

A Sustainable Urban Extension to the North East of Leicester

Design & Access Statement

December 2013

COMMERCIAL ESTATES GROUP



Contributors



Baker Consultants:
Ecology and Biodiversity



Beattie Communications:
Consultation



CgMs:
Archaeology and Heritage



Civic Studio:
Context appraisal and Character
Area Design



EFM:
Education



Hawksmoor:
Project Management



**Nathaniel Lichfield
& Partners**
Planning, Design, Economics.

Nathaniel Lichfield & Partners:
Masterplanning, Town Planning,
Environmental Impact
Assessment, Economic Impact,
Retail Analysis, Socio Economic/
Regeneration



Soil Environment Services:
Agriculture and Soils



Steer Davies Gleave:
Sustainable Transport



Tyler Grange:
Landscape and
Visual/ Green Infrastructure/
Landscape Architecture



Weetwood:
Water Resources & Flood Risk



White Young Green:
Air Quality,
Energy/ Sustainability and
Utilities, Ground Conditions,
Noise and vibration, Transport

This document is formatted for double sided printing.

© Nathaniel Lichfield & Partners Ltd 2013. Trading as Nathaniel Lichfield & Partners.

All Rights Reserved.

Registered Office:

14 Regent's Wharf

All Saints Street

London N1 9RL

All plans within this document produced by NLP are based upon Ordnance Survey mapping with the permission of Her Majesty's Stationery Office. © Crown Copyright reserved. Licence number AL50684A

Cover image: © Civic Studio

Contents

| | | |
|-------------|--|------------|
| 1.0 | Introduction | 2 |
| 2.0 | A Shared Vision | 7 |
| 3.0 | Context | 11 |
| 4.0 | Townscape and Landscape Character | 2 |
| 5.0 | Constraints and Opportunities | 47 |
| 6.0 | Design Objectives | 53 |
| 7.0 | The Concept for NEoL SUE | 59 |
| 8.0 | Developing the Masterplan | 65 |
| 9.0 | Character Areas | 81 |
| 10.0 | Masterplan | 101 |
| 11.0 | Access | 117 |
| 12.0 | Sustainability | 129 |
| 13.0 | Parameters | 137 |
| 14.0 | Phasing | 152 |
| 15.0 | Conclusion | 155 |
| | Appendix 1: Design Policy Framework | 160 |



1.0

Introduction



- 1.2 This Statement has been prepared by Nathaniel Lichfield & Partners (NLP) with assistance from the design team, in accordance with the requirements of the DMPO (as amended June 2013), and with reference to Design Council CABE's 'Design and Access Statements, How to write, read and use them'. The DMPO sets out the purpose and scope of a DAS which aims to describe:
- 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" (8(2)).
- 1.3 Accordingly, this DAS describes the context for the NEoLSUE and the way in which the proposals have been resolved through an understanding of setting, scale, massing, the interrelationship to surroundings of old and new development, access and movement, and consultation.
- 1.4 This document should be read alongside the other documents accompanying the planning application.

Background

- 1.5 The background to the identification of land to the North East of Leicester as a location for a sustainable urban extension is set out in the Planning Statement, accompanying this application. In short, Charnwood Borough Council (CBC) is allocating land for a housing-led mixed-use development in the emerging Core Strategy Local Plan (CSLP). The majority of the application site is controlled by Commercial Estates Group (CEG).
- 1.6 Delivery of the scheme will implement a major part of CBC Strategic Plan. The Indicative Masterplan described in this statement illustrates the proposed structure and built form of the development. Detailed design issues will be determined later through the submission of reserved matters applications. It is the intention that this DAS will be supported by more detailed design guidance, to be agreed with the Council.

Structure

- **Section 1** of this DAS introduces and sets out the framework for this document
- **Section 2** describes the shared vision for the NEoLSUE
- **Section 3** describes the surrounding context
- **Section 4** describes the landscape and townscape characteristics that will inform the character of the NEoLSUE
- **Section 5** appraises the site constraints and opportunities
- **Section 6** sets out the design objectives and development principles
- **Section 7** describes the design concept
- **Section 8** describes the design evolution of the masterplan
- **Section 9** describes character areas
- **Section 10** describes the proposals for the NEoLSUE with reference to the Indicative Masterplan and supporting plans
- **Section 11** describes access through the NEoLSUE Section describes the sustainability of the proposals,
- **Section 12** describes the Sustainable of the proposals
- **Section 13** sets out the design parameters for future development
- **Section 14** sets out the indicative phasing of development and delivery of the NEoLSUE
- **Section 15** concludes this DAS.

The Project Team

Baker Consultants:
Ecology and Biodiversity

Beattie Communications:
Consultation

CgMs: Archaeology and Heritage

Civic Studio: Context appraisal and Character Area Design

EFM: Education

Hawksmoor:
Project Management

Nathaniel Lichfield & Partners:
Masterplanning, Town Planning, Environmental Impact Assessment, Economic Impact, Retail Analysis, Socio Economic/
Regeneration

Soil Environment Services:
Agriculture and Soils

Steer Davies Gleave:
Sustainable Transport

Tyler Grange: Landscape and Visual/ Green Infrastructure/
Landscape Architecture

Weetwood:
Water Resources & Flood Risk

White Young Green: Air Quality, Energy/ Sustainability and Utilities, Ground Conditions, Noise and vibration, Transport

Key stakeholders:
Trustee of the Pochin 1997 Accumulation and Maintenance Settlement
The Pick Trustees

Steering Group and Sub Groups members:
Baker Consultants
Barratt Plc
Commercial Estates Group
Charnwood Borough Council
Hawksmoor
Homes and Communities Agency
Leicester City Council
Leicestershire County Council
Nathaniel Lichfield & Partners
Weetwoods
White Young Green

Design review and coordination:
ATLAS
OPUN

2.0

A Shared Vision



2.0

A Shared Vision

A Shared Vision

- 2.1 CEG with Charnwood Borough Council and other stakeholders have developed a shared 'Vision' which sets out the broad principles for the creation of a sustainable, well planned and distinctive place. The vision seeks to create a place that works within the landscape and draws from the best of the existing character of the local area and integrates with the surrounding area, especially Thurmaston and Leicester.
- 2.2 The NEoLSUE will be a locally distinctive, sustainable and thriving new community that is well integrated and has excellent connections with Thurmaston and Leicester. It will assist in realising regeneration opportunities for Thurmaston and north east Leicester and create a new focus for the community east of the railway line but maintain a physical separation from Syston, Barkby and Barkby Thorpe.
- 2.3 It will provide a balanced mix of high quality housing as well as diverse employment opportunities and an excellent network of green infrastructure, which connects into existing areas of environmental value and includes an extension of the Leicester Hamilton Green Wedge. It will have vibrant centres that provide a heart to the community and accessible community, shopping and business facilities.
- 2.4 Growth will be planned in a sustainable manner and have regard to the protection and enhancement of valuable built and natural resources. Design will be locally distinctive and create attractive, usable and adaptable development that meets high environmental standards, is resilient to climate change and optimises opportunities for sustainable transport choice. Development will deliver a place that is well connected with safe and attractive neighbourhoods that provide opportunities and benefits to existing communities and stimulate investment by new residents, visitors and businesses.
- 2.5 To deliver the vision, CBC, Leicester City Council (LCiC), Leicestershire County Council (LCoC) and the applicant have agreed that proposals for the NEoLSUE should be developed to meet the following overarching objectives:
- **Objective 1:** Ensuring quality of place
 - **Objective 2:** Having regard to the environment
 - **Objective 3:** Addressing transport and movement
 - **Objective 4:** Delivering high quality housing
 - **Objective 5:** Economic and employment opportunities
 - **Objective 6:** Social, community and cultural benefits
- 2.6 Growth will be planned in a sustainable manner.

Design Policy Framework

2.7 The National Planning Policy Framework (NPPF) identifies good design as a key aspect of sustainable development, and one, which should be indivisible from good planning.

2.8 The NPPF states:

“It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.” (para. 57).

2.9 Similarly, Paragraph 58 of the NPPF states that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area;

- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments; and
- Are visually attractive as a result of good architecture and appropriate landscaping.

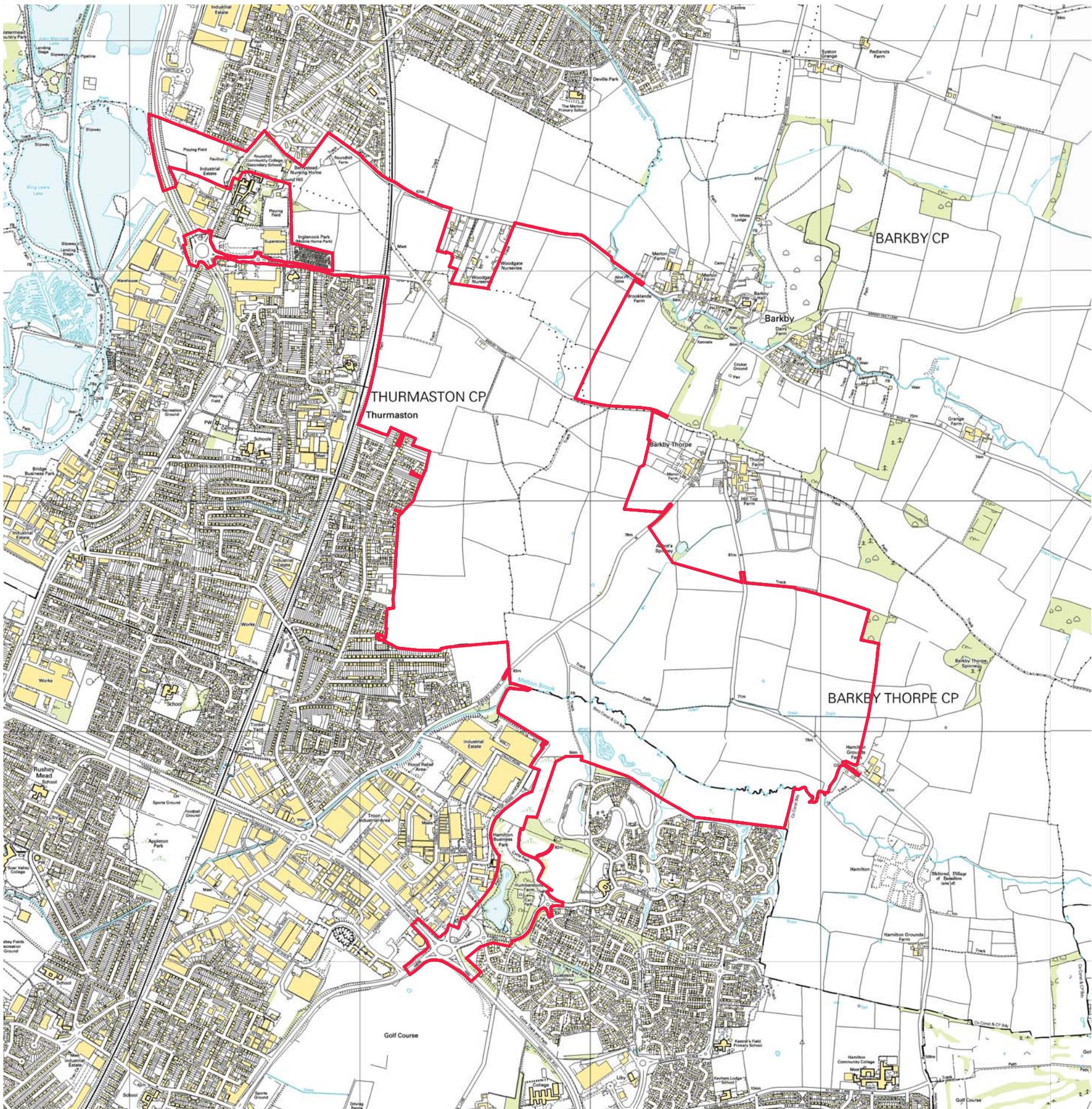
2.10 In developing the masterplan, this and other design guidance has been carefully considered. There is a broad range of design related policies that will provide guidance upon the shape and form of development. A comprehensive list of design policies and supporting design guidance and material is provided within Appendix 1. Generally, the design policy framework seeks to:

1. Express a high standard of design that responds to the character of the surrounding locality in which the site is set at, contextually and proportionally appropriate: Density, scale (in its architectural sense), height, mass, alignment (disposition), landscape provision and use of materials;

2. To reinforce local distinctiveness and legibility in response to function without stifling innovation or originality;
3. To be a ‘good neighbour’ to the occupiers of existing development on adjacent sites in terms of their privacy, their amenity, their access to sunlight and daylight;
4. To ensure access for all;
5. To promote inclusiveness; and
6. Develop the site in the most effective and efficient way.

3.0

Context



Site boundary

3.0

Context

Introduction

3.1 The NPPF notes that responding to local character and adding to the quality of an area should be an aim of development. Accordingly, an understanding of the context of a site is vital to producing a scheme that integrates with its surroundings. This section describes the site and surroundings. It has been informed by the fieldwork and reviewing various chapters in the Environmental Statement. The various factors described below have informed the preparation of the masterplan and the influences are referred to in subsequent sections of this DAS, including the design response to townscape character.

Location

3.2 The site is generally a crescent shape, on the edge of the built-up areas of north Leicester and east Thurmaston.

Area

3.3 The site, as identified by the red line boundary, covers approximately 360 hectares (ha) which includes land for highways access, replacement pitches for those lost as a result of construction of a new access road and land to allow for footpath and cyclepath access into Hamilton across Melton Brook.

Boundaries

3.4 These can be identified on the site plan opposite. The northern edge of the site is defined by Barkby Lane.

3.5 The northeastern and eastern edge of the site is defined by field boundaries with open countryside, beyond which lie the village of Barkby and hamlet of Barkby Thorpe.

3.6 The southern edge of the site is defined by an industrial estate (Hamilton Business Park) with an extensive paper mill - a prominent feature - Hamilton Country Park and the suburb of Hamilton. To the southeast are the remains of Hamilton Medieval Village.

3.7 The south-western/western edge of the site is defined by the existing urban area of Thurmaston and extensive housing area focused around June Avenue, Colby Drive and Colby Road and, towards the north, a railway line in a cutting. On Barkbythorpe Lane, close to the railway line, is Old Thurmaston Hamlet.

Access and Accessibility

3.8 The A607 lies to the west of the site and runs north-south, while the A563 lies to the south of the site and runs east-west. There are local roads crossing the site: Barkby Thorpe Road, Barkbythorpe Lane, Barkby Lane and Hamilton Lane. Colby Drive and Colby Road terminate at or very close to the site boundary.

3.9 The nearest rail station, with parking, is at Syston from which hourly services to Leicester to the south, and Loughborough, Nottingham and Lincoln to the north, are available.

3.10 The area to the north of Hamilton currently has no public transport access, being more than 1km from the

nearest bus stops. Closer to the edge of the existing residential area of Thurmaston there is access to the 6 and 21 Services, connecting through to the city centre along Melton Road and Catherine Street respectively.

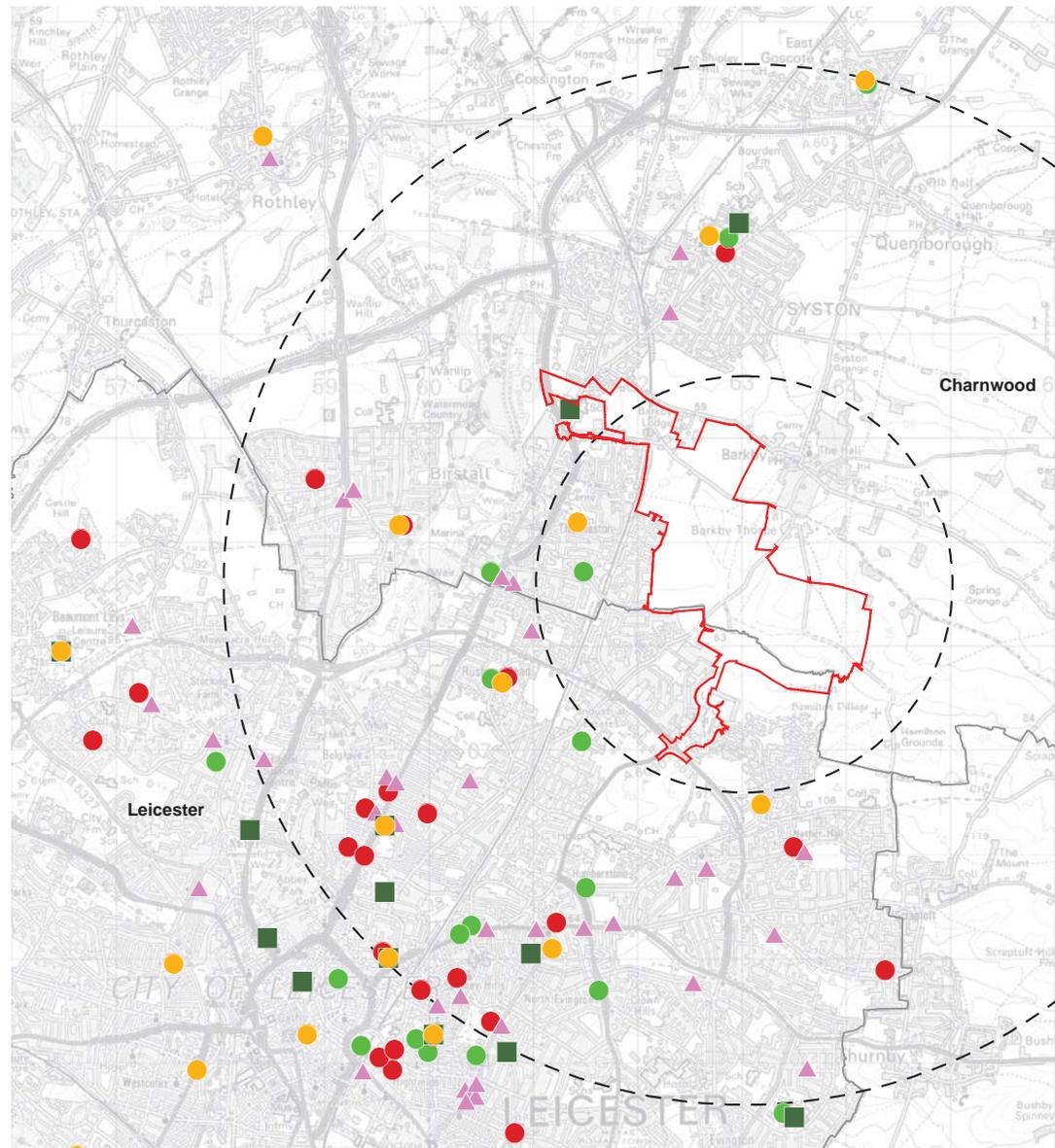
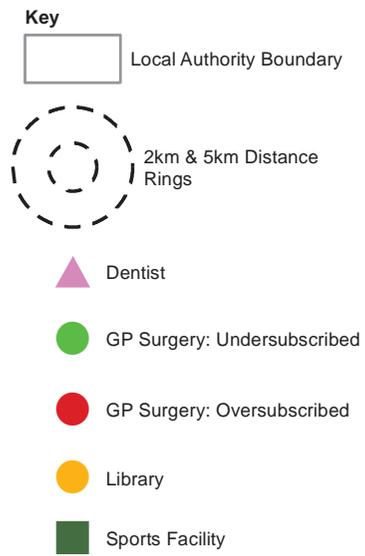
3.11 The site lies within a 25-30 minute cycle ride of Leicester city centre. An audit of conditions for cyclists concluded that the main routes between the site and the city centre offer good conditions for cycling including shared footways and signed routes via quieter residential streets, with provision of toucan crossings and signed routes particularly good closer to the centre.

3.12 The development site is crossed by a number of existing public footpaths linking Thurmaston to Barkby and Barkby Thorpe, and connecting Barkbythorpe Road to Barkby Lane. Beyond Thurmaston to the west, there are connections through to Watermead Country Park.

3.13 Chapter G, Transport, of the Environmental Assessment provides further detail on access and accessibility.

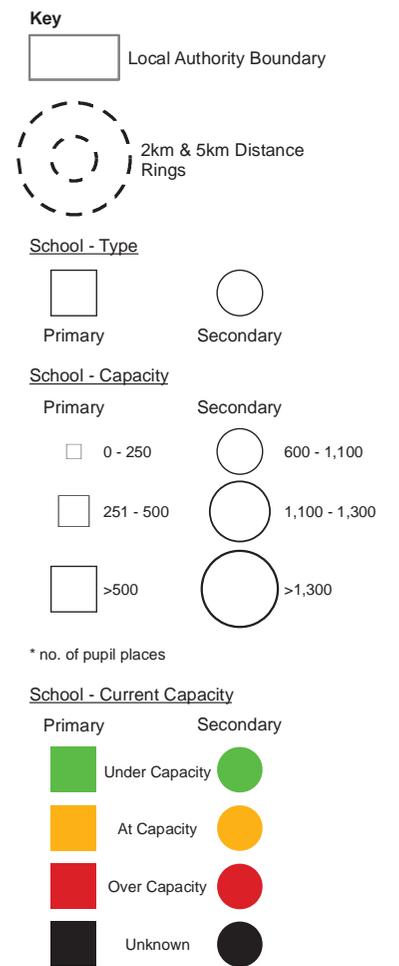
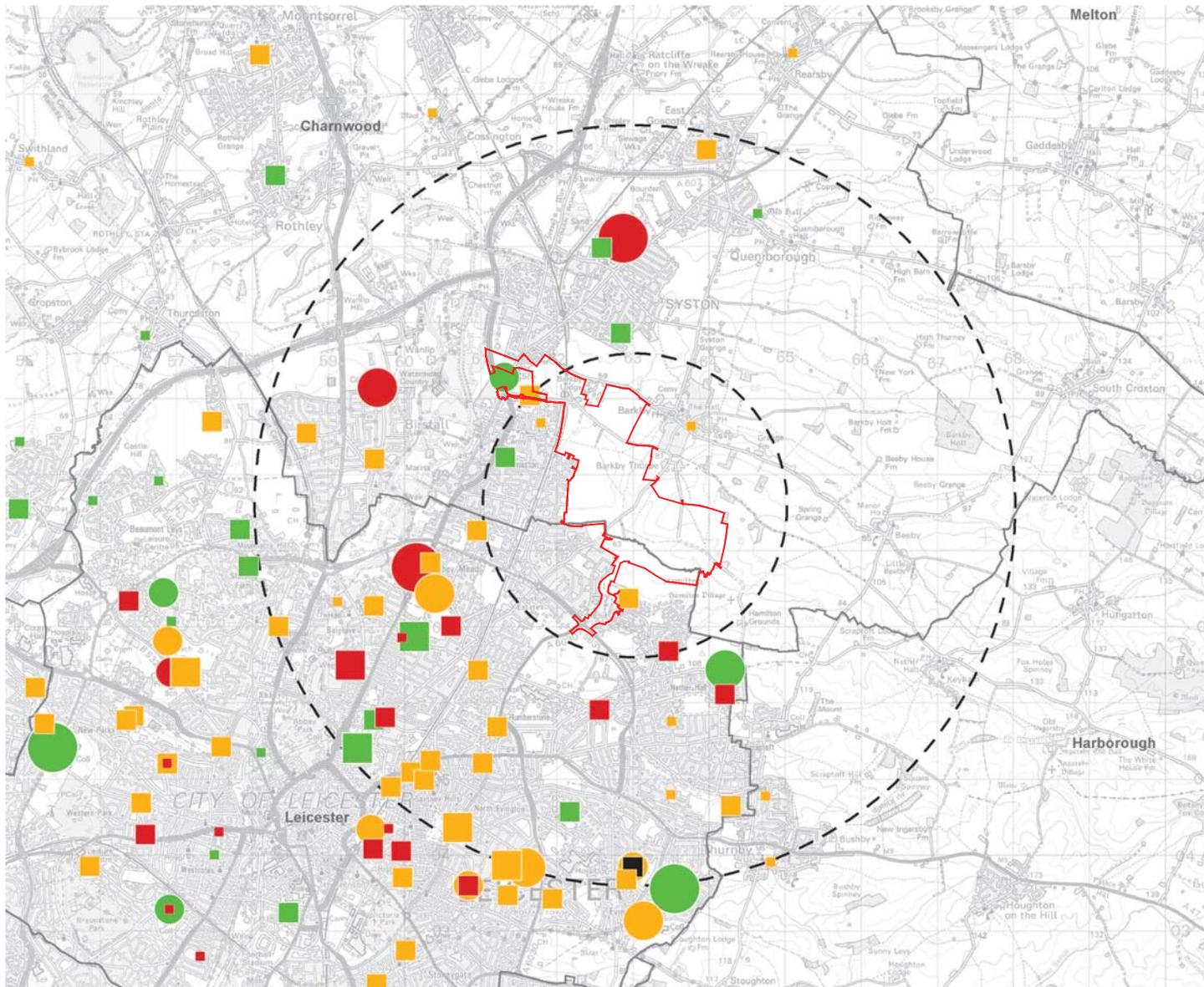
Local Services

3.14 The figures on this page illustrate the location of a range of facilities and services close to the site.



Existing Social Infrastructure





Existing Primary and Secondary Schools

Landscape

3.15 The majority of the site is in agricultural use that has few features of intrinsic value. The agricultural use and landscape extends to the north and east. Notable landscape features include prominent ridgelines, watercourses, hedgerows and tree belts along Barkbythorpe Road, Barkby Lane and to the edges of the site. Features within or adjacent to the site include:

- Melton Brook towards the southern edge of the development area and Barkby Brook to the northeast; and
- Hamilton Country Park.

Ecology

3.16 There are no statutory wildlife sites within the site. A non-statutory designated Local Wildlife Site is located close-by, between Barkby Thorpe and Barkby (Barkby Hall Parkland).

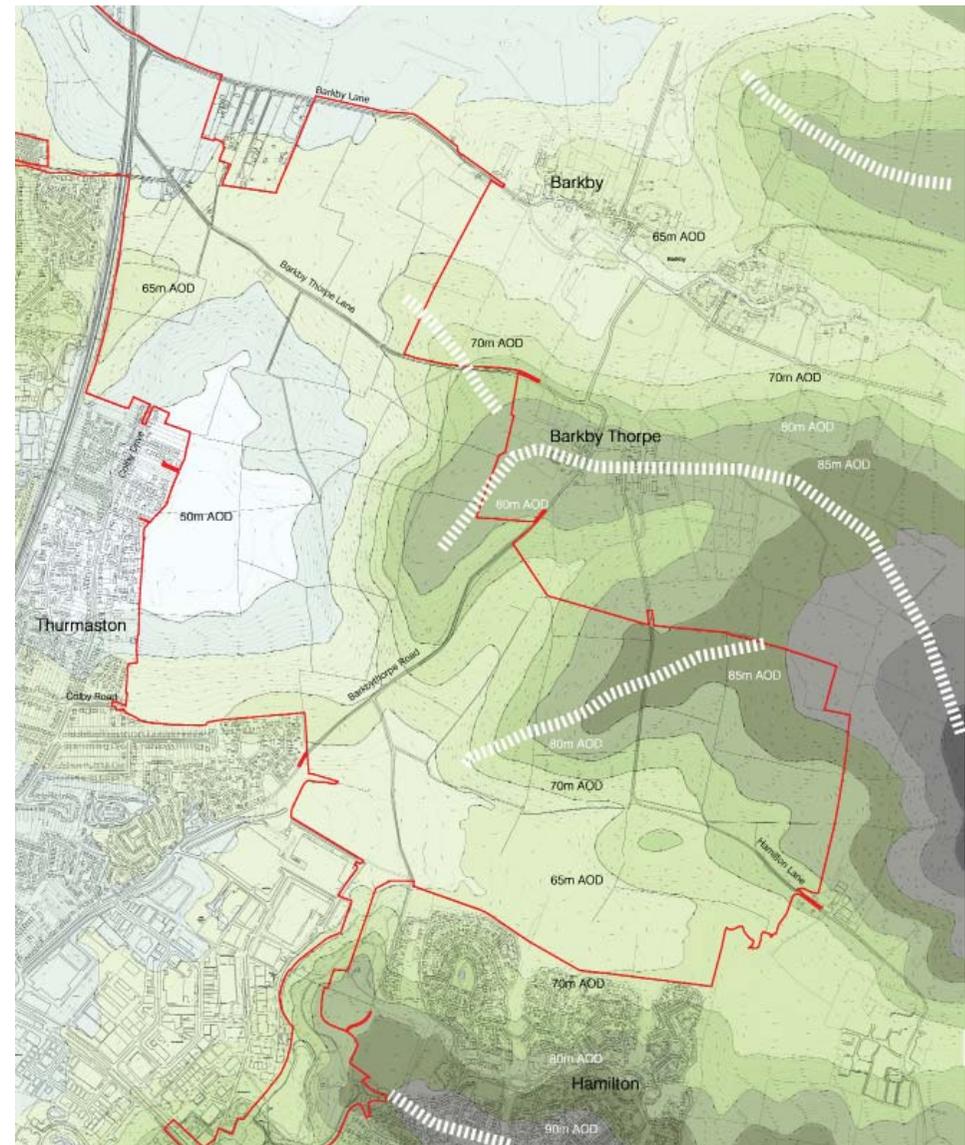
3.17 The development area is currently of limited ecological value except for the area adjoining Melton Brook and some species rich hedgerows, some water-bodies, mature trees and areas of woodland.

Topography

3.18 The site lies on the south west facing slope of a minor valley. The site generally slopes downwards to the south and west from two ridgelines: one to the north of Barkbythorpe Lane from 80m AOD to approximately 50m AOD; and the other to the north of Hamilton Lane from 80m AOD to 65m AOD. The northern ridgelines, that to the north of Hamilton Lane, and the other running through Barkby Thorpe are at 80-85m AOD.

3.19 There is a high point within the northern part of the development area at 65m AOD, close to Barkbythorpe Lane and along the railway line.

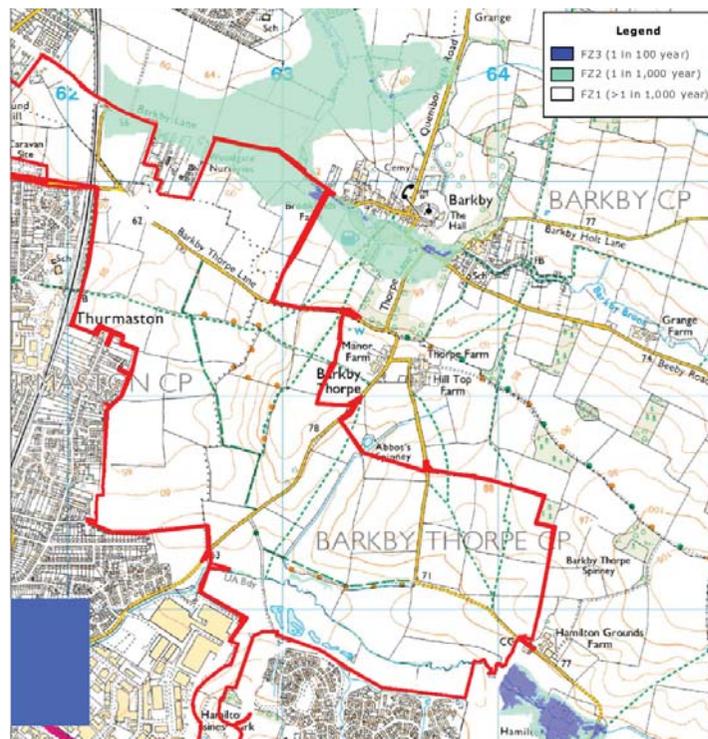
3.20 On the north side of the ridge, Barkby Thorpe is at 80m AOD and beyond the ridge, Barkby is at 65m AOD. Hamilton to the south rises from 70m AOD to 90m AOD.



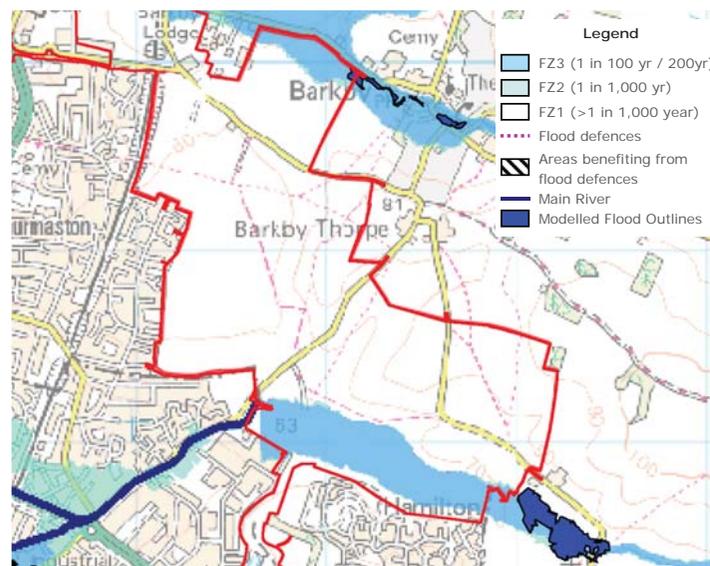
Topography Plan

Drainage and flood risk

- 3.21 There are three principal watercourses in the vicinity of the site, Barkby Brook to the north, Melton Brook to the south and Thurmaston Dyke to the west. There are several small drainage ditches on the site and a number of ponds within and in the vicinity of the site.
- 3.22 A site specific flood risk assessment has been undertaken to assess flood risk at the site from all identified sources to the site. It demonstrates that the development would be safe for its lifetime and to ensure that the proposed development would not increase flood risk elsewhere. A detailed hydraulic modelling study of Melton Brook and Barkby Brook was undertaken in 2010 by Weetwood to test the accuracy of the flood outlines in the vicinity of the site. The results of the watercourse modelling indicate that only a small area of the site (far north-east corner) is at risk from Barkby Brook during a 1 in 1,000 year flood event while flood flows in Melton Brook (1 in 100 year



Flood Zone Map (Based on Hydraulic Modelling Study)



EA Floodplain Map

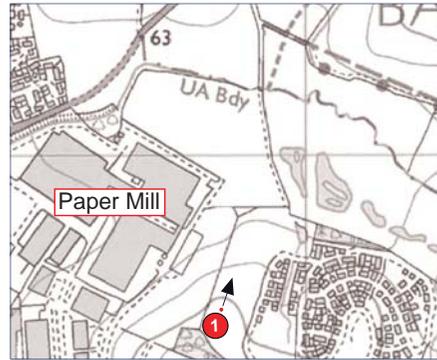
and 1,000 year flood events) are completely retained in the channel. The Hydrological modelling of Melton and Barkby Brooks show that a smaller area is at risk from the 1 in 100 year and 1 in 1000 year flood events compared to the Environment Agency's Flood Map. The revised areas have been agreed with the EA.

Views

- 3.23 The site is located in an area that has distinctive topography, which creates open views from the edge of the site particularly west of Barkby Thorpe Road.
- 3.24 The visual envelope of the site is generally limited to its immediate local context and there are few middle to longer distance views into the site. There are views from the edge of Thurmaston, Hamilton Business Park, the residential edge of Hamilton and the land to the east, Melton brook corridor, on elevated locations near to the eastern site boundary, and from arable fields south of Syston.

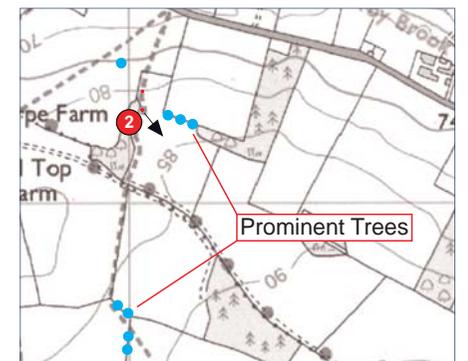


Above: Panoramic view from Hamilton Country Park looking towards the site, illustrating the Paper Mill in the foreground the local topography and the ridge line in the background and prominent tree groups. This view illustrates the green wedge into the NEoLSUE.





Below: Panoramic view looking south away from Barkby. The site is obscured from view due to landform. The trees in the background are those visible on the ridgeline from views from the south as shown above.





Above: Panoramic view from Barkby Thorpe Lane, looking south towards the edge of Thurmaston. This view highlights the localised high point to the edge of the railway (right of photograph) and the existing hedgerow in the foreground which provides a natural boundary to the NEoLSUE.





Below: Panoramic view from eastern side of the railway looking across the site towards Barkby Thorpe with Hamilton to the right hand side of the photo. Key view from the footpath running through the site (J10) identified at the Design Review Panel.



3.25 There are distant views beyond the site along footpaths to the east of Syston, although the site is not a clearly discernible feature in the field of view. Notable focal points are St. Mary's Church spire, Barkby to the northeast, the paper mill to the south on the Hamilton Business Park, and a group of mature trees to the west Barkby Thorpe road on the ridgeline.

North

3.26 Due the relatively flat topography either side of Barkby Lane the northern part of the site is only visible from within the arable fields south of Syston. From the edge of Barkby on Barkby Lane the northern part of the site is visible.

East

3.27 South of Barkby Thorpe on footpath J13, a section of the south eastern part of the site is visible to the far boundary along Melton Brook. From south of hill top farm in Barkby Thorpe views of the south eastern part of the site are limited due to the localised rising topography. Partial views of the south eastern part of the site are visible from footpath J3 near to the eastern residential edge of Hamilton.

