

04 SITE APPRAISAL

4.3 TOPOGRAPHY & FLOOD RISK

The site itself slopes gently in a south easterly direction from 124m AOD along its northern boundary to 117m AOD in the south east. The majority of Barlestone is at a higher elevation than the site, sloping down to the field to the south before sloping up to the A447 which sits at a similar elevation to the site and so has a relatively clear view of the existing properties on Cunnery Close.

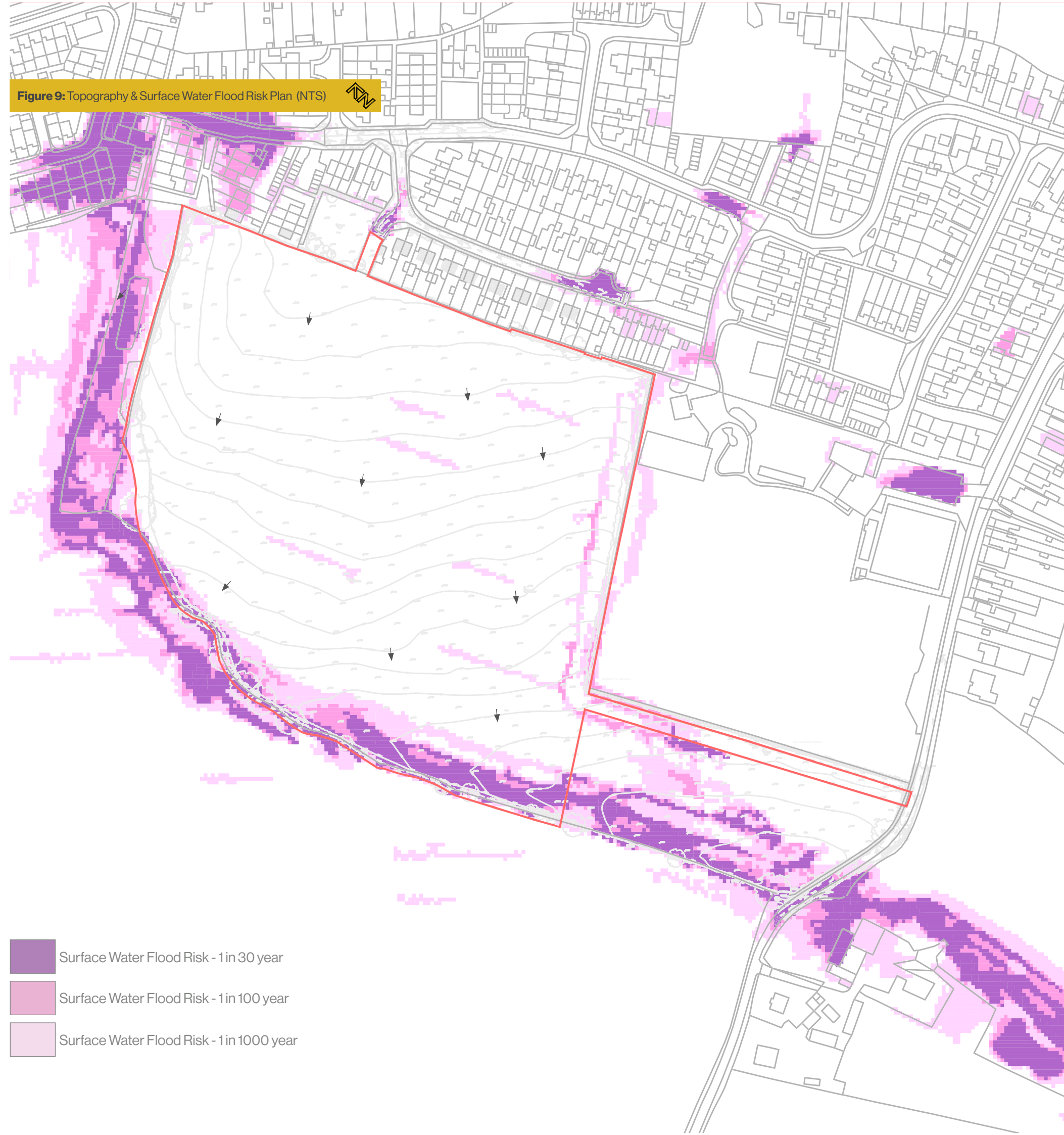
The Environmental Agencies (EA) Flood Map for Planning shows the site lies within Zone 1 – Low Probability, having less than a 1 in 1,000 (0.1%) annual exceedance probability (AEP) of river flooding.

