local character will include an understanding of architectural style and details, blocks and plots (urban grain), blue and green infrastructure, land uses, building form, massing and materials.

A locally inspired palette of materials will be utilised, and the opportunity to develop traditional styles in a more contemporary manner for the 21st Century will be explored. This will result in a high-quality development, with a unique sense of place appropriate for the site's location.

Place and street names will have a connection to the local area, this could relate to views such as to St Mary's Church, or to interesting names in the locality such as Ridgemere, Beeby and Woodgate.

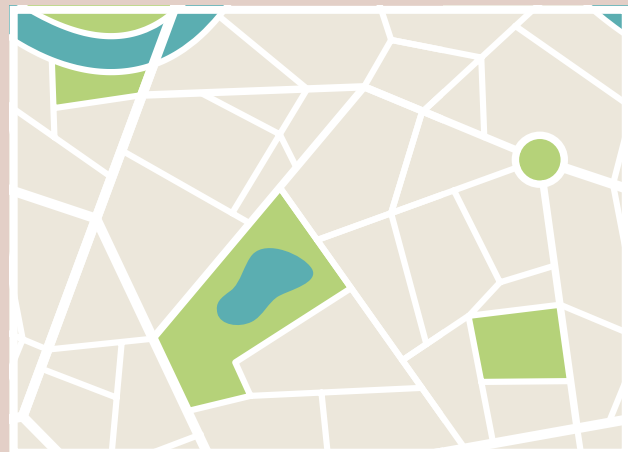
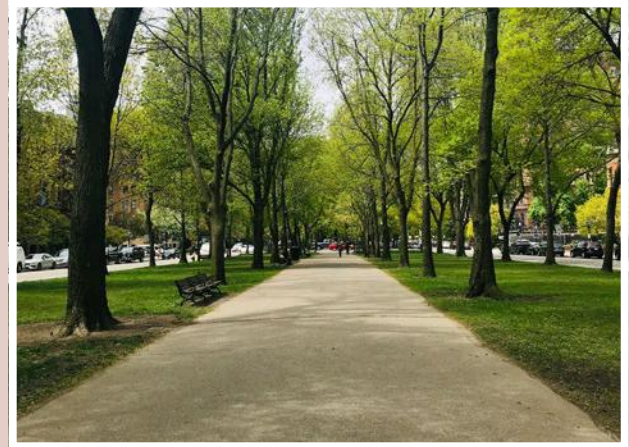


6.3.3 Well Defined Streets & Spaces

The design of the development proposals is broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of proposed dwellings.

A network of streets and spaces are to be created that are well enclosed by buildings and/or landscaping, with the principal frontages of buildings facing the streets and public spaces to provide overlooking, natural surveillance and attractive aspects. The primary building frontages will be orientated to provide passive surveillance over pedestrian and vehicular routes and public spaces.

This principle of active frontages is important, ensuring a sense of safety whilst also providing a pleasant environment for properties. This includes the use of corner turning house types on corners and active frontage onto streets and the public open space.



6.3.4 Easy to Find Your Way Around

The development will be designed to ensure that the neighbourhood is easy to navigate and understand. The proposed layout includes a well-connected movement network, accessible by all users, which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the primary and secondary routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function.

A strong landscape strategy is proposed, including a variety of boundary treatments, ensuring the boundaries are clearly defined and aesthetically pleasing. Long views from within the development, such as to St Mary's Church, will also aid in overall legibility.



6.4 STREETS FOR ALL

6.4.1 Healthy Streets

The design will recognise that streets are places which need to accommodate the movement of vehicles alongside the need for pedestrians to move along and cross streets with ease. The primary street will be tree-lined and new landscaping will combine with existing landscaping, to create layers that add sensory richness to a place. All streets (and areas of public open space) will be overlooked by active frontages ensuring a safe and inclusive environment.



6.4.2 Cycle & Car Parking

The proposals will provide sufficient and well-integrated car and cycle parking for new dwellings. The design of the new neighbourhood will anticipate realistic levels of car parking in order to guard against the issues of insufficient car parking being provided whereby car parking ‘overspills’ onto the street to dominate street-scenes and conflict with safe pedestrian and cycle movement.

A variety of car parking treatments will be utilised, including frontage parking, side of plot parking and garages. Where frontage parking is provided, space will be provided to incorporate new landscaping. The proposals will stay up to date with rapidly advancing electric car technology.





