



DAVID WILSON HOMES

WHERE QUALITY LIVES

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CHARTERED TOWN PLANNERS
& URBAN DESIGNERS

Proposed Residential Development on the Land to the east

Cossington Road Sileby

Design & Access Statement

January 2021



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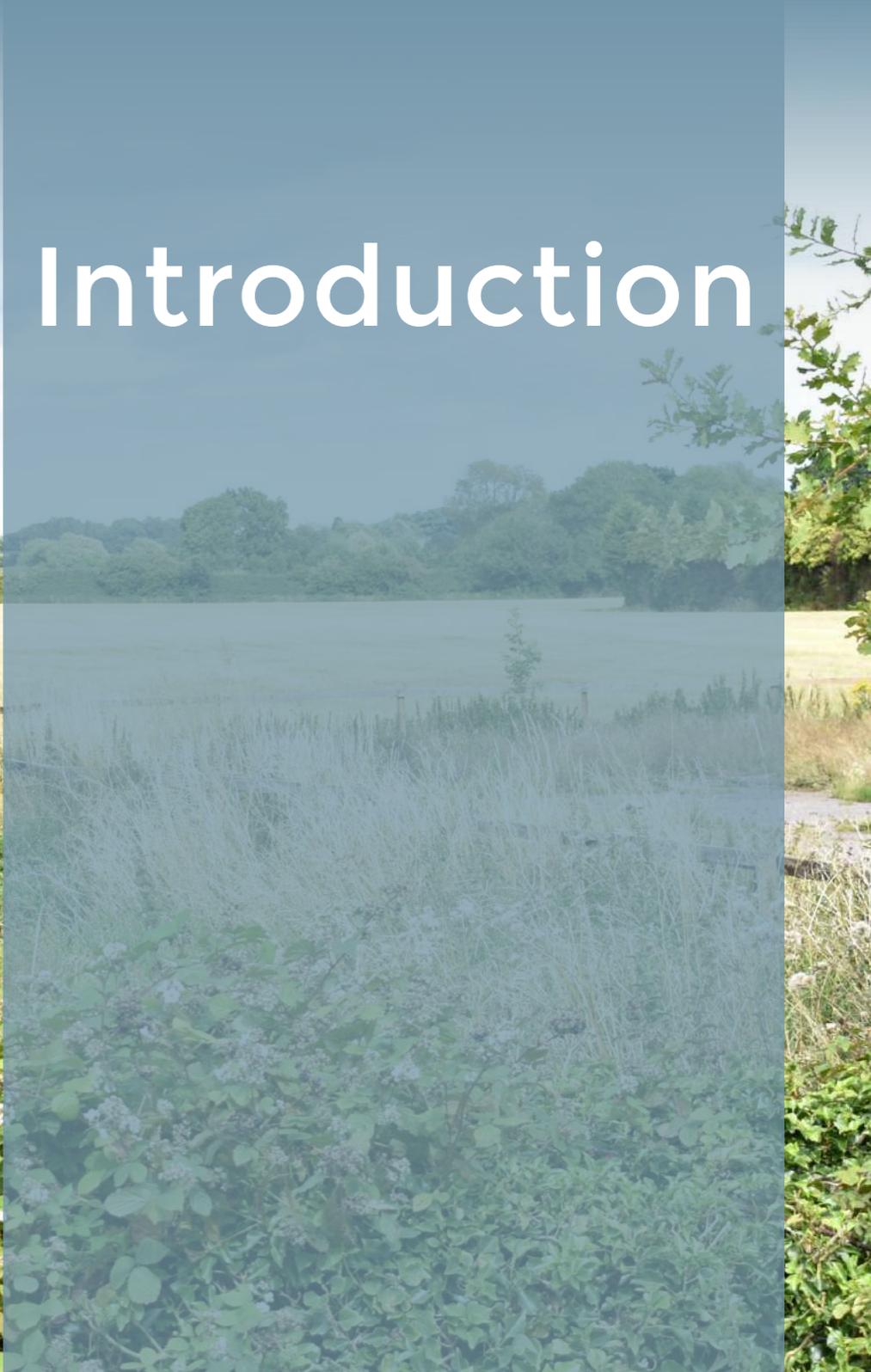
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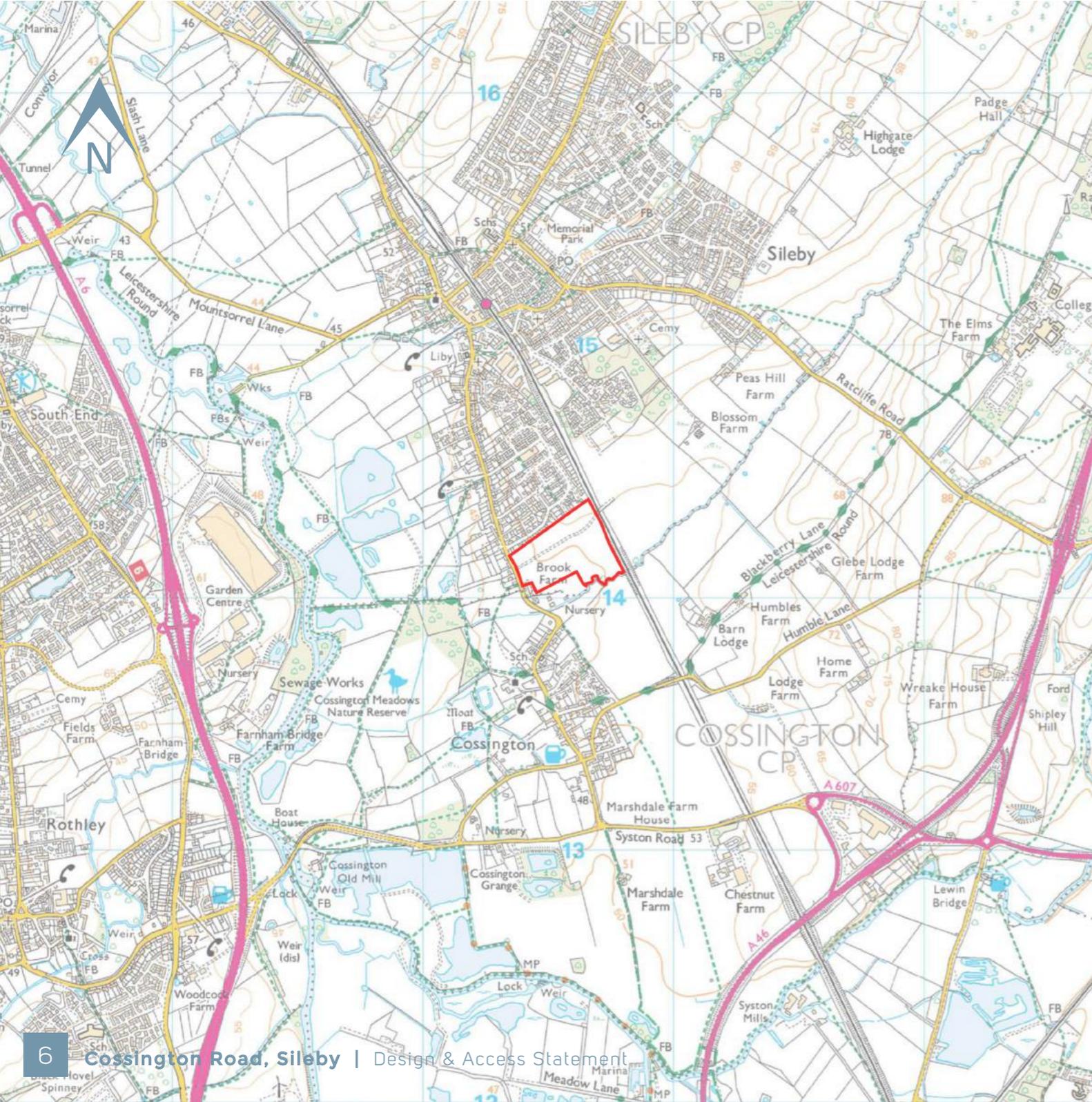
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Introduction





Introduction

This Design and Access Statement (DAS) has been prepared by nineteen47 on behalf of David Wilson Homes East Midlands in support of an outline planning application for up to 170 dwellings with all matters reserved except for access. Details relating to the appearance, layout, amount, and scale of development as well as landscaping within the site are to be the subject of subsequent reserved matters approval.

The application site (referred to throughout the statement as 'the site') is located on the southern edge of the existing urban area and measures 10.17 hectares (ha), (25.13 acres). The land comprises a single irregular shaped field, the main body of which is relatively large before narrowing down in the south-east of the site. The site is a designated Area of Local Separation in both the adopted and emerging Local Plan.

Formal and informal engagement has been undertaken during the pre-application stage with various stakeholders including Charnwood Borough Council, Leicestershire County Council and local residents. This has helped establish the design principles for the scheme, providing useful local knowledge and insights.

The purpose of this document is to explain the design principles and concepts that have been applied to the proposed development. This Statement should be read in conjunction with the accompanying reports, including the Planning Statement.

This Design and Access Statement has been structured as follows:

- Section 1** Introduction: outlines the background to the proposals and the structure of the document;
- Section 2** Planning Policy Context: sets out the key planning policies relating to design which have informed the proposals.
- Section 3** Understanding the Place: provides an overview of the context within which the design proposals will sit in order to inform the design process.
- Section 4** The Site: describes the characteristics of the site.
- Section 5** Design Process: outlines the evolution of the proposed scheme, including how comments from stakeholders have informed the process.
- Section 6** Design Proposal: includes details of the site uses, quantum of development, appearance and landscaping.
- Section 7** Summary: provides an overall conclusion and an assessment of the proposals in the form of a Building for a Healthy Life assessment.