The EA's surface water flood risk mapping shows three notable surface water flood risk areas:

- + There is a flood risk corridor associated with the Ordinary Watercourse (ditch) on the western and southern boundary of the site.
- + This links to a wider overland flow route coming from the north through the existing residential area.
- + A secondary flow path occurs in the 0.1% AEP (low risk) scenario along the eastern boundary of the site, before crossing over to join the wider flow route on the southern boundary. This flow path originates from exceedance flow within Manor Road, The Glebe and Cunnery Close. A localised depression is visible on site along the site boundary, corresponding to this flow route.
- + There is an isolated area of surface water flood risk at the access to the site from Cunnery Close. This is associated with a depression formed by an artificially raised bund located within the site at the access.

It should be noted that the EA surface water mapping was last updated in September 2025 and therefore supersedes the mapping that is presented in HBBC's SFRA.

Figure 9: Topography & Surface Water Flood Risk Plan (NTS)



- Surface Water Flood Risk - 1 in 30 year
- Surface Water Flood Risk - 1 in 100 year
- Surface Water Flood Risk - 1 in 1000 year

04 SITE APPRAISAL

4.4 ARBORICULTURE

An Arboricultural Impact Assessment Report (AIA) was conducted to survey trees located at the Site.

A total of twenty-nine individual trees, eight groups of trees, one woodland and three hedgerows were surveyed as part of the Arboricultural Assessment. Tree stock recorded on the site was predominantly of native origin, ranging from high-value individual specimens to lower-value trees and groups. The most commonly observed species were ash *Fraxinus excelsior* and English oak *Quercus robur*, with boundary groups and hedgerows comprising a mix of native broadleaved species such as hawthorn *Crataegus monogyna*, blackthorn *Prunus spinosa*, and field maple *Acer campestre*.

The site was largely surrounded by trees and vegetation, with a linear belt to the east along Barlestone Recreation Ground and an established hedgerow along the southern and western boundaries, containing several mature specimens. Overall, the quality of specimens and groups was primarily of landscape value, with the exception of the Category A trees, which offered higher arboricultural value.

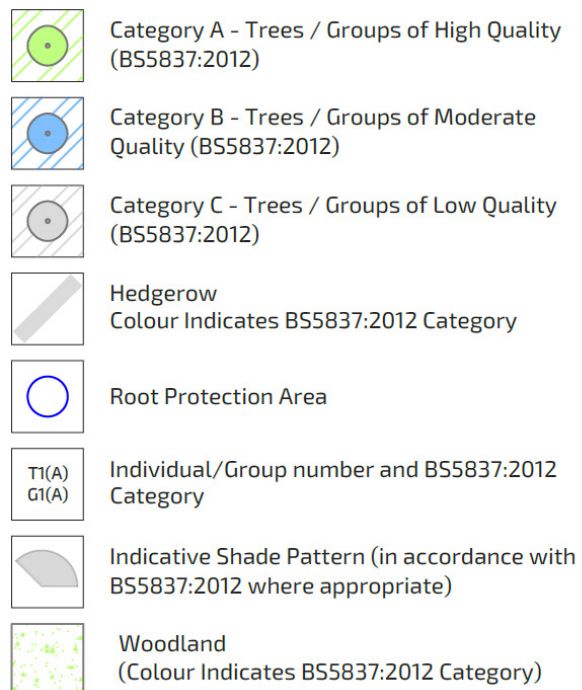


Figure 10: Tree Survey Plan (NTS)

04 SITE APPRAISAL

4.5 ECOLOGY

An Ecological Impact Appraisal (EIA) has been carried out for the proposed development.

The EIA found the site to comprise an arable field with species-poor largely ruderal field margins with a small area of amenity grassland located to the north. Habitats of higher ecological value include native boundary hedgerows with occasional mature standards, broadleaf tree lines, scattered scrub and a dry ditch.

The majority of the habitat on site was arable habitat of limited conservation value. The site contained four hedgerows, all of which were priority habitats and one of which constituted an Important Hedgerow. There was one individual tree on the site boundary and a small portion of other neutral grassland was present to the north. The site was found suitable for a range of protected species including badger, bats, breeding and winter birds, great crested newt (GCN), otter and water vole. Other species assessed for habitat suitability on-site included reptiles. Rhododendron, an invasive species under Schedule 9 of the Wildlife and Countryside Act, was present in small amounts on site.