South

3.28 From footpath J3 that passes through the medieval village of Hamilton there is a glimpsed view of the site through a small

break in the mature vegetation along Melton Brook. From areas in the southeast of the medieval village, on slightly higher ground, there will also be glimpsed views of the site above the vegetation of Melton Brook. Due to the elevated location from the northern residential edge of Hamilton and Hamilton Business Park there are partial views through the trees that run along Melton brook of the ridgeline within the site. From Hamilton Park and Hamilton Business Park, there are localised views of the proposed boundary to the southern link road.

West

3.29 Where there is little or no vegetation along the eastern residential edge of Thurmaston there are open views over the site to the ridgeline of Barkby Thorpe in the east. From the residential areas on the southern edge of Syston there are localised views of the proposed boundary to the north eastern link road.

3.30 Considering the above, the following views have been taken into account in developing the masterplan:

- Views into the site from the public footpaths, roads and spaces to the edge of the site;
- Views northward to the site from the green corridor of Hamilton Country Park towards Barkby Thorpe;

- Views towards and into the site from Barkby Thorpe along Barkbythorpe Road;
- Approaches to Barkby, along Barkby Lane;
- Views to and from the medieval village of Hamilton to the south east; which need to be safeguarded to protect its setting;
- Views across the site that incorporate existing urban and landscape features such as St. Mary's Church in Barkby and existing tree groups on Barkbythorpe Road; and
- Views across the site which include the existing urban edge of Leicester and the distant city skyline that provide a visual connection between the city and site.

Archaeology

3.31 Neither designated nor undesignated heritage assets of high significance are present within the site and there are no designated archaeological assets adjacent to the site that would be adversely affected by the development.

3.32 The archaeological surveys and fieldwork have identified three areas of archaeological occupation activity within the development site, none of these sites are considered to be of such archaeological significance as to require preservation in situ and thereby

prevent development. It is also considered, based on current evidence, that any as yet unknown deposits present within the site are unlikely to be of such importance to preclude development.

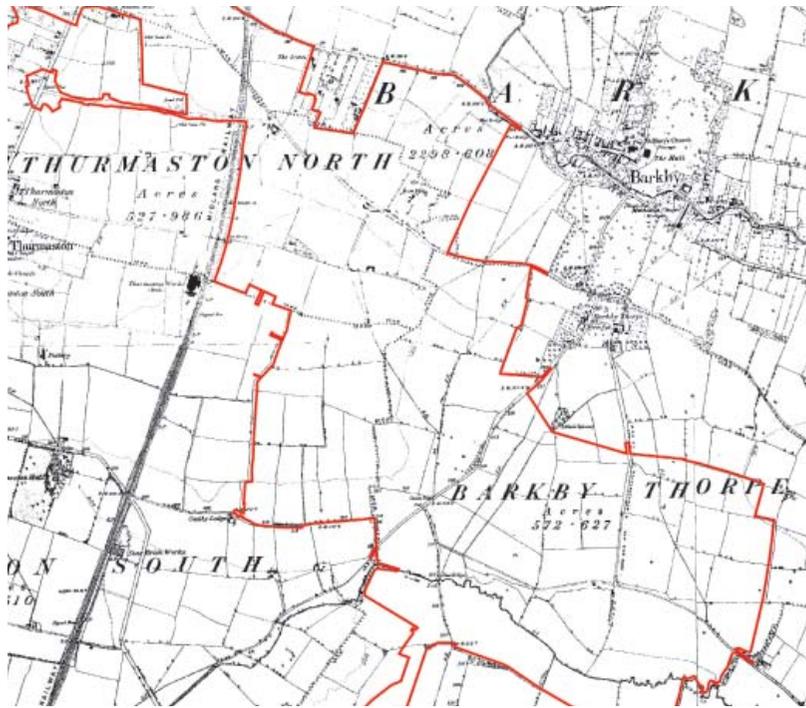
3.33 The Scheduled Ancient Monuments of Hamilton Deserted Medieval Village (NHL1012557) and adjacent Roman Villa (NHL1005073) are located 280m and 600m southwest of the Application Site boundary and there will be a negligible impact on their setting.

Historic Built Environment

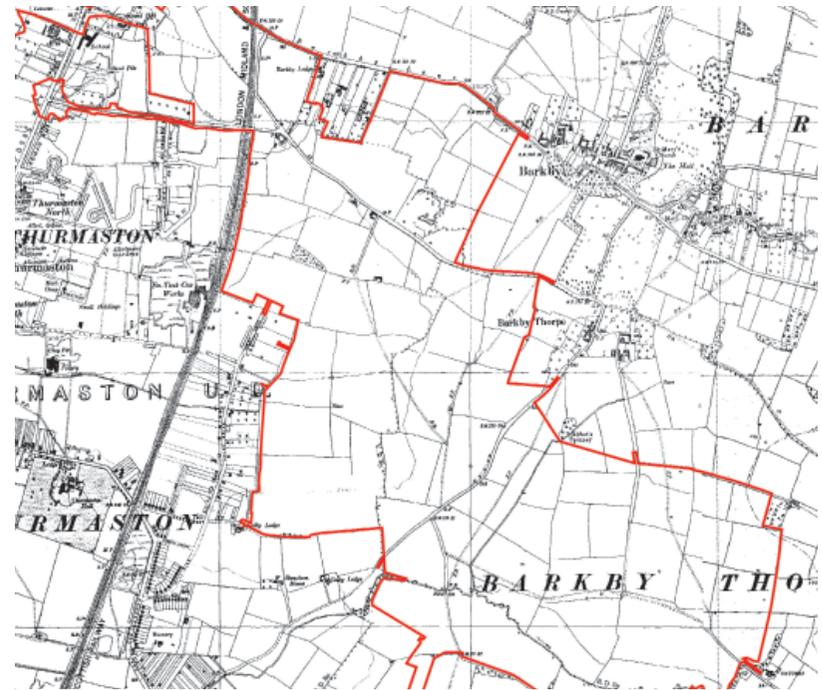
3.34 There are three Conservation Areas and over 100 historic buildings in the immediate locality of Thurmaston, Syston, Queniborough, Barkby and Barkby Thorpe.

3.35 Historic maps show how Thurmaston has expanded mainly to the east and south. Development progressed to the east of the railway line by the late 1950s/1960s. Expansion to the north east of Leicester is such that by the 1980s the city started to merge with Thurmaston. More recent development at Hamilton has extended the urban area close to the southern boundary of the proposed site.

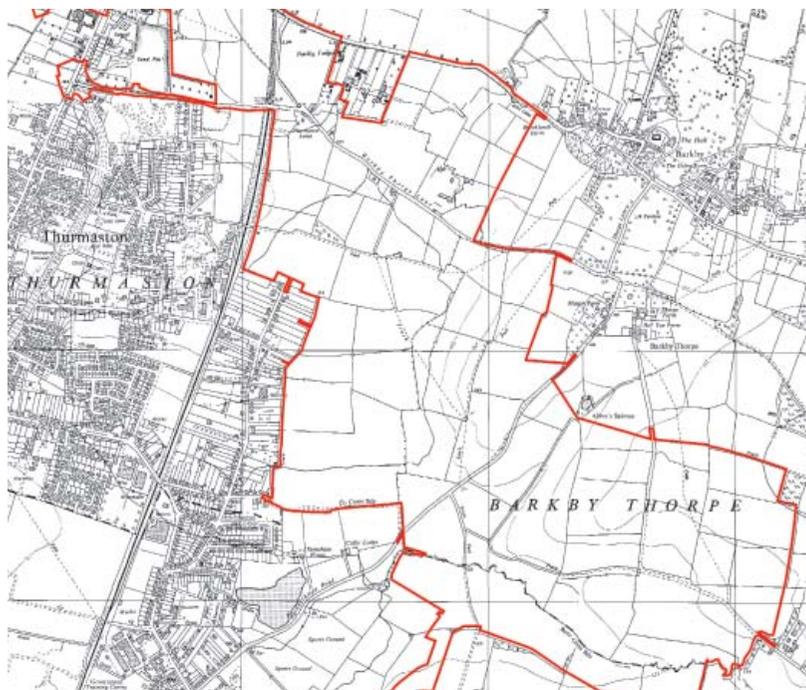
Historic Plans



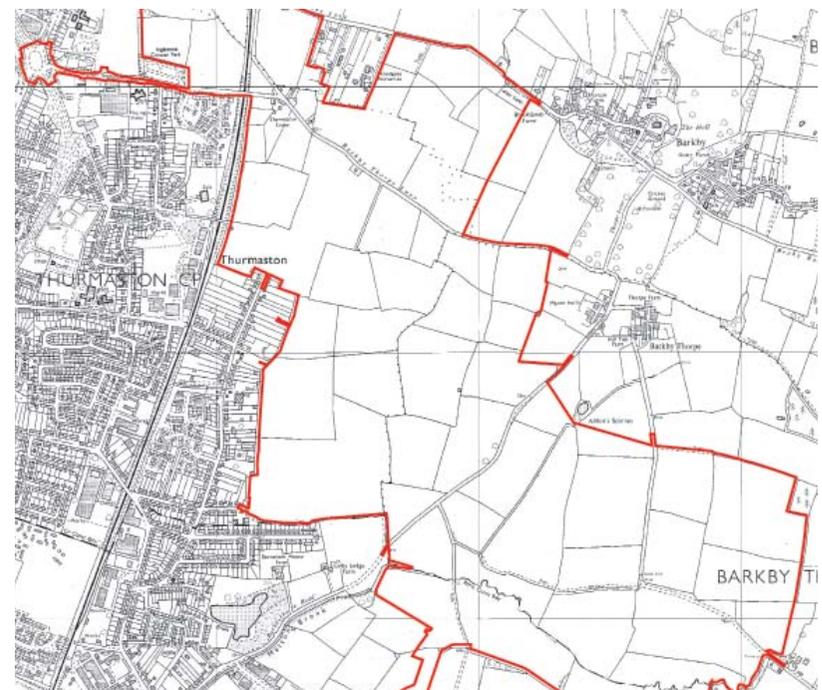
1888



1938-1952



1958-1966



1982-1989



4.0

Townscape and
Landscape Character

4.0

Townscape and Landscape Character



Introduction

- 4.1 Townscape and landscape are a combination of cultural and physical characteristics, or components, which give rise to patterns that are distinctive to a particular locality and help define a “sense of place”. Locally distinctive townscape evolves as a place over many years, with layers of development laid down over time - reflected in the street layout, built form and character. Looking at local townscape can identify traditional forms and patterns of development. Reflecting these in a masterplan for new development can reinforce familiarity which, in turn, helps to integrate the new into the local area.
- 4.2 The analysis of the townscape context does, inevitably, focus on the established places. An important part of the process of creating a new place is to look at the design principles of these older environments rather than simply copy the appearance of the buildings. The design principles, such as mix of uses, the enclosure of space (taking into account height and width ratios), provision of linkages, incorporation of open spaces can all be a sound basis for modern design. This accords with the NPPF that encourages development to understand and reflect surroundings but without “...discouraging appropriate innovation” (p58(4)).
- 4.3 The way in which the context analysis has informed the overall masterplan and, in particular, the more detailed design of the character spaces in the NEoLSUE are described in subsequent Sections.



Barkby and Barkby Thorpe

- 4.4 Barkby and Barkby Thorpe have a strong relationship to a countryside setting. The majority of the village and hamlet are a designated Conservation Area. Barkby Thorpe occupies a hilltop location with Barkby on lower ground to the north. The villages are linked by Thorpe lane and parkland estate of Barkby Hall.
- 4.5 The parkland estate of Barkby Hall runs north to south through the middle of this character area and makes a significant contribution to the landscape character. The parkland consists of pasture with individual mature trees and iron estate railing boundaries. There are wooded areas to the periphery of the estate that create the framework for Barkby.
- 4.6 Barkby Brook and its associated trees and vegetation run through Barkby. There are footpaths located along the brook. It is generally overlooked by cottages and detached dwellings in large plots. To the west of the village the brook runs partway alongside a footpath at the edge of green corridor south of Brookside. The water course and green corridor are local references that could inform the green corridors and SuDS within the NCoLSUE.
- 4.7 Within Barkby, the buildings are a short run of relatively densely grouped terraces set close to the back edge of the pavement, farmstead groups of cottages and outbuildings connected by walls, and detached buildings within large plots. Within Barkby Thorpe the buildings are clustered around King Street and maintain a farmstead grouped appearance.
- 4.8 Building form and use is of simple but regularly repeating local materials (such as stone and brick, timber and slate) and provides a consistency in overall feel even though the design of buildings is quite varied. Buildings, walls and outbuildings serve to enclose short sections of the main street space and part of the adjacent lanes and streets, turning the corners and extending along the plots. Away from the main street the density of built form rapidly decreases.

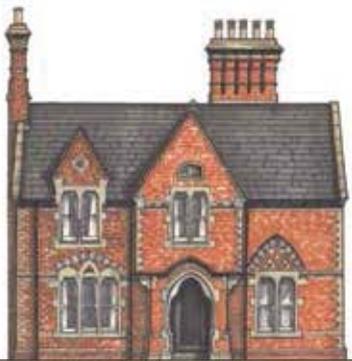




Barkby
© Civic Studio



Barkby Thorpe
© Civic Studio



3



4



5

© Civic Studio

4.9 Properties are predominately a mix of terraced and detached 17th century properties that are mainly two storey red brick with grey slate roofs and red brick garden walls. In the western part of the village there are a number of 20th century houses and bungalows. St. Mary's Church and its spire are prominent within many local views.

4.10 The plan shows a general transition from terrace to detached and semi-detached houses towards the edges of the built area. The block pattern is largely defined by development along large but narrow blocks addressing Main Street. The only completely developed perimeter blocks are defined by Main Street and the brook.



Barkby
© Civic Studio

LEGEND

-  Block Edge
-  Plot Edge
-  Building Frontages
-  Building Rears
-  Country Passage
-  Public Footpath
-  Barkby Brooke
-  Agricultural Land Use
-  Private Open Space
-  Landmark Tree/ Tree Cluster
-  Courtyard Cluster
-  Perimeter Block
-  Landmark



LEGEND

-  Block Edge
-  Plot Edge
-  Building Frontages
-  Building Rears
-  Focus Point
-  Vehicular Route
-  Country Passage
-  Public Footpath
-  Agricultural Land Use
-  Landmark Tree/ Tree Cluster
-  Landmark
-  Private Open Space

Barkby Thorpe
© Civic Studio

Woodgate

- 4.11 Woodgate is a distinct character area off Barkby Lane and Barkbythorpe Lane, between Syston and Thurmaston. It is an area of large detached properties with relatively large gardens containing many mature trees creating a distinctly wooded feel. Part of the land is also given over to nursery stock production and horse paddocks.
- 4.12 Within this area is Barkby Lodge, a large three storey, red brick, Victorian property with distinctive chimneys. It is visible from the southern edge of Syston.

Old Thurmaston Hamlet

- 4.13 South of Woodgate is Old Thurmaston, a hamlet of cottages and a semi-detached house with farm buildings clustered around a junction on Barkbythorpe Lane and at a former duck pond. Mature trees frame the buildings.





Queniborough

Main Street

- 4.14 The nearby villages of Queniborough and Syston demonstrate how in traditional settlements, mixing uses creates attractive and vibrant centres for a community.
- 4.15 Along Main Street, towards Croxton Road, buildings are generally set along the back-edge of the pavement. There are areas of grassed verges and pockets of open space, generally located at or near junctions. The layout creates clearly defined streets with relatively few gaps between buildings.
- 4.16 The street gently widens out to create a small pocket of open space, overlooked by the buildings that frame it. This example demonstrates the effectiveness of modest sized spaces in creating variety within an urban area and an 'event' or focal point along a street.
- 4.17 The development along Main Street generally consists of long perimeter blocks broken by the connecting lanes, with buildings aligned along the street and not completing a 'perimeter block'.



Stoneygate

Knighton Road

4.18 This is an established area with a strong character, demonstrating that a rich and varied fabric, with high quality, well-designed houses and a strong landscape are attractive and can be valued by their communities. It is a medium density residential area. Significant dimensions between buildings across the streets and mature landscape have a significant role in creating the character within a relatively dense area.



Central Avenue

4.19 North of Knighton Road is a contrasting area of dense Victorian terraced houses forming urban blocks, with small rear gardens and narrow streets adequate to park cars on both sides. In places, buildings are located along the back edge of pavement, elsewhere shallow front gardens create some private space between house and street. Planting is incidental. The plan form is efficient in terms of land take/density and demonstrates one way to provide smaller houses but each with some private amenity space.



System

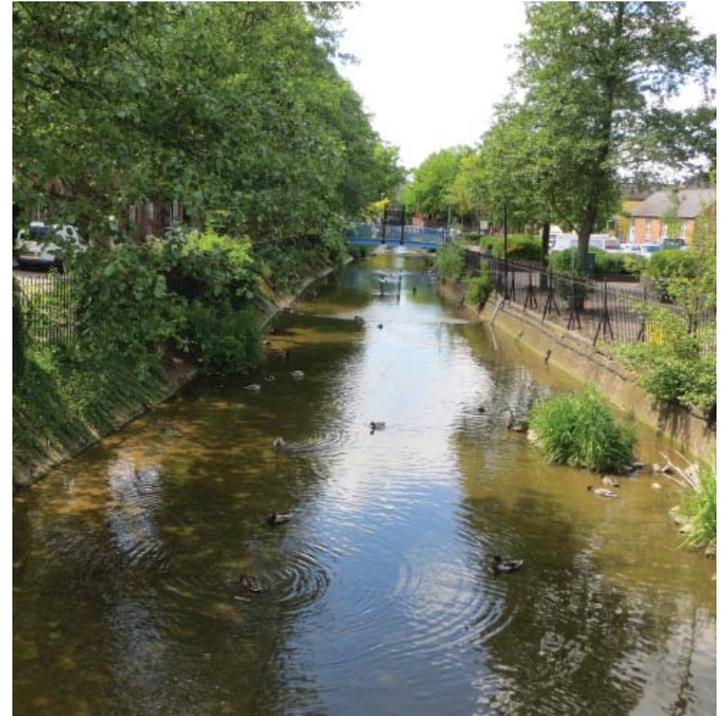
- 4.20 Syston is located to the north of Thurmaston. It is a predominantly residential area with industrial estates located adjacent to the A607 and the railway line.
- 4.21 Barkby Brook runs through Syston but is largely enclosed by development. Notable green spaces are the village green, Deville Park to the east and sports pitches to the right of the railway line.
- 4.22 Outside of the conservation area the majority of properties are c20th with new development to the east off Barkby Road and south off Barkby Lane. The recent development off Barkby Road has an integrated sustainable urban drainage system (SuDS) that also forms a natural buffer zone between development and the countryside. Elsewhere limited vegetation results in a more abrupt transition between land uses.

Broad Street

- 4.23 This study area consists of largely Victorian/Edwardian houses. The figure-ground drawing shows the continuity of the houses in plan and the relatively narrow street. Street trees shorten the vista and softens the built form. Also, shallow front gardens provide space for some planting and privacy for residents.
- 4.24 This area demonstrates how the NCoLSUE could incorporate terraced houses and, with appropriate landscaping, how relatively dense development can be successfully designed.

High Street and Bath Street

- 4.25 The figure ground drawings illustrate clearly delineated streets with buildings to back edge of pavements. Streets lead to/from a small square that forms a focal point, clearly identifiable as a central feature. The scale is relatively 'human' and not overpowering (in terms of building heights and height/width ratio – sense of enclosure), giving an indication of the size of a space required to create a focal point within a centre/village. Also, the uses along the High Street are varied including shops, offices and residential units.





Thurmaston

- 4.26 Thurmaston is located on the northeast edge of Leicester and is predominantly a residential area with some small scale industrial and employment units. The character area is physically split into three areas by dominant transport routes. The A607 dual carriage way and the Midland Mainline railway route runs north to south through Thurmaston.
- 4.27 Thurmaston is set out in a regular and rectilinear pattern with predominantly a mix of single and two storey mid to late c20th properties. Many of the properties have large gardens but there is a lack of street trees and other vegetation in the public domain. The main open green spaces are Elizabeth Park Sports Centre and Thurmaston Cemetery that are located centrally off the A607.

Melton Road

- 4.28 Melton Road provides a variety of building footprints, lengths of blocks and set backs/ projections with numerous gaps between blocks – suggesting a disjointed environment. In places such as Canal Street and part of Melton Street there is consistency (scale, materials) but with variety in terms of building detail.

Colby Drive

- 4.29 The urban area around Colby Drive and Colby Road, immediately to the west of the site, is predominantly an area of low density but high plot ratio bungalows. In terms of scale, this provides a transition between built form and open space. The density is at 22dph with 17% plot coverage at Colby Drive.



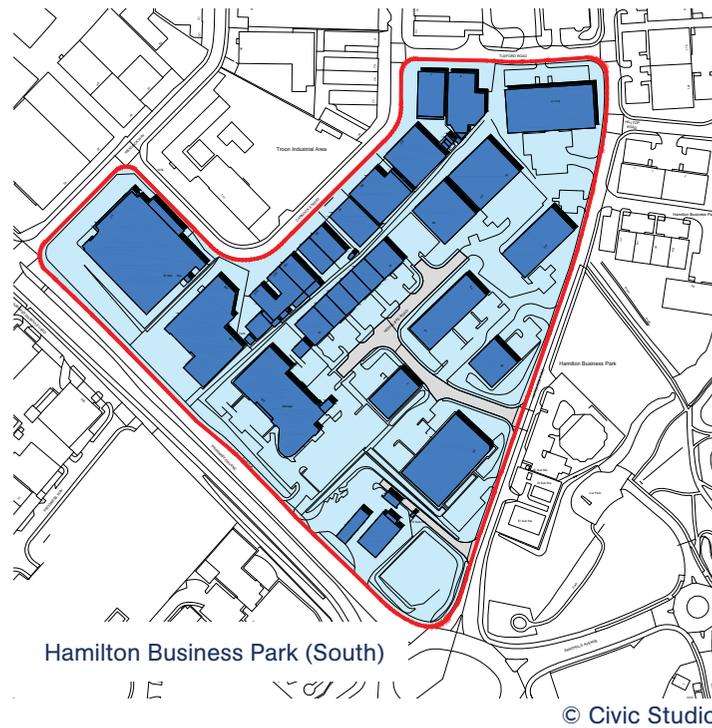


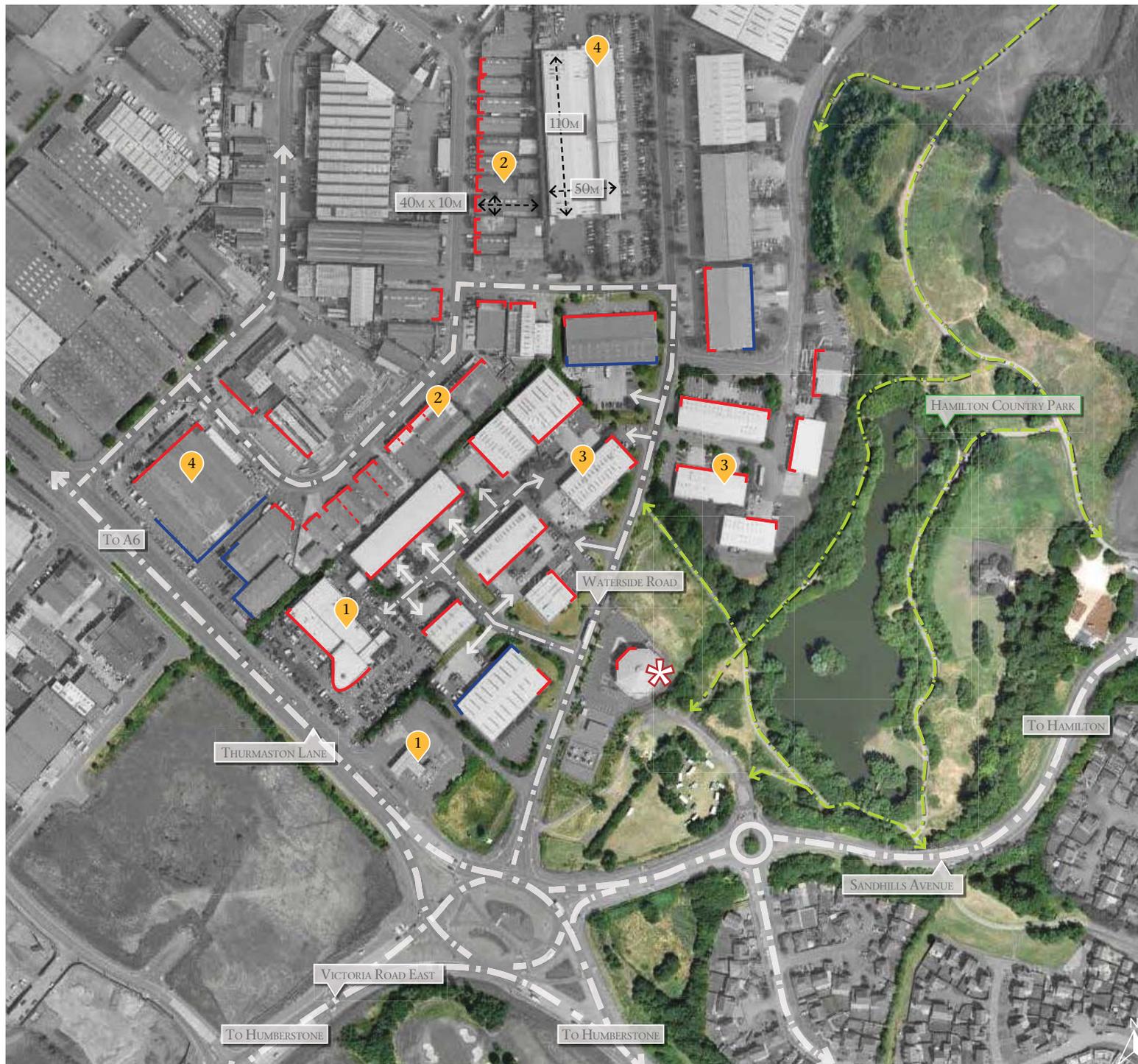
Colby Drive

© Civic Studio

Hamilton Business Park

4.30 The business park is located north of Thurmaston Lane. There is a network of estate roads with associated lighting and signage with incidental areas of grass, shrub and tree planting. The estate is densely developed with small to medium units and areas of car parking located to the south, and larger units, including a paper mill, to the north opposite the Melton Brook corridor. The mix of modern and established industrial units providing a range of sizes for occupiers.





LEGEND

-  Block Edge
-  Plot Edge
-  Building Frontages
-  Building Rears
-  Focus Point
-  Vehicular Route
-  Country Passage
-  Public Footpath
-  Agricultural Land Use
-  Landmark Tree/ Tree Cluster
-  Landmark
-  Private Open Space
-  1 Roadside Retail (Car Dealership, Petrol Station)
-  2 Smaller Units / Tighter Grain
-  3 Medium Units / Varied Grain
-  4 Larger Units / Looser Grain
-  Unit Measurements

© Civic Studio

Market Harborough

- 4.32 A market town to the south of Leicester, it has a busy main street that extends for about 2km between two 'arrival' places. The deflections in the alignment of the High Street, the enclosure of the street space, role of prominent buildings (landmarks) inclusion of spaces (nodes) and degree of connectivity to the surrounding residential area are all principles that can be considered for inclusion in the NEoLSUE.

Leicester

New Walk

- 4.33 A walkway opened in the 17th century that provides a traffic free environment for people in the core of the city. It is also used by cyclists. The variety of land uses, incorporation of 'pocket' parks and public gardens, the modest width of the 'street', interaction with roads and parking area, enclosure formed by 2-3-4 storey public and private buildings all combine to create a highly memorable, convenient and 'human scale' public space. New Walk could be a model for a central part of the NEoLSUE.





Hamilton

- 4.34 At Hamilton North, buildings are arranged in a structured block layout around open space corridors stepping up the hill and away from the site. Hamilton Country Park is to the west of the residential area and adjoins the industrial estate.
- 4.35 This area is situated in an elevated position above the Melton Brook corridor which lies to the north. The development is set out in a regular pattern with network of small neighbourhood roads. A sustainable urban drainage system that links to Melton Brook is integral to the open spaces within the development, although connectivity for people is limited.

4.36 At the north eastern residential edge there is an abrupt transition between development and countryside due to the developments elevated position and relationship of the built form to the open space. The detached houses, adjoining garages and a lack of space between dwellings, coupled with small plots with minimal set back from the pathway, maintains a relative urban edge to the countryside beyond, especially when the built edge is viewed obliquely and the built form visually merges into one continuous edge.

4.37 Predominantly 2 and 3 storey dwellings, the building layout and alignment, for the greater part, reinforces and defines the street layout. Within this extensive estate there are also a great variety of parking solutions, including rear parking courts. The local centre is at a high point and defined by four storey apartments: it is therefore a prominent part of the settlement.

4.38 The general built densities for the adjacent residential areas are around a uniform 36dph and plot coverage is around 23%.



© Civic Studio

Landscape character

Melton Brook and land east of Hamilton

- 4.39 This landscape area is characterised by a medium to small scale landscape that comprises primarily arable fields and pasture land. The character area is set within the low lying floodplain of Melton Brook with land gently rising to the south. This character area has a diverse array of distinct landscape features including Melton Brook and its associated trees and vegetation, areas of wetland, well-maintained hedgerows and hedgerow trees, and the remaining historic landform of the medieval village of Hamilton. Due to these landscape features and its more intimate scale this character area feels unique and rural, although some areas of open space are affected by the close proximity of the residential area of Hamilton and the Hamilton Business Park.

Hamilton Park

- 4.40 This is an area of public open space that lies between Hamilton Business Park and the residential edge of Hamilton. This area has been designated as a green wedge.

This character area lies on elevated and undulating land above the low lying floodplain of Melton Brook to the north. The landscape comprises of areas of scrub grassland, mature trees and blocks of woodland, a large lake, sports pitches and the property of Humberstone Farm. There are fishing pegs by the edge of the lake and a children's play area next to Sandhills Avenue. A network of tarmac paths surrounds the lake and travels north within the park. Less formal access routes occur to the north of the character area including a bridleway that connects to Melton Brook and the countryside beyond.

Land south of Barkby Thorpe

- 4.41 This character area comprises an undulating landscape with a mix of predominately arable fields with some pasture near to Barkby Thorpe. This area is intensively farmed with well-maintained hedgerows creating a strong field pattern. Within this character area there are some distinct landscape features such as the prominent group of mature trees on Barkbythorpe Lane, the field pond and trees of Abbot's Spinney, the small watercourse/ditch that runs from Abbot's Spinney to Melton

Brook, and occasional large mature hedgerow trees. The undulating land rises from the low lying floodplain of Melton Brook to Barkby Thorpe on a prominent hill/ridgeline.

Borough of Charnwood Landscape Character Assessment July 2012

- 4.42 This character assessment provides guidance on how to protect, conserve and enhance the landscape character of the Borough. The site falls within the character area 'High Leicestershire', and encompasses a small part of the 'Wreake Valley' to the north and 'Soar Valley' to the west.

High Leicestershire

- 4.43 This character area is described as "undulating rural countryside of mixed farming with a sparse settlement pattern of small villages and isolated farmsteads". The relevant characteristics include: undulating ridge and valley landscape, and the urbanising influences of Thurmaston and Leicester City which affect the western and southern area.
- 4.44 Guidelines for the character area seek to:
1. mitigate the harsh urban edge of Thurmaston and Leicester City

2. carefully manage development in prominent locations to minimise the impact on the undulating character of High Leicestershire
3. conserve the built character of villages by using materials and colours that complement the surroundings, such as ironstone and red brickwork
4. conserve existing tree cover in woodlands, hedges and along stream valleys and around settlements and enhance with similar planting in open sections
5. include tree planting and small woodlands in and around new development;
6. enhance tree cover by planting copses on ridgelines and upper slopes
7. conserve and enhance the well-treed character with new spinney planting that has informal flowing edges following the landform
8. create habitats where there are opportunities to strengthen the countryside character of the High Leicestershire landscape.

Wreake Valley

4.45 The 'Wreake Valley' lies and encompasses a small part of the site to the north. Relevant characteristics include: the urbanising influences of Leicester City and Syston; limited valley crossings, with the A46 and A607 roads on engineered embankments; areas of mixed arable and pasture farming; some neglected and lost hedgerows and hedgerow trees; and settlements located on valley slopes with churches marking villages.

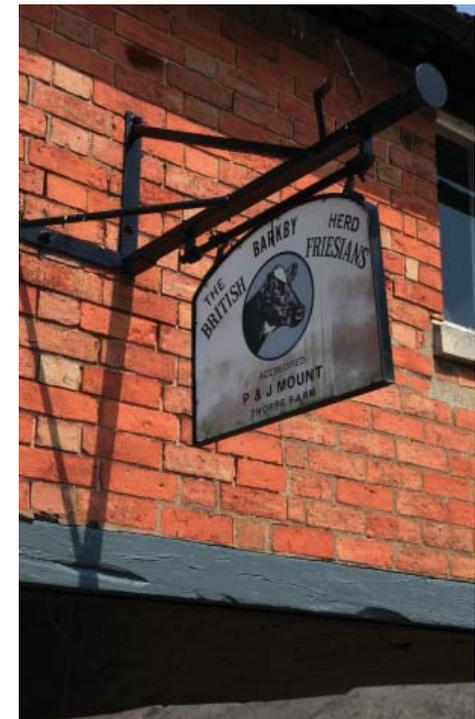
Soar Valley

4.46 The 'Soar Valley' encompasses a small part of the site to the west. It is described as essentially a flat floodplain with rising valley sides. With Loughborough to the north and Leicester City to the south it is the most urbanised area of the Borough of Charnwood. The relevant characteristics include: flat wide river floodplain which experiences regular flooding; visible, built development on well-defined rising valley slopes; farmland and wildlife.

Local Materials

Strategic Stone Study, A Building Stone Atlas of Leicestershire April 2012,

- 4.47 With regard to this study, many of Leicestershire's buildings are of brick, but in eastern Leicestershire and Rutland warm brown Jurassic ironstone is a common material. In the extreme east of Leicestershire and in Rutland, the Lincolnshire limestone is reached and this is reflected in the building stone.
- 4.48 Charnwood Forest is a major area of quarrying for building stone with the Mountsorrel granite and Swithland slates (Precambrian) being used. The use of stone is also noted as being characteristic of the northern part of the Nene Valley. It is typically mellow grey limestone though elsewhere one can find dark iron rich carstone.
- 4.49 Renders are also a traditional finish within the district. They have a limited range of natural earth colours, lime white, pink and ochre.
- 4.50 Common roofing materials include plain tiles and pantiles (used predominantly on single storey or out buildings). Slate roofs are common on deeper plan urban terraces with narrow pitch roofs. Stone slates are much rarer.







5.0

Constraints
and Opportunities

5.0

Constraints and Opportunities

Introduction

5.1 A constraints and opportunities analysis aims to record those characteristics of the site to help establish the framework for future development. The following points were identified to inform the design rationale and subsequent development of the NEoLSUE masterplan.