A landscape photograph showing a wide, brown, plowed field in the foreground. To the left, there is a dense line of tall, dark green evergreen trees. In the background, a row of residential houses is visible under a cloudy, overcast sky. The right side of the image is partially obscured by a blue vertical overlay containing text.

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Planning Policy Context

Planning Policy Context

National Planning Policy

The National Planning Policy Framework 2019 (NPPF) outlines the Government's planning policies for England. The 'presumption in favour of sustainable development' is at the heart of the document.

Section 12 of the NPPF specifically addresses the matter of good design. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 124 details that 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.

Paragraph 127 states that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history;
- Establish a strong sense of place;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- Create safe and accessible environments

This DAS demonstrates how each of the objectives of Paragraph 127, and design principles within the NPPF have been incorporated within the proposed scheme.

Paragraph 94 of the NPPF provides clear advice to local planning authorities that they should take a proactive, positive, and collaborative approach to ensure that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities are required to give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications.

National Planning Practice Guidance (NPPG)

Planning Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development; and
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are;

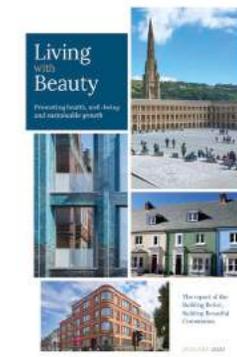
1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.

Living with Beauty

The Building Better, Building Beautiful Commission is an independent body set up to advise government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods.

In its final report, 'Living with beauty', the Commission has set out its recommendations to government proposing;

“a new development and planning framework, which will ask for Beauty; refuse ugliness; and promote Stewardship”



Building for a Healthy Life

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles with Building for Life 12 are at the heart of BHL. Building for a Healthy Life is a Design Code to help people improve the design of new and growing neighbourhoods. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback. These 12 core principles of high quality design are widely accepted as the guiding principles for supporting high quality design and have been used as part for the design process described in this DAS in order to evaluate and improve the emerging proposals. An assessment of the proposals against the twelve questions is provided at the end of this document, by way of summary.



Local Planning Policies

A Planning Statement is submitted in support of the application and repetition of the detail contained within that report is not considered appropriate. Following is a brief summary of selected design and access related policies.

Charnwood Core Strategy (2015)

The Charnwood Core Strategy identifies in Policy CS1 (Development Strategy) a requirement for at least 13,940 net additional dwellings in the period 2011 to 2028, equating to 840 dwellings per annum. These figures are based on the Leicestershire Strategic Housing Market Assessment 2014.

Policy CS1 (Development Strategy) states that “the majority of our remaining growth [beyond that concentrated in the Leicester Principal Urban Area] will be met at Loughborough and Shepshed where provision will be made for at least 5,000 new homes and up to 22 hectares of employment land between 2011 and 2028.”

Policy CS2 (High Quality Design) provides a number of criteria seeking to ensure the delivery of high-quality design, requiring new developments to:

- “respect and enhance the character of the area, having regard to scale, density, massing, height, landscape, layout, materials and access arrangements;
- protect the amenity of people who live or work nearby and those who will live in the new development;
- function well and add to the quality of an area, not just in the short term, but over the lifetime of the development;
- provide attractive, well managed and safe public and private spaces;
- provide well defined and legible streets and spaces that are easy to get around for all, including those with disabilities; and
- reduce their impacts upon and be resilient to the effects of climate change in accordance with Policy CS16.”

Policy CS11 (Landscape and Countryside) provides the following criteria, seeking to support and protect the character of Charnwood’s landscape and countryside:

- requiring new developments to protect landscape character and to reinforce sense of place and local distinctiveness by taking account of relevant local Landscape Character Assessments;
- requiring new development to take into account and mitigate its impact on tranquillity;
- requiring new development to maintain the separate identities of our towns and villages;
- supporting rural economic development, or residential development which has a strong relationship with the operational requirements of agriculture, horticulture, forestry and other land based industries and contributes to a low carbon economy, in accordance with Policy CS10;
- supporting the provision of community services and facilities that meet proven local needs as identified by a Neighbourhood Plan or other community-led plan; and
- supporting rural communities by allowing housing development for local needs in accordance with Policy CS3.

Policy CS14 (Heritage) advises that development proposals need to protect heritage assets and their setting, and that proposals which incorporate distinctive local building materials and architectural details will be supported.

Policy CS15 (Open Spaces, Sports and Recreation) outlines that new developments must meet the open space standards set out in the Open Spaces Strategy, having regard for local provision and viability.

Policy CS17 (Sustainable Travel) states that by 2028, the Council will try to achieve a 6% modal shift from travel by the private car to walking, cycling and by public transport. This will be achieved by ensuring new major development provide walking, cycling and public transport access to key facilities and services. New developments must provide safe and well-lit streets and routes for walking, cycling and integrated with the wider green infrastructure network.

Borough of Charnwood Local Plan – saved policies (2004)

There are a number of saved policies from the 2004 Borough of Charnwood Local Plan which remain part of the statutory Development Plan, although the weight they attract in decision-making will depend upon the extent to which they accord with the Framework.

The Local Plan is supported by a policies map, which shows the site as being designated as being outside the Limits to Development for Sileby (Policy ST/2) and within an Area of Local Separation (CT/4) (see accompanying image). Whilst such designations relate to saved policies of the Local Plan and thus remain part of the development plan, the weight attributable to these policies is severely diminished by virtue of the now outdated housing requirement.



Area of Separation MP (Extract from Charnwood Interactive Mapping Portal)

Policy CT/4 (Development in Areas of Local Separation) sets out the policy context for the Areas of Local Separation identified on the policies map. The policy states that on such areas development will be deemed acceptable wherein the location, scale and design of the development would ensure that:

- the predominantly open and undeveloped character of the area is retained; and
- the already narrow gap between settlements is not reduced.

Policy EV/1 (Design) seeks to ensure a high standard of design in all new developments. It states that planning permission will be granted for new development which satisfies the following criteria:

- “respects and enhances the local environment including the scale, location, character, form and function of existing settlements and the open and undeveloped nature of the countryside;
- is of a design, layout, scale and mass compatible with the locality and any neighbouring buildings and spaces;
- utilises materials appropriate to the locality;
- provides positive and attractive built frontages to existing or proposed public spaces including roads, footpaths, waterways and areas of public open space;
- safeguards important viewpoints, landmarks and skylines;
- uses the landform and existing features in and around the site, such as woodlands, trees, hedges, ponds, important buildings and structures imaginatively as the focus around which the new development is designed;
- safeguards the amenities of adjoining properties, particularly the privacy and light enjoyed by adjoining residential areas;
- meets the needs of all groups, including the disabled; and
- minimises the opportunity for crime to create a safe and secure environment.”

Policy TR/18 (Parking Provision in New Development) sets out that planning permission for new development will not be granted unless suitable provision is made for off-street parking for vehicles, including cycles. Moreover, that servicing arrangements have been included to secure highway safety and minimise harm to visual and local amenities. Adopted standards are included within the Plan, however, given its date it is considered more updated guidance is an appropriate basis to establish parking requirements for new developments.

Draft Charnwood Local Plan: Preferred Options (October 2019)

The Draft Charnwood Local Plan 2019-36 was the subject of public consultation on its Preferred Options in November 2019 and, once adopted, will entirely replace both the Core Strategy and the saved policies of the Local Plan 2004. The Draft Local Plan is still in the relatively early stages of preparation and therefore does not attract significant weight in the determination of planning applications, but provides an indication of future direction of travel, as well as reflecting up to date evidence.

Draft Policy LP2 (High Quality Design) requires new development to make a positive contribution to Charnwood and respond positively to the local distinctiveness of the area, in accordance with a range of criteria which seek to ensure the delivery of high-quality design.

Draft Policy LP3 (Housing Sites) proposes the allocation of a range of sites for residential use. The site has been promoted through the emerging Plan and will continue to be actively promoted as a deliverable and suitable site to meet the Borough's housing needs. The 2020 SHELAA sets out that the site is considered suitable, available and achievable, with *"no irresolvable physical/environmental constraints"*.

Draft Policy LP4 (Affordable Housing) seeks 30% affordable housing from all new major housing developments, which should generally be delivered on-site and integrated with market housing, unless it can be demonstrated that such provision is not viable.

Draft Policy LP19 (Landscape, Countryside, Green Wedges and Areas of Local Separation) requires new development to protect landscape character and to reinforce sense of place and local distinctiveness by taking account of relevant local Landscape Character Assessments. It also seeks to maintain the separate identities of towns and villages, including through protection of the predominantly open and undeveloped character of Areas of Local Separation.

Draft Policy LP24 (Heritage) sets out the Borough's approach to conserving and enhancing heritage assets and the wider historic environment, including the protection of assets and their setting.

Sileby Neighbourhood Plan (November 2019)

Sileby was designated for the purposes of Neighbourhood Planning in February 2017.

Policy G2 (Design) sets a number of criteria by which new developments should seek to accord. For sites outside of the Conservation Area, this includes the following requirements (appropriate for consideration at outline stage).

- New development should enhance and reinforce the local distinctiveness and character of the area in which it is situated and proposals should clearly show within a Design and Access Statement (where appropriate) how the general character, scale, mass, density, materials and layout of development are sympathetic to any neighbouring properties and the surrounding area. Development which would have a significant adverse effect on the street scene, or the character of the countryside will only be permitted where any harm is clearly outweighed by the wider benefits of the proposal
- Contemporary or innovative design will be encouraged and supported where it makes a positive contribution to the character of the area and is compatible with the surrounding historic context;
- Development proposals should aim to maintain and enhance biodiversity by preserving as far as possible existing trees, hedges and wildlife habitats. Where appropriate developments are encouraged to include measures to enhance biodiversity which may include:
- Providing hedges or fences with ground level gaps for property boundaries that maintain connectivity of habitat for hedgehogs;

- Development should ensure the appropriate provision for the storage of household waste and any recyclable materials;

Policy H3 (Housing Mix) sets out that new housing proposals should seek to create sustainable and inclusive and mixed communities by providing a mix of house types and sizes that reflect up to date published evidence of need in Sileby. New dwellings are encouraged to meet building regulations 2015 M4(2) standards, including an element of M4(3).