All of the hedgerows were considered to qualify as both Habitats of Principal Importance under S41 of the NERC Act (2006) and local BAP habitats, supporting over 80% native species. A stream runs along the southern boundary and blocks of woodland and scrub lie beyond the site to the west. Protected and/or notable species/groups confirmed to utilise the site include bats and breeding birds where habitats of value include the boundary hedgerows, scrub and tree lines.

Figure 11: Habitats Plan



04 SITE APPRAISAL

4.6 HERITAGE & ARCHAEOLOGY

An Archaeology and Heritage Desk Based Assessment has been prepared in support of this application. This report provides a review of the known and potential heritage resource, including archaeology and built heritage. It assesses the significance of the heritage resource which may be affected, and the potential impact of proposals on that significance.

The site has been subject to previous archaeological evaluation, including geophysical survey and trial trenching. This did not identify any archaeological remains within the site. No further archaeological works are considered necessary.

Development will not adversely impact any designated heritage assets as a result of alteration to setting. This includes listed buildings at Barlestone as well as the conservation area and listed buildings at Osbaston. There are limited views to the upper parts of the spire of the Grade II* listed Church of St Peter at Market Bosworth from parts of the Site. However, any reduction of these very limited distant views as a result of the proposed development would not adversely impact the significance of the Church.

4.7 NOISE

A Noise Assessment has been prepared in support of this application. The assessment of noise affecting the proposed development has been undertaken with reference to ProPG: Planning & Noise – New Residential Development (Stage 1 Initial Site Noise Risk Assessment) and is informed by baseline noise survey measurements undertaken at representative positions across the site. The results demonstrate that daytime and night-time road traffic noise levels across all proposed residential developable areas fall within the “negligible risk” category in ProPG terms. Target internal noise levels are expected to be achievable with windows open, and external noise levels within private amenity spaces are predicted to be well below the ProPG/BS 8233 design range. Consequently, no specific building-fabric or layout-based noise mitigation is required to secure acceptable internal or external noise levels for future residents, or achieve the noise criteria referenced in draft condition 11 of the case officer’s report for the previous outline application.

Whilst development-generated road traffic noise levels would be audible within the curtilage of existing 2 Cunnery Close, the predicted levels would

not exceed the LOAEL and would not result in an adverse effect. Therefore, provided acoustic screening is incorporated into the development, development-generated road traffic would not result in unacceptable noise impact on the amenity of 2 Cunnery Close.

Therefore, the site is considered suitable for the proposed residential development, and any detailed acoustic design measures, including the final specification of the acoustic fence adjacent to 2 Cunnery Close, can be secured at the reserved matters stage or by appropriately worded planning conditions consistent with those applied to the previous outline consent.

4.8 AIR QUALITY

An Air Quality Assessment has been prepared in support of this application, with reference to existing air quality in the area and relevant air quality legislation, policy and guidance.