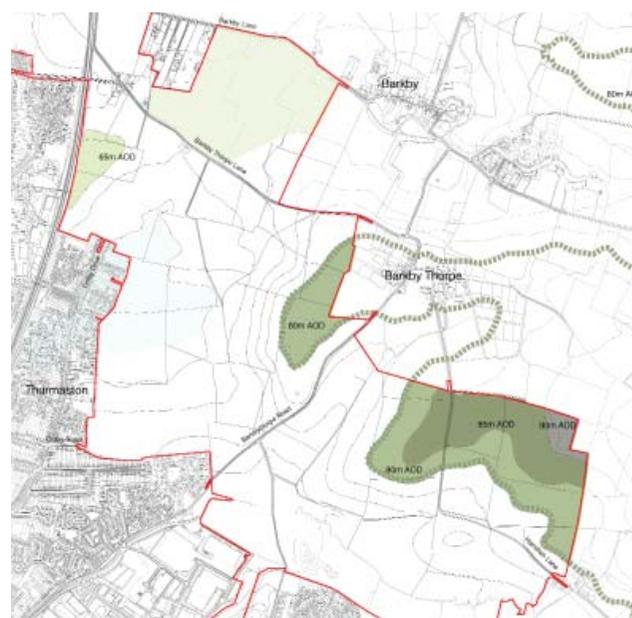
Constraints

Access

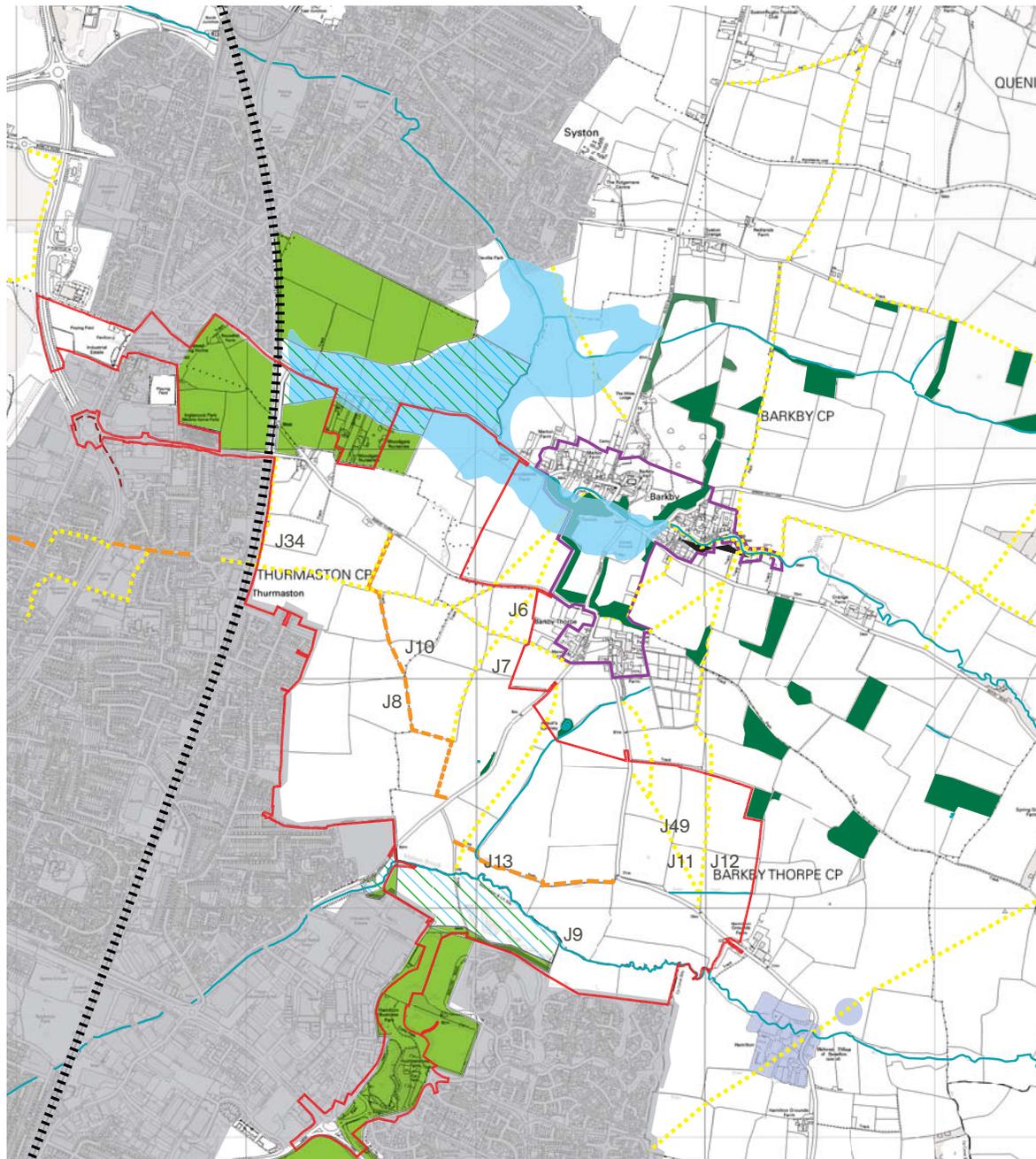
- 5.2 The capacity for access into the site is limited and will require highway improvements to achieve the delivery of 4500 dwellings.
- 5.3 Footpaths and bridleways that cross the site will need to be accommodated within the development.
- 5.4 Development will also need to consider the impact of new access roads upon existing properties and land holdings along Barky Lane and Barkbythorpe Lane, and Colby Drive and Colby Road.

Landscape and topography

- 5.5 The development area rises relatively steeply in parts to the east which may have an impact upon the suitability for development and recreational open space. An area of floodplain extends along the northern edge of the site, this will define the edge of the development area.
- 5.6 The site adjoins and envelopes a small part of the Green Wedge between Syston and Thurmaston. Development within the green wedge is acceptable in principle as long as the scheme maintains separation between settlements and enhances public access for walkers, cyclists and horse-riders.
- 5.7 In addition to topography, development areas will need to be defined taking account of the landscape setting of the site. Determining the extent of the built edge and the density of development along that edge and the location of recreational open space will be important to achieve an appropriate east to west transition, from countryside to existing urban area.



Landscape and Topography Plan



KEY

- Approximate site boundary 
- Conservation Area 
- Scheduled Ancient Monument 
- Public footpath 
- Bridleway 
- Cycleway 
- Woodland 
- Sensitive hedgerows 
- Ditch/watercourse 
- Indicative floodplain 
- Railway line 
- Existing urban areas 
- Green Wedge 
- Indicative floodplain and Green Wedge 

Constraints and Opportunities Plan

Historic Built Environment

- 5.8 Development will be influenced by the setting of the recognised designated and non-designated heritage assets, and including the conservation area of Barkby and the setting of the medieval village to the south-east.

Noise

- 5.9 The principal sources of noise will be from road traffic and trains on the railway line, to the west.

Existing built edge

- 5.10 The western boundary is overlooked by adjacent dwellings predominantly bungalows, and the south western boundary overlooked by 2 storey dwellings. The effect on residential amenity will need to be taken into account in preparing the masterplan.

Utilities

- 5.11 Subject to capital investment for new infrastructure, there are no constraints associated with gas, electricity, telecoms and water infrastructure. An existing 11kV overhead cable which crosses the site, and a pole mounted transformer between Barkby Lane and Barkbythorpe Lane, are affected by way-leaves.

Opportunities

Integration

- 5.12 The area of Thurmaston around Colby Drive, between the railway and site, has few facilities and limited links to the main retail area of Thurmaston. A significant opportunity exists to integrate existing residents by providing access to the facilities of the NEoLSUE. Accordingly, the proposals for the site need to consider links through to Thurmaston in determining the layout of urban blocks, the buildings and location of open spaces.

Sustainability

- 5.13 The site lies within a sustainable location - on the edge of a city with multiple facilities. The site area is large enough to accommodate a mix of housing and other uses, balancing the landscape and environmental constraints. These aspects present an opportunity to create a Sustainable Urban Extension.

Views and Topography

- 5.14 The topography of the site means that there is an opportunity to keep Barkby visually separate from the new development. This especially applies to the central and eastern part of the NEoLSUE.

- 5.15 Approaching along Barkby Lane, a view corridor was identified that could be retained to maintain the clarity of the setting of Barkby.

Access and movement

- 5.16 Convenient access points may be able to be provided including connections into and from Thurmaston. The opportunity for a public transport link may exist in Colby Road. In Colby Drive an opportunity may exist for a time controlled vehicle link. In both locations the opportunity for cycle/footpath links should be fully explored subject to agreement with the Highways Authority.

- 5.17 Due to the site location, significant potential exists to create sustainable transport, including bus routes, and a network of cyclepaths and footpaths, including links to Leicester City.

Landscape and ecology

- 5.18 The fields that form the vast majority of the site are low quality in terms of ecological interest. Hedgerows, trees and some small water bodies within the site are features to retain and add to. A double hedgerow adjacent to and south from Barkbythorpe Lane, defining a track has potential to form a footpath/cycleway.

- 5.19 To the south, the Hamilton Country Park is a potential feature (generator) for a green corridor running into/through the development site both to provide accessible open space and create links with Leicester City. Part of this Country Park is of poor quality space and presents an opportunity for upgrading.
- 5.20 While the site incorporates a number of footpaths there is no substantial area of open space (beyond Hamilton Country Park), an opportunity exists to provide open space that could be used/accessed by existing neighbouring residents (as well as new residents) for various activities.
- 5.21 Overall, the opportunity exists to significantly enhance the ecological interest of the area. The woodland blocks and hedgerows around the edge of the site have the potential to be key elements in a framework of “wildlife corridors” around the site.
- 5.22 The extent of the site also presents an opportunity to provide a variety of green space in terms of form and function (e.g. sports pitches, allotments, community orchards). The CBC and CSLP propose green infrastructure to link

to Watermead Country Park and the design of NEoLSUE presents an opportunity to create the link from Hamilton Country Park to the new corridor to Watermead.

- 5.23 The visual impact of the Paper Mill is readily apparent and an opportunity exists to introduce additional landscaping/planting to ameliorate the visual impact of the industrial units on the development site.

Drainage/Floodrisk

- 5.24 The topography of the site, and presence of Barkby Brook (to the north), Melton Brook (to the south) and Thurmaston Dyke (west) indicates the need for drainage to be accommodated in three areas. The extensive site presents an opportunity to provide Sustainable Urban Drainage (SuDS) and this can be planned at the outset of the development, probably requiring a scheme that achieves at least ‘greenfield’ run-off rates.





POUNDBURY VILLAGE STORE

Marsden

POUNDBURY

6.0

Design Objectives

6.0

Design Objectives

Introduction

- 6.1 Successful place making is dependent upon integrating the key strands of:
1. The vision and its overarching objectives;
 2. Good urban design practice which includes understanding local conditions as revealed by the context appraisal and the constraints and opportunities; and,
 3. Inputs and discussion with Council Officers and Members, residents, and workshops (ATLAS) and design review (OPUN).
- 6.2 In preparing the masterplan for the NEO LSUE seven design focused objectives were distilled from the inputs and influences described in paragraph 6.1 above, including the overarching vision and objectives that have implications for the design (the objectives are shown in the 'box' to the right).

Vision Objectives

1. Ensuring quality of place by providing excellent connections with Thurmaston, respecting the identity of the surrounding villages/ open countryside and planning strategically for public space;
2. Having regard to the environment by protecting/managing biodiversity, promoting green living and designing-in resilience to climate change;
3. Addressing transport and movement to ensure appropriate highway connections, a safe environment for pedestrians/ cyclists and sustainable transport options;
4. Delivering high quality housing to meet a range of needs and create distinctive neighbourhoods;
5. Promoting a variety of economic and employment opportunities which support growth as well as opportunities for regeneration in Thurmaston and Leicester; and
6. Realising social, community and cultural benefits to create a place that is inclusive, safe and welcoming.

Design Objective 1: A high quality place

- 6.3 The NEO LSUE will be an integral part of Leicester and Thurmaston with a variety of links between the new and existing communities. The development will create and support an unsegregated community by:
1. being well-connected, with new public transport infrastructure linking it to local and city centres. This will include providing for links west into Thurmaston, together with new and altered highway connections;
 2. being a well-designed built environment that provides a socially integrated community providing a mix of homes (of different types and tenures) to support a range of household sizes, ages and incomes including affordable housing;
 3. providing a high quality 'green' environment, comprehensively planned and structured around wildlife corridors and woodlands and open space including green corridors. The open spaces will be designed to integrate the existing and new communities; and
 4. providing a range of facilities and infrastructure to meet the needs of the new community and benefit neighbouring, existing residents.
 5. It will be a high quality place by responding to and integrating with the surroundings.

Design Objective 2: An accessible and permeable place

- 6.4 The development will:
1. provide easy access to services and facilities;
 2. be easily navigable – legible - for residents to easily find their way around a neighbourhood.
 3. prioritise the pedestrian, cyclist and public transport user, whilst taking necessary account of the inevitable demands of the private car; and
 4. create a safe, permeable and enjoyable pedestrian environment with natural surveillance and clearly defined public and private spaces with cycleways and footpaths to be designed ‘into’ the new development from the outset to create convenient and pleasant routes both within and beyond the site.
- 6.5 Effective pedestrian/cyclist movement will:
1. connect destinations (district and local centres, schools, employment and open spaces);
 2. be logical and uninterrupted;
 3. be overlooked providing natural surveillance;
 4. in built up areas be well lit to increase the level of perceived safety; and
 5. be attractive, with visual interest and be designed to focus on views through the neighbourhood.
- 6.6 Clearly defined public and private spaces with cyclepaths and footpaths will be designed ‘into’ the new development from the outset to create convenient and pleasant routes both within and beyond the site.
- 6.7 Separate routes can provide a major incentive for people to use cycles, encouraging people to walk, cycle and spend time outdoors. Places with these characteristics, in turn, tend to encourage positive environmental, social and economic outcomes. The routes will be attractive with visual interest, and designed to focus on views through the neighbourhood. They will be well lit to increase the level of perceived safety.

Design Objective 3: A legible place

- 6.8 The pattern of development - formed by the relationship between buildings, streets and spaces - is an important consideration in designing successful urban areas with townscape ‘quality’ and resulting in a clear urban form. Successful layouts require interconnected routes, which provide choice of movement and define blocks of development. Streets, squares, courts, mews, circuses, avenues and lanes are tried and tested layouts which can successfully achieve a legible layout.
- 6.9 Drawing on the character of the local area can also create a place that has ‘familiar’ elements to aid legibility. Accordingly, our aim is to assess and incorporate design principles from the best of the local built environment.
- 6.10 A legible environment, involving landmark buildings are important for a person to easily identify where they are. Landmark buildings, designed to ‘stand out’ from the surroundings. Trees and planting within the built-up areas also contribute towards legibility. To achieve a legible environment, the following will be incorporated:
1. memorable visual and physical connections to the surrounding area;
 2. retaining existing pedestrian routes;
 3. linking main facilities by clear routes with specific treatments to demarcate them;
 4. providing “gateways” (features, buildings) to mark the entrance to a place and reinforce its distinctiveness;
 5. designing streetscapes with variation in street and building design, spatial enclosure (height to width ratios) and variation in built form and landscape, contrasting degrees of enclosure; and
 6. use of landmarks, such as a single group of buildings, to define a space or provide an emphasis along a street.

Design Objective 4: An inclusive place

- 6.11 Attractive and vibrant localities have a strong sense of identity and community cohesion. 'World Class Places' (2009) is the Government's strategy for improving the quality of place. Its objectives include:
- "To ensure that all places are planned, designed and developed to provide everyone, including future generations, with a decent quality of life and fair chances..."
- 6.12 Well planned, designed and developed places tend to offer a range of accessible social and environmental benefits within convenient distance of homes.
- 6.13 The design of the development will:
1. Be fair for everyone, allowing for the surrounding communities and the new residents equal access to new opportunities - including employment and retail - and social resources such as open spaces within the NEoLSUE;

2. Be a thriving place which is a well run, active and safe environment, encouraging pride in the community and cohesion within it; and
3. Develop mixed neighbourhoods and a mix of house types that meet the varying needs of the community. (The exact percentage of affordable homes requirement will be determined through the emerging Core Strategy Local Plan and an assessment of overall scheme viability).

Design Objective 5: A green environment

- 6.14 The SUE will provide usable open space, accommodating a wide range of experiences from sheltered, passive recreational space to larger open areas with play structures for different age groups. Open spaces will be planned from the outset, and within walking distance of the new community. There will be a clear network of linked green spaces functioning both individually and as part of the wider area, adding value in terms of biodiversity - via new habitats - amenity and recreation.
- 6.15 The open spaces will need to include allotments, playing fields, and wildlife/bio-diverse places and woodland. There is an opportunity for existing neighbouring residents to use the spaces, this will help to address shortfalls in provision.
- 6.16 The NEoLSUE will promote biodiversity and green living, designing-in resilience to climate change.
- 6.17 Planting within the development will have a number of benefits. Over time, large growing tree species planted within the site will visually break up the roofscape of the new development. Planting, combined with high quality open spaces, will be provided to create links to the perimeter landscape, bringing nature into the development.
- 6.18 The design will:
1. create a suitable transition from built-up area to the open countryside beyond the site. This is likely to require the provision of a landscape buffer along the eastern side of the NEoLSUE. A significant proportion of the open space will be located to the east of the development area adjacent to the existing countryside edge;
 2. enhance the northern perimeter planting along Barkby Lane, to provide visual containment of the new development, and act as a transition from landscape to built form. This

will also serve to maintain and safeguard the identity of Barkby and Barkby Thorpe'

3. enhance of biodiversity, increasing habitat variability, promoting a mosaic of habitats including wetlands and woodland, connected to the wider countryside.
4. Preserve and/or create wildlife corridors to facilitate the movement of wildlife;
5. plan convenient access to the open spaces, wetland and woodland areas along green corridors and strategic links;
6. provide high quality public spaces incorporating footpaths and cyclepaths; and
7. provide areas of open space and woodland / tree planting integrated into the layout.

Design Objective 6: A safe community

- 6.19 There are seven attributes of sustainable communities that are particularly relevant to crime prevention:
1. access and movement: entrances that provide for convenient movement without compromising security;
 2. structure: designing places that are structured so that different uses do not cause conflict;
 3. surveillance: ensuring that all publicly accessible spaces are overlooked. Achieved by delivering places with well-defined routes and spaces;
 4. ownership: promoting a sense of ownership, especially by clearly defining territorial responsibility and community roles;
 5. physical protection: design places that include necessary, well-designed security features;

6. activity: ensuring that the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times; and
7. management and maintenance: designing places with management and maintenance in mind, to discourage crime over time.

6.20 The use of perimeter blocks enables more intrinsically secure building types with 'active' fronts to streets and public spaces and secure private backs for gardens. Where appropriate, defensible space would be provided along the front edges of blocks with private gardens. Blocks surrounding private rear spaces will reduce the opportunities for graffiti in blank facades such as gable ends.

6.21 The public spaces - access roads, shared spaces, lanes, footpaths and the landscaped areas, should generally be addressed by the 'active edges'.

6.22 The scheme will also have regard to the guidance concerning separation between facing habitable rooms.

Design Objective 7: A Sustainable Development

6.23 The NPPF is introduced by discussing sustainable development:

"...it is about positive growth - making economic environmental and social progress for this and future generations"
(Ministerial Foreword)

6.24 It is explained that sustainable development has these three dimensions and that the planning system has a role to play in relation to each dimension. Given the scale of the NEoLSUE each dimension is applicable in planning the development

6.25 In terms of the economic role, the SUE has to respond to the NPPF by:

1. contributing to building a strong, responsive and competitive economy"
2. by providing the right land; and
3. providing infrastructure.

6.26 For the social role,

1. being able to support a “...vibrant and healthy...” community through the provision of housing, that meets needs now and in the future
2. achieving a high quality environment
3. providing the services which are necessary to meet the community’s varied needs

6.27 And the environmental role,

1. enhancing the natural and historical aspects of the area including improved biodiversity
2. using resources wisely
3. designing to respond to climate change and minimising waste and pollution
(NPPF Paragraph 7)

6.28 It is readily apparent that these roles are interrelated and the NPPF identifies that the achievement of sustainable development requires that “... economic, social and environmental gains should be sought jointly and simultaneously through the planning system...”

6.29 For the masterplan, a high quality design is central to creating a sustainable community. Development that is sustainable is built to produce less pollution, use less energy in both construction and use, minimise the need for travel, particularly by private car, and support public transport.

6.30 A key element is the efficient use of land, requiring densities that reduce the amount of land required to accommodate the houses etc. The density of development will consider

matters of accessibility and the quality of the scheme - in terms of living environment and amenity. Higher densities will be encouraged around the local and district centres while lower densities will provide the transition from sensitive countryside and adjacent suburban and low density built edges.

6.31 The development will:

1. Be a place which is well served and provides accessible supporting local public services;
2. Provide buildings - both individually and collectively - that can meet different needs over time, and that minimise the use of resources;
3. Aim to maximise the level of energy efficiency achieved through sustainable design and construction; and

4. Promote the conservation of resources, energy and reduce the negative impact of the development upon the environment including being developed to a density that makes the optimum and creative use of the site.

7.0

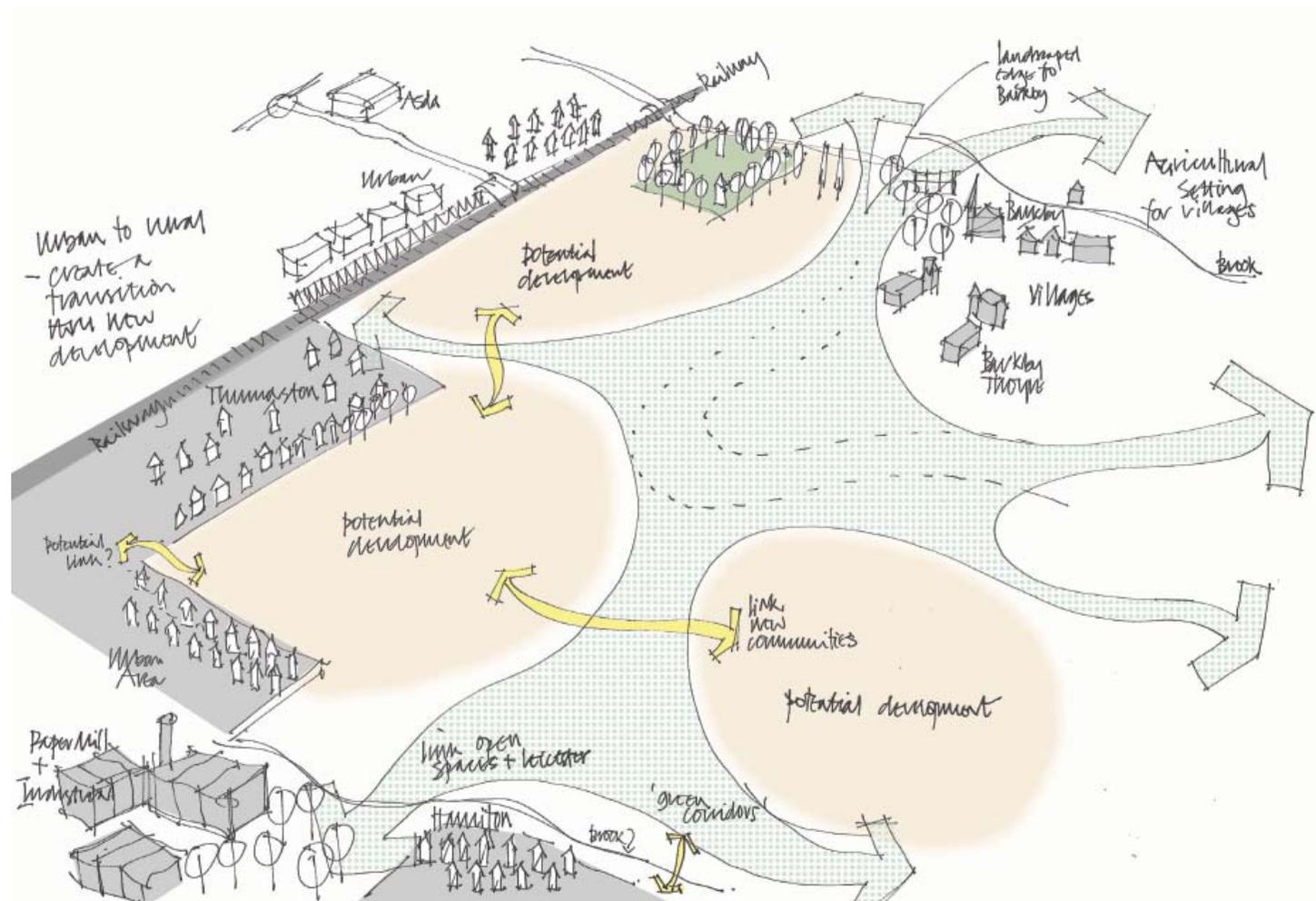
The Concept for
NEoL SUE

7.0

The Concept for NEoL SUE

Introduction

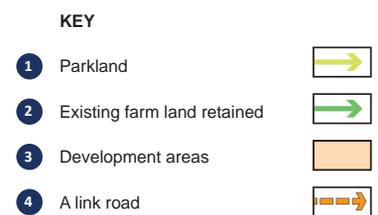
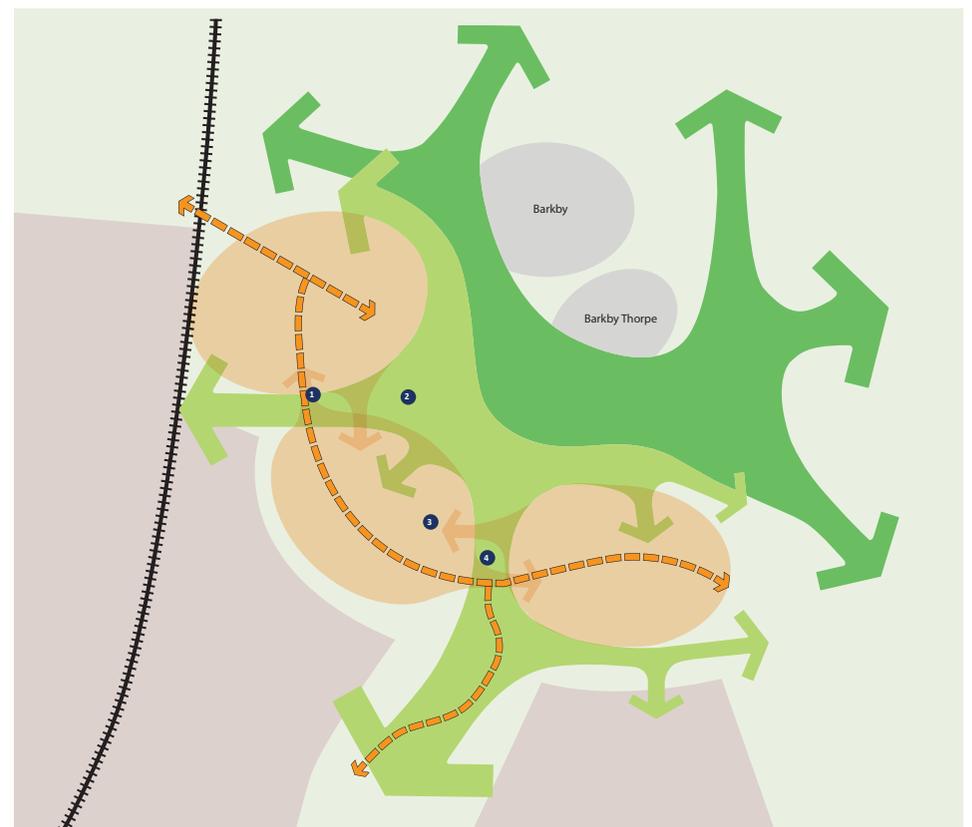
- 7.1 The Concept Plan describes the approach taken in preparing the masterplan. It sought to balance the design objectives with the site context, the landscape setting of Barkby and Barkby Thorpe, the relationship to the urban fringe of Leicester and the need to deliver housing, community and leisure facilities, open spaces and employment.



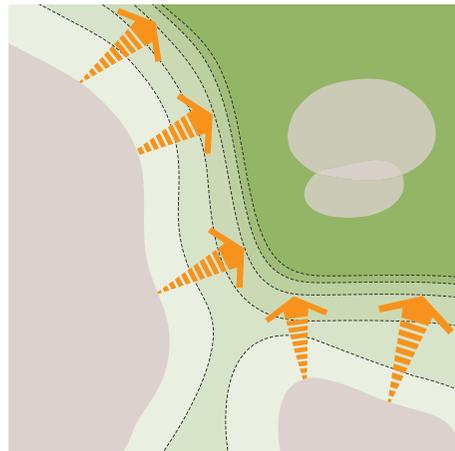
7.2 The initial design concept is as follows:

- At the heart of the concept is a response to the existing topography/landscape and setting, affording an extension of the Hamilton Country Park/Green Wedge from the north of Leicester/Hamilton, drawing the open spaces and woodland through to connect to the existing urban fringe. To the east, the topography and landscape defines the extent of development with regard to preserving the 'independence' of Barkby and Barkby Thorpe. To the west, the landscape strategy knits into and enhances the existing urban fringe;

- This green infrastructure provides a framework for the NEoLSUE, affording the opportunity for corridors of open space to permeate through the built areas to connect existing and new residents with the spaces. It also provides the framework for the recreational and amenity, structural and buffer areas of landscape that will be required of the NEoLSUE. It adjoins the existing countryside/agricultural setting of the villages of Barkby and Barkby Thorpe, Hamilton and Syston.
- The proposed green infrastructure defines three areas for potential development of the NEoLSUE to be linked by new infrastructure. Each area is 'sized' to create walkable neighbourhoods where the radius of each is about 400m. Community facilities, district and local centres at the centre of each area would be within 400m of most of the homes and 800m for all (approximately 5 and 10 minutes walking distance).

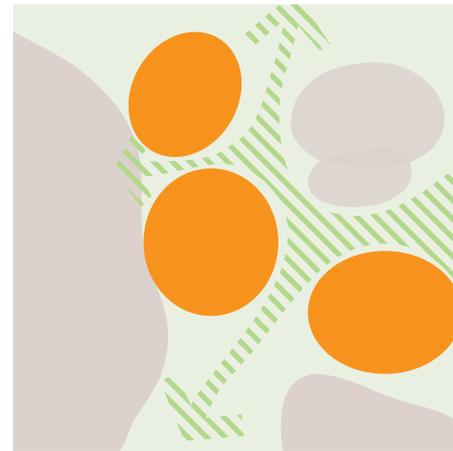


7.3 The evolution of the concept plan is further explained by the following design diagrams:



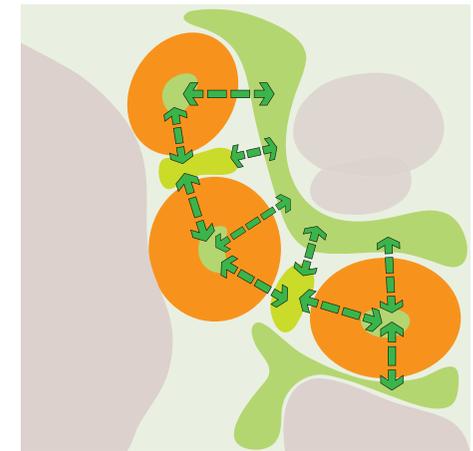
1. Topography informs extent of potential SUE

The existing slopes contain and shape the areas of development. The open land will adjoin areas of retained farmland to provide a transition from agricultural to urban.



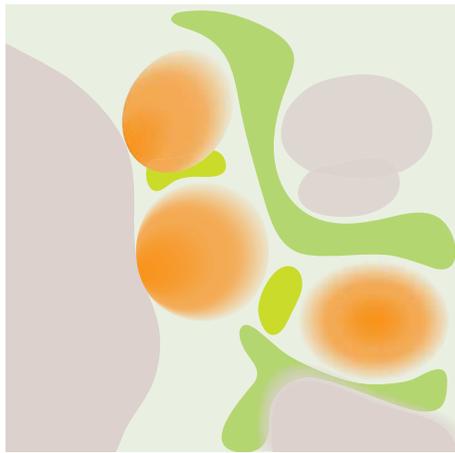
2. Developing a connected landscape to define urban areas and provide accessible open space to all

Once the general disposition of retained open land and development was determined, the connections through the area were identified to afford existing residents access to the open spaces and new residents a landscape setting for their communities. The 'urban fringe' of Leicester has access to Hamilton Country Park - a limited area. The concept plan, therefore, seeks to afford greater access for the residents of Leicester to extensive areas of open space.



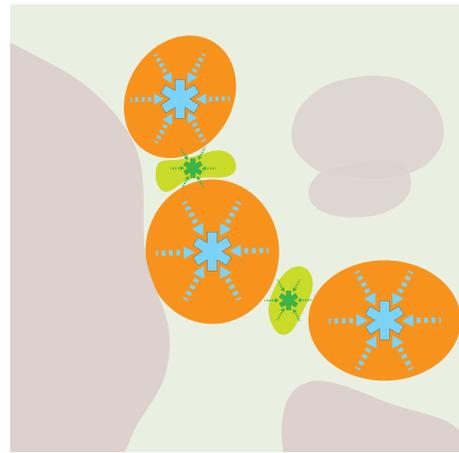
3. Connected landscape spaces

As the landscape permeates through the development areas, connecting the main open space to the existing urban fringe, the concept plan will create a network of connected landscape spaces. The landscape will comprise areas of new tree planting and open space, which will frame and veil the development areas.



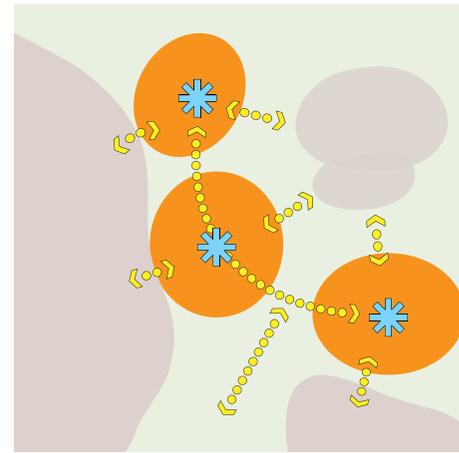
4. Sensitive / soft edges and more defined edges subject to context

A decrease in density to the edges of the development areas will define a 'transition' from the built areas to create a "feathering" of the built edges.



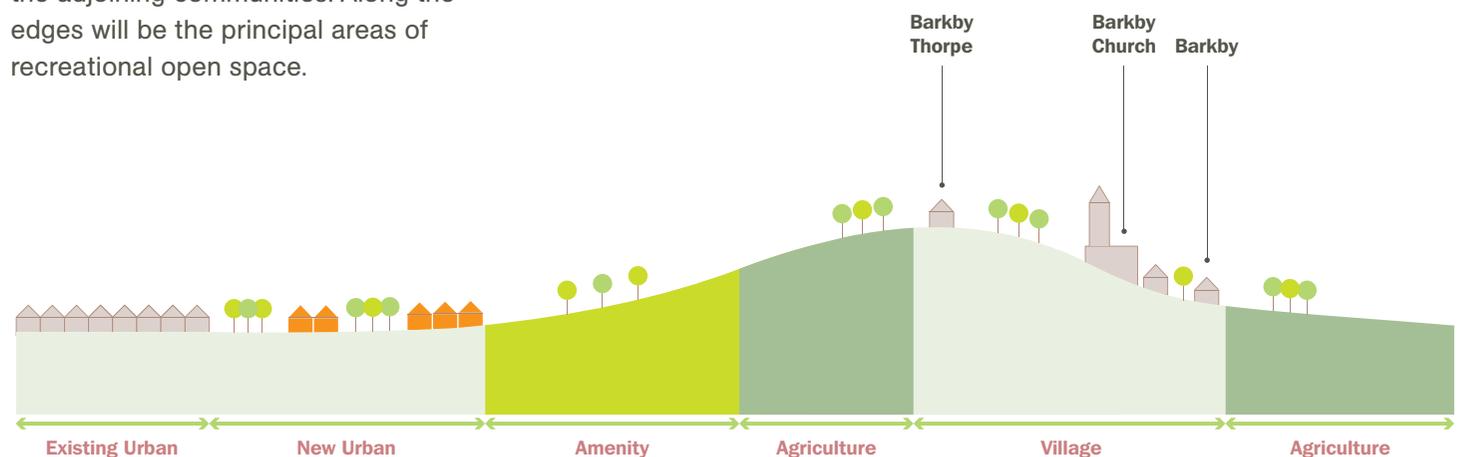
5. Developing a sense of place

At the centre of each of the three development areas is either one of two local centres or a district centre, which will support day to day needs (including shopping). The centres will be important to create a focal point for the community and help define the sense of place. While open space sits between the three areas, and does provide some separation, the open space can also be a focus, for the adjoining communities. Along the edges will be the principal areas of recreational open space.



6. Connecting the new development to existing communities and providing facilities

Each of the communities will be linked by an infrastructure of roads, paths and greenways, connected into the existing urban fringe. This will afford access to services for both new and existing residents.





8.0

Developing
the Masterplan

8.0

Developing the Masterplan

Introduction

- 8.1 The preparation of the masterplan took place in parallel with the analysis of the range and scale of the various uses that could be incorporated in the NEoLSUE. At the outset it was recognised that the NEoLSUE would need to include the following components:
1. Residential units, about 4500-5000;
 2. Retail units, at least to meet day to day needs of new residents;
 3. Employment area(s) to provide an opportunity for people to live and work locally;
 4. Supporting/community facilities such as a health centre, library; schools - primary and (possibly) secondary;
 5. Open spaces to meet a variety of needs; and
 6. Good links to/from the existing urban area (from footpaths/cycleways to new/improved roads).
- 8.2 Working with Charnwood Borough Council, Leicester City Council and Leicestershire County Council (CBC, LCiC and LCC), various sub-groups were set up to review the following topics:
1. Retail and employment;
 2. Transport and travel;
 3. Green infrastructure;
 4. Education/social infrastructure; and
 5. Housing.
- 8.3 The work undertaken by the sub-groups was reported to a Steering Group and the findings were taken into account in the preparation and refinement of the masterplan. In effect, the work of the sub-groups refined the scale/quantum of the various land use components to be incorporated within the NEoLSUE and the masterplanning process considered how best to plan, or layout, those uses taking into account the site, its context and best practice in urban design.
- 8.4 While the masterplan has been the subject of many iterations, the six main stages in its development and refinement are described in this section.
- ### Stage 1: Initial Masterplan
- 8.5 The initial masterplan developed from the design concepts described earlier. Its purpose was to be a basis for testing the potential extent and scale of the NEoLSUE. This plan informed the Sub Groups (including CBC, LCiC and LCC) of the potential for development and enabled more detailed analysis and interrogation of the land uses. The plan also informed the emerging vision for the NEoLSUE.
- 8.6 A preliminary land budget showed that about 50% of the site could be developable. The initial masterplan illustrated some 116 ha of development land to the east of Thurmaston and 65 ha to the north of Hamilton, with some 154 ha of open space and retained farmland. Of that developable land (in two main areas) some 20 ha was employment land and 10 ha shown for local schools and shops.
- 8.7 The perimeter to the developable areas reflects the changes in topography, the location of existing landscape features such as hedgerows or tree belts and important view corridors that should be protected.
- 8.8 A strong network of spaces and links is shown. A sweeping road connected through the area linked by number of roundabouts.
- 8.9 Within the developable areas, the location of shops, schools and employment areas were positioned to achieve walkable communities, not just for new residents but also for existing residents along the existing urban edges. These mixed use areas will be connected by the landscape framework. The range of open space and its function had yet to be defined but it was anticipated that allotments, playing fields, play spaces, pocket parks, and wildlife/bio-diverse places and woodlands would be created.