Policy H4 (Affordable Housing) largely mirrors the Core Strategy policy, in that it requires 30% affordable on developments of 10 units or more. Moreover, that such provision should be made available as an integral part of the new development, visually indistinguishable from the equivalent market housing on the site. The affordable units should be dispersed as individual units throughout the site, subject to a registered provider being prepared to acquire such a composition. Of the new affordable housing provided, at least two thirds should be for rent, with the remainder low cost starter homes for sale and shared ownership models.

Policy T5 (Walking and Cycling) sets out that new development proposals should retain and incorporate linkages to the Public Rights of Way network, key destinations such as the village centre, GP surgeries, leisure facilities and neighbouring villages.

Housing & Economic Development Needs Assessment (HEDNA)

The HEDNA provides an integrated assessment of future housing needs, the scale of future economic growth and the quantity of land and floorspace required for B-class employment development across Leicester and Leicestershire, which the report defines as representing the relevant Housing Market Area (HMA) and Functional Economic Market Area (FEMA).

Supplementary Planning Documents

Charnwood Borough Council has adopted two supplementary planning documents (SPDs) relevant to the proposed development, in relation to Housing (2017) and Design (2020).

The Housing SPD provides guidance in relation to affordable housing and housing mix, to support the policies in the Core Strategy. It suggests a preferred affordable tenure mix of 77% social or affordable rent and 23% intermediate (shared ownership) and provides advice on the cascade mechanism which can be incorporated into Section 106 agreements securing the affordable provision.

In relation to the design and layout of affordable housing, the SPD states that well-designed affordable housing will:

- “relate well to the market housing on site and be indistinguishable in terms of building materials, external environment and appearance;
- be distributed in clusters across a number of different areas around the site. Generally, clusters should consist of groups of up to 10 dwellings unless otherwise agreed taking account of the size of the site and site constraints;
- be completed broadly in tandem with the delivery of the market housing;
- not include unnecessary internal and external communal spaces which result in additional service charges including avoiding shared driveways wherever possible;
- include access to garden wherever possible; and
- include on-plot car parking wherever possible.”

The Design SPD sets 6 design principles for Charnwood, providing detailed guidance for how each principle can be met through new developments:

1. Respecting and enhancing the local character
2. Providing attractive and well managed public and private spaces
3. Well-connected and legible streets and spaces
4. Creating multi-functional, safe and inclusive places
5. Adapting to climate change
6. Protecting the amenity of existing and future occupiers

Appendix 1 of the SPD provides further guidance on the provision of parking within developments.



Design Supplementary Planning Document

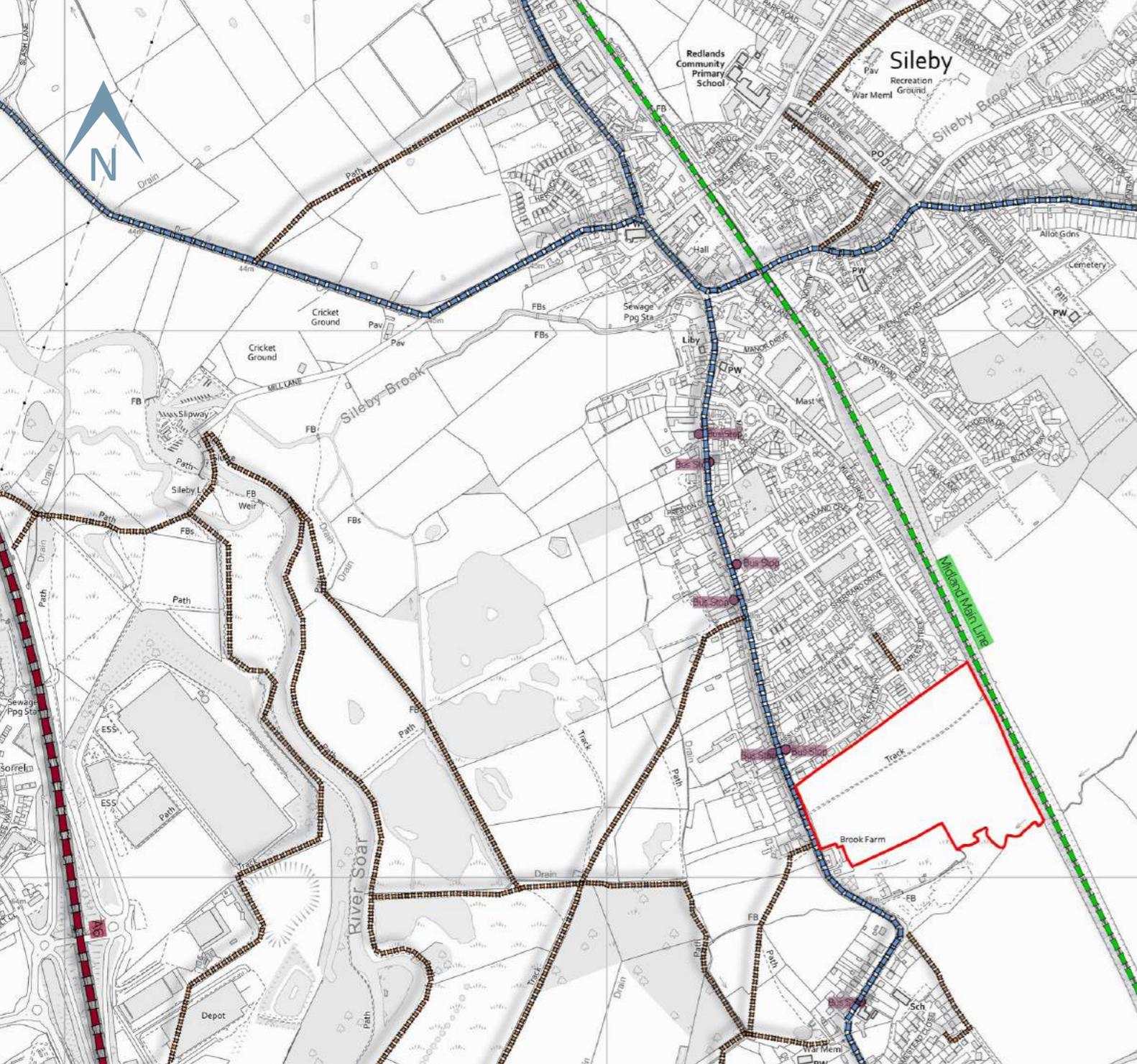
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Understanding the place





Understanding The Place

The first step in the design process was to gain a thorough understanding of the context within which the proposed development site sits. This section sets out the contextual analysis which has been undertaken.

Site Context

Sileby is a village situated in the Soar Valley in Leicestershire with a population of around 8,000. It lies approximately 9.4km (5.9 miles) to the south-east of Loughborough, 22.4km (13.9 miles) to the west of Melton Mowbray and 13.7km (8.5 miles) north of Leicester. The village is essentially rural, but as is demonstrated later in the section, has a good range of services and facilities and so is considered to be a sustainable location.

The site lies to the south of the centre of Sileby, adjacent to the existing residential area and with houses along Chalfont Drive backing on to the northern boundary. The opportunity here is to create a softer, permanent edge to the settlement which achieves a sensitive transition from the urban fabric of Sileby and respects and responds to the Area of Local Separation in which the site sits.

Connections and Public Transport

Highway Network

The site is located to the east of Cossington Road which provides access to the centre of Sileby in the north and Cossington Village to the south. Three main A-roads lie close to the site providing good connections to the wider area. The A6 lies approximately 5.9km (3.7 miles) west of the site and the A46 and A607 lie approximately 2.6km (1.6 miles) south-east of the site. These roads provide links to Lincoln, Nottingham, Loughborough, Leicester and Melton Mowbray. A number of locally important roads provide access to these roads and to other towns and villages within the area. Junction 23 of the M1 lies approximately 14.4km (8.9 miles) to the north-west.

A Transport Statement has been prepared, which demonstrates that the development lies in an accessible location and in close proximity to nearby services and facilities. It confirms that there would not be any significant impacts on the transport network caused by development of the site which cannot be mitigated to an acceptable degree. It is also possible to achieve a safe and suitable access to the site from the existing adopted highway network. As such, there are no highways constraints to prevent development of the site.



Pedestrian & Cycle Movement

The site is located within walking distance of local services and facilities within the village supporting active lifestyles and encouraging an alternative to the car.

Cossington Road has a continuous footpath on both sides of the highway with streetlights seen along the western side. Streetlights are present on the eastern side immediately north of the site.

The site is maintained as private agricultural land and is not crossed by any designated Public Right of Way (PRoW) as identified by Leicestershire County Council. There is a PRoW that begins approximately 300m south-east of the site which provides an alternative route to Cossington village. The site is therefore well located to provide new residents with genuine opportunities to undertake journeys by sustainable modes of transport.

There are no formal cycle routes within immediate access of the site. However, the No.6 National Cycle Route sits approximately 2.8km (1.8 miles) to the west and heads toward Loughborough in the north-west and Leicester in the south. The No.48 National Cycle Route lies approximately 2.6km (1.6 miles) to the east and heads toward Melton Mowbray in the north-east. These routes are a mixture of on-road and traffic-free routes.