6.4.3 Green & Blue Infrastructure

The overall landscape strategy has been a driving force behind the layout, looking to create positive views to the site whilst also providing a high-quality and usable public open space. This will integrate new and existing landscape features. Public open space will have natural surveillance from adjacent dwellings, with a network of connected and accessible pedestrian and cycle routes. A sustainable drainage system is proposed, which maximises site topography and opportunities for biodiversity enhancement.

6.4.4 Back of Pavement; Front of Home

The principle of perimeter blocks is the basis for the masterplan, ensuring a clear distinction between public and private space, which is key to creating a safe and well-used public realm. This includes a variety of boundary treatments, such as walls and hedgerows, that help enforce this distinction, creating defensible space and strong boundary treatments, to minimise opportunities for crime. Well-defined front gardens will play a particularly important role in the character of the new neighbourhood as they will encourage residents to personalise the front of their homes, whilst offering opportunities to sensitively integrate utility boxes. Adequate external storage space will be provided for bins, which will be stored in rear gardens, where possible, with direct access to the streets.





6.5 BHL: ASSESSMENT

BHL’s (Building for a Healthy Life) 12 sections form a Design Code to help people improve the design of new and growing neighbourhoods. It can help identify what issues really matter to local communities and how development proposals can respond positively to these.

The following section provides a summary of the evaluation against the 12 Building for a Healthy Life sections. If the standard is met then a green light will apply. The criteria have been considered against the planning layout and associated drawings and documents that form this application.



1: NATURAL CONNECTIONS	
<p>The development will create a place that is well-integrated into its immediate context and wider natural and built surroundings. Clear and direct routes will be provided across the site, with safe linkages between them. Desire lines will be responded to, including in relation to the existing streets adjacent to the west and the Public Right of Way (J37/1) that crosses the site.</p> <p>A connected street pattern will be created throughout the development, with straight and nearly straight streets to make pedestrian and cycle routes as direct as possible. The principles of filtered permeability will be achieved; creating a pleasant low traffic environment around people’s homes, whilst still allowing pedestrian and cycle movement.</p> <p>Movement corridors will be made between new and existing habitats. Existing trees and hedgerows will be retained within public open space areas where possible, safeguarding their future retention and management.</p>	
2: WALKING, CYCLING & PUBLIC TRANSPORT	
<p>The proposed development includes a network of safe, convenient and direct pedestrian and cycle paths, which follow desire lines, including to bus stops located on Barkby Road and providing convenient connections to the existing Public Rights of Way network.</p> <p>Short and direct walking and cycling connections will make public transport an attractive choice, with existing bus routes provided within close proximity of the site. 20mph design speeds, designations and traffic calming measures will create safe streets which encourage walking and cycling.</p>	

3: FACILITIES & SERVICES	
<p>The site is located within easy reach of the wide range of existing local facilities and services and the public transport network. Numerous local amenities are found within the centre of Syston, within walking distance of the site.</p> <p>A play space is included within the proposed layout, which is easily accessed from the key route within the development. Street furniture, including benches, will maximise the usability of the public open space, for all.</p>	
4: HOMES FOR EVERYONE	
<p>The proposed development will include a range of dwelling types and sizes from first time buyer homes to family housing. The housing mix includes up to 30% affordable housing, to include a mix of affordable tenures.</p> <p>All properties will have access to outdoor space and benefit from the extensive public open space around the edges of the development. This will result in a balanced community, reflecting the local requirements.</p>	
5: MAKING THE MOST OF WHAT'S THERE	
<p>The masterplanning of the site is based upon a detailed understanding of the site and its context. The masterplan responds to the unique opportunities present, including protecting and enhancing existing habitats, and creating new habitats.</p> <p>Visual connections out of and into the site have been responded to, including to St Mary's Church, and retained views along existing hedgerows so that the existing field boundaries can inform the understanding of the new place.</p> <p>A sensitive transition between existing and new development is to be achieved so that building heights, typologies and tenures sit comfortably next to each other.</p>	
6: A MEMORABLE CHARACTER	
<p>The development will be designed to create a place that is memorable, being inspired by the local character within Syston and nearby rural areas. Local character will include an understanding of architectural style and details, blocks and plots (urban grain), blue and green infrastructure, land uses, building form, massing and materials.</p> <p>A locally inspired palette of materials will be utilised, and the opportunity to develop traditional styles in a more contemporary manner for the 21st Century will be explored. This will result in a high-quality development, with a unique sense of place appropriate for the site's location.</p>	