KEY

- Residential
- Community facilities
- Employment
- Sports pitches
- Allotments
- Open space: recreational
- Open space: agricultural
- Water/SUDs
- Woodland
- Civic space



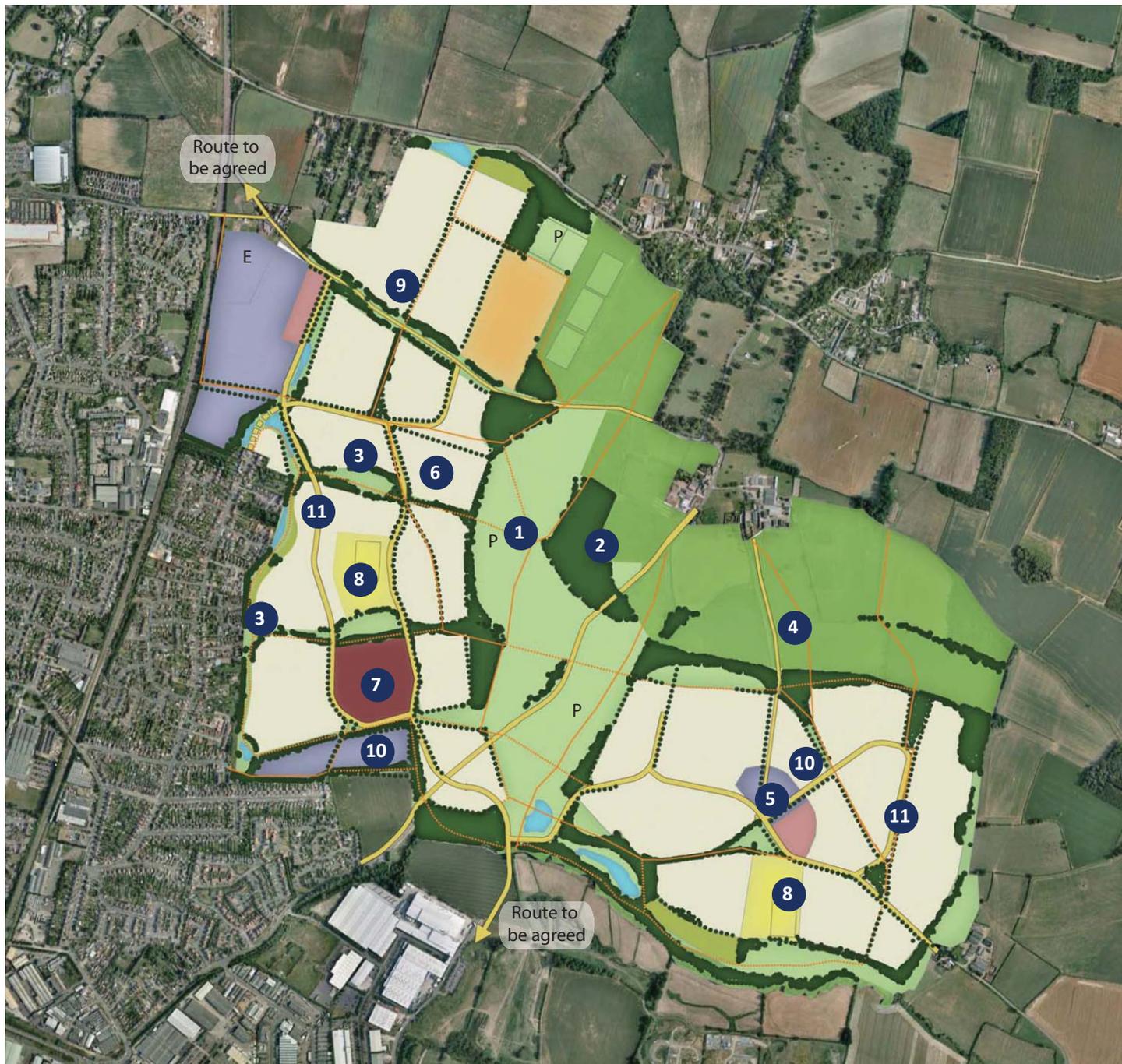
1. Initial Masterplan

Stage 2: Refining The Masterplan

8.10 A process of evolution and refinement was overseen by the Steering Group (chaired by CBC with representatives from Leicester City and Leicestershire County Councils) which informed the masterplan as follows:

1. Amended open space strategy along edge to Thurmaston and permeating through site
2. Amended woodland planting.
3. Integrated play areas
4. Open space perimeter to Barkby Thorpe increased and development area pulled back
5. Clustering of the primary school site, allotments and open space within the southern area
6. Integrated view corridors using existing landscape features and footpaths
7. New district centre proposed
8. Larger primary schools
9. Potential location for secondary school
10. Integrated employment site
11. Revised access strategy through areas, loss of roundabouts and the introduction of bus loops

8.11 This iteration of the developing masterplan was the subject of a detailed examination at a workshop (14 June 2012). The workshop was led by ATLAS and attended by officers from CBC, Leicester City and Leicestershire County Councils and various consultants acting on behalf of the design team.



KEY

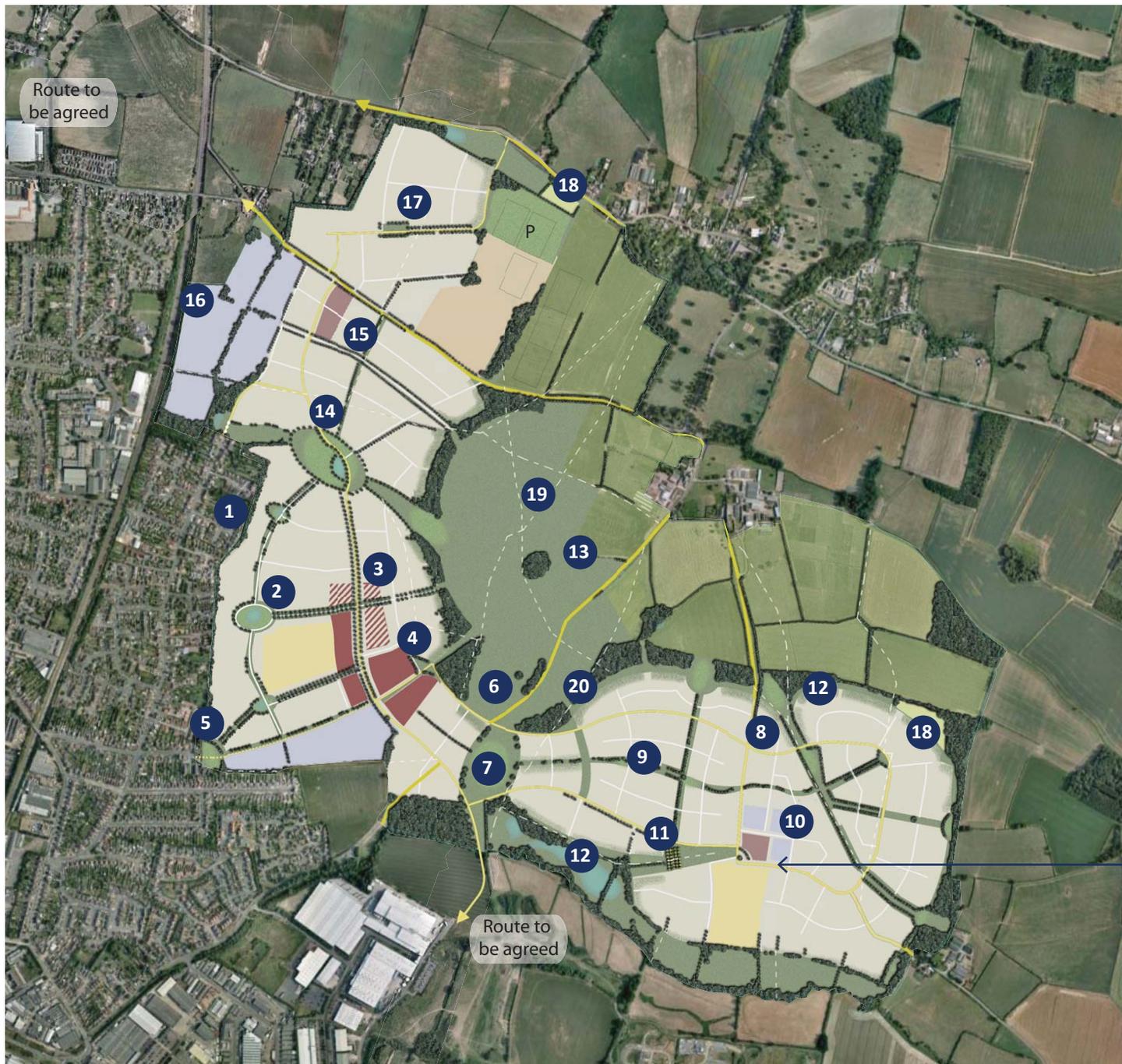
- Residential
- Local centre
- District centre
- Employment
- Potential employment E
- Potential secondary school
- Primary school
- Sports pitches P
- Allotments
- Open space
- Open space: agricultural
- Water/SUDs
- Woodland
- Access roads
- Foopath/bridleway

2. First Refinement - Pre-Atlas Workshop

Stage 3: Second Refinement Post-Atlas Workshop

8.12 The ATLAS workshop identified a series of points to be considered in the further refining of this masterplan and the following changes were made.

1. Amended edge to Thurmaston so that existing and proposed houses are 'back to back'. At the detailed design stage it was recognised that there will be a need to explore precise arrangements and the relationship between the existing bungalows and their new neighbours
2. Green corridor incorporating local open space and SuDS moved further into the proposed development (with potential for a more formal/hard landscaped SuDS design e.g. Colby and Barkby where a stream occupies a relatively man-made/managed channel in places)
3. Clarification given to road hierarchy with the introduction of a 'main' village street
4. District centre moved further to the east and a 'flexible use' zone added where a mix of commercial/retail/offices/workshops/residential space might be acceptable
5. Proposed link to Thurmaston for pedestrian/cyclists upgraded to provide convenient vehicular access for nearby residents to a discreet district centre car park by way of cul-de-sac system (no vehicular links to the wider site/roads for vehicles)
6. Barkbythorpe Lane diverted/closed to discourage use/reduce speed
7. Green wedge/arrival point re-designed to create a better cohesion between the two adjacent residential areas. The space was modelled on the Barkby cricket ground
8. Loop road added to ensure good bus penetration/flexible pattern for bus operators
9. Green corridor running east - west with potential for variations in width and incorporating cycleway/footpaths to provide a convenient/attractive route to the green wedge/district centre
10. Southern local centre repositioned and site area reduced to reflect the initial conclusions of the retail study
11. Community orchard introduced and open space reconfigured
12. Allotments moved to the north east (of the north of Hamilton residential area) to ensure that the focus along the Melton Brook corridor can be on ecological/biodiversity issues. Two indicative footpath links across Melton Brook to Hamilton are shown to the south
13. Spinney created on high ground to provide a focal point for various routes through the site
14. Formal open space better defined to provide a focus/character for the proposed residential developments to the north/south and linking into the green corridor
15. Northern local centre moved further to the east and closer to the employment area
16. Employment site to the north west corner was reduced in size through the exclusion of third party land. The total employment area across the site is shown at 17.0 ha
17. Structure of the northern - most residential area has been reconfigured so that the main axis focuses on the spire of Barkby church to provide a local landmark and a sense of place
18. Allotments, open space and SuDS incorporated to create a 'soft' northern edge.
19. Additional footpaths indicated which include links from the proposed residential area to the north of Hamilton to the reserve site for the secondary school
20. Softer edges to the development indicated



KEY

| | |
|----------------------------|--|
| Residential | |
| Local centre | |
| District centre | |
| District centre/mixed use | |
| Employment | |
| Potential secondary school | |
| Primary school | |
| Sports pitches | |
| Allotment | |
| Open space | |
| Open space: agricultural | |
| Water/SUDs | |
| Woodland | |
| Access roads | |
| Foopath/bridleway | |



3. Second Refinement: Post-Atlas Workshop

Stage 4: Further Refinement

8.13 Following further Steering Group meetings and discussions about access, the masterplan was amended as follows:

1. A report by PACEC concluded the NEoLSUE should provide about 12.7 ha of employment land. The scheme has a defined employment zone (adjacent to railway) and zones for smaller employment development adjacent to the district centre and local centre
2. The need for a secondary school on site is uncertain. However, it was agreed to be located closer to the district centre to ensure it would be central and accessible to the communities, if built
3. The repositioning of the secondary school site enables housing to form the north eastern edge of the development, with the potential for a soft / feathered edge facing Barkby
4. With three primary schools, each site has been reduced in size. Due to the relocation of the secondary school site, a primary school has been shown towards the northern part of the NEoLSUE. Each primary school is adjacent to open space
5. The green, at the northern edge of the site, was adjusted to ensure play space, woodland and ecological features could be incorporated
6. The routes of the main access points to the north west and south remain the subject of testing by the County Council via LLITM
7. Additional land under option to Barratt has been included



KEY

- Residential
- Local centre
- District centre
- District centre/mixed use
- Employment
- Potential secondary school
- Primary school
- Sports pitches P
- Allotment
- Open space
- Water/SUDs
- Woodland
- Access roads
- Foopath/bridleway
- Local link
- Bus only link

4. Further Refinements

Stage 5: **February/March** **2013 Pre OPUN** **Scheme**

8.14 CBC requested a review of the masterplan by the regional design review panel, OPUN. The design review was held on 18 March 2013. For this review the masterplan was amended to:

1. Seek to differentiate the layout of the three residential areas (garden village/traditional urban village)
2. Include formal and defined spaces including an 'oval' park towards the north and the arrival space/village green to the south
3. New access roads to the north and south are indicated
4. A continuous, narrow green corridor is shown in the new community to the north of Hamilton
5. A gypsies and travellers site was placed on the western edge of the site



5. Pre-OPUN Masterplan

Stage 6: April/May 2013 Post OPUN Design Review

- 8.15 The presentation to the OPUN Design Review sought to describe the design evolution to date and afford the opportunity to review some of the design issues that were being addressed, notably the integration of edges to Thurmaston and how this is evolving; how phasing and deliverability is shaping up to deliver workable communities; and the interpretation of character and sense of place.
- 8.16 The OPUN Design Review panel considered the need to create a development with a strong character and identity to be crucial to the success of the project and that further work should be undertaken to 'crystallise' the vision, to ensure a truly distinctive development. The Panel raised concerns in respect of the scale of the three character zones and encouraged the design team to consider the development of smaller neighbourhoods, e.g. circa 500 dwellings, as a means of providing greater opportunities for creating character and identity; and creating stronger communities.
- 8.17 The design team was also strongly encouraged to undertake further work to ensure that the landscape character comes to the fore as a means of strengthening the scheme.
- 8.18 A number of changes were made to the masterplan in light of the design review process. Of particular note:
1. The character areas were appraised including the local centre and structure of Main Street. The character area changes included the increased subdivision of the new community to north of Hamilton to create separate villages but with one local centre and the further subdivision of the other two
 2. A major review was undertaken of the alignment of, and character of the main street. In early plans it has a 'flowing' alignment and arrived at the north of the NEoLSUE, from the A607, at a roundabout
- The design revisions led to creating arrival squares, at both north and south to clearly signal the 'arrival' of the NEoLSUE and slow traffic, to about 20 mph. The main street in between the squares was designed to be more intricate, with frequent changes in direction to help manage traffic speed and maintain a pedestrian/cyclist friendly route. The structure of the main street drew from the evolution of the character of the neighbourhoods as a series of connected linear spaces. The main street alignment was also planned to pick up on views out of the site, especially to the site of St. Mary's Church, Barkby to increase the legibility of the NEoLSUE
3. The north-west link, to A607 and southern link to Sandhills Avenue via the Country Park were both identified in more detail
 4. The secondary school site was moved to the western boundary, adjacent to Thurmaston. This resulted in a more appropriately shaped site for a school and its open space. It also enabled links to be provided between the Persimmon scheme (adjacent to Barkbythorpe Lane), to the south, and the new development. The residents of the new housing will be in easy reach of the district centre
5. Additional land was added, especially to the southern end of the site providing more space for pitches and open space
 6. The potential and provision of links into the adjacent communities became an integral part of the design of the edges of the new community including the road link to Col by Drive
 7. The employment areas were reconsidered with smaller areas of flexibility introduced within the district and local centres, referencing models of live/ work and employment uses that would extend the hours of activity within the centres of the new communities
 8. Relocation of gypsies and travellers site adjacent to principal road network



6. Post-OPUN Masterplan

8.19 The various changes arising from the design review are summarised in the following table

| Topic | Comment from OPUN | Design Response |
|--------------------------|--|--|
| Sense of Place | Define spatial narrative | The 'Vision' for the development has been agreed with CBC and amendments to the masterplan assist in better defining these aspirations (including re-siting of the reserve site, re-definition of street structure, the creation of small neighbourhoods, revised format for the District Centre and clarification/re-alignment of the north west access). |
| | Create defined neighbourhoods. | The three character areas have been further developed. |
| | Define how green areas adjacent to Thurmaston will function | Relocation of the 'reserve site' creates an opportunity for the retention of a secure and landscaped buffer adjacent to Thurmaston. Green corridor also incorporated where housing adjoins edge of site. |
| Landscape Infrastructure | Establish landscape character | Topography has shaped the masterplan and has informed the parameter plans (e.g. for height/density). The main open spaces are now located along or accessed from legible routes. Views through the site (including to St. Mary's Church) have been developed to create a better sense of place. |
| | Define 'edge conditions' for interface with open space to the east | The height/density parameter plans will set the framework for the edge conditions which will be resolved through further detailed design. |
| | Reconsider 'copse on the hill'. | The copse has been retained because it provides a useful visual reference and reflects existing features in the surrounding landscape (including spinneys and woodland blocks that are characteristic of the wider area). This has been agreed with CBC as appropriate. |
| Landscape Infrastructure | Consider views and vistas (e.g. to Barkby Thorpe and Leicester City) | Amendments to the masterplan take account of views through the site e.g. reposition of the northern local centre to the east and re-design of the arrival area to the north and amendments to road alignment. |

| | | |
|---------------------------------------|---|--|
| Legible, permeable and well connected | Strengthen the accesses/gateways in to the site | The north west access has been re-aligned and now arrives at a public square. Details for the southern access include extensive landscaping (land to the north of the paper-mill included is now included within the red-line) with crossing points. Land uses adjacent to roads have been amended. |
| | Explore additional access points in to the site (e.g. from Thurmaston) | Pedestrian and cycle links to Hamilton have been added. There is potential for an additional pedestrian and cycle link with Thurmaston, the merits of which need to be explored. There is no requirement for additional vehicular links. |
| | Reconsider traffic measures (should be designed for place-making rather than to address traffic concerns) | The masterplan provides greater clarity on the function of routes throughout the site and greater connectivity. The scheme has to balance concerns/issues but retains flexibility for future changes. |
| | Reconsider curved streets and urban grain | The masterplan has been significantly amended to the north using a street pattern more akin to the 'central' area. |
| | Create a main street that is attractive and animated | The format of District Centre has been amended so that it is a linear 'High Street' including public squares/space. |
| Employment land use | Consider a more dispersed/mixed use approach | There remains a need for an employment area (to meet market demand) and the best location for this is to the north west adjacent to the railway line. In addition, employment uses will be dispersed throughout the site (and provision is shown adjacent to the Local Centres) with further, smaller scale provision to be addressed through the detailed design stage. |
| Employment land use | Consider the inclusion of live/work units/home-working | Live/work units could be incorporated at the detailed design stage. |
| North Hamilton | Consider small neighbourhoods/ 'village' approach | The character area for North Hamilton has been developed to include more defined smaller communities based on about 200 - 400 units. |
| District and Local Centres | Concept and format should provide a better sense of 'High Street'. | The masterplan now shows a more defined 'High Street' with public squares/spaces. |
| | Adopt bolder approach to the District centre (e.g. inclusion of flexible public space) | The high street and square within the district centre afford the opportunity for flexible space. |
| | Consider relocating North Hamilton local centre further towards the west. | The local centre has been relocated further to the west and is situated on the key junction from the north and east. The layout should also obtain views of the Leicester City skyline. |
| Sustainability | Consider sustainability strategy for the site in more detail | Revised Sustainability Strategy for the Design and Access Statement. Also to be resolved through detailed design. |

8.19 The revisions to the masterplan were discussed with CBC and others. It was agreed that the comments of OPUN had been addressed and the masterplan formed a satisfactory basis for the creation of the sustainable urban extension.

8.20 The next step in the project was to look in more detail at various parts of the masterplan and to develop these as 'character areas'. This part of the design process is described in the following Section. One of the outputs from this work on the more detailed character areas was to revisit and refine the masterplan. The 'final' masterplan is described in Section 10.0.



9.0

Character Areas

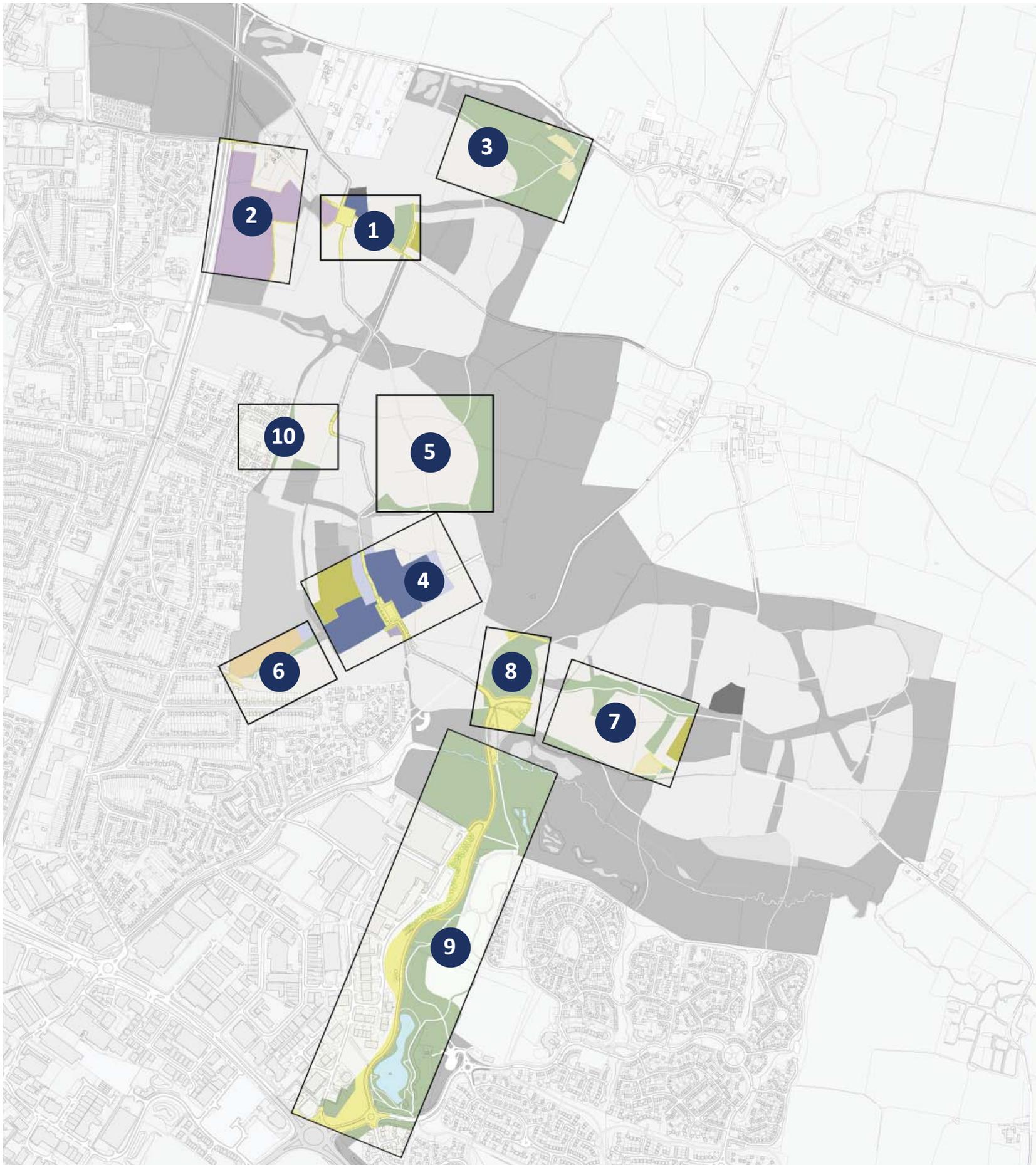
9.0

Character Areas

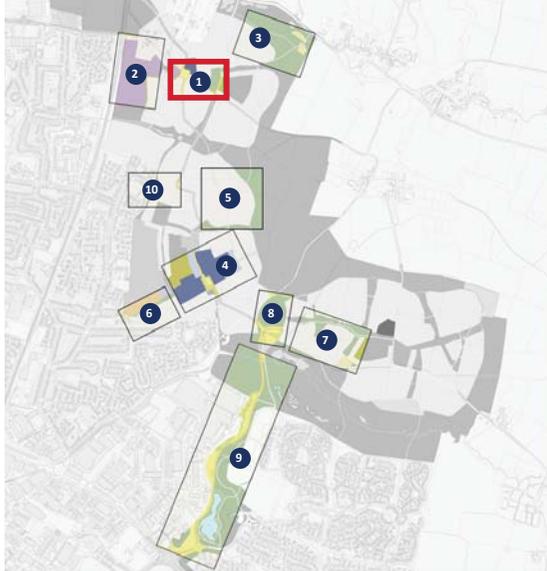
Introduction

9.1 This section describes how the proposals were further developed through a series of character areas studies to assist in the definition of a sense of place. The design process had regard to the context appraisal and design objectives described earlier and the OPUN Design Review comments. The following character areas were described in more detail:

1. Northern arrival square
2. Employment area
3. North-east edge, near Barkby
4. District centre and High Street
5. The Circus
6. Link to Colby Road/housing
7. Village housing
8. Southern Green
9. Southern Access Road/ Country Park
10. Thurmaston Edge.



Character Areas Plan



1. Northern Arrival Square

- 9.2 The Square is the first key space when approaching the NEoLSUE from the north. It is at the core of the northern part of the NEoLSUE and lies on the main street. The square is mixed use with retail, employment and high density housing. This hard landscaped area is a focal space; structured to gain a view of St. Mary's Church and provide local shops (1) for residents' everyday needs.
- 9.3 The square will be designed to accommodate through traffic (2), but safe convenient pedestrian movement across the square from the adjacent housing areas towards the shops, pub, employment and open spaces is essential. Employment is located to the west of the square (3) while shops and a pub are on the northern edge (4) with a south westerly aspect. Houses and flats are located along the southern side (5).

9.4 The space will be enclosed by 2, 2.5 and 3 storey buildings to add interest and variety with generally consistent building lines. Activity and interest that will contribute to the vitality of this space will be created at the ground floor of the surrounding buildings. Uses will be able to spill out into the space.

9.5 Trees will form an integral part of the character of the space, providing shade and extending the landscape boulevard setting of the main street into the space. Variations in surface materials will also emphasise the pedestrian priority nature of this space.

9.6 To the west and within visible walking distance is the school site (6) and crescent green (7).



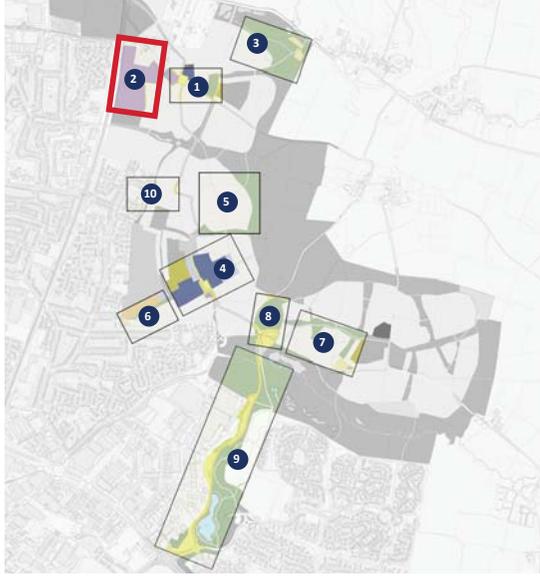
Indicative sketch view across square



Syston Square of a comparable scale



Indicative layout plan of character area



2. Employment Area

- 9.7 The employment area adjacent to the railway line has been designed to be compatible with the surrounding residential areas in terms of scale, affording a range of smaller units of a size similar to the Hamilton Business Park, that could be flexibly linked or subdivided depending upon demand (1).
- 9.8 The scale of units decreases towards the adjacent housing areas (2).
- 9.9 Boulevard tree planting on the avenue provides a landscape veil that will assist in screening the buildings which sit on the higher part of the site against the railway (3). The undulating street pattern allows variety in views and angles of buildings as one moves north-south and helps to integrate the employment uses with the residential areas.



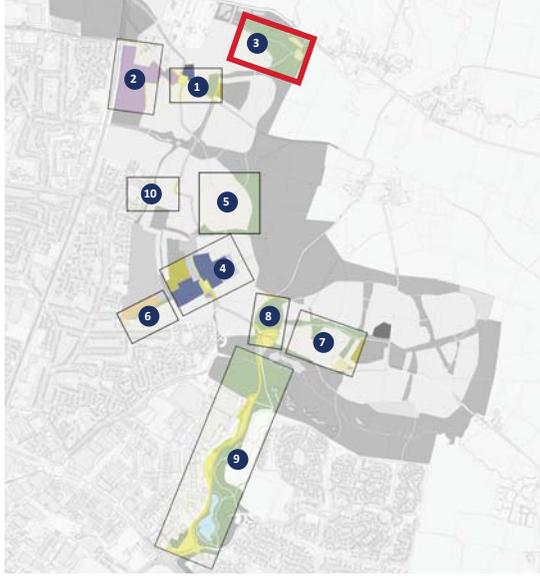
Reference images for modern employment units



Indicative sketch view (4) within employment area and of subdividable units



Indicative layout plan of character area



3. North-east edge, near Barkby

- 9.10 Towards the north eastern edge of the site, residential densities and the pattern of development respond to the low density character of Barkby Village. The character area mediates between the higher density areas around the local centre, to the west, and the countryside to the north and east.
- 9.11 The development area is pulled away from Barkby Lane to maintain views to St. Mary's Church aligned along existing poplar trees, providing also a setting for the balancing ponds (1).
- 9.12 At the north eastern corner orchards, allotments and woodland planting through the built areas to soften the built edge and to create a varied and interesting landscape (2). This edge is where landscape and the boundary planting dominates over the building.

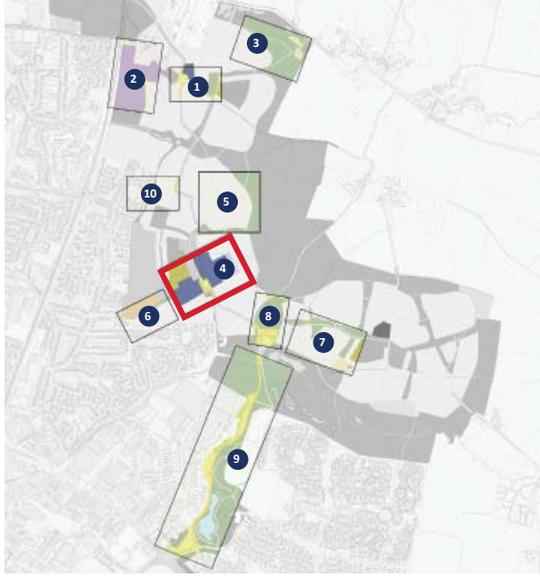


Reference images for housing within a landscape setting
© Civic Studio





Indicative birds eye view of character area.
© Civic Studio



4. District Centre and High Street

- 9.13 The District Centre is the heart for the NEoLSUE offering a range of services and facilities for residents and the local community. The mix of retail and supporting community uses (e.g. doctor's surgery and a library) will attract residents from within the NEoLSUE and the surrounding residential area creating a vibrant centre with activity and vitality. The centre also lies close to schools (1) and leisure uses (2).
- 9.14 Anchored by a food store (3), supported by a selection of shops and other non-retail services, the district centre will help make the community as self-sufficient as possible and reduce the need to travel. It is intended to incorporate a mix of uses, including residential and, potentially, live/work accommodation, small scale offices and light industrial workspace. The guiding principles for the detailed development of the buildings in and around the district centre should allow for flexibility in terms of the uses introduced and, importantly, enable changes over time.
- 9.15 The 'anchor store' sits central to the area, just north east of the market square (4). Car parking servicing, and store exit/entrances in relation to the car parking and the likelihood of blank frontages on a building of this size have informed the layout. The store entrance (5) is defined both from the largest car park and from the square, ensuring that the key part of the building is visible to the majority of visitors, and the extent of parking will not detract from the spatial qualities of the high street.
- 9.16 The remainder of the building is "wrapped" by smaller units, addressing the square and the high street (6).
- 9.17 Crossing the square is the link to Colby Road (7), connecting the sports pitches, the existing community and primary school to the west with the district centre food store, doctors' surgery and library to the east (8). Through this space runs a linear park and cycle route, which has taken cues from New Walk, Leicester.
- 9.18 The high street and market square will be designed for 20 mph vehicular traffic to maintain a safe pedestrian environment.



Indicative layout plan of character area

9.19 Along the high street, the building line is set back giving a wide street space reflecting a traditional high street (e.g. Market Harborough). The high street is of pedestrian scale with pinch points and views out to open spaces at either end (1). At the northern end the road deflects, picking up on a view corridor to St. Mary's Church, Barkby. At the southern end of the High Street space, a focal building creates a "visual stop", a point of reference to the square (2). Performing the role of a traditional market building, the modern day equivalent provides a familiar point of reference in the townscape to the centre of the high street. The space widens towards the market building and square, suggesting greater importance. At either end, the high street is also delineated by a change in direction. A change of surface material will indicate the approach to the district centre and surface changes through the spaces will indicate pedestrian priority.

9.20 Allowing for parked cars along the edges of the space creates a buffer between the pavement and the carriageway (3). Manoeuvring to negotiate the casual spaces causes through



Indicative sketch view of high street looking towards market building

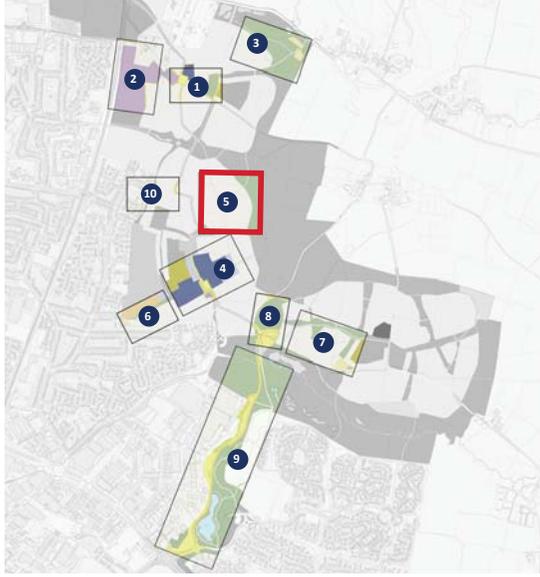
traffic to pause, long enough to slow, and so allow pedestrians to cross more confidently. Cars therefore adopt the manners and patience appropriate to a pedestrian environment. The width is wide enough at any given point for parking along both sides of a wide carriageway and for 2-3m pavements.

9.21 The market square is 50m wide and positioned at a deflection point on the main street (4). A key view is maintained from the market square to the copse on high land on the parkland edge of the NEoLSUE. The quality of the market square will be defined by the design of the surrounding built form, hard and soft landscaping and the activity that can be

accommodated within it. The square will incorporate high quality surface treatments, furniture, public art and detailing, enabling this space to enjoy a distinctive character from other parts of the scheme that is commensurate with the area's role as the natural heart of the development.



Indicative birds eye view of character area



5. The Circus

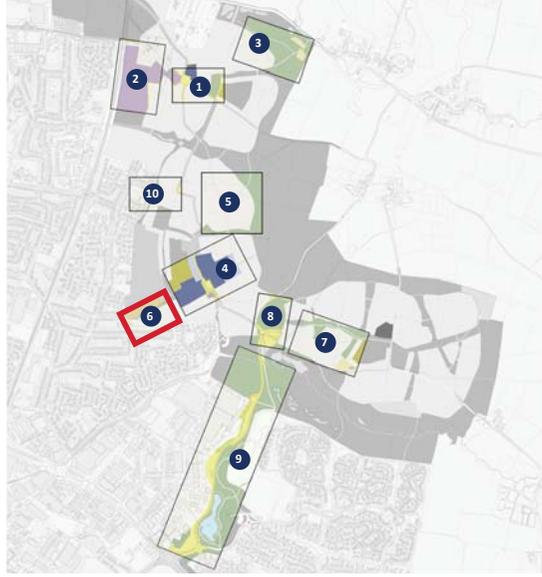
- 9.22 North of the district centre is a self-contained area of housing structured by the main street to the west, green corridors to the north and south, the existing bridleway (1) and structural views. Two key features structuring the alignment of roads and routes are the spire of St. Mary's Church (2) and the new woodland copse on the higher land to the east (3).
- 9.23 The centre of this housing area is defined by a small circus which provides for a wayfinding point through the built area and is deliberately set on the view corridors.
- 9.24 Design influences include the formal terraced, urban street patterns of Thurmaston and Syston and the red brick small terraces in Barkby.
- 9.25 To assist with legibility it is expected that 'feature' buildings will be designed/orientated to address the intersections.