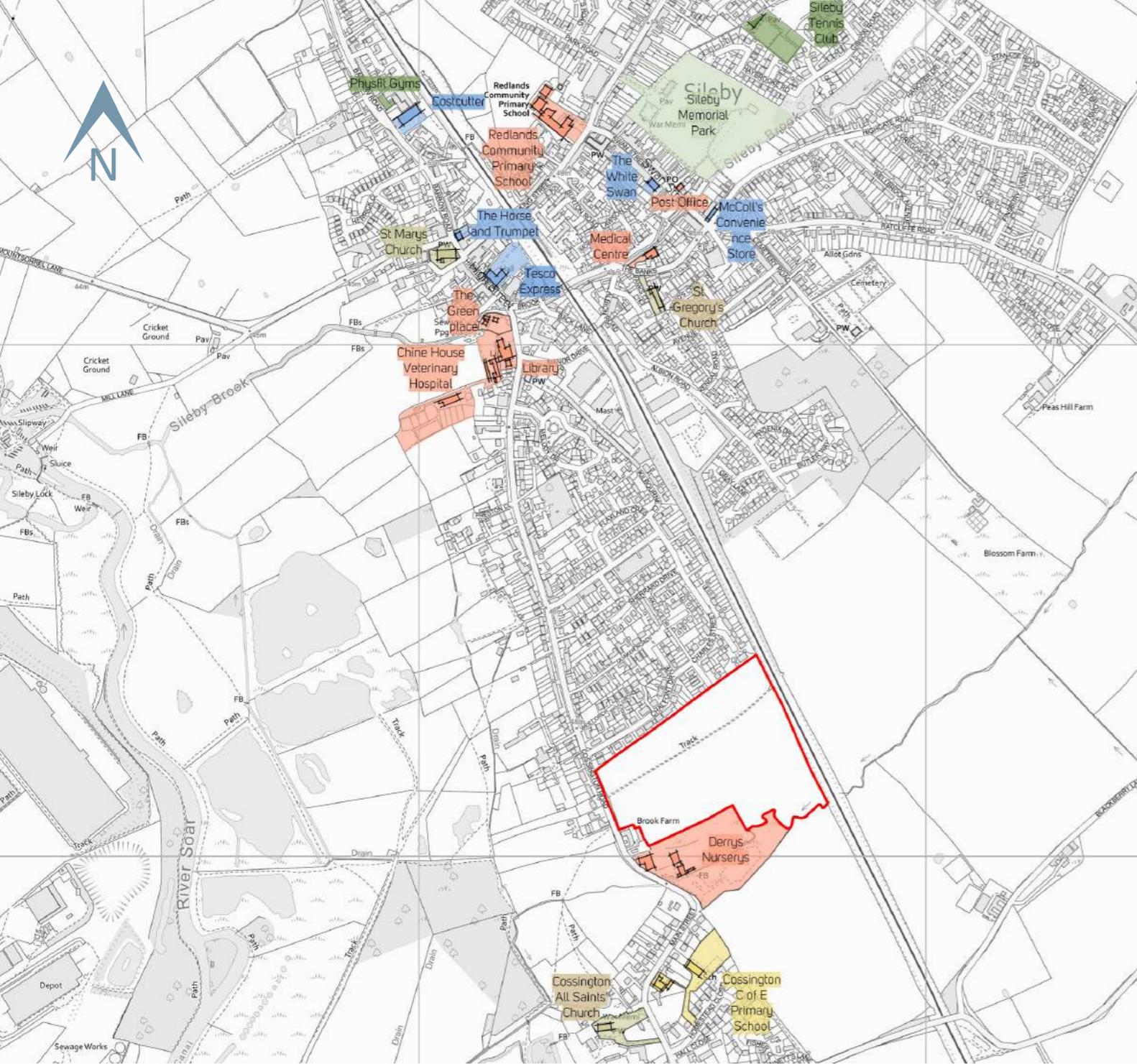
Bus stops

The site is approximately 130m from the nearest bus stop on Cossington Road. The stop is served by the No.2 service which operates a route between Loughborough and Leicester via Quorn, Barrow Upon Soar, Sileby and Cossington. This service operates Monday to Saturday with a frequency of one bus every 30 minutes and provides access to a variety of employment opportunities and larger retail facilities.

Train station

Sileby benefits from a Train Station, which provides access to the wider region via the Midland Main Line and is approximately 750m north of the site. This includes services to Leicester, Nottingham and Lincoln.





Local Facilities

The services and facilities listed and identified on the adjacent plan demonstrate the sustainable nature of the settlement.

As mentioned, the village has both a Tesco Express and a Costcutter. Other supermarkets are located in Thurmaston (Asda, M&S Simply Food) approximately 7.8km (4.9 miles) and a 10-minute drive. Loughborough also has a good selection of supermarkets with a Sainsbury's, Tesco, Aldi, Morrisons and M&S Simply Food all within a 20-minute drive (10.1km / 6.3 miles). There is a Waitrose located 3.6km (2.3 miles) in Mountsorrel being roughly a 5-minute drive.

Derrys Nurseries lies to the south, along Cossington Road and forms part of the southern boundary to the site.

Whilst there are no secondary schools in Sileby there are a number of secondary schools located within the area. Ratcliffe College is 5.0km (3.1 miles), Humphrey Perkins in Barrow upon Soar is 5.5km (3.4 miles), Loughborough Grammar School, Amherst (former Our Lady's Convent School) and High School are all 9.6km (6.0 miles). Rawlins Community College situated in Quorn is 7.9km (4.9 miles).

Many of the main facilities and amenities within Sileby are located within 1.45km (0.9 miles) walking distance of the site.

- St Mary's Church (Barrow Road)
- St Gregory's Church (Church Lane)
- Meadow View Farm Pre-School (Cossington Road)
- Sileby Redlands Community Primary School (King Street)
- Highgate Community Primary School (Heathcote Drive)
- Ratcliffe College (Rosminian Way)
- Post Office (Swan Street)
- Costcutter (Barrow Road)
- Tesco Express (High Street)
- The Banks Surgery (The Banks)
- Busy Bee's Newsagents (Heathcote Drive)
- Boots Pharmacy (Swan Street)
- Riverside Pharmacy (Barrow Road)
- Sileby Memorial Park (Highgate Road)
- Sileby Tennis Club (Springfield Road)
- Sileby Town Football Club (Seagrave Road)
- Physfit Gyms (Barrow Road)
- Chine House Veterinary Hospital (Cossington Road)
- Sileby Library (Cossington Road)
- Selection of takeaways (Barrow Road, High Street)
- The Flower Plant Florists (High Street)
- The White Swan (Swan Street)
- The BREWery (Cossington Road)
- The Horse and Trumpet (King Street)

Local Character

Charnwood Design SPD

Policy CS2 requires new development “make a positive contribution to the character of the area and the idea of ‘distinctiveness’ is linked with this. Ensuring new development appears ‘distinctive’ and makes a positive contribution to an area is a challenging element of good design- to help achieve it, a good understanding of the individual site context and its surroundings is vital, as is a broader understanding of what makes the wider local area special.”

Charnwood

Across Charnwood there is commonly use of a local palette of building materials featuring Charnwood Forest stone and red brick. Red brick is often used with stone forming quoins, eaves and door and window surrounds. Timber framed cottages with white or cream rendered infill panels and rendered/rubble stone dwellings are also features. Red brick is the more predominant building material for new dwellings in the area. Less locally-inspired materials more recently introduced include buff coloured brick (often where Stone would previously occurred) and pebble dashing, slate hanging and timber weatherboarding.

Roofs across Charnwood are predominantly pitched, running parallel to the street with slate tile coverings. A number of thatched roofs are present in the area, along with red plain clay tiles and in more recent times, concrete tiles.

The common and more historical boundary treatments within Charnwood consist of medium height dry stone walls. An alternative to the walls are substantial hedges, specifically privet or holly. There are instances of simple metal railings and low picket fencing across Charnwood but this is a less common occurrence.

The linear villages of Charnwood often feature main streets consisting of grass verges, vertical boundary definition to deep frontages, often with trees; and spaces between buildings. A legible feature of many settlements is the village green which is often bounded by dry stone walls. A further part of the Charnwood character are the rows of individual buildings which sit together in pleasing groups.





Sileby

The character of Sileby is one that has evolved over time and varies in architectural form and scale with a wide range of building types. Some properties retain original chimneys, occurring in a great variety of styles and adding interest to the roofscape.

The material palette varies across the village with the predominant materials being red brick, white/cream render, in whole or in part and the occasional appearance of local stone. Grey slate is the predominant traditional roofing material along with red pantiles seen on newer houses.

Boundary treatments consist of low-level fencing, low-level brick/stone walls, front hedges, with tree planting in private frontages a feature of the streetscene. The verge remains a feature of the street and occurs adjacent to the carriageway with the footpath set back from the road, central to the grass verge. It also occurs more recently at the back of the footpath.

The dominant features within the local area are vertical brick headers and quoins, dormer windows, sash windows and steep roof pitches. The occasional features that can be seen within the area are bay windows, arched oversized windows, Dutch gable dormers and ornamental brick and tile façade detailing.



The centre of Sileby consists of a mix of uses developed alongside each other over time which are well-integrated into the urban fabric. The high street demonstrates a linear settlement centred around St Marys Church, which stands at the top of a hill and is a focal point for the village. The historic core is now characterised by a variety of two-three storey terraces with continuous building line. The centre of the village has evolved organically over time whereas the outer edges are less organic with the edges being defined by more recent residential developments.

Sileby experienced significant expansion to the south and south-east from the 1950s with the majority of the housing edging the settlement being of a lower density, suburban housing typical of the 1950-1970s and a more recent housing estate. More recent residential developments can be found located to the north-east of the village along Seagrave Road on both the northern and southern side and one off Stanage Road to the east. Development from the 1990s can be seen to the west of Barrow Road and to the east of Cossington Road.