7: WELL-DEFINED STREETS & SPACES	
<p>The design of the development proposals is broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of proposed dwellings.</p> <p>A network of streets and spaces are to be created that are well enclosed by buildings and/or landscaping, with the principal frontages of buildings facing the streets and public spaces to provide overlooking, natural surveillance and attractive aspects. The primary building frontages will be orientated to provide passive surveillance over pedestrian and vehicular routes and public spaces.</p> <p>This principle of active frontages is important, ensuring a sense of safety whilst also providing a pleasant environment for properties. This includes the use of corner turning house types on corners and active frontage onto streets and the public open space.</p>	
8: EASY TO FIND YOUR WAY AROUND	
<p>The development will be designed to ensure that the neighbourhood is easy to navigate and understand. The proposed layout includes a well-connected movement network, accessible by all users, which helps ensure that all areas of the development are easy to navigate, safe and secure.</p> <p>The movement hierarchy clearly defines the primary and secondary routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function.</p> <p>A strong landscape strategy is proposed, including a variety of boundary treatments, ensuring the boundaries are clearly defined and aesthetically pleasing. Long views from within the development, such as to St Mary's Church, will also aid in overall legibility.</p>	
9: HEALTHY STREETS	
<p>The design will recognise that streets are places which need to accommodate the movement of vehicles alongside the need for pedestrians to move along and cross streets with ease.</p> <p>The primary street will be tree-lined and new landscaping will combine with existing landscaping, to create layers that add sensory richness to a place.</p> <p>All streets (and areas of public open space) will be overlooked by active frontages ensuring a safe and inclusive environment.</p>	

10: CYCLE AND CAR PARKING	
<p>The proposals will provide sufficient and well-integrated car and cycle parking for new dwellings. The design of the new neighbourhood will anticipate realistic levels of car parking in order to guard against the issues of insufficient car parking being provided whereby car parking ‘overspills’ onto the street to dominate street-scenes and conflict with safe pedestrian and cycle movement.</p> <p>A variety of car parking treatments will be utilised, including frontage parking, side of plot parking and garages. Where frontage parking is provided, space will be provided to incorporate new landscaping. The proposals will stay up to date with rapidly advancing electric car technology.</p>	
11: GREEN & BLUE INFRASTRUCTURE	
<p>The overall landscape strategy has been a driving force behind the layout, looking to create positive views to the site whilst also providing a high-quality and usable public open space. This will integrate new and existing landscape features.</p> <p>Public open space will have natural surveillance from adjacent dwellings, with a network of connected and accessible pedestrian and cycle routes. A sustainable drainage system is proposed, which maximises site topography and opportunities for biodiversity enhancement.</p>	
12: BACK OF PAVEMENT, FRONT OF HOME	
<p>The principle of perimeter blocks is the basis for the masterplan, ensuring a clear distinction between public and private space, which is key to creating a safe and well-used public realm. This includes a variety of boundary treatments, such as walls and hedgerows, that help enforce this distinction, creating defensible space and strong boundary treatments, to minimise opportunities for crime.</p> <p>Well-defined front gardens will play a particularly important role in the character of the new neighbourhood as they will encourage residents to personalise the front of their homes, whilst offering opportunities to sensitively integrate utility boxes.</p> <p>Adequate external storage space will be provided for bins, which will be stored in rear gardens, where possible, with direct access to the streets.</p>	

6.6 CONCLUSION

This Design and Access Statement is submitted in support of an outline application for 195 dwellings on land to the north of Barkby Road, Syston. The site is an emerging allocation for residential development in the Charnwood Pre-Submission Draft Local Plan under Policy DS3(HA3).

The planning application seeks outline planning permission for up to 195 new dwellings, together with associated affordable housing, open space, landscaping, drainage and play space facilities. All matters are reserved bar access, which is proposed from Barkby Road. Taylor Wimpey also control land to the South East of Syston, and the two sites will be delivered collaboratively.

In arriving at the design solution for the site, this Design and Access Statement has demonstrated how the physical, social and economic context has influenced the design in conceptual terms and informed the final proposals.

This statement confirms the applicant's commitment to the delivery of a high quality development. The development proposals will offer the following main benefits:

- The delivery of up to 195 new homes, comprising a range of dwelling types, sizes and tenures, that can meet the full range of local housing needs;
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
- Delivery of new open spaces for the benefit of both new and existing residents in the area;
- Providing a development that is well connected, readily understood and easily navigated, with the delivery of a new access from Barkby Road to the south of the site;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
- The creation of a strong landscape structure including a woodland buffer at the eastern site boundary, focused around retaining key landscape features and components, responding to the local area, and enhancing and optimising the immediate locality; and
- Promoting the objectives of sustainable development through layout and design.

North of Barkby Road, **SYSTEM**
CONCLUSION



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North of _____
Barkby Road
SYSTEM

Design & Access Statement



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