Indicative housing within this relatively urban area



Extract from masterplan



6. Link to Colby Road/Housing

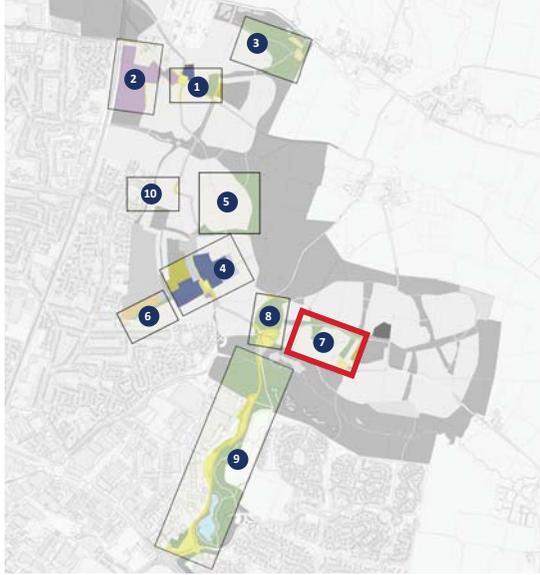
9.26 Along the east-west link, travelling from Colby Drive one passes alongside residential areas and playing pitches (1) before arriving at a recreational park space (2) at the primary school site. There is also a potential sports centre linked to the pitches and future secondary school, if required. A linear green space leads west to and beyond the market square.



9.27 Design influences for this transitional space include the tree lined New Walk as it transforms from a pedestrian space with parks through to the centre, the tree lined street spaces in Syston and the mix of red brick terraces and detached dwellings in the more urban parts of the local context.



Indicative layout plan of character area



7. Village Housing

9.28 The village area forms the south eastern part of the NEoLSUE. This character area has six individual villages. The villages are separated and at the same time connected by the green corridors (1) which enhances their landscape setting. The main street meanders through distinct housing areas deflecting and narrowing through each village (2).

9.29 In contrast to the urban character of the centre in the north, the southern character area is influenced by the nearby villages of Barkby and Barkby Thorpe. As such this area is loosely structured with green corridors and blocks with lower density housing. The block layout reflects the informal nature of a village. The small development blocks have an undulating building line and accommodate low density housing on the edge, reflecting the countryside location.

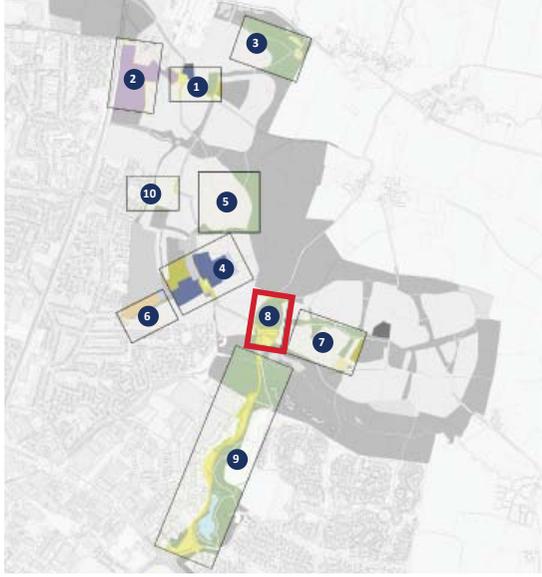
9.30 The undulating linear green corridor bisecting the village area adds to its informal nature, this corridor will include areas for play, recreation, pedestrian and cycle links providing access routes to the local centre at the core of this neighbourhood. The spaces converge on the local centre which lies on the central green corridor which runs through the village character area and comprises small scale employment, a primary school and small retail units.



Indicative sketch view of housing along the green corridor



Indicative layout plan of character area



8. Southern Green

9.31 The gateway open space is formal in character with a crescent edge (1) defining an hour-glass shape framing views to the countryside copse and open land. Barkby village cricket ground (2) acts as precedent to the size of the space. Formality and symmetry defines the built edges of the space, a keynote crescent consisting of 2-2.5 storey detached and semi-detached houses. This is an important group of buildings, which aid the wider legibility of the NEoLSUE and defines a sense of arrival.

9.32 This space can accommodate activity at a natural meeting point and ensures that the green wedge on the edge of Leicester is extended through the site.



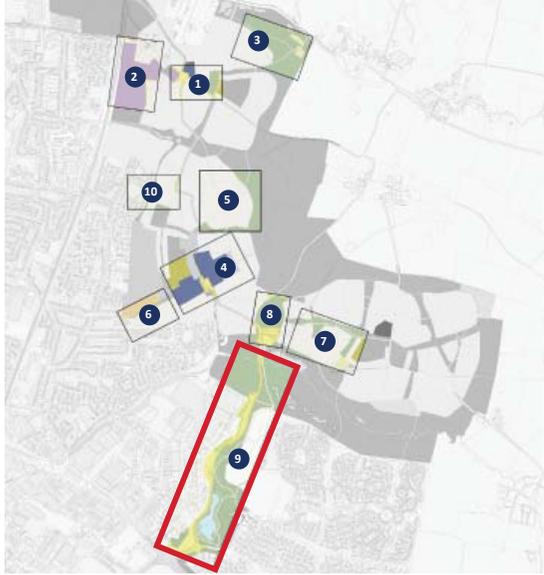
Indicative sketch view of southern green. © Civic Studio



Barkby cricket ground



Indicative housing reference



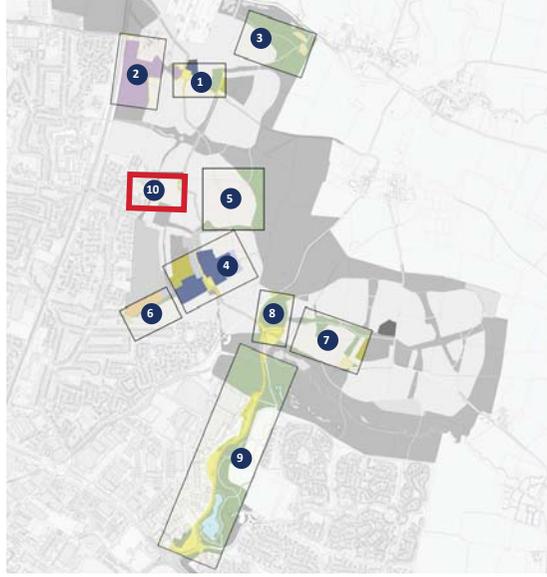
9. Southern Access Road/ Country Park

9.33 The southern access road as it passes through the Country Park is the first key space when approaching the NEoLSUE from the south. The access road is placed along the western edge of the park, so that it will not impair access to the main green wedge area, and crosses Melton Brook, arriving at the Southern Green. Views are obtained from the road of the green space extending north east, towards Barkby Thorpe. The road will be sympathetically integrated into the local landscape by new planting and following the existing contours. CEG are seeking to establish mitigation prior to the commencement of the construction of the road.

9.34 The Country Park is a limited facility and the potential is to significantly improve it. The park will be linked to the open space of the NEoLSUE, giving existing residents a much more substantial area of accessible open land.



-  Red line boundary
 -  Proposed new access route
 -  Key views for road users to add variety and visual interest and draw eye away from detractors
 -  Visual "pinch points" on route prior to opening up views across open spaces/parkland
- Existing Landscape Framework**
-  Landscape structure (Wooded areas, hedgerows, significant trees and vegetation)
 -  Water feature
 -  Melton Brook
 -  Water channel connecting Melton Brook and ponds
- Proposed New Landscape Features**
-  Native tree
 -  Blocks of mixed native vegetation & hedgerow enhancement
 -  Species rich grassland
 -  Flowering meadow
 -  SUDs pond
- Existing Leisure & Recreation Features**
-  Amenity grassland
 -  Sports pitch
 -  Childrens play area
- Proposed New Leisure & Recreation Feature**
-  Sports pitch
- Existing Recreational Routes**
-  Bridleway (PRoW)
 -  Footpath (PRoW)
 -  Traffic free route for cyclists and pedestrians
 -  Pedestrian only
- Extract from Southern Access Detail
- Proposed New Recreational Routes**

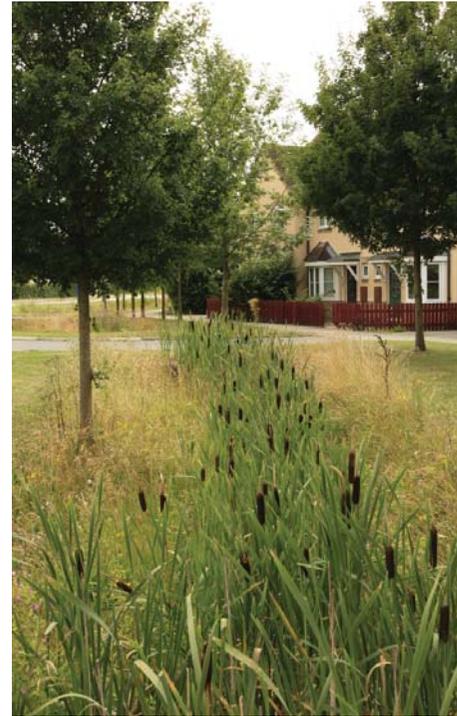


10. Thurmaston Edge

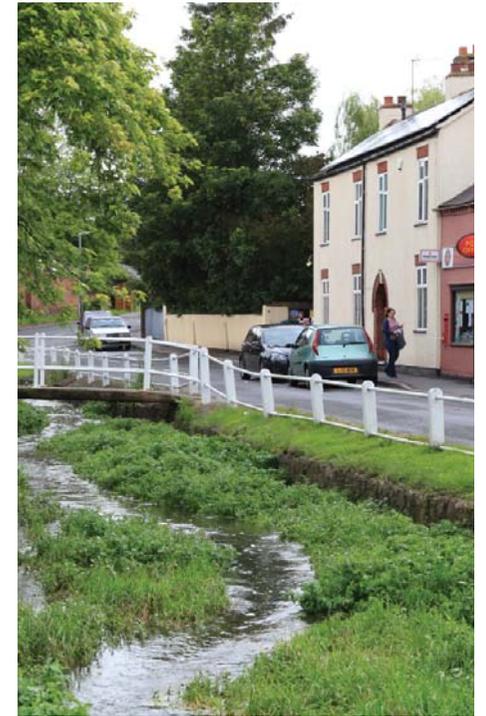
- 9.35 This character area defines a band of housing and the reserve secondary school site that runs west of the main street. It is largely contained by two linear green corridors.
- 9.36 To the west there is a 15m wide landscape corridor that affords existing residents the opportunity to access the NEoLSUE via an attractive linear park with SuDS (1). Along the edges of this space densities are kept low (3) to reflect the prevalent character of the adjacent low density housing off Colby Road and Colby Drive.
- 9.37 To the east, a further SuDS green corridor affords convenient access to the district centre, primary school and leisure facilities (2).



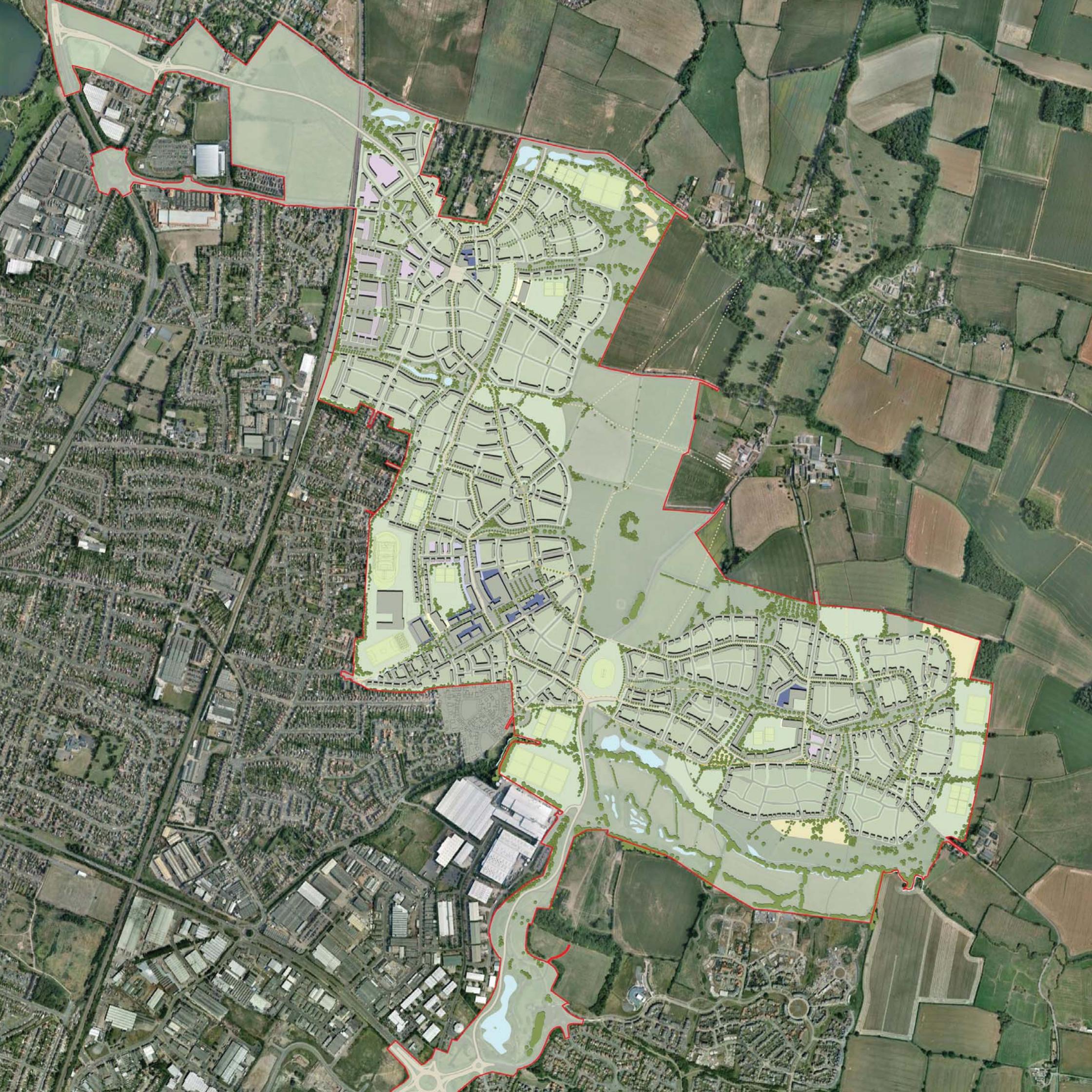
A soft edge to Thurmaston:
Extract from the masterplan



Reference photographs for green corridors



Indicative layout plan of character area



10.0

Masterplan

10.0

Masterplan

Introduction

10.1 The final Indicative Masterplan is shown opposite. In addition to the character areas described earlier that are important components of the overall plan, the following paragraphs describe the key features.

KEY

| | |
|---|---|
| Site boundary |  |
| Employment |  |
| Commercial and community |  |
| Mixed use |  |
| Primary school site |  |
| Reserve secondary school site |  |
| Reserve site for gypsies and travellers |  |
| Residential |  |
| Low density edge to open space |  |
| Parks, natural and semi-natural open space, amenity green space |  |
| Outdoor sports pitches |  |
| Allotments |  |
| Indicative orchards |  |
| Indicative trees and tree groups |  |
| Water/SUDS |  |
| Primary access roads |  |
| Bus only link |  |
| Restricted vehicular access to East Thurmaston |  |
| Indicative internal roads |  |
| Footpaths, bridleways and cyclepaths |  |

Key Features

1. Existing homes
2. Sustainable urban drainage
3. District centre
4. Local centre
5. Low density housing block
6. Medium and high density housing blocks
7. Connections to Hamilton Country Park
8. Indicative footpath and cyclepath links to East Thurmaston
9. Consented housing in East Thurmaston
10. Community sports pitches
11. Old Thurmaston (existing houses)
12. Colby Drive bus route only
13. Primary access road
14. Event square
15. Outdoor gym
16. Sports centre
17. Open recreational area
18. Boundary landscaping





Indicative Masterplan

1. Masterplan Land Uses

District Centre

- 10.2 The District Centre covers an area of approximately 5.5 ha and could comprise:
1. Food store – 4,500 sq.m gross
 2. Small convenience stores – 1,200 sq.m gross
 3. Comparison stores – 6,000 sq.m gross
 4. Service (non-retail Class A1, plus Class A2, A3, A5 and A5 uses) – 5,300 sq.m gross
 5. Hotel
 6. Employment (offices)
 7. Car parking areas
 8. A GP practice
 9. Dental Practice
 10. Library/community centre
 11. Indoor sports facility
 12. Residential located above retail units providing vibrant spaces with a mix of uses

Local Centres

- 10.3 The combined area for two local centres is 1.2 ha. The facilities could include:
1. Small convenience stores: 1,600 sq.m gross
 2. Comparison stores: 700 sq.m gross
 3. Service (non-retail Class A1, plus Class A2, A3, A4 and A5 uses): 700 sq.m gross
 4. Residential located above retail units providing vibrant spaces with a mix of uses
- 10.4 The local centres are set close to primary school and employment space.

Employment/ Mixed Employment

- 10.5 The combined area for employment across the NEoLSUE is 13.0 ha. This comprises:

Northern Area

1. Class B1, B2, B8 – 7.5 ha
2. Class B1 – 2.3 ha

District Centre

3. Class B1 – 0.5 ha

There is also a zone adjacent to the district centre where live/work, local offices could be developed.

Southern Area

4. Class B1 – 0.9 ha

Mixed Use Sites

- 10.6 The mixed use sites are designed to accommodate a range of uses that will reflect and respond to demand as the communities develop over time. These will also help develop the activity of the key centre and assist in creating vibrant and attractive spaces by drawing more employment into the residential areas.

Secondary School Reserve Site

- 10.7 The reserve secondary school site covers an area of 7.9 ha. It has a landscaped edge to the existing residential area of Thurmaston.

Primary Schools

- 10.8 Three primary schools shown on the masterplan are located within the NEoLSUE, each at the centre of a residential neighbourhood. Each has a land take of 2.0-2.1 ha including two playing fields. In total, provision for primary school land is 6.2 ha.

Gypsies and Travellers Reserve Site

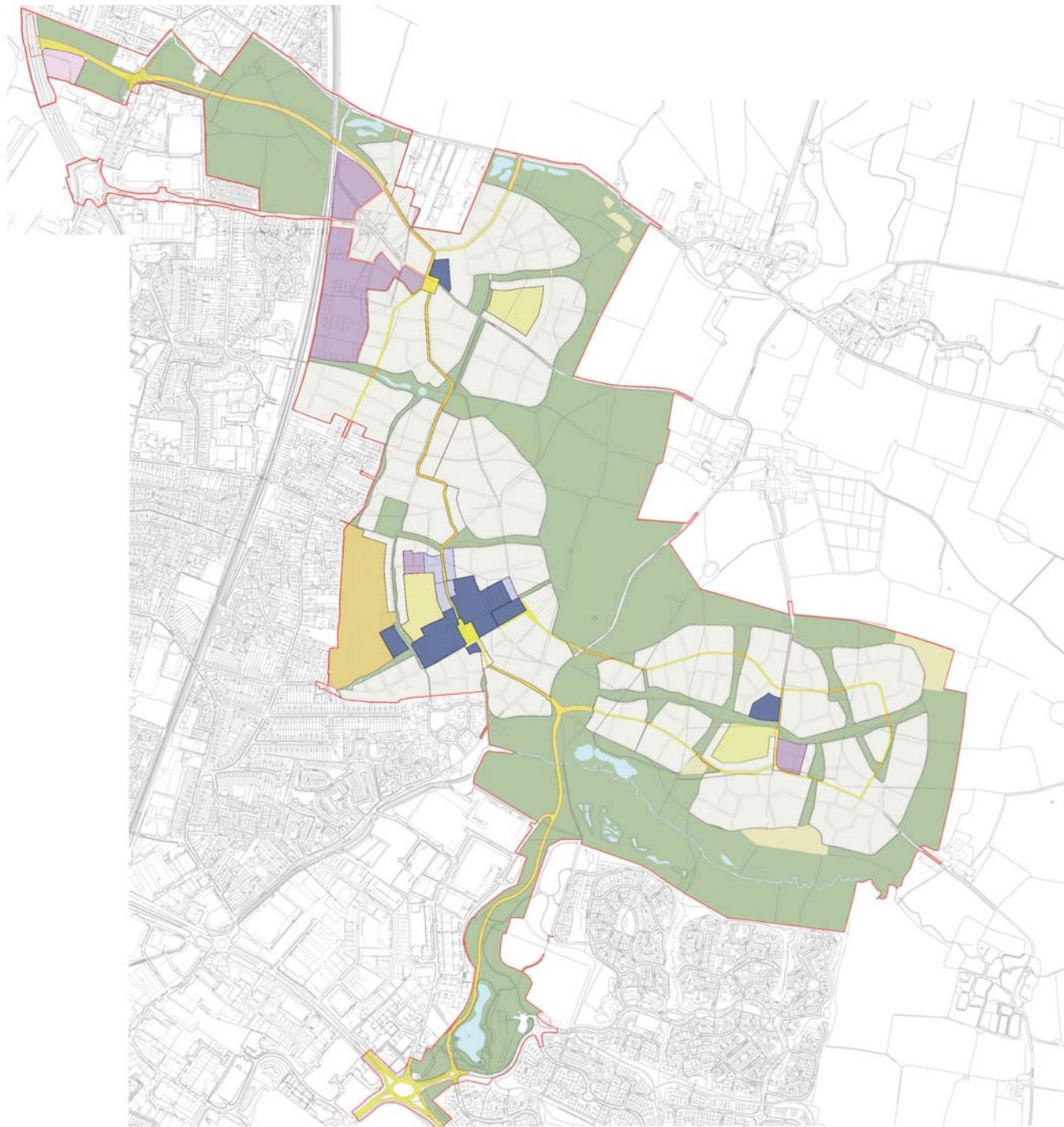
- 10.9 The gypsies and travellers reserve site - should one be required - has been located with easy access to the A607. The site covers 1.1 ha.

Housing

- 10.10 Approximately 133.2 ha of residential land is provided.

Open Space

- 10.11 Approximately 175.7 ha of open space and structural open space, the details of which are described later.



KEY

| | |
|---|---|
| Site boundary |  |
| Residential |  |
| Employment |  |
| Gypsies/Travellers site |  |
| Primary school |  |
| Reserve secondary school site |  |
| District and local centres |  |
| Mixed uses |  |
| Ponds |  |
| Primary access roads |  |
| Allotments |  |
| Parks, natural and semi natural open space, amenity green space |  |

Indicative Land Use Plan

Masterplan Layout

A. Linkages and Permeability

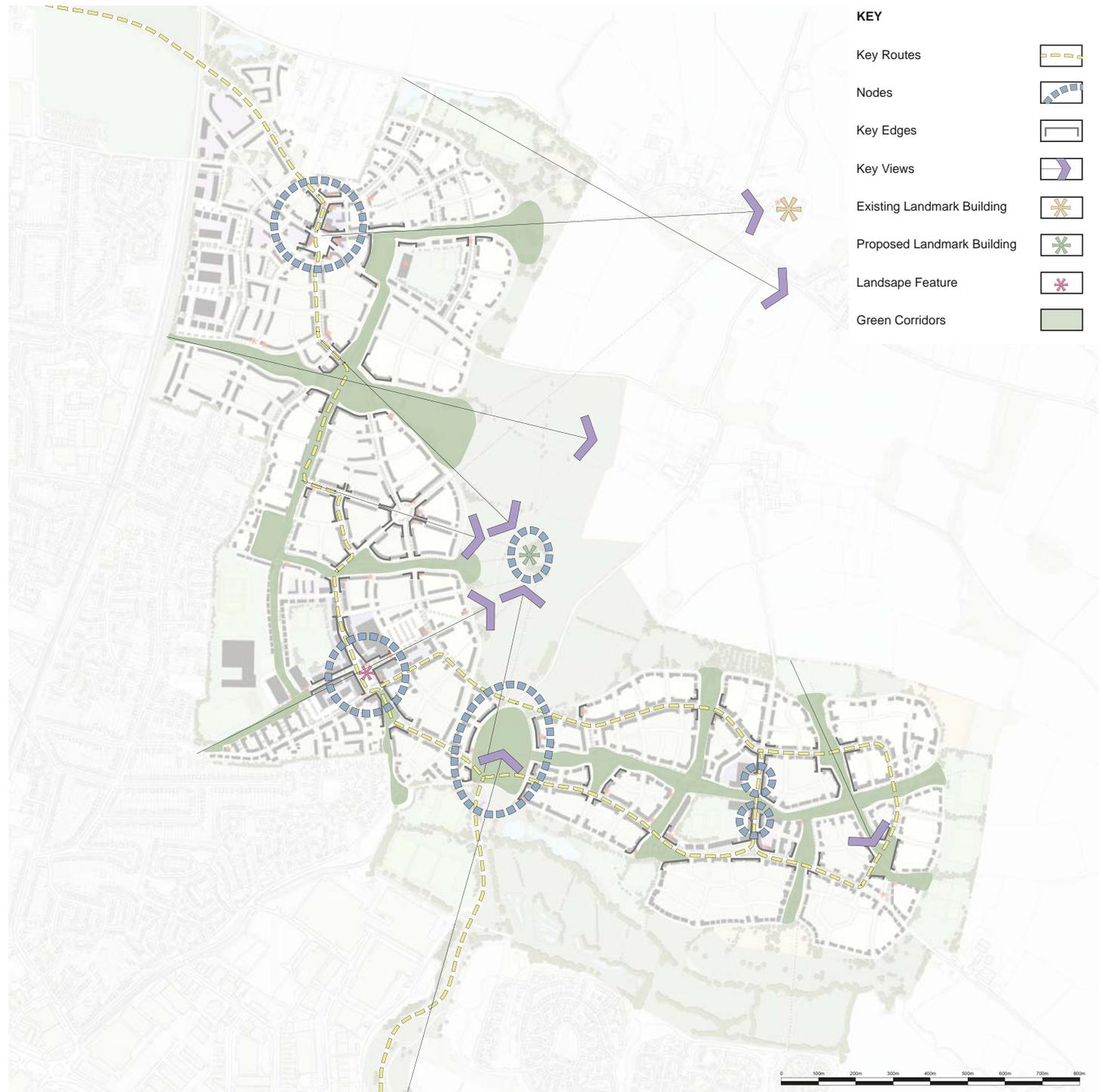
10.12 The patterns of streets and spaces provide a permeable network which reinforces legibility and connect the various development areas and open spaces. The use of existing structural features, views and the existing landscape features reinforce the proposed links between new and old that residents and visitors will be able to relate to and understand.

B. Legibility/Landmarks

10.13 The legibility plan illustrates the indicative location of landmark buildings, landscape features and key edges that will enhance the legibility of the layout.

10.14 Typically, key edges define the entrances into character areas; reinforce the legibility of key routes; signify an important civic or public building, such as the primary school and community building; and terminate views and vistas through the development area.

10.15 The masterplan does not exclude other locations for keynote/landmark buildings, key



Legibility Plan

edges and features which can add interest and diversity to the street scene/setting of the development.

10.16 The scale and distinctiveness of the buildings within the local centres will define the importance of these community spaces. There is also the potential for specimen landmark tree or public art as a focal point within the square.

C. Edge Conditions

10.17 A coherent set of edge conditions will be one of the elements that will define the character of streets and spaces. These will include height, set back, boundary treatment and degree of continuous built frontage and with variation in materials and appearance help describe the different character areas and hierarchy of street and open spaces. To the countryside edges these conditions will seek to ensure that there is strong landscape character with buildings set within large plots and less continuous built edges to avoid the identified issues with Hamilton. By contrast, within the district and local centre squares a more urban character would be sought with buildings helping to frame the spaces.

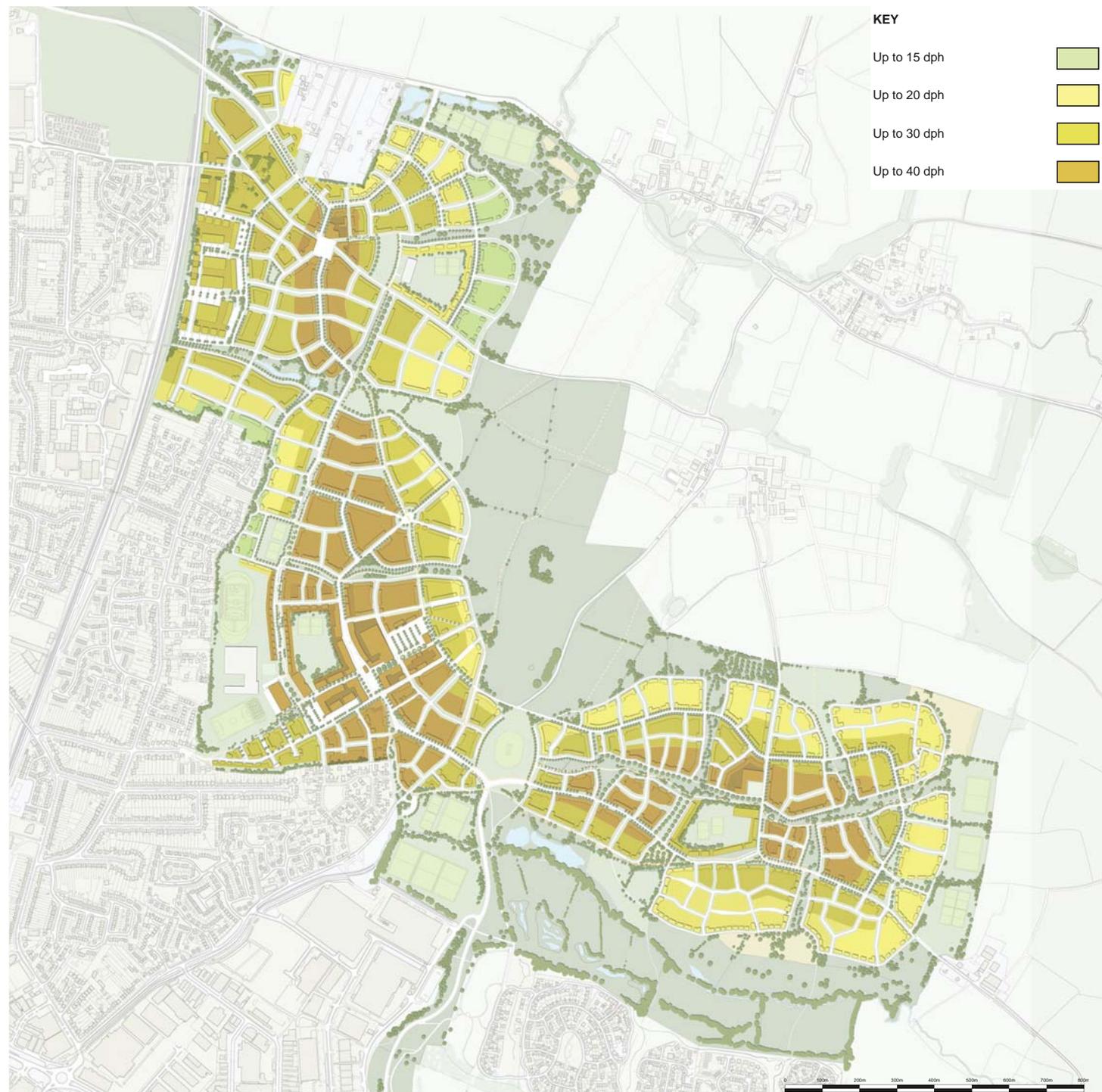


Legibility and Landmarks Plan

D. Density

10.18 The density plan shows density gradually changing in response to contour lines and the location within the development. Densities also vary across the NEoLSUE to give a progressive change in character and typologies.

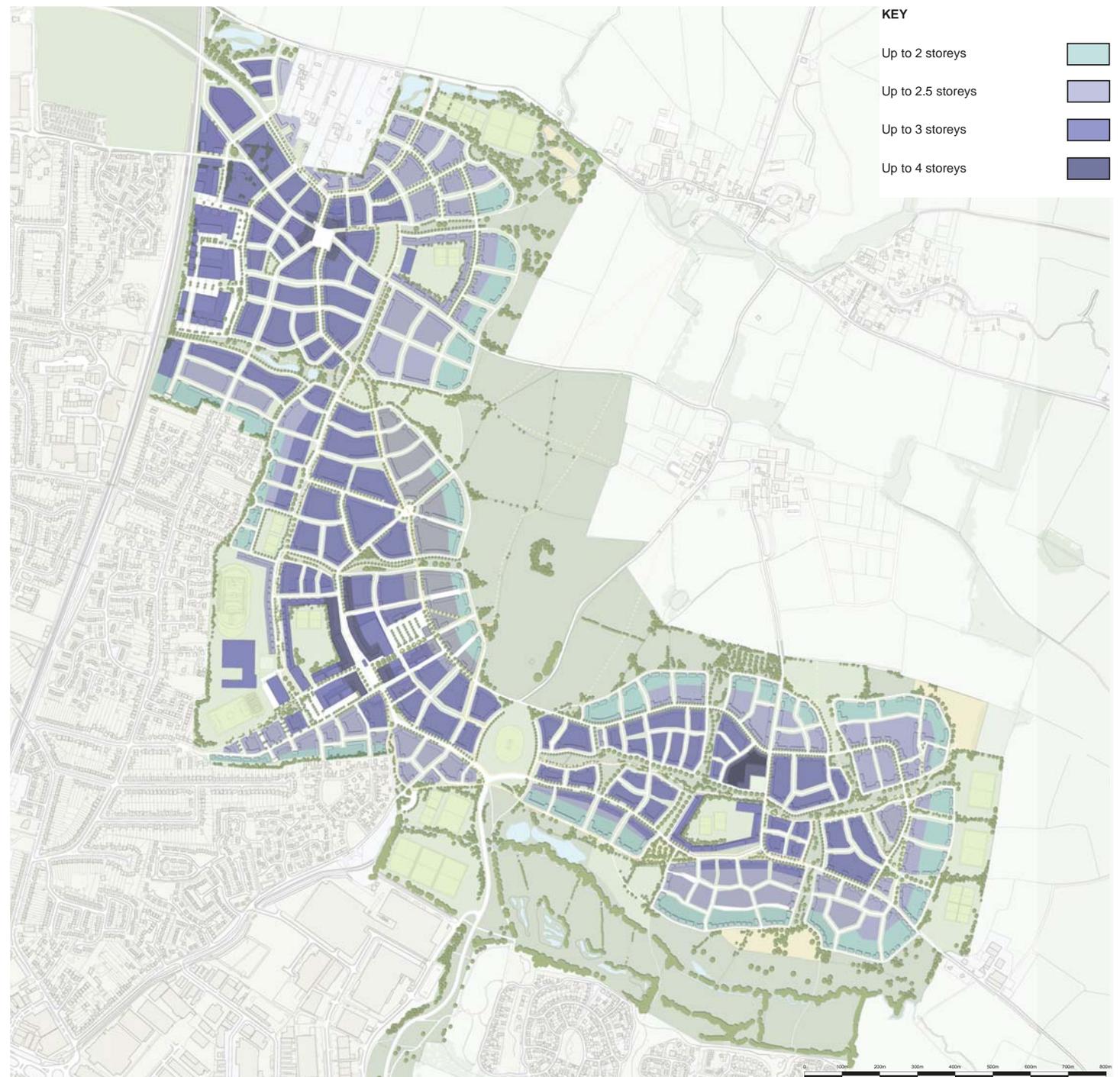
10.19 The development edge is limited to up to 20 dph which allows for a greater variety of housing typologies including large detached houses with a looser arrangement within blocks broken up by landscaping and tree planting. This density is predominantly in the north eastern and village character areas where development draws from the character of Barkby and Barkby Thorpe. Up to 40 dph is allowed for in the urban areas predominantly located around the district and local centres, this produces a tighter grain of built form with townhouses, terraces and occasional apartments. Higher density will reinforce the urban cores within each neighbourhood.



Heights Plan

E: Height

- 10.20 The scale, height and massing of individual buildings will be determined by appropriate dwelling types within the context of these height parameters and the proposed density.
- 10.21 Areas of lowest height are to the edges of the development areas, adjoining existing buildings of a similar height and along the Melton Brook edge. Taller buildings are expected within the development areas, particularly where they can provide a greater range of accommodation, and accommodate retail and employment needs. Tree planting and the location of the larger employment area enclosed by residential development will help screen and veil the taller buildings.
- 10.22 Variation in roof height, with eaves and ridge heights will also add interest to the skyline and street scene.

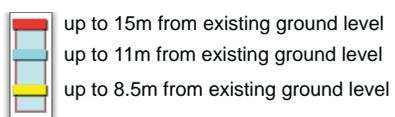


Density Plan

F. Height, layout and views to St. Mary's Church, Barkby; and setting of Hamilton Medieval Village Scheduled Ancient Monument (SAM).

10.23 As part of Landscape and Visual Impact Chapter of the Environment Assessment, two wire frame views were prepared from viewpoints locations requested by English Heritage. Photo viewpoint 1 shows a retained key view of St. Mary's church spire from a green corridor (GC1) within the north eastern corner of the NEoLSUE and photo viewpoint 2 is taken from a footpath within the SAM.