Key historic buildings within Sileby are generally red brick and slate roof, with the occasional use of stone for ornamental purposes. Properties adjacent to the site have been built within the last 50 years and feature a character and style associated with this period such as repeated uniformed housing in runs of four terraces in brick with tiled roofs and the occasional rendered elevation can be seen.





Charnwood Design SPD

3.27 Red brick for walls and clay pantiles or grey slate are the most frequent types of traditional building materials in many of the Borough's settlements, particularly ones within the Wolds.

3.28 In Charnwood Forest, stone is a common traditional building material, however, this is harder to replicate, as access to stone for building purposes is limited. Emphasis should be placed on choosing the type of stones that strongly complement the traditional stonework present on many historic buildings in the Forest Area.

3.29 Exposing timber on elevations could enhance the relationship between new development and the woodland character of Charnwood Forest. However, care should be given to the use of timber as a building material - exposed timber upon dwellings is often low quality and weathers poorly. The Council will encourage new outbuildings to display timber in their elevations to enhance the forest character in Charnwood.

3.30 In certain locations, the use of contrasting building materials can be a beneficial way of enhancing the character of a street and introducing a level of variety.



4

The Site

The Site

Having undertaken an analysis of the context, the next step in the design process was to assess the characteristics of the site and how these could inform the design proposals.

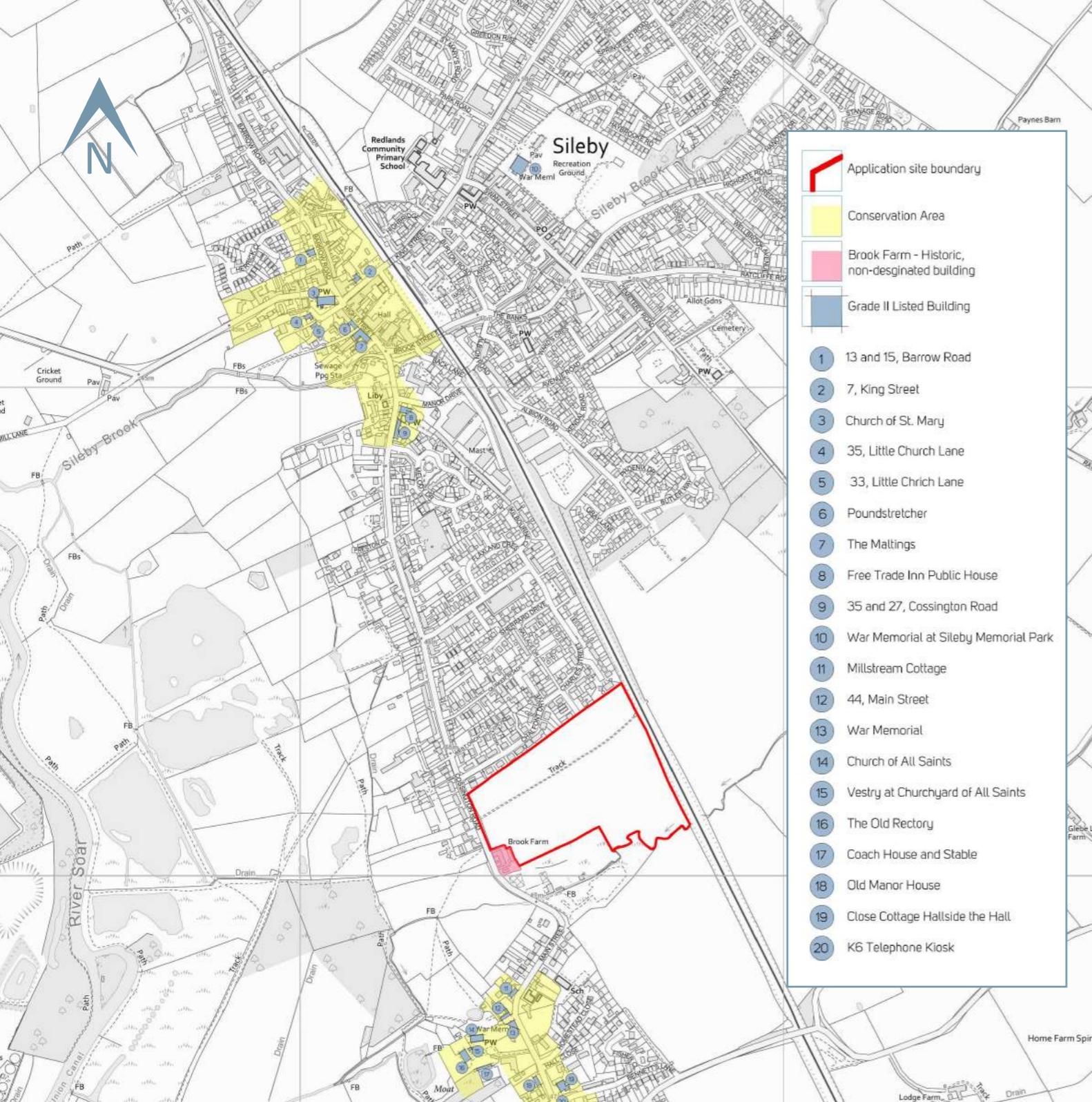
Site Description

The site extends to 10.17ha (25.13 acres) and is located to the south of Sileby, east of Cossington Road, and comprises a large irregular shaped arable field. The eastern boundary of the site is defined by the Midland Main Line railway line which sits at the same level of the site in the north-east and higher than the site in the south-east. The western boundary is defined by an existing hedgerow with Cossington Road lying beyond and a residential area opposite. The northern boundary is defined by the rears of adjacent dwellings off Chalfont Drive, Molyneux Drive and Charles Street, generally consisting of existing hedgerow and a number of low level fences. The southern boundary is defined by mature trees and hedgerows that follow a small brook running from east to west. This landscape feature has the potential to minimise the impact of any proposals upon views from the south, including Humble Lane, particularly the bridge over the railway line. Land associated with Derrys Nurseries and arable farmland lie beyond this boundary.

Having regard to the location of the site in an Area of Local Separation, as highlighted in the Section 2 of this document, consideration must be had to the impacts of the proposed development on such an area. The proposed development locates all proposed new development to the north of the site, which leaves a substantial area of new and publicly accessible open space. The proposed development does not reduce the distance between Sileby and Cossington and the impacts of the proposed development on the Area of Local Separation will be limited.

The application is supported by detailed reports and technical surveys which consider the impact of the proposed development on the site and its surroundings. These reports are summarised, in brief, below. For further information please refer to the individual reports.





Site Topography

The site falls from a high point in the east of around 56.00m AOD to the west at a level of 47.50m AOD and generally falls south toward the brook.

artefacts in the vicinity and within the site itself including a prehistoric flint scatter and Roman finds from fields to the south. Therefore, there is moderate potential for prehistoric and Roman remains be located within the assessment area.

Heritage & Archaeology

The site does not contain or is near to any designated heritage asset. The nearest heritage asset to the site is the Conservation Area of Cossington. There are a number of Listed Buildings also located in Cossington which are shown and listed on the adjacent heritage plan. There is little to no intervisibility from any of the designated heritage assets due to existing built form.

The site lies outside the historic medieval and post-medieval cores of Sibleby and Cossington and therefore there is low potential for archaeology from the medieval and later periods.

Brook Farm and barns on the south-west corner of the site is on the HER and is of local value and is the closest historic, non-designated building; however, it is shielded by buildings and vegetation and the area closest to it will remain open resulting in the development having a low impact on its setting.

The archaeological potential of the site and the significance of archaeological assets within it have been assessed through desk-based review of existing archaeological information, including previous archaeological work undertaken in the vicinity of the study site. The assessment provides a description of archaeological assets potentially affected by the Proposed Development of the site and addresses the information requirements of the Framework in relation to archaeology.

Ecology

The site is also not subject to any statutory environmental designations. The ecology survey has identified that the majority of habitats onsite are generally of limited botanical interest and are of poor species diversity.

The Historic Environment Record (HER) for Leicestershire and Rutland indicates that there are several archaeological sites varying in date within close proximity of the assessment area including a Bronze Age barrow cemetery and Iron Age settlement to the south-west of Cossington. There are several findspots for prehistoric, Roman, Anglo Saxon and medieval

- Application site boundary
- Conservation Area
- Brook Farm - Historic, non-designated building
- Grade II Listed Building
- 1 13 and 15, Barrow Road
- 2 7, King Street
- 3 Church of St. Mary
- 4 35, Little Church Lane
- 5 33, Little Chrich Lane
- 6 Poundstretcher
- 7 The Maltings
- 8 Free Trade Inn Public House
- 9 35 and 27, Cossington Road
- 10 War Memorial at Sibley Memorial Park
- 11 Millstream Cottage
- 12 44, Main Street
- 13 War Memorial
- 14 Church of All Saints
- 15 Vestry at Churchyard of All Saints
- 16 The Old Rectory
- 17 Coach House and Stable
- 18 Old Manor House
- 19 Close Cottage Hallside the Hall
- 20 K6 Telephone Kiosk



Flood Risk and Drainage

The Flood Risk Map for planning shows the site as lying predominantly within Flood Zone 1 (Low Probability of Flooding from rivers or sea). A small strip of land to the south is within higher Flood Zones 2 and 3. This area should be excluded from the developable area of the site and used to form part of an open space strategy. The site is not impacted by surface water flooding. As demonstrated in the accompanying drainage strategy, any impacts can be mitigated with standard on site water management systems.

The site can be considered to have one catchment for any rainfall that falls upon it and any generated surface water would tend to exit the site at Cossington Road.



Noise

Noise survey results and assessment indicate that mitigation will be required in certain areas of the site.

One option that can be implemented to attenuate the sound levels in the external areas includes, a carefully designed site layout in which areas adjacent to Cossington Road and Midland Main Line Railway use dwelling frontages to provide screening to gardens behind. It is noted that with the Illustrative Masterplan in place, the dwellings adjacent to Cossington Road and Midland Main Line Railway provide enough screening to allow for all of the gardens across the site to meet the external living area criteria.



The assessment confirms that a good standard of acoustic design in accordance with the latest ProPG guidance can be achieved, using reasonable and practicable design measures.

It is therefore considered that, in terms of noise, this assessment indicates that there are no constraints to the principle of the development.

Arboriculture

A total of seven individual trees, seven groups of trees and three hedgerows were surveyed as part of the Arboricultural Assessment. Refer to the Arboricultural Assessment for more information.



Landscape

A Landscape and Visual Impact Assessment (LVIA) has been prepared for the site and has set out a clear and transparent assessment of the baseline resource applicable to the site, and an assessment of the likely landscape and visual effects of the development proposals.

The site is located within the Soar Valley LCA that is assessed as being a landscape of moderate strength of character and moderate condition. In addition, the site is located within the local context of sites that have been assessed as being of medium and medium to low sensitivity to two storey residential development. The landscape is relatively well maintained, and its features are of reasonable quality and condition. The existing land use is representative of the local landscape character but the site is not central to the special interest of this landscape, and is not a particularly important part or feature of the Soar Valley LCA.

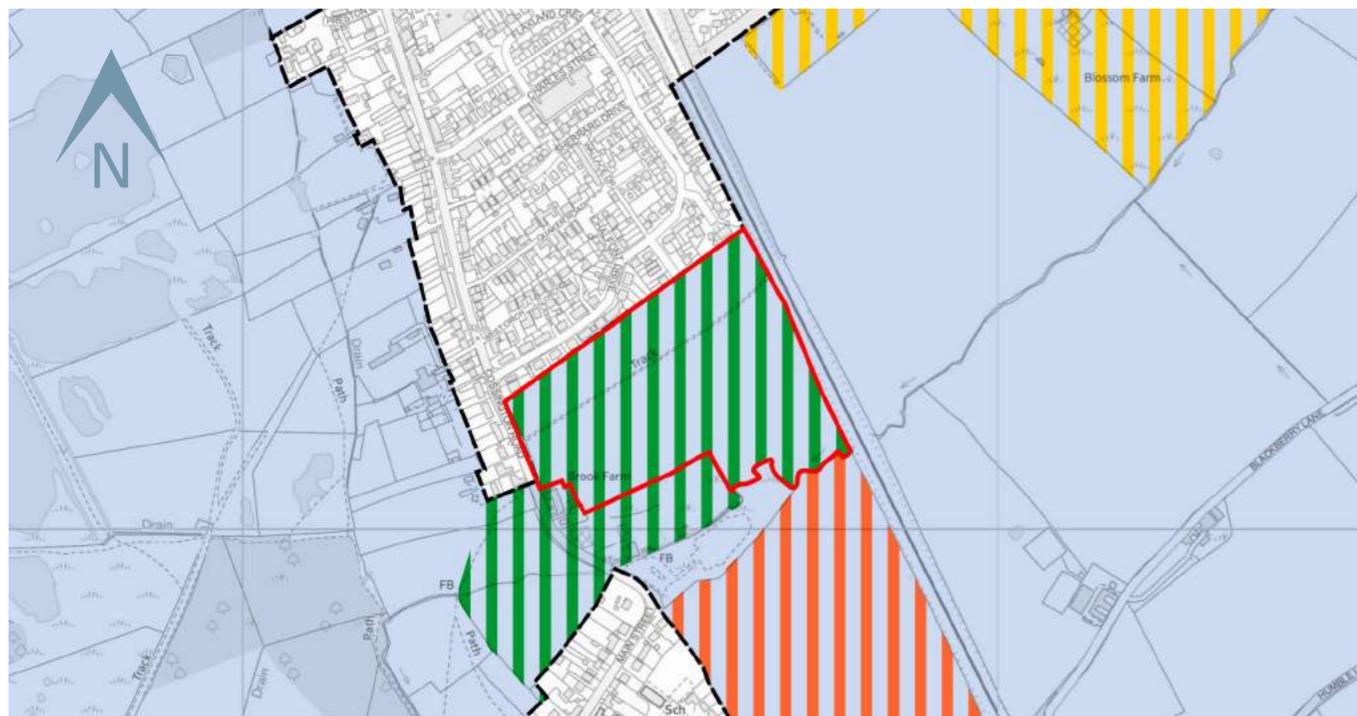
In terms of heritage assets, the site is remote from the Conservation Areas within Sileby and Cossington and is not considered to fall within the setting of their associated Listed Buildings. No. 275 Cossington Road (Brook Farm) is a Locally Listed Building located at the southern boundary of the site as previously mentioned.

The site is located within an Area of Local Separation that is assessed as displaying a moderate purpose. The Area of Local Separation comprises a fragmented and compartmentalised landscape with enclosed pastures to the west, and a combination of open arable farmland to the east with a nursery site and local watercourse that presents a wooded character that adds to the fragmentation of this landscape. This in turn limits inter-visibility between the settlements of Sileby and Cossington and any open appreciation of the landscape that separates the settlements.



View 2 - From Cossington Road at the south-west boundary of the site looking north-east





Area of Separation highlighted in green

Overall, the site is relatively featureless, of limited diversity with detracting elements. Development in this location would not result in the coalescence of the settlements if managed properly. It also has the potential to secure a better designed and high-quality edge to the settlement, alongside structural landscape mitigation that would lessen the impact of the settlement edge in overall terms. A considered development brought forward with a new strategic scale open space and structural landscaping has the potential to:

- Enhance the quality and appearance of the settlement edge;
- Improved the sense of arrival/gateway to the settlement;
- Improve the structure and pattern of the landscape to the east of Cossington Road, and
- Enhance the public use and recreation of the AoLS in this location and secure permanence to it through adoption.

Whilst this may reduce the quantity of open land between the settlements it does not mean that it will reduce the sense separation between them, or impact on their separate characters and identity.



View 1



View 2



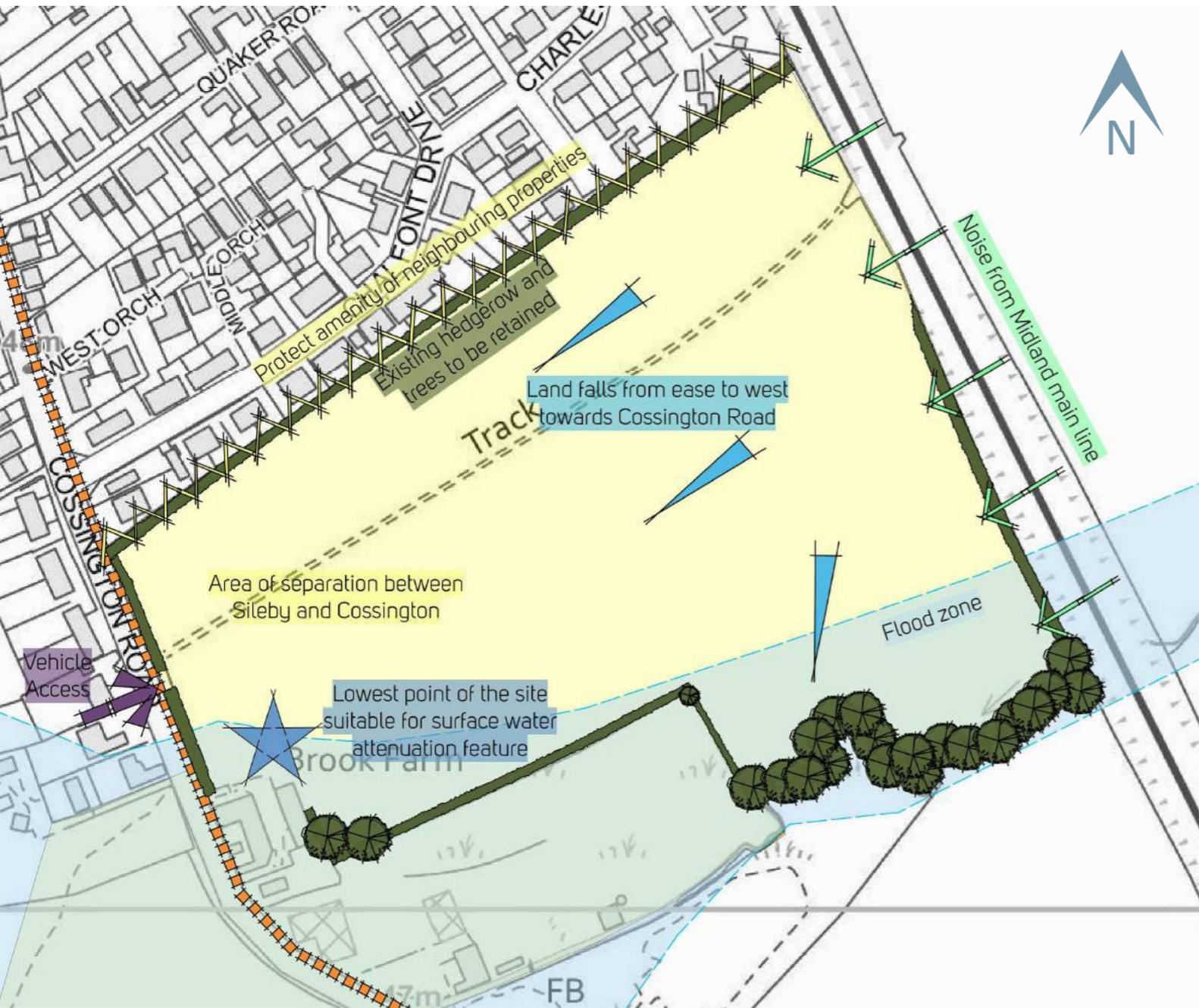
View 3



View 4



The Design Process



Design Process

Constraints and Opportunities

A clear understanding of the site constraints and opportunities has informed the development proposals. The main considerations are presented on the accompanying constraints and opportunities plan and summarised below.