10.24 The two wireframes demonstrate that the development would not adversely affect the setting of the SAM (view 2) and that St. Mary's church spire would remain visible as a focal point once the proposed north eastern landscaping had been established.



Existing setting of St. Mary's Church from identified viewpoint within landscape corridor 'GC1' (Refer to Landscape Parameters Plan 5) within the NEoLSUE. Extract Image 1603/P27d. Tyler Grange.



Existing setting of St. Mary's Church from identified viewpoint. St. Mary's is central in photo. Blue and yellow lines indicate parameters for maximum ridge height above existing ground level (blue up to 11m and yellow up to 8.5m) either side of the landscape corridor 'GC1' within the NEoLSUE. Extract Image 1603/P27d. Tyler Grange.



 Site Boundary

 Photoviewpoint locations



Existing setting of SAM. Hamilton is visible on the ridgeline to the left of the photo. Extract Image 1603/P27d. Tyler Grange.

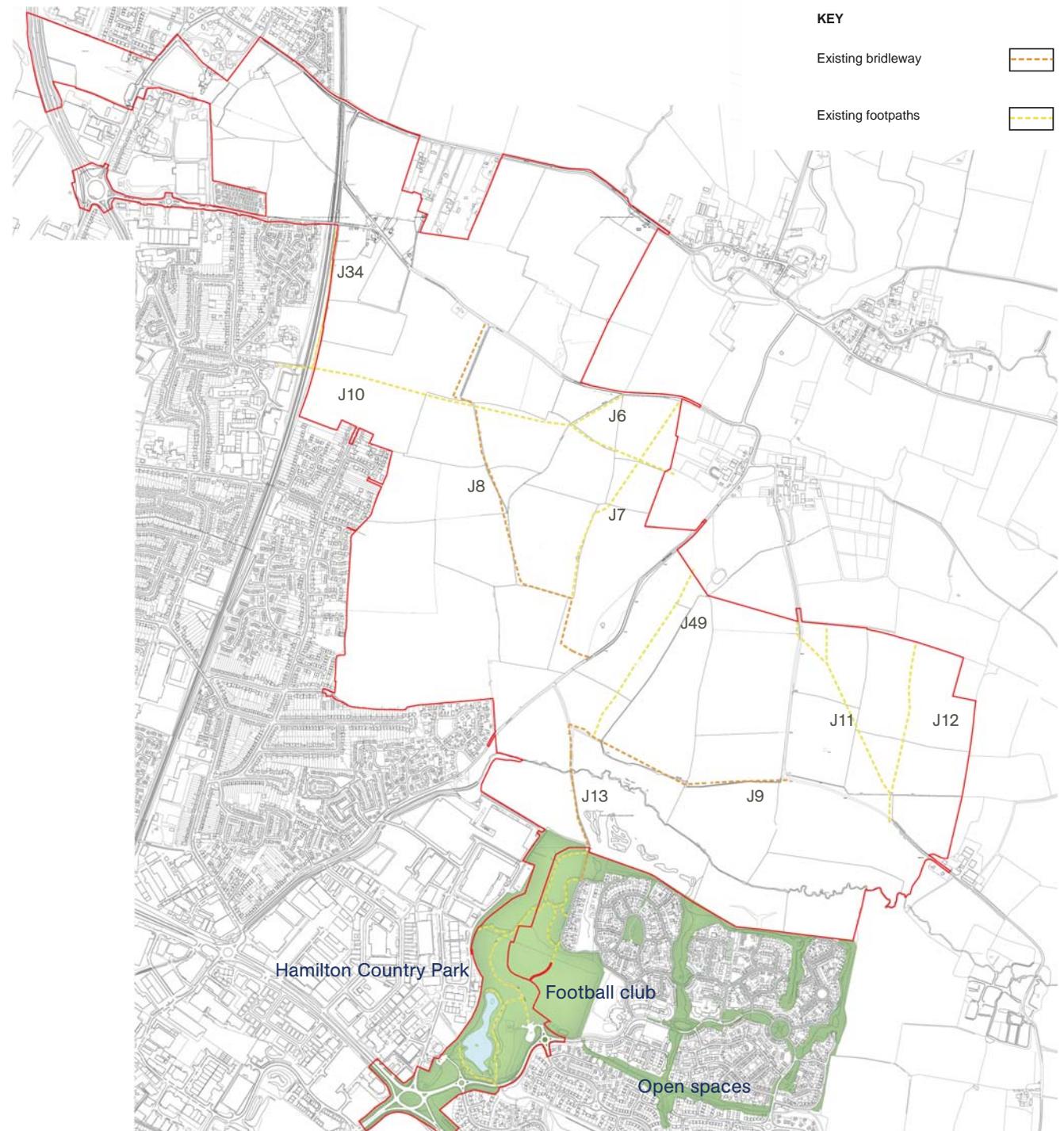


Existing setting of SAM at 15 years. Hamilton is visible on the ridgeline to the left of the photo. Red, blue and yellow lines indicate parameters for maximum ridge height above existing ground level for the NEoLSUE (red up to 15m, blue up to 11m and yellow up to 8.5m) Extract Image 1603/P27d. Tyler Grange.

G. Green Infrastructure

10.25 The masterplan seeks to create a place that has good access to a variety of green spaces and facilities, known as “green infrastructure”. This infrastructure is provided within a legible framework of open spaces that are accessible from the existing urban areas of Thurmaston and Leicester. A network of green corridors between the new and existing communities and through the proposed development areas creates distinct routes to the main open spaces and the countryside beyond.

10.26 Leicester City Council requires the NEoLSUE to be integrated to the City. Whilst the application does affect Hamilton Country Park, the scheme significantly increases the amount of accessible open space for existing residents. At present Hamilton Country Park extends to some 13 ha, in addition to which there are some 23 ha of open spaces within North Hamilton including the football club. As proposed, an additional 137 ha will be accessible and Hamilton Country Park will be linked to the countryside beyond the site through a ‘green gateway’.

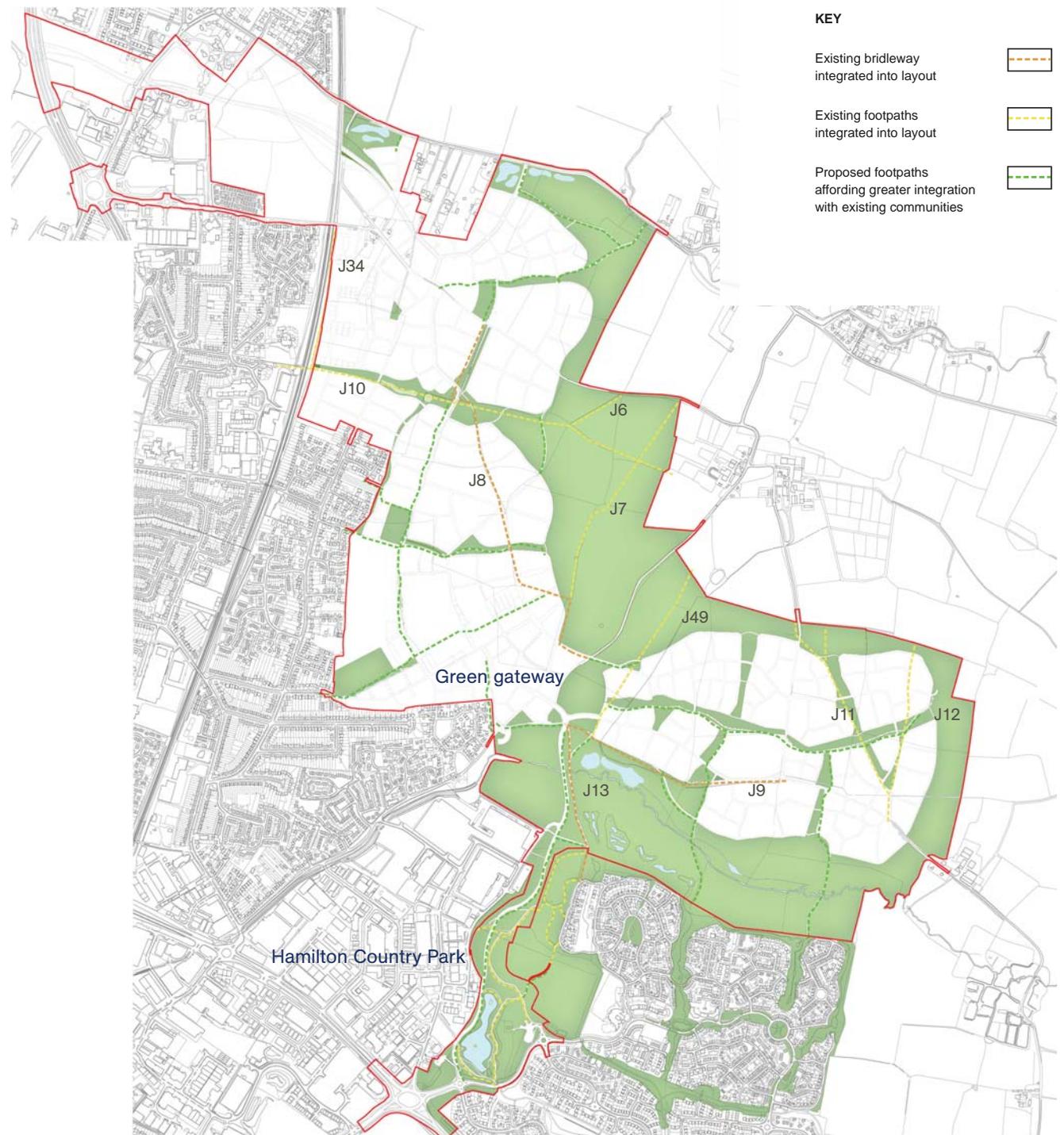


Existing Green Infrastructure

10.27 The proposed amount of open space is set out below:

| Open Space Category | CBC Requirement (approx.) | Masterplan Provision (approx.) |
|--|--|---|
| Parks | 3.6 ha | 48.61 ha |
| Natural and semi-natural green space | 23.0 ha | 61.43 ha |
| Amenity green space | 5.0 ha | 5.99 ha |
| Facilities for children | 22 sites | 0.28 ha (7 sites*) |
| Facilities for young people | 22 sites | 0.28 ha (7 sites*) |
| Outdoor sports including playing pitches and tennis courts | 29 ha including 13ha of playing pitches and around 5 tennis courts | 29 ha including 13ha as community use pitches and tennis courts |
| Indoor courts | 4 courts | 4 courts |
| Allotments | 4.0 ha | 4.11 ha |

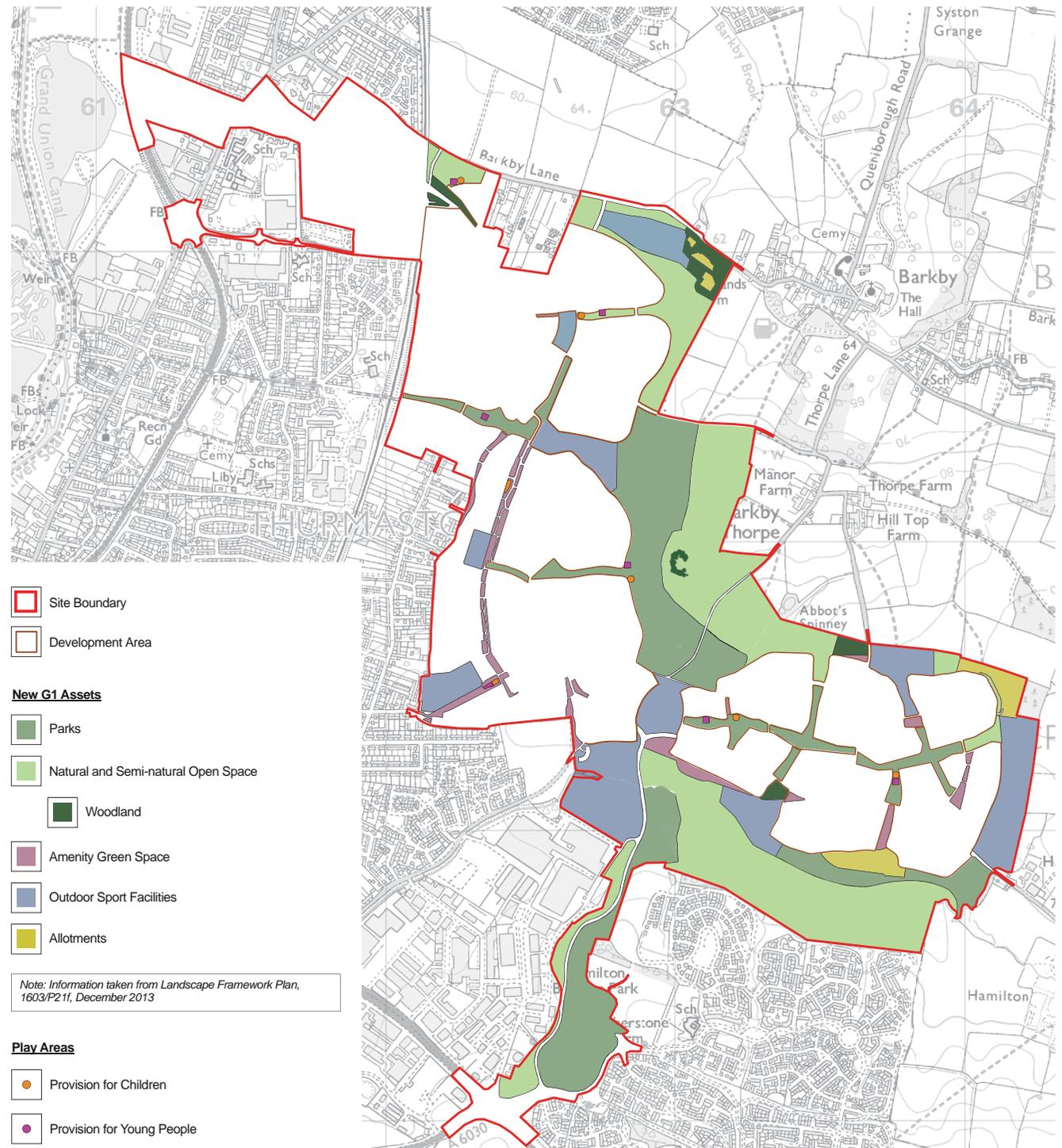
* Provision for children and young people has been based upon Policy CS15 and the qualitative objectives of guidance within PPG17 Open Spaces, Sports & Recreation Study (2010) and Fields In Trust.



Proposed Green Infrastructure

10.28 As described by the supporting Green Infrastructure Study, the green infrastructure assets of the NEoLSUE consist of six different landscape types with sub categories or landscape character areas. These are as follows:

1. Linear Parks
2. Open Parkland
3. Natural and Semi-Natural Open Space Natural Green Spaces
4. Forest Gardens
5. Amenity Green Space
6. Provision for Children
7. Provision for Young People
8. Outdoor Sports Facilities
9. Formal Gateway Park / Cricket Pitch
10. Allotments
11. Woodland Community Orchards
12. Woodland
13. Childrens' play areas which will be provided within the development areas as well as in the allocated green space that adjoins them.



New GI Assets Plan - Extract from GI Study

10.29 The variety of parkland space (areas 1, 2, 4 and 5) provides a range of recreational needs within close proximity to homes and workplaces. The hierarchy includes outdoor sports areas, extensive areas of linear parks, open parkland with space for informal ball games, natural and semi-natural green space. These spaces envelope and permeate through the development areas to help spread activity and ensure that they would be well used at different periods of the day.

10.30 Within the parkland, formal play areas for children and young people are located to be within 480m of residential areas and connected into the wider footpath and cyclepath network. The location, accessibility and combination of play areas provides for multi-functional, quality spaces that reduce conflict between uses and will be effectively manageable. LAPS are included within the land allocated for residential development. The play areas are also located close to outdoor sports areas (area 5).

10.31 The proposed areas of natural and semi-natural green space to the south west of Barkby Thorpe will provide a suitable transition zone from the outdoor sports area and parkland to the west and open countryside to the east. Managed natural green space to the north of Melton Brook will conserve and enhance the water corridor and act as a buffer for Hamilton Wetlands to the south of Melton Brook.

10.32 The areas for allotments and orchards (areas 6) will provide opportunities for local food production. There are also areas of forest gardens within the natural and semi-natural open spaces for informal foraging. The areas of food production in the north east corner of the site relate to historic orchards that were once located on the edge of Barkby and Barkby Thorpe.

10.33 A number of existing hedgerows have been retained within the proposed development. The trees along Melton Brook are covered by Tree Preservation Orders (TPOs) and will be protected,

mature trees, where possible, will be conserved within the application site boundary. Blocks of woodland are present in the wider countryside and therefore the proposed woodland focal point and other areas of new woodland will be in keeping with the local landscape character.

10.34 SuDS and storage ponds within the development areas will reduce the risk of flooding and will also provide the opportunity for habitat creation and enhancement within the development areas and the new open space that adjoins them. These new landscape features will emulate the existing water features and field ponds in the wider landscape.

10.35 Tree planting will be undertaken in appropriate locations with consideration of contour lines to provide filtered views towards the open space and countryside beyond. Placing of tree groups should be considered in line with views from key spaces within the layout of the NEoLSUE.





11.0

Access

11.0

Access

Vehicular Access

- 11.1 A new roundabout junction is proposed on the A607 where the northern link road enters into the NEoLSUE between Barkby Lane and Barkbythorpe Lane. This route acts as a connector to facilities and centres. The link road also enters the NEoLSUE between Hamilton Business Park and Hamilton, from Sandhills Avenue.
- 11.2 The masterplan design has allowed for connections into existing roads surrounding the site. Connections have been made to Barkbythorpe Lane, Colby Drive, Colby Road, Barkby Thorpe Road and Hamilton Lane. Allowing for these routes enables accessibility both towards Thurmaston and the villages of Barkby and Barkby Thorpe, and for the benefit of existing residents in the eastern part of Thurmaston who are currently divorced from existing facilities.
- 11.3 The aim of the access strategy is to create both safe and convenient routes for new residents/occupiers of the NEoLSUE and provide the opportunity for travel by

non-car modes. Footpaths and cycleways have been an important part of the masterplan process.

Public Transport

- 11.4 A bus route will run through the NEoLSUE, linking the site to the wider area. From Colby Drive, the bus will follow the main street, ensuring that the route is convenient to all residents.
- 11.5 Bus shelters will be accessible to the surrounding residential areas and close to the strategic footpath and cyclepath routes through the site. The stops will incorporate high quality waiting environments, with a clear lit zone where people can see for 10 metres around. This will encourage a feeling of safety and help to improve the image of the public transport option.

Pedestrian and Cyclists

- 11.6 A network of footpaths and cyclepaths will afford the most efficient and direct routes to the Thurmaston surrounding villages and to facilities within the site. Existing footpaths are integrated within the structure of the layout.

- 11.7 Cycle routes are key features of the masterplan that can reduce the need to travel by car. To support the integration of cycling into daily life, secure (communal or private) provision will also be made for cycle parking at the key destinations, such as the district and local centres, schools and at the larger play areas.

Safe routes to primary school on site and off site

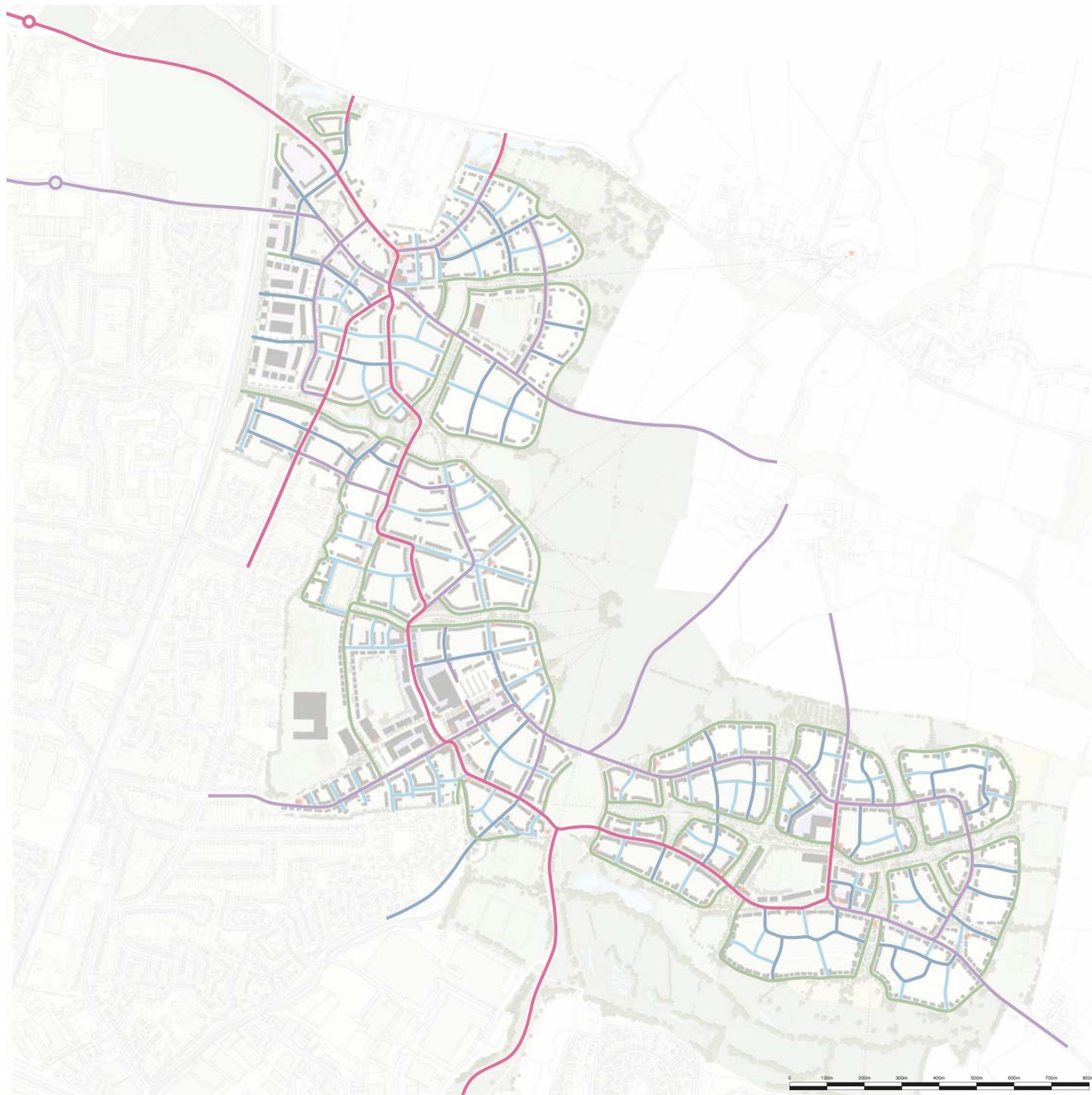
- 11.8 The internal network of footpaths and cyclepaths will afford safe routes from the residential areas to the primary schools. These have few crossings of the main street and are in lower density housing areas, which have less traffic movement.

The Street Hierarchy

- 11.9 The street hierarchy has been designed to:
1. Provide a legible and permeable framework for development;
 2. Ensure that vehicles and pedestrian routes are both

well overlooked and busy;

3. Design in and manage traffic speeds through traffic calming;
 4. Accommodate a certain amount of on street parking, which brings activity to the street-scene and helps traffic calming.
 5. As well as providing access, designed to reinforce legibility and the contrast between character areas.
 6. Reflect the importance of routes according to the level of anticipated pedestrian, cycle and vehicular flow and the requirements of accessibility for servicing, refuse, emergency access and bus routing
- 11.10 The detailed design of the streets and spaces, with the exception of the southern link road, will be determined at the reserved matters stage. Attention to materials, space and planting used in streets and at junctions will not only influence the final character of a place, but movement patterns and priorities by mode of travel.
- 11.11 The layout will incorporate design features that allow for safe access and movement of service vehicles through the site, and also act to influence



KEY

- Main Street 
- Type A Street 
- Type B Street 
- Mews/Homezone 
- Lanes 

Street Hierarchy Plan

safe movement through the development, whether people are on foot, bicycle, car or bus. The general characteristics are set out in the following paragraphs.

Main Street

11.12 The main street will be the most important and legible vehicular route. It changes in character in response to the character area it passes through the NEoLSUE, from landscaped green corridors through to the High Street and Square.

11.13 Indicative road characteristics within the extent of built development (as defined by Parameter Plan 1):

1. 6 - 8.5m width (widened on bends to accommodate bus route and on street parking where provided)
2. 1.75m wide off road cyclepath and 1.5m footway to one side, 2m footpath on the other
3. Landscaping (including street trees) and street furniture where appropriate
4. 3m landscaped verges where appropriate
5. On street parking
6. Bus stops at regular intervals (400m)
7. Traffic calming at least every 70m

Street Type A

11.14 The urban street type A is predominantly found where a continuous building line provides the street frontage in the urban areas. It will provide the main form of vehicular access into the residential areas from the main street within more urban areas. Junctions and street connections will be designed as integral elements of the arrangement of development blocks, footpaths and cyclepaths, rather than solely to the requirement of vehicle movement. Within the urban areas, tight junction radii, streets designed for vehicle tracking rather than to set widths, minimal building line set back and pinch points will help to naturally calm traffic speeds.

11.15 This street form accommodates some informal tree planting and on-street parking. The carriageway widths, almost continuous built edges (walls and building) and greater degree of built enclosure, creates a noticeable change in character moving away from the main street. Indicative road characteristics are as follows:

1. 5.25m - 6m wide roadway (on street parking) Widened on bends to accommodate bus route

2. 1.8-2m footpath
3. Hard verges
4. Some tree and shrub planting
5. Direct access to plots

Enclosure

6. Overall width between buildings 12.0m-22.5m

Street Type B

11.16 To the north and south east, the character of the streets is more organic with a greater degree variation in the street alignment and width. To these areas we propose street 'Type B' which is similar to type A in terms of access requirements but not as urban in character with a greater opportunity for tree planting. To the north and eastern edges, within the lower density areas, these street spaces will have greater instances of soft verge side planting and street trees.

11.17 Indicative road characteristics are as follows:

1. 5.25m - 6m wide roadway (on street parking)
2. 1.8-2m footpath
3. Some hard verges
4. Tree and shrub planting
5. Direct access to plots

Enclosure

6. Overall width between buildings 12.0m-22.5m



Lanes

11.18 Lanes provide a looser highway structure and reinforce a rural 'edge' character. A footpath will be located on one side of the carriageway for 'busier' lanes. Lanes are prevalent along the edges of the built areas, allowing for active frontages to overlook open spaces. Indicative road characteristics:

1. 3.5 - 7.3m (shared surface) wide with optional footpath along one side of carriageway
2. Provision for pedestrians, cyclists and vehicles
3. Online parking
4. Small amounts of landscaping / soft verges / street furniture. Some tree planting in soft verges and areas generally associated with nodal spaces or grading into the perimeter structural landscape areas. Some tree and shrub planting to create smaller landscape nodal points at other locations

Enclosure

5. Generally 0.5 - 7.5m setback to building line depending upon context
6. Overall width between buildings 12.0m - 18.0m +
7. Single sided development along edges



Mews and Homezone (Shared Spaces)

11.19 Mews and homezones connect into street types A and B - the urban street spaces within the higher density areas, where a pedestrian environment is actively encouraged, will comprise shared surface 'homezones' and mews, prioritising pedestrian movement and activity. To aid the visually impaired within shared spaces with no kerbs, a range of potential delineators can be used such as a tactile change in surface material/ planting to denote an edge to the space.

11.20 Vehicular movement into these shared spaces will be expected to be limited to the immediate residents. Indicative road characteristics are as follows:

1. Designed as pedestrian priority space
2. Tracking to allow 3.5m to 4.8 minimum for vehicle passing wide shared surfaces
3. 0-1m setbacks - (i.e. front gardens to dwellings)
4. Shared surface incorporating provision for pedestrians, cyclists and vehicles
5. Parking parallel and online parking
6. Landscape and street furniture
7. Tree and shrub planting in hard and soft areas with a variety of dimensions. Locations to assist in self-enforcing traffic calming
8. Common materials across surface
9. Raised surface at junction bellmouth, delineated by a change in the laying of the paviers
10. Shared surface materials extend to the edge of the buildings
11. The simplicity of colours, materials and finishes provides an overall cohesiveness to the public realm



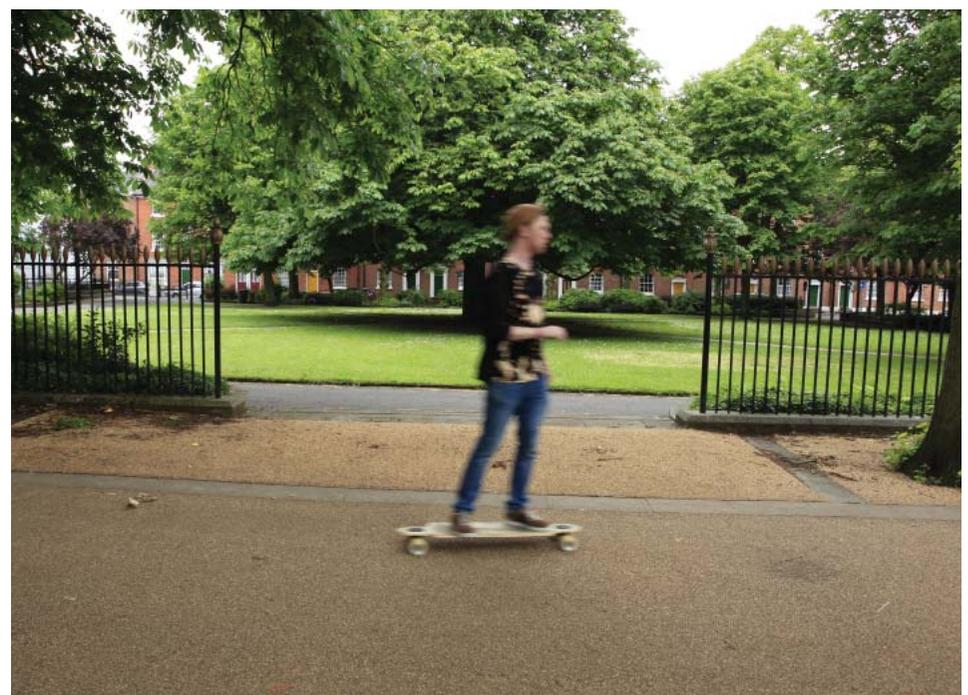
Enclosure

12. Overall width between building lines generally of between 8.0m-16.0m and no more than 18m in width. Some pinch points may be appropriate to define entrances

Cyclepaths

- 11.21 Within low speed or traffic calmed routes 'safe routes', cyclists would be able to mix with vehicles with minimal hazard. Also, there will be dedicated cycle routes to promote sustainable travel. Cyclepaths will require:

1. Clear entry/exit points with good surveillance;
2. To be adopted and maintained by the Local Authority where required;
3. To be lit to highway standards; and
4. Have good natural surveillance





KEY

Dedicated Cycle Route



Safe Cycle Route



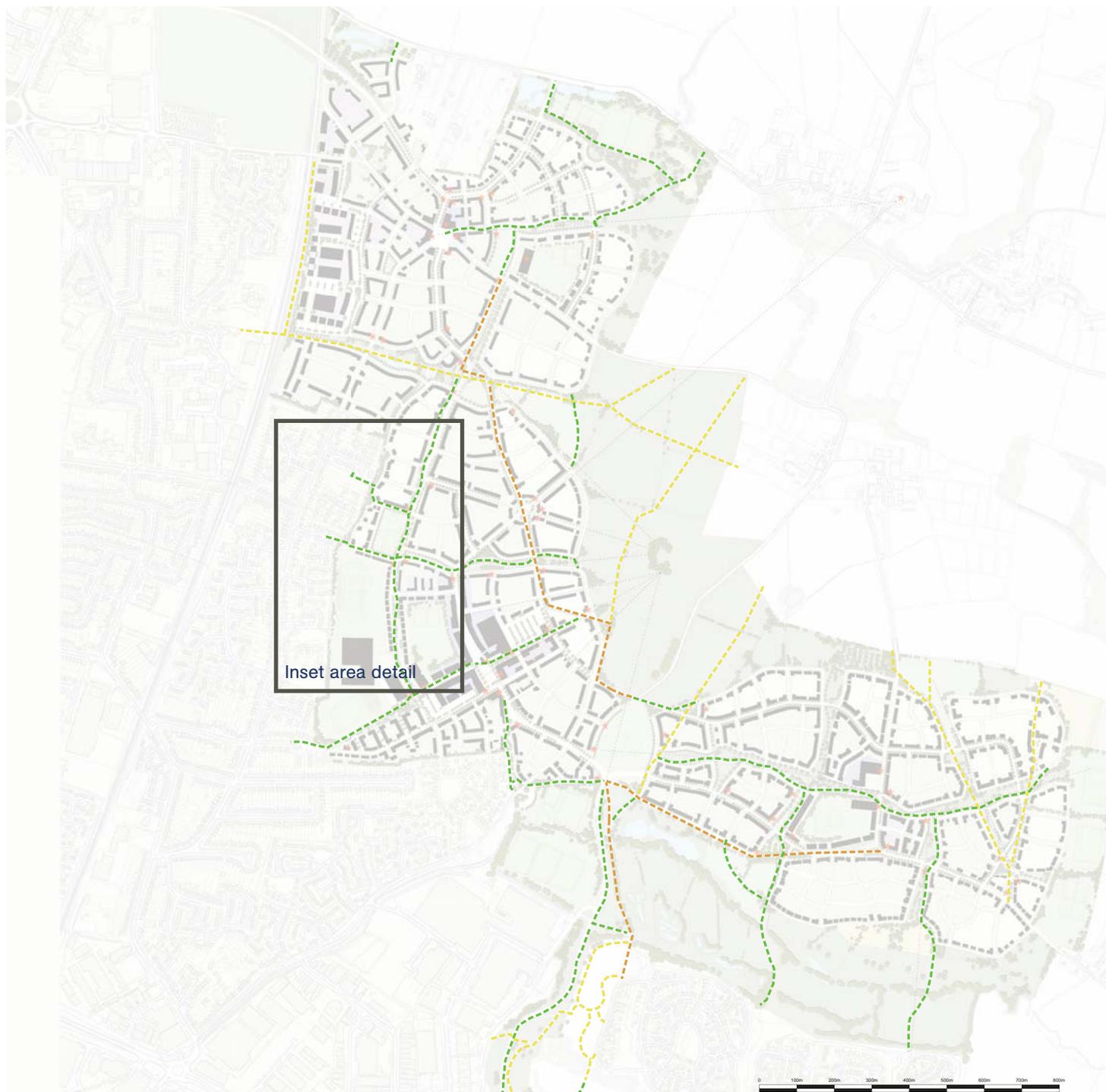
Cycle Routes Plan

Footpaths

- 11.22 There are two types of footpath routes proposed, those alongside streets through the development area and leisure paths through the open spaces. Key strategic foot and cyclepath links through the site are proposed to be emphasised by tree planting to create visual connections and associations, such as along the main street.
- 11.23 The proposed network of cycle and footpaths will connect into the existing public rights of way through the site and into the adjacent communities. The potential for additional footpath and cyclepath links into East Thurmaston (1) and Hamilton is illustrated in the plan opposite.



Extract from masterplan



KEY

- Existing bridleway integrated into layout 
- Existing footpaths integrated into layout 
- Proposed footpaths affording greater integration with existing communities 

Private Driveways

11.24 Private drives provide limited access to dwellings located within lower density areas such as on the edges of the development where they can connect into lanes.

Courtyards

11.25 Subdividing large blocks, these small spaces form an important component of the overall street hierarchy, providing a richer 'grain' of development. They will accommodate some parking and in some instances a degree of through movement is important to maintain permeability, provided that the space is appropriately overlooked. They may also afford greater permeability if part of strategic footpath or cyclepath link. They will be predominantly small, semi-private spaces that serve the immediate dwellings.

11.26 Larger courtyards (which typically can serve both apartments and houses) can often function as communal / semi-private spaces for socialising and support a degree of activity (such as informal play).

11.27 The key objective is that the courtyard will be a safe place with a perceived sense of ownership to the residents it serves. Attention to detail is required to ensure the creation of secure and attractive areas. Surveillance from windows of dwellings over these courtyards and their entrances is a key factor in creating a secure environment. Security can also be enhanced if the entrance into the courtyard is enclosed by a gateway and/or where there are dwellings within the courtyard.



Accommodating the Car and Parking

11.28 Having regard to Car Parking, What Works Where, there are a variety of ways of providing parking which can be used to complement the proposed development character, density of development and the design of the buildings. The proposed block sizes are such that a wide range of parking solutions can be accommodated without loss of amenity, although there will be certain methods that will be more appropriate than others in different areas.

11.29 Within the NEoLSUE the parking standards will be based upon Policy TR/18 of the local plan.

Traffic Calming

11.30 The following are indicative traffic calming measures to promote 20 mph traffic speeds within the NEoLSUE:

1. Removal of clutter: “Naked streets” - removing all railings, kerbs and road marking create a completely open and even surface on which motorists and pedestrians “negotiate” with each other by eye contact.

2. Gateway Features: These are either psychological or physical measures or a combination of both which provide visual indication to drivers that they are entering a special place where they must control their speed and give greater priority to other road users. They may consist of a pinch point of buildings or walls or of a physical gateway structure.