Constraints

- Existing boundary hedgerows and trees to be retained where possible;
- A change in levels falling from east to west towards Cossington Road and south toward the brook;
- The potential to improve the existing edge of the village by defining an outward-facing scheme that presents frontages rather than rear fences;
- Development restricted to the northern part of the site;
- Root protection areas of existing trees are to be respected;
- Noise from the Midland Main line along the eastern boundary

Opportunities

- Vehicular access into the site can be taken off the existing field access on Cossington Road;
- The existing mature trees and hedgerow can be reinforced to strengthen the landscape and green infrastructure at the settlement edge;
- There are opportunities for good access to the existing public transport network and to the centre of Sileby by pedestrians and cyclists.
- The provision of new houses in an appropriate and sustainable location, including a mix of both market and affordable dwellings from starter homes to family homes;
- The creation of new public open space, including parkland, a LEAP and trim trail for both existing and future residents;
- The protection and enhancement of existing landscape and biodiversity habitats;
- Surface water run-off can be balanced on site and incorporated into the design of the open space;



Developing the Concept

With an understanding of the constraints and opportunities presented by the site and its context, an initial concept plan was drawn up with the following key elements defining a vision for the development;

- Rear gardens of new dwellings back on to the northern boundary to protect the existing hedgerows and the amenity of neighbouring properties;
- An outward facing development to create an attractive edge to the village;
- Houses that address Cossington Road;
- Houses that overlook open spaces and provide natural surveillance of the public realm;
- Surface water attenuation at the low point of the site;
- A series of strong perimeter blocks;
- The creation of new public open space, including parkland, a LEAP and trim trail for both existing and future residents as a response to the Area of Separation policy

Consultation

Pre-application Discussions

David Wilson Homes has sought to engage with the local community in respect of the proposals for the site. To inform the community about the new development proposals, a consultation leaflet was distributed to residents within Sileby inviting them to submit feedback between **XX and XX 2021**. Matters relating to the consultation and the responses received are fully detailed in the separate Statement of Community Involvement (SCI) submitted with the planning application.



The Design Proposals

Approximate extent of Flood Zones 2 & 3



Design Proposals

Use and Amount

The site measures 10.17ha (25.13 acres). Of this, the Illustrative Masterplan shows how development could be set out such that;

- 5.88ha (57.82%) is proposed as open space and surface water attenuation areas;
- 4.29ha (42.18%) is required to deliver the proposed new homes.

Residential Use

The exact number and mix of new homes will be defined during detailed design stage. The Illustrative Masterplan demonstrates how 170 dwellings could be accommodated on the site within the parameters of the vision for the scheme set out in Section 5, but it is not intended to do so prescriptively. This indicatively includes both market and affordable housing, including a mixture of dwelling types and sizes, ranging from flats, terraced units, semi-detached and detached family properties.

Affordable dwellings, unless it can be demonstrated that such provision is not viable, should be provided at 30% of the overall total, with a split between different affordable housing tenure types to be agreed at detailed design stage.

Open space

The Illustrative Masterplan creates approximately 5.88ha, almost 58%, of green open space across the site. The majority of the open space proposed is in the southern half of the site, with a linear landscape buffer along the eastern boundary incorporated into the design to act as a noise buffer between the proposed development and Midland Main Line.

The new area of public open space which is created in the southern part of the site incorporates parkland, a LEAP and trim trail for both existing and future residents. The open space also retains and strengthens, through proposed planting, an Area of Local Separation between Sileby and Cossington.

Policy CS11 states that the Council “will protect the predominantly open and undeveloped character of Areas of Local Separation unless new development **clearly maintains the separation between the built-up areas of these settlements**” [our emphasis]. The Illustrative Masterplan clearly demonstrates that the development of the site will not reduce the distance between Sileby and Cossington. This is because there is already residential development which extends down Cossington Road which is already much closer to the adjacent settlement than the proposed new dwellings. Secondly, the proposed scheme will deliver and maintain in perpetuity a significant area of open space to the south of Sileby. The resulting development will therefore lead to only a minor reduction of perception of separation. There will be a clear separation between the built-up areas of these settlements.

A sustainable drainage strategy is indicatively proposed that consists of trapped gullies on highways, permeable paving on private driveways and an attenuation basin located toward the western boundary and to the south of the proposed highway. The basin could incorporate reed beds to help assist with the water purification. The basin would serve as the primary SuDs feature to serve the development and be designed to incorporate the required treatment trains to ensure there is no detriment in water quality for the offsite flows into the surface water sewer.

“3.45 Public open space that is attractive, inviting and safe to use can enable opportunities for social interaction and help facilitate more active lifestyles, both of which are key contributors towards building a strong sense of place.”

Charnwood Design SPD

Density

Based on a development area of 4.29ha and the provision of 170 dwellings, the Illustrative Masterplan achieves a density of 40 dph. This represents an efficient use of the land and is considered appropriate for this edge of settlement location, particularly as the Illustrative Masterplan shows how perceived density can be reduced toward the southern edge of the proposals.





Access and Movement

Access

Vehicular access to the site will be taken at the same location as the existing field access on Cossington Road. The new site access has been designed in line with the Leicestershire Highway Design Guide and guidance set out in the Design Manual for Roads and Bridges (DMRB).

The highway will consist of a traditional 5.5m carriageway with a 2m footpath on both sides which will provide a safe and accessible route in and out of the site for new and existing residents. The proposed footpaths into the site will tie into the existing footpath along Cossington Road.

Street Hierarchy

A clear and simple street hierarchy has been defined on the Illustrative Masterplan that not only ensures efficient movement throughout the site, but also aids legibility and way-finding.

The main spine road leads from the new point of access on Cossington Road, passing the proposed surface water attenuation basin. Feature buildings and building frontages terminate the view as you continue along the street with the main street leading round to the left into a feature square area, enclosed by houses and defined as a shared surface area. As you continue you enter another feature square with a feature building at the head of the street. The main street continues round toward the eastern boundary where it terminates and shared private drives continue to serve the houses along the eastern edge of the site. Another feature square can be found as you branch off left toward the north eastern part of the site with this street serving properties in this part of the site only. Other secondary streets branch off toward the south with private drives serving properties that address the open space.

Car Parking

There are different forms of car parking used across the site including on plot parking to the side of houses, often with a garage. Pockets of front parking is also evident on the site along with shared parking areas to the rear of properties. The majority of parking is however away from street frontages ensuring attractive street scenes are created.

LCC's Highway Design Guide sets out the parking requirements for residential development as two spaces for a dwelling with three or less bedrooms and three spaces for dwellings with four or more bedrooms.

The Illustrative Masterplan shows that car parking spaces can be provided in line with car parking standards, with enough capacity to avoid nuisance created by displaced parking. Space for secure cycle parking could be provided within the garages associated with each dwelling or in garden sheds; both of which would provide convenient access to the street.

Pedestrian Links

The proposals connect to the existing Cossington Road and benefit from all the pedestrian connections that this affords.

The open spaces provide walking opportunities through the site and offers space for people to stop, play and sit. A footpath is proposed through the main area of open space in the form of a trim trail.

The site is within close proximity to services in both Sibley and Cossington. There is a regular bus service, within 100m of the site on Cossington Road, which would enable residents to live much of their lives without a reliance on a private car. Development in this location would therefore clearly constitute sustainable development

“Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.”

The National Design Guide





Layout & scale

Features of the Layout

The constraints and inputs explained in Sections 2, 3, 4 and 5 of this document have informed the structure of the Illustrative Masterplan that shows how development could be brought forward.

Upon entering the site off Cossington Road, an arrival space which provides a strong, legible and attractive gateway to the development can be seen. This has been designed to provide an active frontage to Cossington Road with a private drive serving these properties. A surface water attenuation basin with open space beyond and an active frontage where a shared drive serves the buildings addressing the open space to the south and the landmark building which sits at a slight angle to sympathetically address the view upon entering the site.

From this point the main street weaves through the site creating angles and vistas which give an informal character to the scheme in keeping with the village context.

The southern edge to the scheme is designed to be outward facing overlooking the open space, with front elevations of new dwellings therefore nestled behind new and existing trees. The buildings overlooking this area are larger and help to define the perception of a lower density to help form a soft edge to the scheme.

Development is set back from the Midland Main Line along the eastern boundary, where a linear landscaped area can be seen, to allow for retention of existing trees and hedges and to reduce the impact of noise to dwellings.



Scale

It is anticipated that residential development here will be two storeys in height with a small number being 2.5 storey, with the potential for a mix of front and side gables located to add variety to the street scene, enclosing the street and spaces and providing massing to landmark buildings. Dwellings could be proposed in detached, semi-detached and/or terraced formats. It is anticipated that the majority of taller buildings will be proposed along the southern edge of development overlooking the open space and at key areas to create legibility withing the site.

Turning Corners, Framing Views & Creating Memorable Places

The layout has been designed so that buildings address key views and vistas along streets and define key nodes within the development. Landmark buildings have been indicatively identified and footprints of potentially dual aspect buildings used to add to the natural surveillance on the site and to address streets and corners appropriately.

“3.108 Design plays a key role in ensuring that development is safe and secure and in the best cases can actively contribute towards reducing the occurrence of crime.”

Charnwood Design SPD

Buildings are arranged on the Illustrative Masterplan to form an “arrival” space at the front of the site, providing a strong, legible and attractive frontage to the development and an appropriate end stop to views from the wider street network. This street has been designed with an active frontage and to enhance views towards the Surface Water Attenuation Pond and open countryside beyond. Groups of buildings are also used to define important spaces as people journey through the scheme, creating memorable features that help people to create a mental map.

Safety and Security

The perimeter block formation defined across the Illustrative Masterplan ensures that front doors address the street and rear gardens are secure and private. It also allows homes to be arranged to overlook areas of open space and the pedestrian network, providing natural surveillance and making people feel safe. The Illustrative Masterplan shows buildings are orientated along the northern boundary to maximise distances between proposed and existing dwellings, with gardens backing on to gardens.

Car parking is located close to the front door and such that people can see their car from their home.



Appearance

“Appearance” is the aspect of a place or building that determines the visual impression it makes, including external built form of the development, its architecture, materials, decoration, lighting, colour and texture. As Appearance is reserved at this stage, no specific information on the issue is required to be provided. A DAS is however, required to explain the principles behind the intended appearance and how these will inform the final design of the development.

The study of local character presented in Section 3 established that there is a strong local character driven largely by the use of a limited and locally inspired palette of materials and it is anticipated that development proposals will adopt a “traditional” character.

Building Materials

The predominant building material should be a red brick. Further interest and variety could be introduced though the careful use of render and/or painted brickwork. The roofscape should be dominated by plain-profiled grey roof tiles, again with variety provided through size and texture of tiles and the potential occasional use of red pantiles. The use of chimneys on landmark buildings should be considered in order to punctuate the roofscape and add variety to the streetscene.

Boundary Treatments

Boundary treatments are an element of on-plot detailing that can significantly contribute to the success of a street scene.

The installation of 2.5m high acoustic fencing or equivalent structure on boundaries adjacent to Cossington Road and the Midland Main Line Railway are required to aid noise mitigation.

Hedges could be used as the main boundary treatments approach to frontage boundaries across the site but the street corridor could be defined with reference to other locally occurring treatments identified in Section 3. With reference to the Charnwood character, there could also be a place for the use of small sections of local stone walling; potentially reserved for a limited number of locations where it would be most impactful.

New development should take inspiration from existing features that are identified in the local architecture or within the natural environment. This does not necessarily mean replicating traditional or historic building styles. Successful designs are often able to incorporate existing architectural characteristics into more contemporary design and form a strong link between the past and present.”

Charnwood Design SPD

Landscaping

Existing Landscape Features

The Illustrative Masterplan demonstrates how new housing could be delivered on the site whilst also retaining the existing hedgerows and trees around the periphery of the site.

Landscape Strategy

The emerging development has responded directly to the identified landscape constraints by respecting the floodplain, offsetting development from the existing structure of tree cover and hedgerows and providing space to accommodate structural landscaping at the eastern and western boundaries to soften and filter both the development and existing settlement in wider views from the countryside.

The development also seeks to maintain an open setting to Brook Farm and its associated barns that will continue to be appreciated and enjoyed as a collection of individual buildings framed by open space to the north and the open setting of pastoral farmland to the west.

In terms of separation, the development has responded to the sites constraints and opportunities by setting development back from Cossington Road to align, broadly, with the extent of semi-detached properties on the other side of the road and maintains an open setting to the wider highway frontage, in combination with a high quality landscaped frontage to compliment the housing.

The southern edge of the development secures a loose structure of low-density housing fronting low-key lanes with room for high levels of native broadleaved tree planting that will secure an active and higher quality to the settlement than currently exists.

The design of the open space seeks to secure a more structure and visually appealing landscape that will be set out and maintained as accessible meadows similar to the landscape to the east of Cossington Road. This will improve its quality, amenity value and overall identity as an active edge to the settlement, reinforcing local character and settlement identity. Features such as local play areas, trim-trails and footpaths with the sympathetically incorporated into what will become an area of public open space, providing a robust and enduring boundary to Sileby.

In addition, the development will secure enhancements that will see the transformation of the existing arable land use to species rich meadows with open water features and increased native tree cover. This in combination with the proposed access and recreation facilities has the potential to secure enhancements in local biodiversity and public amenity value.

To facilitate the proposed development no significant tree loss will be required. The proposed build element of the development is to be positioned centrally to the site which is devoid of tree cover and the existing trees on site which are situated around the field boundaries are to be retained and reinforced as landscape buffer strips. Additional new tree planting has also been proposed



within the proposed landscape buffer strips and area of public open space which is set to increase tree cover on the site.

The access into the site has been aligned with the existing agricultural access point, this would require a small section of H1 to be removed. A substantial amount of new tree planting has been shown on the proposals that would offset the loss of this small amount of hedgerow material.

Drainage Strategy

The Illustrative Layout shows a surface water drainage strategy that consists of a single attenuation basin located at the lowest point of the site. The open space will include approximately 0.32 hectares of open attenuation that will be managed and maintained as seasonally flooding wet meadows and include areas of permanent water.



Summary

Summary

Building for a Healthy Life Assessment

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

Building for a Healthy Life (BfHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

The following assessment of the proposals set out the comprehensive design process which has been undertaken in formulating the proposed development, which will deliver a traditionally inspired housing development where people want to live.

On design grounds we believe the application accords with policy requirements. The BfHL questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.



1. Connections

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

A network of new pedestrian routes are shown on the Illustrative Masterplan that connect across the site and to Cossington Road, from where access can be gained to local public transport links, services and facilities. Footpath routes also enhance the street hierarchy, defining a connected street network.

The green infrastructure network defined across the Illustrative Masterplan includes parkland, a LEAP and trim trail including proposed planting across the whole of the site helping to link existing landscaping and the Area of Separation, whilst the attenuation basin shown provides opportunities for biodiversity improvements. Most of the existing boundary hedgerows and trees are retained by the Illustrative Masterplan. The trim trail provides connectivity opportunities to the south-east.

2. Facilities and services

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

Connections to the existing footpath provision on Cossington Road allows wider access to the local area. Schools, Places of Worship, sports facilities and post office services are within 1 mile of the site allowing for shorter pedestrian and cycle journeys.

3. Public transport

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Space is defined across the proposals that allows people to meet each other and spend time outside, helping to improve public health by encouraging physical activity. The open space created in the site incorporates new paths and a trim trail along with parkland which will promote exercise opportunities by providing opportunities a short walk from peoples homes.

4. Meeting local housing requirements

A range of homes that meet local community needs.

The precise mix of house sizes and tenure is not known at this stage, but the Illustrative Masterplan does show how a range of dwelling types could be provided on the site, totalling 170 homes. The green infrastructure network defined by the Illustrative Masterplan would provide all residents easy access to green space which is particularly important for health and wellbeing as well as providing opportunities for people to meet their neighbours.

5. Character

Understand and respond.

An understanding of the characteristics of local character have been described in the Design and Access Statement and steps taken across the Illustrative Masterplan to create a new community reflective of these features. A SuDS strategy is shown that works with the existing contours of the site and that could positively contribute to the character of the place and to biodiversity gains made through development of the site.

The key features of the site (Area of Separation, existing hedgerows and trees, site topography) are central to the concept developed for the scheme. Building location and height is carefully considered in response to the neighbouring dwellings and new development is set out in an outward-looking perimeter block formation.

6. Working with the site and its context

Create places that are memorable.

The Design and Access Statement sets out how a detailed scheme could be brought forward that includes reference to local character through the use of building materials and boundary treatments. The traditional style, influenced by the village, will continue through to the proposed site.

7. Creating well defined streets and spaces

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

The Illustrative Masterplan provides a continuous frontage along the street, meaning front doors and the principal facades of buildings face streets and public spaces providing activity and natural surveillance of the public realm. Private rear gardens are then generally well enclosed within the security of the perimeter blocks. Corner turning buildings are located on corners, with windows serving habitable rooms on both elevations. Internal vistas are well resolved, using houses and landscape, not garages, parking spaces and blank side gables to address views along streets.

8. Easy to find your way around

Use legible features to help people find their way around a place.

A number of feature and landmark buildings are located at key points within the site to form recognisable features and aid legibility.

9. Streets for all

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

The street network shown within the Illustrative Masterplan could be designed to achieve 20mph design speeds through the use of bends, strategic crossing points and restricted lengths. Landscaping features such as street trees and hedges as boundary treatments would provide additional sensory and visual interest and houses are positioned to provide activity to and surveillance of the street.

10. Car Parking

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Convenient access is provided to rear gardens for the storage of cycles. Car parking provision is shown across the Illustrative Masterplan through several different solutions and the scheme does not overly rely on any one specific solution. Car parking is integrated into the street scene, with frontage parking used to create space for tree planting and parking located between dwellings to form more enclosed streets. In all instances, parked cars are located across the Illustrative Masterplan so that they can be seen from peoples home.

11. Public and private spaces

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

A surface water attenuation area has been proposed at the low point of the site and sits at the entrance to the proposed development. Because of its highly visible location it is anticipated that it will be attractively designed and landscaped to contribute to the quality of the space to be formed. The surface water attenuation basin also provides biodiversity opportunities and includes the creation of permanently wet areas.

12. External storage and amenity space

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

This Design and Access Statement proposes the potential use of several different materials to form clear vertical demarcation of boundaries including hedges.

Waste storage can be conveniently moved from storage points in rear gardens to the street for collection, reducing the likelihood that residents will chose to leave bins on their frontages all week.

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CHARTERED TOWN PLANNERS
& URBAN DESIGNERS