3. Buildings: These can create pinch points and narrowings.

4. Landscaping/planted areas: Psychological measure to make drivers feel less secure and therefore less able to speed. These can be used to restrict driver forward visibility and to create a physical diversion for vehicles. They can make a road feel narrower than it is.

5. Bends: These are physical measure through changing the horizontal alignment. The geometry should be tighter than the minimum centre line radius specified for each road type down to a minimum centre line bend radius. Mountable shoulder required to enable larger vehicles to overrun.

6. Lozenges (Islands): Lozenges can provide lateral displacement of the running lanes by 2m, providing for pedestrian and cycle crossing points. Mountable shoulders may be used to ease movement for service vehicles.

7. Narrowings: These are appropriate in locations to cater for pedestrian desire lines such as along the structural footpaths and cyclepaths which cross the main street and at the entrances to the neighbourhood and local centres. Drivers wait for oncoming traffic to pass but neither direction has priority. This is suitable as an element of the measures in conjunction with a raised table at footway/cycleway crossings of a carriageway.





12.0

Sustainability

12.0

Sustainability

Introduction

12.1 The “golden thread” of the NPPF concerns sustainable development:

“...it is about positive growth - making economic environmental and social progress for this and future generations”

(Ministerial Foreword).

12.2 It is explained that sustainable development has these three dimensions and that the planning system has a role to play in relation to each dimension (NPPF paragraph 7). Given the scale of the NEoLSUE each dimension is applicable in planning the development.

12.3 In terms of the economic role, the NEoLSUE has to respond to the NPPF by:

“contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

12.4 For the social role, the NEoLSUE will support:

“...strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being”

12.5 And for the environmental role, enhancing the natural and historical aspects of the area including improved biodiversity using resources wisely designing to respond to climate change minimising waste and pollution.

12.6 It is readily apparent that these roles are interrelated and the NPPF identifies that the achievement of sustainable development requires that “... economic, social and environmental gains should be sought jointly and simultaneously through the planning system...”

12.7 The NPPF also sets out how sustainable development should be delivered. Of the various aspects set out by Government,

the following are relevant to the NEoLSUE and have been reflected in developing the masterplan:

1. building a strong, competitive economy;
2. promoting sustainable transport;
3. delivering a wide choice of high quality homes;
4. requiring good design;
5. promoting healthy communities;
6. meeting the challenge of climate change;
7. conserving and enhancing the natural environment; and
8. conserving and enhancing the historic environment

12.8 It will be recognised that these are reflected in the objectives of the agreed Vision for NEoLSUE (see Chapter 2).

12.9 Any new development brought forward will also have regard to the Council’s sustainability policies, in particular Policies CS1 Development Strategy, CS16 Sustainable Construction and CS 17 Sustainable Travel of the Draft LPCS.



The NEoLSUE

- 12.10 An overarching aspect of being able to achieve sustainable development relates to the location and scale of the particular scheme. In the case of NEoLSUE, its location is critical. The location of the NEoLSUE, at the edges of the urban areas of Thurmaston and Leicester affords the opportunity for residents to access the range of facilities available within these centres. In turn, the provision of new homes – and therefore a workforce – in the Leicester PUA will support the activity and economy of the City.
- 12.11 The location also means the opportunities exist to provide convenient public transport and cycle links to/from the city centre and other parts of the adjoining urban area and to the open areas forming part of the development and wider area.
- 12.12 The scale of the development, along with the density at which the houses are built, is also important to enable a range of facilities such as schools,

shops, community buildings to be viably provided and supported. Achieving a relatively high density also means that those facilities are in easy reach of the local residents. This has been a guiding principle in the design of the NEoLSUE.

- 12.13 The NEoLSUE has the potential to deliver a high quality built environment whilst protecting and linking to its surroundings. In addition to the much needed new homes, the development will bring accessible new jobs as well as regeneration and social benefits for the wider community. The new community will sustain a mix of uses and a range of viable services/ facilities including public transport, schools, local shops and live-work units.
- 12.14 The following paragraphs describe the 8 aspects drawn from the NPPF applicable to this project which will result in achieving sustainable development. These integrate the mix of economic, social and environmental attributes that contribute to sustainability.

1. Building a Strong Competitive Economy

- 12.15 The role of NEoLSUE is to provide homes in the PUA, supporting the role of the local area and the continued development of its economy. To support this, the NEoLSUE includes land uses that will create jobs.
- 12.16 The proposed scale of development supports a district and local centres, some 13 ha of employment uses in addition to social and community uses.
- 12.17 The development provides sites and buildings that - individually and collectively - can meet different needs over time. These include the flexible use sites within and around the local and district centres that allow for the greatest degree of flexibility. Whilst many traditional centres have developed a rich and varied mix over centuries, the NEoLSUE will be delivered in a much shorter space of time and will therefore need to 'build in' future flexibility and robustness.



2. Providing Sustainable Transport

12.18 The site also offers an opportunity to bring about a change in behaviour and encourage residents to use healthier and sustainable modes of transport, and a Green Travel Plan will be developed to encourage travel by walking, cycling and public transport instead of by private car. The development will seek to reduce the need for car journeys by enhancing pedestrian and cycle opportunities and by delivering sustainable transport, such as buses. The majority of new homes will be no more than 5 minutes walk from the nearest bus stop.

3. Delivering a wide choice of high quality homes

12.19 The 4500 dwellings will include a wide variety of sizes and tenures including open market and affordable homes.

Liveability and Lifetime Homes

12.20 All new development must meet the requirements for life time homes. The principles of the Joseph Rowntree Trust's will be considered in future applications, as well as the requirements for accessibility, under Part M of Building Regulations.

12.21 Providing greater flexibility that allows homes to adapt to the changing circumstances of their occupants has the potential to build a more stable and diverse community, which will attract a wider range of occupants. It will also help to avoid the future demolition of buildings, which are no longer fit for their original purpose

12.22 New development will also address the principles of Secured by Design, and achieve the physical design measure

12.23 10% of the development will need to meet the Wheel Chair homes standards.

4. Requiring good design

12.24 A key element of good design is the efficient use of land, requiring densities that reduce the amount of land required to accommodate the houses etc. and that can support the necessary social infrastructure to create high quality attractive places in which to live and work. The density of development set out in the masterplan results in good accessibility and a high quality scheme - in terms of living environment and amenity. Higher densities around the local and district centres encourage easy access while lower densities will provide the transition to the sensitive countryside, adjacent urban areas and villages.

12.25 The concentration of community and social facilities around the district centre will also encourage shared trips and afford the opportunity for social interaction. The key social components of the NEoLSUE district centre including the central primary school, leisure area, community uses and High Street are clustered within 250m of the anchor food store and the central square – less than 5 minutes walk.



12.26 Local provision encourages local trips, with a high proportion of access by foot or by public transport. The masterplan has been designed to ensure that all facilities will be conveniently accessible and attractive to promote local shopping, education, and access to community facilities, employment, leisure and recreation.

5. Promoting Healthy Communities

12.27 Walking will be encouraged by creating clear routes with good vision corridors, landmarks and well planned destinations. The landscape corridors at the site will serve as a framework for leisure, walking and cycling. The use of perimeter blocks creates a permeable network of walkable routes. Designated walking and cycling networks using both quiet roads and the attractive green corridors will also encourage sustainable transport.

12.28 Extensive areas of open space including recreational facilities and allotments are an integral part of the development and will all provide the opportunities for a healthy community to develop.

6. Meeting the Challenge of Climate Change

12.29 As a general principle, new development will employ high standards of sustainable design and construction. Any future planning applications will be supported by information which demonstrates how the following environmental design principles will be delivered. This will include the production of an Energy Assessment which makes use of approved energy modelling software in order to demonstrate how energy and emissions have been minimised in accordance with an Energy Hierarchy, and a Sustainability Assessment, which explains how the environmental design principles set out below, will be accommodated by any new development:

Code for Sustainable Homes and BREEAM

1. New development must meet nationally prescribed Building Regulations relevant at the time of construction, and will be encouraged to apply recognised sustainability standards as part of best practice.

2. All development must accord with the National Building Regulations path to low carbon buildings as set out under Part L - Conservation of Fuel and Power. This should deliver zero carbon homes by 2016 and zero carbon non-domestic buildings by 2019.
3. The community facilities will seek to be taken forward as a flagship of sustainable design and construction. The Building Research Establishment's Environmental Assessment Method (BREEAM) will be applied to these buildings, with an aspiration for this to achieve a BREEAM 'Excellent' rating. Elsewhere, BREEAM is encouraged to guide the sustainable design of buildings.
4. The application of The Code for Sustainable Homes (The Code), to deliver sustainable housing will be encouraged, and as a minimum, new residential development will seek to meet the progressive mandatory requirements for CO2 reduction and water efficiency within the Code.



Energy and Climate Change Mitigation

1. New development will be designed in accordance with an energy hierarchy, which promotes the reduction of energy, before using efficient systems and renewable energy.
2. New development will be expected to incorporate renewable energy to generate at least 10% of the development's energy demand. An analysis of feasible technologies will be required in support of any planning application.
3. Innovative low energy lighting will seek to be included in public realm areas.
4. Provision will seek to be made for electric vehicle charging in the design of community car parking areas, where feasible.

Climate Change

Adaption and Drainage

1. New development must be designed to be resilient to the effects of climate change, including drought, intense rainfall and heat waves.

2. The new buildings will have regard to passive measures, including building orientation and servicing strategies to reduce the need for active cooling.
3. Green infrastructure will ensure summer shading for public realm.
4. Sustainable Drainage is employed for the new development.
5. The proposed scale of landscaping of the scheme will contribute to the sustainability of the development by reducing the heat island effect, absorbing pollutants and carbon dioxide and reducing water run off.
6. Water efficiency targets for new dwellings will follow the Code for Sustainable Homes standards.
7. Non-domestic buildings will include appropriate water efficiency measures. The feasibility of rainwater harvesting will be evaluated for the community facilities.

Sustainable Waste Management

1. The design and construction of new development shall follow the Government's Waste Hierarchy, which favours the prevention of waste, before reduction, re-use, recycling and disposal.
2. All new residential developments will follow the Code for Sustainable Homes design standards for waste recycling facilities.
3. Non-domestic development will include facilities appropriate to the scale and nature of their operations.
4. Community recycling facilities will be integrated into new development.

Sustainable Materials

1. New development will seek to promote the use of sustainable materials which have a low impact on the environment. Consideration will be given to the use of local materials; the use of secondary or recycled materials and the use of highly rated sustainable materials using the BRE's 'green guide' criteria.



Pollution Control

1. Any future development will be designed to respect environmental limits, and have due regard to the impacts from light, noise and air pollution in the location, design and construction of new development.

7. Conserving / Enhancing the Natural Environment

- 12.30 The masterplan has been prepared with inputs from ecologists and landscape designers. The majority of the site has little interest in terms of habitat, due to the intensive farming. The main hedgerows and trees are retained. The extensive areas of open space including SuDS ponds/swales will be designed to create a variety of habitats (see the Green Infrastructure Study).

8. Conserving / Enhancing the Historic Environment

- 12.31 The masterplan was developed following a thorough assessment of the site, including its topography and the character of the adjoining villages and features of historic importance. The location of the development and open space, along with heights and density within areas close to Barkby, Barkby Thorpe and the medieval village of Hamilton, the NEOF SUE will conserve the identities of the various historic assets.

Overall Sustainability

- 12.32 The location, scale of development – that supports a wide range of uses – the density and distribution of those uses, its relationship to the surrounding area, incorporation of significant areas of open space and overall structure of the development, ensures that the 8 aspects drawn from the NPPF are all achieved.
- 12.33 The social, environmental and economic dimensions of sustainable development will all be represented in the overall development of NEOF SUE.





BULL & BROTHERS

Cafe + Pastries + Sweets

HJ03 XDP

13.0

Parameters

13.0

Parameters

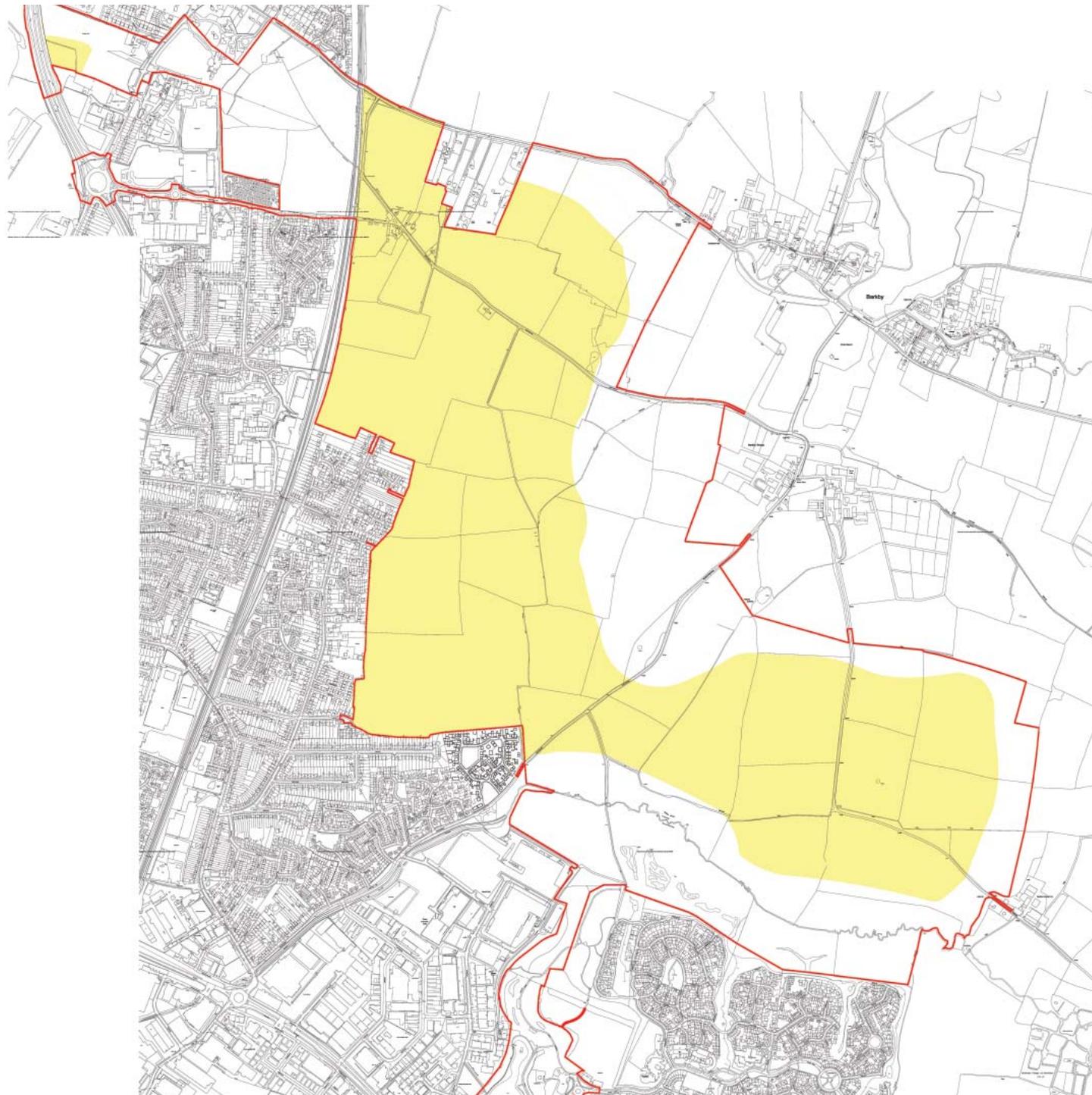
Introduction

13.1 The parameter plans provide a framework that will inform the detailed design of the NEoLSUE. The design will occur in phases and a series of “reserved matters” planning applications will be made. The parameters will ensure a degree of consistency is achieved between each phase. The parameters are also necessary to ensure that this development is implemented within the scope of the development tested in the Environmental Assessment. The plans should be read alongside the accompanying text.

1. The Extent of Development

- 13.2 The area in yellow denotes the maximum extent of built development within the NEoLSUE for the uses as set out in the table opposite and associated engineering and landscaping works, including SuDS.
- 13.3 Outside of this area and within the site boundary, features and ‘development’ that may take place within the open land will include:
1. cycleways
 2. footpaths
 3. lighting
 4. roads/bridges, (e.g. link to A607)
 5. street furniture
 6. changing rooms
 7. infrastructure
 8. SuDS
 9. allotments
 10. fencing
 11. sports pitches
- 13.4 In effect, the physical features required to serve the development and implement the green infrastructure strategy.

| Land Use | Use Class | Site Area |
|---|------------------------------|--|
| Approximately 4,500 residential units (including affordable housing) and specialist housing | C3 and C2 | Approximately 133.2 ha |
| Employment Land | B1, B2 and B8 | Up to 13.0 ha |
| District Centre | A1-A5, B1, C1, D1, D2 and C3 | Including up to 17,000 sqm of A Class uses which includes: a foodstore of up to 4,500 sq.m, small convenience stores of up to 1,200 sq.m, comparison stores of up to 6,000 sq.m and service of 5,300 sq.m) |
| Two Local Centres | A1-A5, B1, C1, D1, D2 and C3 | Combined area of 1.2 ha comprising: small convenience stores of up to 1,600 sq.m, comparison stores of up to 700 sq.m and service of 700 sq.m |
| Up to 3 no. Primary schools | D1 | Total site area of 6.2 ha (including playing fields) |
| A reserve site for a secondary school | D1 | Site area of minimum 7.8 ha |
| A reserve site for gypsies and travellers | Sui Generis | Site area of 1.1 ha |



KEY

Site boundary



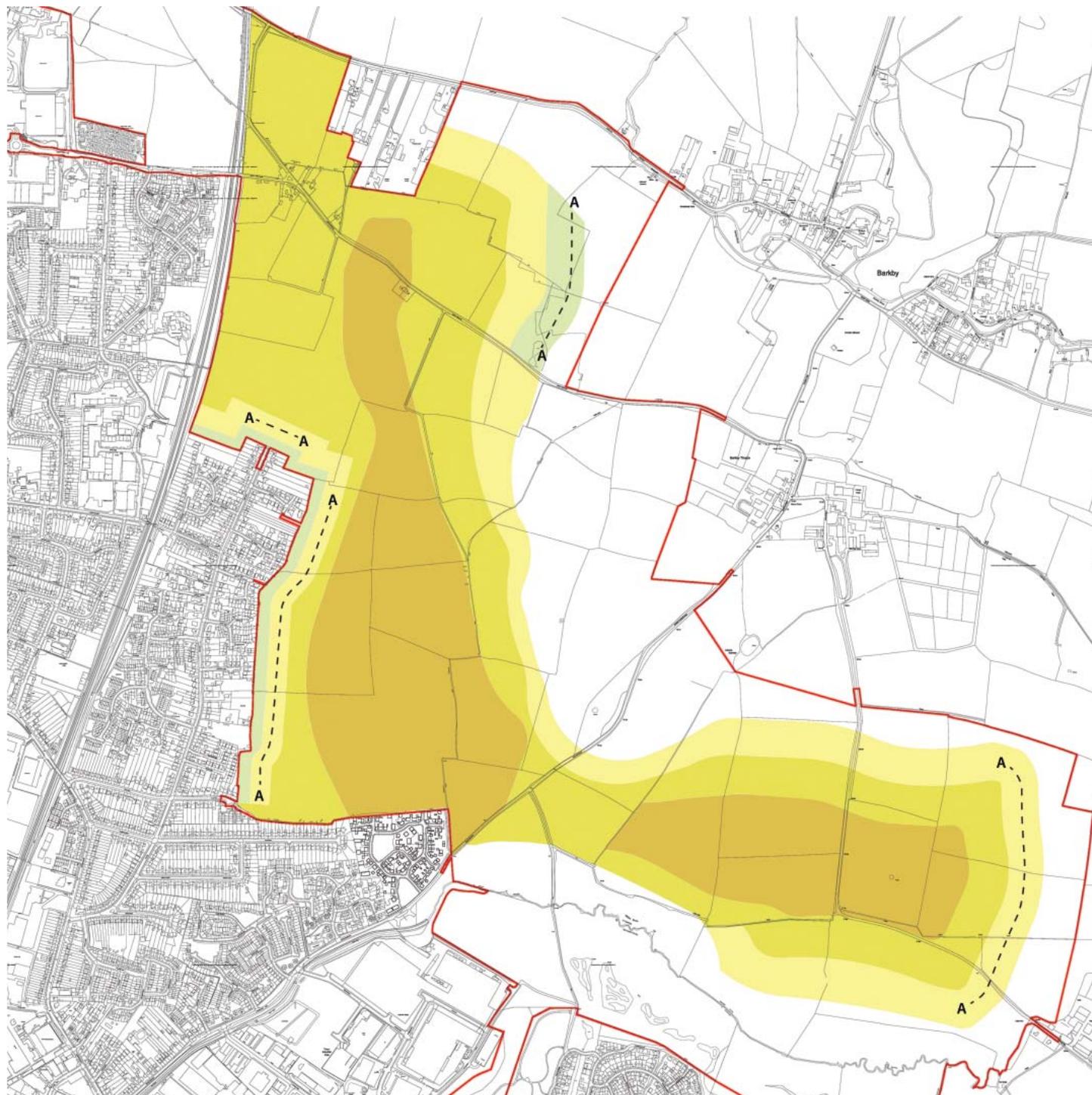
Maximum built extent of
NEoLSUE



* See note 1

2. Density

- 13.5 The density parameter plan prescribes the gradation of density through the 'extent' of built development corresponding with the yellow area shown on parameter plan 1. The parameter plan shows density bands responding to contour lines and relative to proposed and surrounding uses. The outer bands on the eastern side have been defined with reference to a typical perimeter block depth working from the edge of the development area.
- 13.6 The highest density will be within the centres of the built areas around the district and local centres and along the access road (typically 35 dwellings per hectare and up to 40 dwellings per hectare). The lowest density is to be located adjacent the NE corner of the NEoLSUE facing Barkby and adjacent to the housing along the eastern edge of Thurmaston. The next lowest density band is around the perimeter of the NEoLSUE, responding to the countryside and medieval village (SAM).
- 13.7 To enable variety to be introduced across the development, up to 10% of any one density band can be developed at the higher density of its neighbouring density band. This allowance does not apply in zones marked A - - - A.



KEY

Site boundary



Up to 15dph*



Up to 20dph*



Up to 30dph*



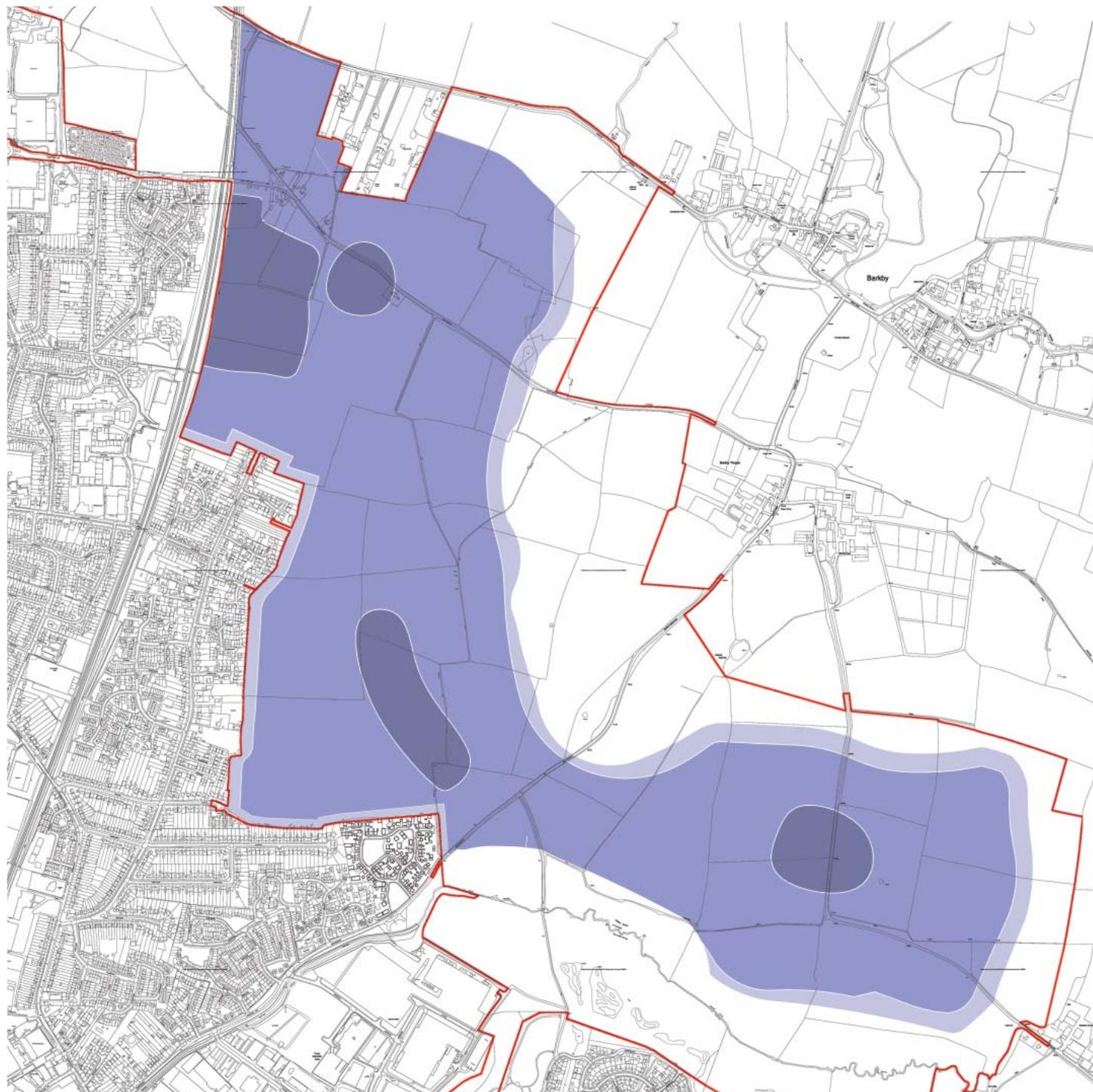
Up to 40dph*



* See Note 2

3. Height

- 13.8 The heights parameter plan prescribes the maximum heights of buildings across the development site. The heights enable the provision of two, three and four storey residential building and non-residential equivalent buildings such as for the employment areas. Read together with Parameter Plan 2, these inform the scale of development.
- 13.9 To create a landscape sensitive edge to the countryside, buildings up to two storey are proposed along the edges. Limited areas within the site have the option to be increased in height of up to four storeys to allow for landmark buildings within the local and district centres. There will be taller employment buildings on the western edge (equivalent to 4 storey houses).
- 13.10 Along with the landscape parameter plan, this plan and no.2, provide the framework to create a transition from built area to countryside.



KEY

Site boundary



Up to 8.5m* from existing ground level



Up to 11m* from existing ground level



Up to 15m* from existing ground level



* See note 3

4. Access

Access Road

- 13.11 From the edge of the detailed part of the application for the southern part of the NEoLSUE access road (point A), the main access road is required to connect to point B and, between points C and D to Hamilton Lane/King Street.
- 13.12 Within Area E, the road will, for a minimum length of 50 metres, be orientated to provide a view to St. Mary's Church. The residential development to the north/north east will need to be designed to incorporate this view corridor.

Access from Colby Road

- 13.13 A vehicular connection should be provided to the eastern end of Colby Road at point 1. This road will link to the district centre. At some point on the route, access should be time controlled to prevent the creation of a through route at (am/pm) peak hours, subject to agreement with the Highways Authority.

- 13.14 A bus, emergency and service vehicle, pedestrian and cycle only link should be provided from the northern end of Colby Drive into the NEoLSUE at point 2.

Barkby Lane

- 13.15 A minimum of two vehicular access points should be provided from Barkby Lane between points 3 and 4.

Barkbythorpe Lane

- 13.16 Vehicular, pedestrian and cycle access will be required between points 5 and 6. The lane crosses the access road and it therefore may be part diverted or closed provided that access can still be achieved from and between points 5 and 6.

Barkby Thorpe Road

- 13.17 Vehicular, pedestrian and cycle access will be required between points 7 and 8. Barkbythorpe Road crosses the access road and also the strategic green corridor at area B as identified on parameter plan 5. The road may be part diverted or closed provided that access can still be achieved between points 7 and 8 and the spatial requirements of area B are met.

King Street, Hamilton Lane

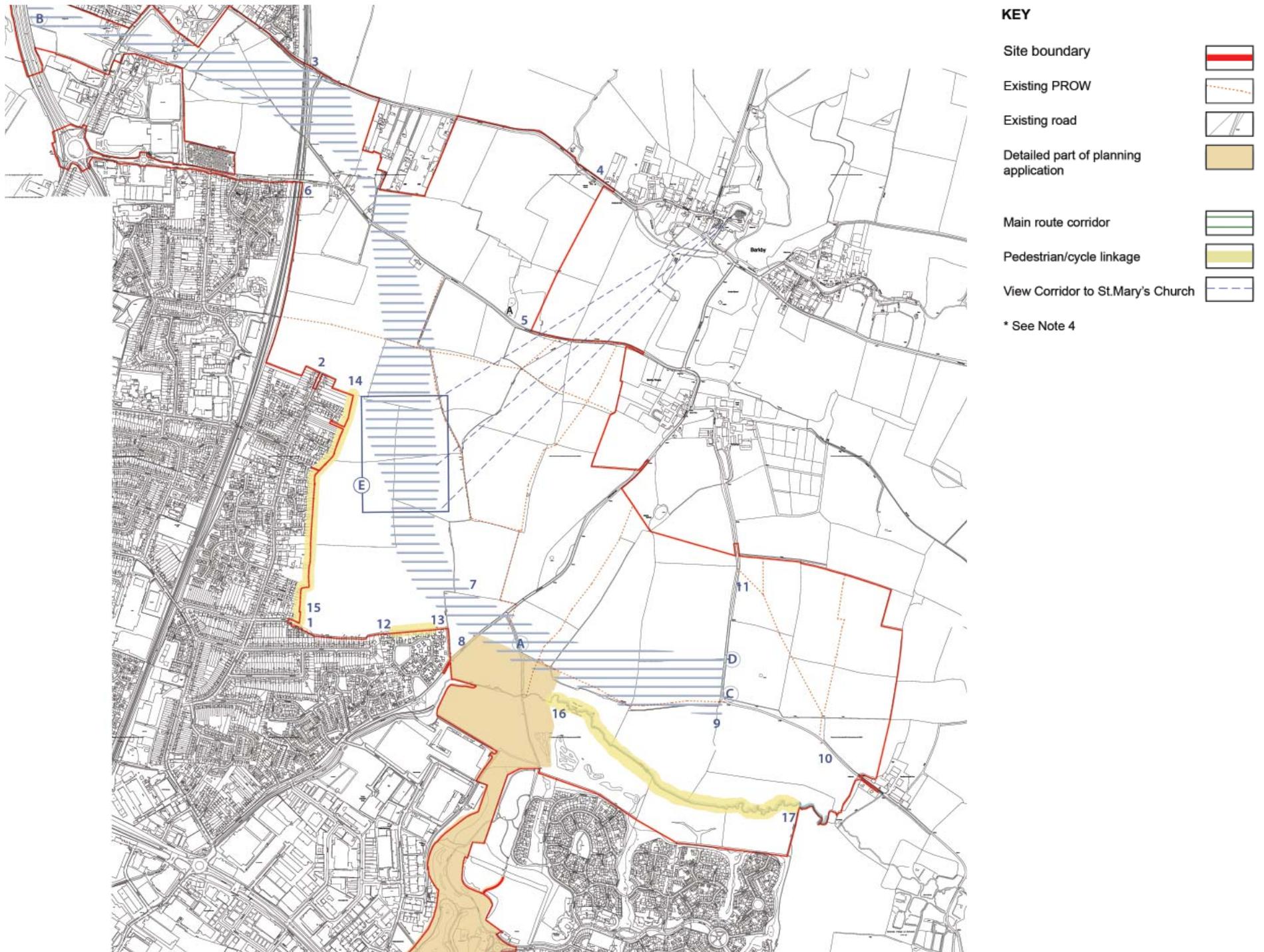
- 13.18 Vehicular, pedestrian and cycle access will be required between points 9, 10, and 9 and 11. This route passes through the development area and a number of green corridors. The roads may be part diverted or closed provided that access can still be achieved.

New development to south

- 13.19 Reasonable endeavours should be used to provide at least one cycle/footpath link connection between points 12 and 13 and between the new development to the south and the NEoLSUE to the north.

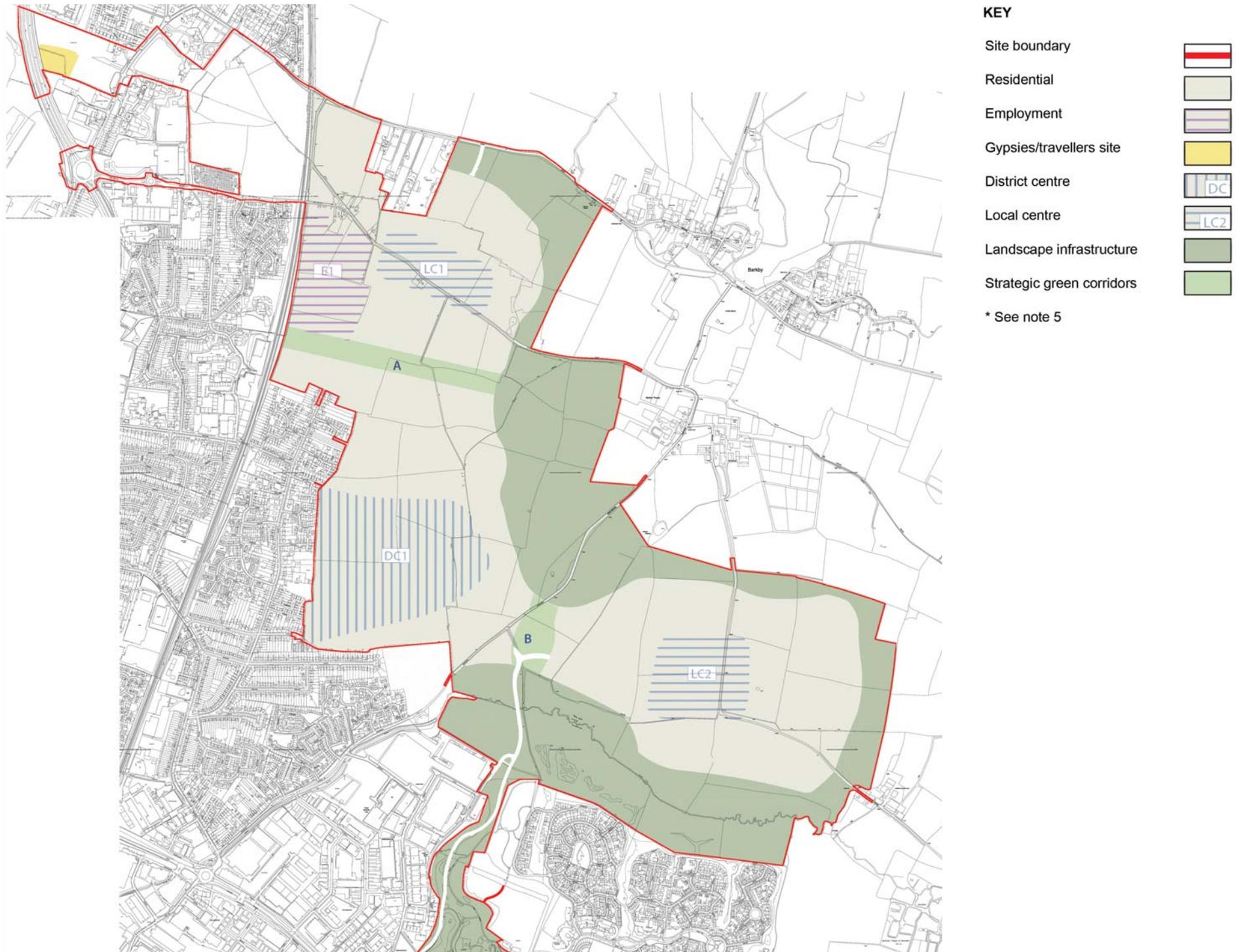
Footpaths cycleways and bridleways

- 13.20 All PROW's as marked should be accommodated within the NEoLSUE unless satisfactory alternative routes form part of the development.
- 13.21 At least two pedestrian/cycle links should be provided where possible between points 14 and 15 and between points 16 and 17. Access between points 14 and 15 is subject to land ownership and between points 16 and 17 subject to EA approval.
- 13.22 To promote sustainable travel, cycle routes and footpaths through the development will also be provided within Green Corridors. These are described within the Landscape Infrastructure Parameter Plan 6.



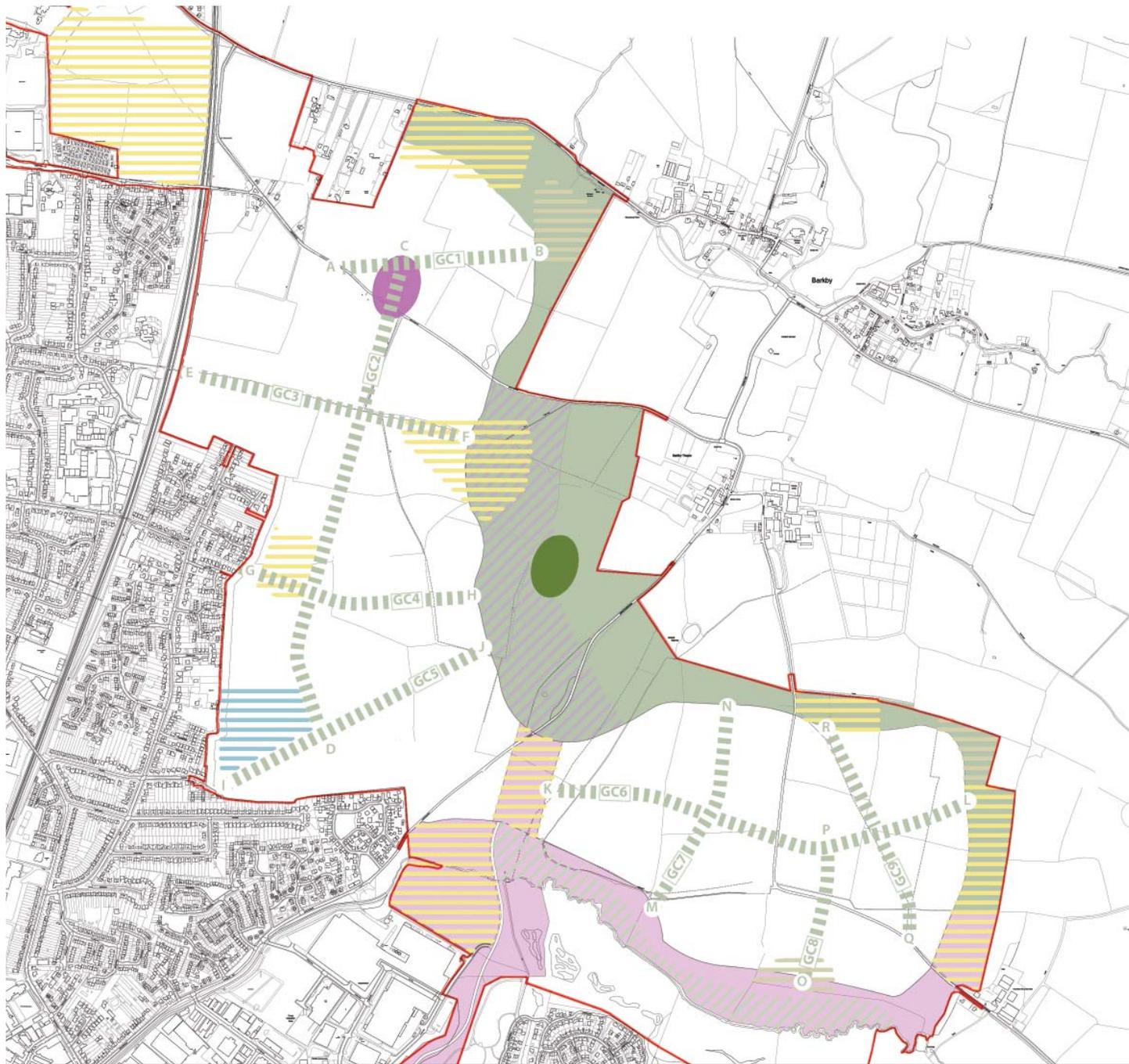
5. Land Use

- 13.23 The area in grey denotes the location for residential uses (Use Class C3, including affordable homes, and Class C2 (specialist) and play facilities.
- 13.24 The area hatched purple denotes the principal location for employment (Use Classes B1(a), (b) and (c), B2 and B8). Employment uses can also be provided within the local centres LC1 and LC2 and district centre DC1. The total provision will be no less than 13.0 ha.
- 13.25 The location of the district and local centres (including uses in Use Classes A1 - A5, B1a, C1, D1 and D2) with associated car parking; and healthcare facilities are shown at DC1, LC1 and LC2. Based upon the provisional uses outlined for the area for DC1 could be up to 5.5 ha but this is subject to detailed design.
- 13.26 The District Centre at DC1 will need to be of sufficient area to accommodate the following:
1. Food store – 4,500 sq.m gross
 2. Small convenience stores – 1,200 sq.m gross
 3. Comparison stores – 6,000 sq.m gross
 4. Service - 5,300 sq.m gross
 5. Hotel
 6. Employment (offices)
 7. A GP practice
 8. Dentists
 9. A library/Community Centre
 10. An indoor sports facility
 11. Car parking areas.
- 13.27 Together, the local centres at LC1 and LC2 will need to accommodate:
1. Small convenience stores – up to 1,600 sq.m gross
 2. Comparison stores – up to 700 sq.m gross
 3. Service - up to 700sq.m.
 4. Car parking areas.
- 13.28 A 'reserve' site for secondary school of a minimum 7.8 ha and a primary school of a minimum 2.0 ha will be provided within DC1. Primary school sites of a minimum 2.0 ha will need to be provided within LC1 and LC2 respectively. (The precise area and number of primary schools will be the subject of detailed analysis.)
- 13.29 A reserve site for gypsies and travellers will be provided within the area identified.
- 13.30 There will be two strategic gaps in the development area to provide a physical visual break in the built development at the locations indicated at A and B.
- 13.31 Area A is a green corridor (GC3 with reference to the Landscape Infrastructure Parameter Plan 6) that includes an existing PROW that crosses from Thurmaston. The space of Area A will be of a minimum area of 2 ha. It must provide a continuous link from the site's western boundary to the open space on the eastern edge of the build area (as defined by LP1).
- 13.32 Area B is situated at the entrance into the development from the south. It will accommodate an area of recreational open space (with reference to the Landscape Infrastructure Parameter Plan) and will be of a minimum 2.0 ha. in area. It must provide a continuous link between the landscape infrastructure areas to the south and north of the built area.
- 3.33 Both areas of A & B can contain infrastructure (see list of examples attached to PP1).



6. Landscape Infrastructure

- 13.34 This parameter plan describes the location for the landscape infrastructure. The area in green and purple will accommodate the following:
- parks totalling around 3.6 ha;
 - approx. 23.0 ha of natural and semi-natural green space;
 - approx. 5.0 ha of amenity green spaces;
 - approx. 29.0 ha of outdoor sports provision including around 13.0 ha of playing pitches and around 5 tennis courts;
 - approx. 4 indoor courts; and
 - approx. 4.0 ha of allotments.
- 13.35 The majority of the (3.6 ha) of parkland provision will be to the south and to the immediate eastern edge of the NEoLSUE where it will link to Hamilton Country Park. Other areas of park will be accommodated along green corridors or within the built areas as indicated on the parameter plan.
- 13.36 Areas of amenity green space will be located along the green corridors and within the built areas.
- 13.37 Areas of natural and semi natural open space will be located along the northern boundaries to the site at the transition to countryside.
- 13.38 The community sports pitches will form part of the secondary school reserve site identified within DC1 of Parameter Plan 5.
- 13.39 The allotments will be located to the edges of the landscape infrastructure.
- 13.40 At the high point on the ridge, a woodland copse will provide a focal point for the NEoLSUE. At least two green corridors (GC4 and GC5) will be aligned, in part, to afford views to the copse.
- 13.41 Green corridors will provide footpath and cyclepath links from within the built areas to the open spaces. The characteristics of each are described as follows:
- **GC1** will provide a link from LC1 (A) to the landscape infrastructure (B) along an existing view to St. Mary's Church. It can include paths/cycleways. It will be of a minimum width of 15m along 90% of the route. A 20m deviation of the centre line can be made, provided that a view corridor is achievable to St. Mary's Church.
 - **GC2** will provide a link from point C within the northern development area to the District Centre at point D. It will be of a minimum width of 10m to allow for highways, a cycleway and SuDS and may run alongside the main access road. A 20m deviation of the centre line can be made.
 - **GC3** provides a link along the existing PROW between points E and F. Area A (Parameter Plan 5) lies along this corridor and has a minimum area of 2.0 ha. The corridor will have a minimum width of 20m along 90% of the route. A 20m deviation of the centre line can be made provided that the PROW falls within the corridor.
 - **GC4** provides a link from the edge of Thurmaston at point G to the landscape infrastructure at point H, the eastern part, to be aligned in part to the high point on the ridgeline. It will have a minimum width of 20m along 90% of the route. A 20m deviation of the centre line can be made.
 - **GC5** provides a link from the edge of Colby Road at point I to the landscape infrastructure at point J, aligned to the high point on the ridgeline. A 20m deviation of the link can be urban in character including hard paving/public spaces. The centre line can be made provided that the corridor allows for views towards the copse (identified within Parameter Plan 6).
- 13.42 Green corridors GC6 - GC9 all create separation between the villages in the south eastern built area. These corridors all have minimum areas in addition to other features:
- **GC6** provides an east west link through the eastern development area from point K to the landscape infrastructure at the arrival point to point L. It will have a minimum width of 20m along 90% of the route and a 20m deviation of the centre line can be made. The minimum area of the corridor is 3.5 ha.

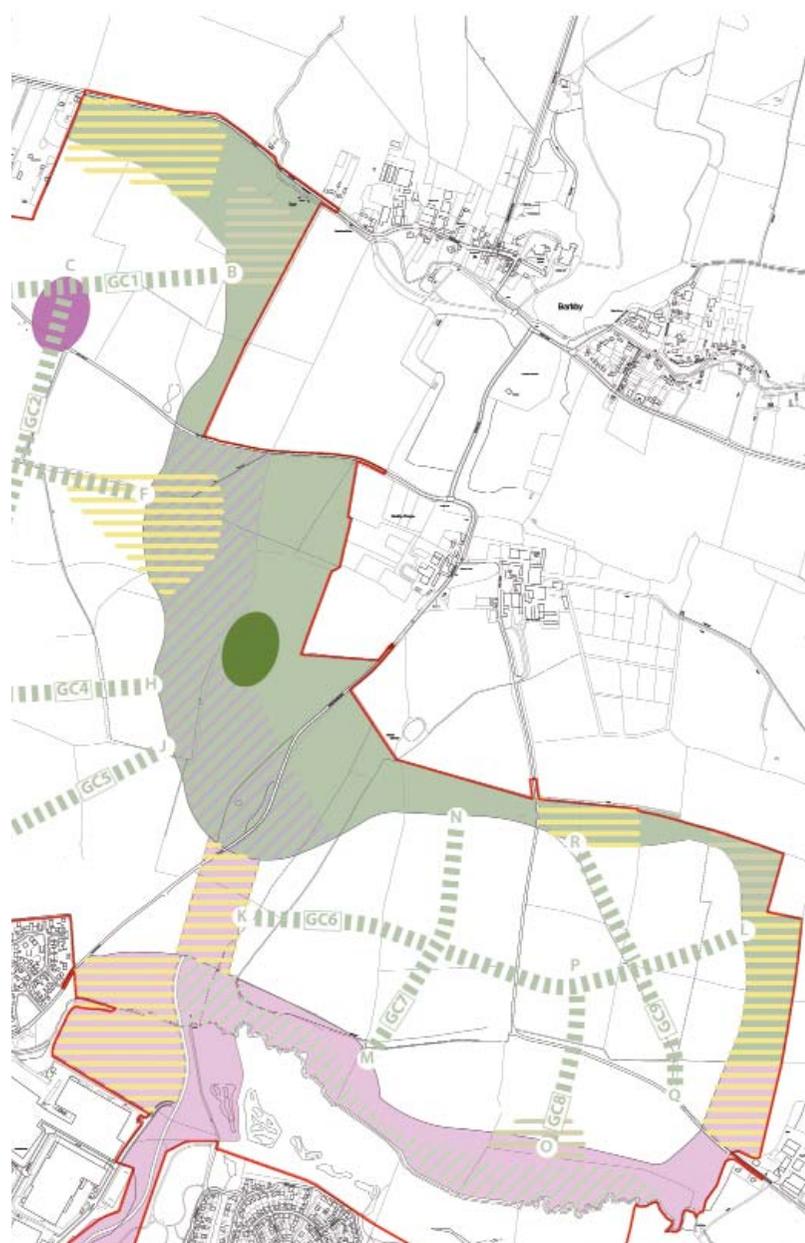


KEY

- Site boundary 
- Parks 
- Amenity green space 
- Community sports pitch 
- Outdoor sports 
- Natural and semi-natural open space 
- space 
- Allotments 
- Wodland focal point 
- Green corridor 

* See note 6

- **GC7** provides a link through the eastern development area from point M to the landscape infrastructure at point N. It will have a minimum width of 20m along 70% of the route. A 20m deviation of the centre line can be made. The minimum area of the corridor is 1.5 ha.
- **GC8** provides a link through the eastern development area from point O to the LC2 at point P. It will have a minimum width of 20m along 70% of the route. A 20m deviation of the centre line can be made provided that the route connects LC2 to the open space to the south. The minimum area of the corridor is 0.8 ha.
- **GC9** provides a link through the eastern development area along the PROW from point Q on Hamilton Lane to the landscape infrastructure at point R. It will have a minimum width of 20m along 70% of the route. A 20m deviation of the centre line can be made provided that the PROW falls within the corridor. The minimum area of the corridor is 1.5 ha.



KEY

| | |
|-------------------------------------|--|
| Site boundary | |
| Parks | |
| Amenity green space | |
| Community sports pitch | |
| Outdoor sports | |
| Natural and semi-natural open space | |
| space | |
| Allotments | |
| Woodland focal point | |
| Green corridor | |

* See note 6

14.0

Phasing

14.0

Phasing

Introduction

- 14.1 Development of the NEdLSUE will be undertaken over 15-20 years, an average build out rate of 2-300 dwellings per year. Delivery may exceed this rate and the phasing condensed, depending upon factors such as the state of the economy, number of individual developers on site at one time and the number of developable areas.
- 14.2 Key to the phased delivery of the NEdLSUE will be the capacity of existing infrastructure and the provision of new infrastructure, in particular the main street. Off-site works will also be required at different trigger points in the delivery of the NEdLSUE.

Phasing

- 14.3 The indicative phasing plan describes the current strategy for the phased delivery of housing and supporting infrastructure. The strategy has been informed by the timed delivery of key infrastructure elements such as highway improvements and the need to establish a high quality standard of development early on in the delivery on the NEdLSUE.
- 14.4 The plan describes the general pattern of phasing and infrastructure, and potential enabling works of advanced landscaping and drainage. The phasing is currently identified to be as follows:
- Phase 1 – years 1-3**
- 14.3 The initial phase (up to 575 dwellings) will establish the 'gateway' from the south using the existing highway infrastructure for access to parcels of development either side of the "arrival space" (which is shown as an oval green on the masterplan). This will set the standard for the NEdLSUE displaying the design quality expected of built form and open space.

- 14.4 Phase 1 would also facilitate the delivery of the first of the primary schools and local services either within the central or southern area.

Phase 2 – years 4-6

- 14.5 As the number of dwellings increase, highway improvements to the southern access will occur. The following phase (575 -1725 dwellings) allows for the developing district centre, open spaces and adjacent mixed use and employment areas to service the growing community. The phase connects west into Colby Road and could include the community sports pitches (part of the reserved site for the secondary school).

Phase 3a – years 7-10

- 14.6 The following phases (3a and 3b) have a similar build rate.
- 14.7 Phase 3a (1725-2725 dwellings) will be to the north. Infrastructure delivery will provide the necessary resources for the district centre allowing for main street to connect north to the A607. The completion of the northern link will also provide access to the northern employment area and to more housing areas within

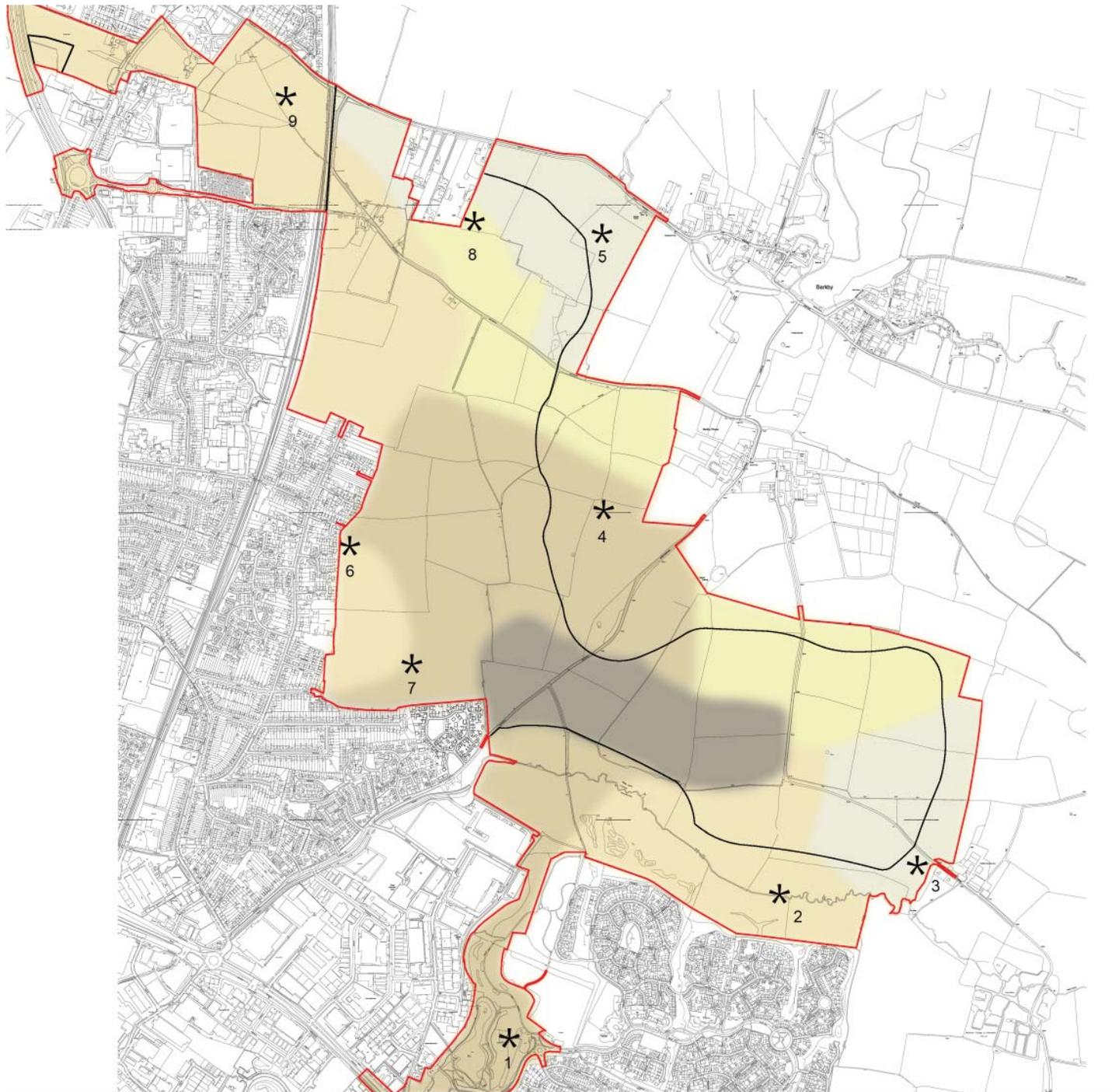
the central neighbourhood. The northern local centre will become available to service the growing community and employment area, and the reserve site for the secondary school would become available as need dictates.

Phase 3b – years 11-13

- 14.7 Phase 3b (2725-3725 dwellings) extends east and north from the NEdLSUE. The northern area includes a primary school which would be delivered as housing numbers dictate.

Phase 4 – years 14+ (up to 4500 dwellings)

- 14.8 The northern neighbourhood will progress, extending from the local centre and adjacent employment area, eastwards. The eastern neighbourhood would be complete.



KEY

- Site boundary 
 - Maximum built extent of NEoSUE 
 - Phase 1 - Years 1-3 
 - Phase 2 - Years 4-6 
 - Phase 3 - years 7-10 
 - Phase 4 - Years 11-13 
 - Phase 5 - years 14+ 
 - Indicative anticipated enabling works of advanced landscaping/drainage: 
1. Landscaping associated with Southern Access Road
 2. Landscaping/drainage to south across from Hamilton Park
 3. Buffer planting to south east, across from SAM
 4. Feature copse
 5. Drainage and buffer planting to north east
 - 6, 7 & 8 Buffer planting to adjacent residential boundaries
 9. Landscaping associated with northern link

Indicative Phasing Plan



15.0

Conclusion

15.0

Conclusion

Delivering the Vision

- 15.1 The masterplan for the NEoLSUE has evolved through working closely with the Council, the community and key stakeholders. From the preparation of the 'shared vision' to engagement with a design review process, the masterplan has taken into account a wide range of views and issues that will ensure the new development becomes a successful place; supporting diverse functions and able to endure for the longer term.
- 15.2 The Government attaches great importance to the design of the built environment, explaining that good design is a key aspect of sustainable development (NPPF paragraph 56).
- 15.3 The masterplan demonstrates that the expectations of the NPPF can be achieved (paragraph 58): Government sets out six criteria that are all satisfied by this project. Each point is briefly reviewed below.

1. "function well and add to the overall quality of the area over the lifetime of the development".

The mix of land uses and their distribution (as controlled by the parameter plans) means that the new residents will have access to various facilities (such as schools, playing fields, jobs, shops) to meet day to day needs. The masterplan also provides good links to the surrounding areas, ensuring those residents can also make use of the facilities. This will add to the quality of the wider area. The management of the SUE, especially the open areas, is an important element to ensure it functions well over its lifetime.

2. "establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit".

A significant focus of the design work has been the creation of a distinct place, drawing on the best features of local towns and villages, combined with best practice in urban design. The SUE is designed to create distinctive areas, such as the new village to the east. The main arrival point at the south - a green - and that to the north - an urban square - help create a distinct place. The width of streets and enclosure by buildings of 2-4 storeys create a 'human' scale to achieve a 'comfortable' place, to live work, visit.





3. “optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and supporting local facilities and transport networks”.

The extent of the development has been determined by analysing the topography and the relationship to surrounding areas, including villages. The number of houses - about 4500 - means that it is viable and able to support a range of uses (as noted above). This includes extensive and varied open space. The density of development and position of the main spine road (that will be an important part of the public transport network) mean that many residents will be within 400m of the main transport route to optimise the use of buses.

4. “respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation”.

The assessment of the nearby urban areas - both towns and villages - has been important to inform the masterplan, in terms of mix of uses, scale of spaces and density of development. This DAS has explained the work in detail, demonstrating how the SUE responds to local character. Important influences include the layout and density of Barkby, the layout of Market Harborough’s high street and relationship to adjoining residential properties, the purpose, scale and mixed uses found along New Walk. Whilst the masterplan draws on the principles found in the local area, this will not constrain the design of the new buildings that need to be ‘fit for purpose’ of the 21st Century taking into account, for example, the need to be sustainable.

5. “create safe and accessible environments where crime and disorder, and the fear of crime, will not undermine quality of life or community cohesion”.

The layout has sought to achieve a ‘safe’ environment by placing houses where streets and open spaces are overlooked - i.e. achieving natural surveillance. As far as possible at this masterplan scale, there is a clear definition between public and private spaces (the more detailed character areas show how this can be achieved). The inclusion of a range of facilities, including the employment areas and district centre should result in activity in the SUE throughout the day, ensuring good surveillance.

The range of facilities including schools, offer the opportunity for the community to be cohesive.

6. “visually attractive as a result of good architecture and appropriate landscaping”.

The masterplan and the framework established by the parameter plans creates an attractive overall development. The quality of the architecture will be a key aspect of the reserved matters stage. The landscaping is defined in the Green Infrastructure Study and demonstrates this will be rich, varied and result in attractive open spaces, significantly contributing to the appearance of the new community.

A1

Design Policy
Framework

Appendix 1:

Design Policy Framework

Design Policy Framework

National Framework

National Planning Policy Framework (NPPF) (March 2012)

- A1.1 The NPPF recognises that high quality and sustainable design is important and that there is a role for local and national design review to ensure high standards of design are formalised.
- A1.2 The Core Planning Principles of the NPPF requires that planning should:
- “...always seek to secure high quality design...”
(para 17, bullet 4)
- A1.3 With regard to achieving integrated and inclusive communities, Paragraph 57 states that:
- “It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.”

- A1.4 The importance of Good design is emphasised in Section 7 of the NPPF. Paragraph 56 states:

“The Government attaches great importance to the design of the built environment. Good design is indivisible from good planning, and should contribute positively to making better places for people.”

- A1.5 Paragraph 58 states:

“Planning policies and decisions should aim to ensure that developments...

Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation” (bullet 4)

- A1.6 Paragraph 60 states:

“Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.”

Local Policy Framework

Pre-Submission Draft Charnwood Local Plan 2006 to 2028 Core Strategy June 2013

Strategic Objectives:
People Matter

- SO1: to reduce the need to, and distance of, travel by car and increase use of walking, cycling and public transport...
- SO2: to secure the provision of accessible facilities and services to meet the needs of all local people...
- SO3: to promote health and well-being...

Strategic Objectives: Places and Environment Matter

- SO4: to reduce social exclusion and deprivation and increase educational attainment...
- SO5: to protect and reassure our communities through the reduction of crime, anti-social behaviour and the fear of crime...
- SO6: to promote stronger, cohesive and balanced communities...
- SO7: to reduce contributions to climate change and to promote prudent use of resources...

- SO8: to develop integrated transport schemes and measures to improve safety and reduce the adverse environmental and other impacts of traffic on local communities...

- SO9: to protect the historic environment and identity of the Borough’s locally distinctive towns, villages and neighbourhoods;

- SO13: To create distinctive and quality places for local people by requiring high design and increasing higher environmental standards in new development and by encouraging improvements in existing properties to be more environmentally friendly.

Strategic Objectives:
Prosperity Matters

- SO16: to ensure that there is a network of vibrant ‘local’ centres so residents have access to a range of shops, services and facilities;
- SO17: to meet needs for homes, including affordable housing...
- SO18: to provide all communities in Charnwood with access to quality jobs and improved standards of life by ... creating opportunities for new high quality employment sites...

SO19: to encourage the local economy towards a higher share of higher value, higher quality, innovative industries and services and ensure labour market balance by providing for a mix of jobs and access to training including those for less skilled members of the community;

SO20: to encourage thriving and diverse sustainable rural enterprise and farming and the promotion of local foods and local energy sources.

**Strategic Objectives:
Partnership Matters**

SO21: To continue to improve partnership working with a view to achieving better outcomes for the Charnwood Together vision.

Policy CS 1 Development Strategy

A1.7 ...To deliver at least 7,260 homes and up to 46 ha of employment by 2028.

A1.8 The policy states that the Council will do this by planning positively for:

“a sustainable urban extension of approximately 4,500 homes to the north east of Leicester, delivering at least 3,750 homes

and up to 13 ha of employment by 2028 and the remaining homes beyond the plan period as part of a comprehensive and integrated development.”

Policy CS 2 High Quality Design

A1.9 The policy states that the Council will require new developments to make a positive contribution to Charnwood resulting in places where people would wish to live through high quality, inclusive design and, where appropriate, architectural excellence. Proposals should respond positively to their context and reinforce a sense of place.

A1.10 The policy states that the Council will require 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 CS 3 Strategic Housing Needs

A1.11 The policy states that the Council will manage the delivery of 17,380 new homes to balance our housing stock and meet our community’s housing needs by 2028.

Policy CS 5 Gypsies, Travellers and Travelling Showpeople

A1.12 The policy states that the Council will meet the needs of the Gypsies and Travellers Community by 2028 by: requiring a site for 4 permanent pitches at each of our allocated sustainable urban extensions in accordance with Policies CS19 and CS22; requiring a site for 4 showpeople plots at each of our strategic housing developments in accordance with Policies CS19, CS20, CS22 and CS24.

Policy CS 6 Employment and Economic Development

A1.13 By 2028 the policy states that the Council will meet the economic needs of our community and support the economy of Leicester. We will do this by:

- Delivering up to 75 ha of land for strategic employment purposes in accordance with Policy CS1;

Policy CS 9 Town Centres and Shops

A1.14 The policy states that the Council will require our sustainable urban extensions to include local centres in accordance with Policies CS19, CS20 and CS22.

Policy CS 11 Landscape and Countryside

A1.15 The policy states that the Council will support and protect the character of our landscape and countryside by:

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

Policy CS 12 Green Infrastructure

A1.16 The policy states that the Council will protect and enhance green infrastructure assets for their community, economic and environmental values. The Council will protect and enhance the Urban Fringe Green Infrastructure Enhancement Areas by:

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

Policy CS 13 Biodiversity and Geodiversity

A1.17 The policy states that the Council will conserve and enhance the natural environment for its own value and the contribution it makes to the community and economy. The Council will do this by:

A1.18 Supporting developments that protect biodiversity and geodiversity and those that enhance, restore or re-create biodiversity. The Council will expect development proposals to consider and take account of the impacts on biodiversity and geodiversity.

Policy CS 15 Open Spaces, Sports and Recreation

A1.19 The policy states that the Council will work with partners to meet the strategic open space needs of the community by 2028. The Council will do this by:

- requiring new developments to meet the standards set out in the Open Spaces Strategy, having regard to local provision and viability and requiring masterplans for our sustainable urban extensions that deliver quality open spaces;

Policy CS 16 Sustainable Construction and Energy

A1.20 The policy states that the Council will adapt to and mitigate against the effects of climate change by encouraging sustainable design and construction and the provision of renewable energy, where it does not make development unviable.

Policy CS 17 Sustainable Travel

A1.21 By 2028, the Council will seek to achieve a 6% shift from travel by private car to walking, cycling and public transport by:

A1.22 Requiring new major developments to provide walking, cycling and public transport access to key facilities and services;

A1.23 Requiring new major developments to provide safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network.

A1.24 Securing new and enhanced bus services from major developments and new bus stops where new development is more than 400 metres walk from an existing bus stop;

A1.25 Securing contributions from our sustainable urban extensions towards improvements to public transport corridors into Leicester City and Loughborough in accordance with Policy CS19, CS20 and CS22;

Policy CS 18 The Local and Strategic Road Network

A1.26 The policy states that the Council will maximise the efficiency of the local and strategic road network by 2028. The Council will do this by:

A1.27 requiring strategic developments to deliver an appropriate and comprehensive package of transport improvements in accordance with Policies CS19, CS20, CS21, CS22, CS23 and CS24; and

Policy CS 19 North East of Leicester Sustainable Urban Extension

A1.28 The policy states that the Council will allocate land to north east of Leicester as a sustainable urban extension to deliver a community of approximately 4,500 homes. The development will make a significant contribution to meeting housing needs by delivering at least 3,750 homes by 2028 and the remaining homes beyond the plan period.

A1.29 The Council will do this by working with public and private sector partners and will require the following to support a planning application:

A1.30a Development Framework including delivery and phasing arrangements and a masterplan informed by an independent Design Review Panel and community consultation including key design principles to ensure the development of a comprehensive sustainable urban extension; a Green Infrastructure Strategy to inform the development of detailed proposals and long term management; and a Sustainability Assessment that identifies the developments response to carbon emissions reduction and climate change resilience.

A1.31 Before outline planning permission is granted, the Council will require a development brief, design code or equivalent to be prepared to inform detailed planning applications or reserved matters applications.

- **Policy CS 25** Delivering Infrastructure
- **Policy CS 26** Presumption in Favour of Sustainable Development

Supplementary Planning Documents and Design Guidance

Open Spaces Strategy 2013 – 2028 (Feb 2013)

A1.32 The Open Space Strategy provides a strategic level study of the management and improvement of open space within Borough of Charnwood.

Green Space Strategy (2004)

A1.33 The Green Space Strategy provides the context and strategic direction relating to the management and improvement of green space provision in the borough and provides a framework to facilitate improvements in provision. Development of greenways in built areas was one of the key needs identified.

Charnwood Borough Council Green Wedge Review February 2011

Charnwood Open Space, Sports and Recreation Study 2010

A1.34 The Charnwood Open Space, Sports and Recreation study examines 10 different types of open space. Part of the study involved a quality audit of over 500 sites within the Borough.

- Making it Easy a Good Practice Guide to Access for People with Disabilities Supplementary Planning Document February 2006
- Public Art, Making Places Distinctive Guidance Note 2003
- Leading in Design Supplementary Planning Document July 2005

A1.35 “Charnwood – Leading in Design” has been prepared to encourage, promote and inspire higher design standards in new development throughout Charnwood.

A1.36 The Council places on good design and its aims are to encourage developments which:

1. Are appropriate to their context in respect of scale and compatibility with their surroundings;
2. Secure positive improvements to the landscape, streetscape or place where they are located;
3. Create safe environments where crime and disorder or fear of crime do not undermine quality of life;

4. Encourage strong and positive relations between people from different backgrounds within neighbourhoods;
5. Make efficient and prudent use of natural resources;
6. Address the needs of all in society.

A1.37 This SPD is guidance that supports the Core Strategy Policy 13 Green Networks. The objectives of this study are to ensure that:

“All households are within an appropriate distance of a full range of green spaces...

An adequate amount of green space is provided across the City;

All green spaces are interlinked and accessible by attractive walking and cycling routes;

All publicly accessible green spaces are of a high quality and well maintained and have provision for on-going maintenance; and

Green spaces maintain, enhance and/or strengthen connections for wildlife across the city.”

Saved Policies - Borough of Charnwood Local Plan - adopted January 2004 CT/1

- **Policy CT/3**
- **Policy ST/1** - Overall Strategy For Charnwood
- **Policy ST/2** – Limits to development
- **Policy ST/3** - Infrastructure
- **Policy EV/1** - Design

A1.38 Policy EV/1 states that the Borough Council will seek to ensure a high standard of design in all new developments. Planning permission will be granted for new development which:

1. 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;
2. is of a design, layout, scale and mass compatible with the locality and any neighbouring buildings and spaces;
3. utilises materials appropriate to the locality;

4. provides positive and attractive built frontages to existing or proposed public spaces including roads, footpaths, waterways and areas of public open space;
5. safeguards important viewpoints, landmarks and skylines;
6. 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;
7. safeguards the amenities of adjoining properties, particularly the privacy and light enjoyed by adjoining residential areas;
8. meets the needs of all groups, including the disabled; and
9. minimises the opportunity for crime to create a safe and secure environment.
 - **Policy EV/5** - The Setting of Listed Buildings
 - **Policy EV/8** - Buildings of Local or Architectural Interest

- **Policy EV/16** - Access for People with Disabilities
- **Policy EV/17** - Safety in New Development
- **Policy EV/18** - Open Spaces of Special Character
- **Policy EV/20** - Landscaping in New Development
- **Policy EV/43** - Percent for Art
- **Policy H/9** Assessment of Gypsy Site Proposals
- **Policy H/10** Assessment of Travelling Showpeople Site Proposals
- **Policy H/16** - Design and Layout of New Housing Developments
- **Policy TR/4** – Roads and Highway Improvements to be provided in Association with New Development
- **Policy TR/5** – Transport Standards for New Development
- **Policy TR/6** - Traffic Generation from New Development
- **Policy TR/13** - Access for Cyclists and Pedestrians

- **Policy TR/18** - Parking Provision on New Development
- **Policy TR/20** - Public Car Parking Provision Serving District and Local Centres
- **Policy RT/3** - Play Spaces in New Development
- **Policy RT/4** - Youth/Adult Play in New Development
- **Policy RT/5** - Amenity Open Space in New Development
- **Policy RT/6** – Design of Play Areas
- **Policy RT/12** - Structural Open Space Provision in New Development

Design Council CABE, DCLG and Other Publications

A1.39 Generally, additional national urban design guidance is provided by the following documents:

- By Design;
- By Design, Better Places to Live;
- The Urban Design Compendium;
- Safer Places; The planning system and crime prevention;
- ‘Better Neighbourhoods, Making Higher Densities Work’ by CABE;
- Creating excellent primary schools A guide for clients;
- CABE 2010 Manual for Streets, DFT/DCLG/CABE (2007);
- Manual for Streets – Wider Application of the Principles, DFT/DCLG/CABE (2010);
- Car Parking What Works Where English Partnerships; and
- World Class Places 2009.

A1.40 ‘World Class Places’ (2009) is the Government’s strategy for improving the quality of place. Relevant objectives include:

- To ensure that all places are planned, designed and developed to provide everyone, including future generations, with a decent quality of life and fair chances;
- To mitigate climate change, by making cuts in carbon emissions;
- To plan places and design buildings so they are more energy efficient and less carbon dependent;
- To ensure that walking and cycling, not driving, become the norm; and
- To boost the urban ‘green and blue infrastructure’ – trees, plants, absorbent surfaces, streams, ponds and rivers – that can play a vital role in bringing down temperatures, promoting bio-diversity and preventing flooding.

Client

Commercial Estates Group

Planning Consultant

Environmental Impact Assessment Co-ordination

Retail Planning and Economics

Nathaniel Lichfield & Partners

Project Manager

Hawksmoor

Masterplanning

Nathaniel Lichfield & Partners and Civic Studio

Landscape and Visual Impact

Tyler Grange

Ecology and Nature Conservation

Baker Consultants

Water Environment

Weetwoods

Transport

WYG and Steer Davies Gleave

Air Quality, Noise and Vibration

Sustainability, Utilities, Energy and Waste

WYG

Education

EFM

Heritage

CgMs

Agriculture and Soils

SES Ltd

Community Engagement

Beattie Communications

Viability

Brookbanks

Legal Advisor

King & Wood Mallesons SJ Berwin