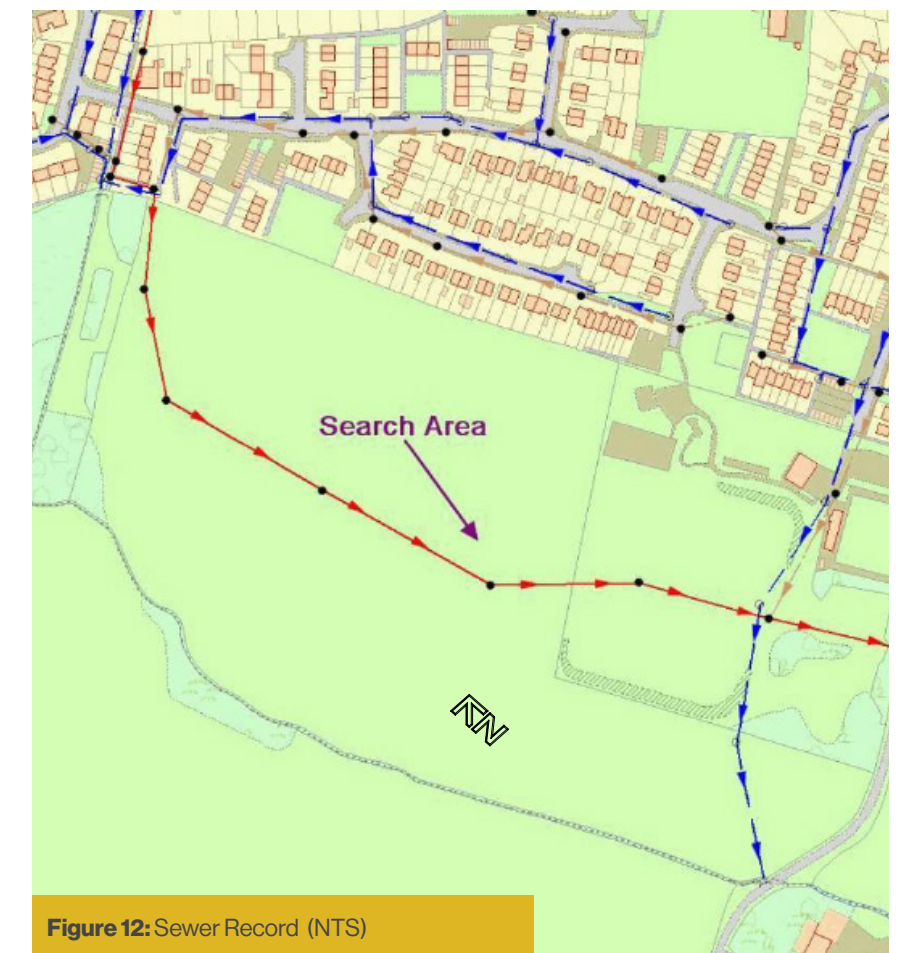
An assessment of construction phase impacts has been undertaken following the IAQM construction dust guidance. Mitigation measures are recommended to reduce the risk of dust and particulate matter being generated and re-suspended. With implementation of the appropriate measures, no significant impacts are anticipated during the construction phase.

A qualitative assessment of the operational impacts has been undertaken by comparing the traffic data of the proposed development against the screening criteria outlined in the EPUK-IAQM guidance. Based on the traffic data provided by the project transport consultants, it is considered unlikely that the proposed development will have a significant impact on local air quality. Furthermore, a review of baseline conditions found that the proposed development would not introduce future sensitive receptors into an area of known poor air quality. Therefore, the overall air quality impact of the development is considered to be ‘not significant’.

Based on the results of the assessment, it is judged that with appropriate mitigation, the proposed development complies with relevant national and local planning policies and that there are no air quality constraints for the development proposal.

4.9 UTILITIES

Severn Trent sewer records indicate the presence of a combined gravity sewer crossing the site from the northwest corner to the east. The records do not provide size or level information. Its route is shown below (taken from the FRA):



- Public Combined Gravity Sewer
- Public Foul Gravity Sewer
- Public Surface Water Gravity Sewer

05 EVALUATION & DESIGN PRINCIPLES

5.1 OPPORTUNITIES & CONSIDERATIONS

The Site considerations and opportunities associated with the proposed development have been identified following a careful assessment of the Site, its context and surroundings. The analysis has identified a number of considerations that will influence and help shape the development. Importantly none of these have been identified as barriers to development in principle. It is also clear that these present a number of opportunities associated with the development.

CONSIDERATIONS

- ✚ Existing boundary vegetation to be retained and utilised as the framework for new green infrastructure.
- ✚ The site gently slopes from north to south, generating a low point towards the southern boundary.
- ✚ Access to be taken from Cunners Close on the northern boundary.
- ✚ Consider highlighted views within the Neighbourhood Plan and views of the site from Hinckley Road and Bosworth Road to the south.
- ✚ Sewer pipe dissects site, look to accommodate within street network with existing route or via a rerouting.
- ✚ Existing properties back on to the northern boundary of the site.

OPPORTUNITIES

- ✚ Opportunity to provide accessible pedestrian routes connecting new residential area and areas of green space to existing footpath network and nearby facilities.
- ✚ Creation of a central greenspace within the development.
- ✚ Opportunity to provide an integrated network of public open spaces incorporating play facilities, landscaping, sustainable drainage areas, and other ecological habitats.
- ✚ New and reinforced perimeter boundary vegetation to provide a filtered edge to the adjacent landscape and strong green infrastructure to the site.
- ✚ Opportunity to deliver sensitive and characterful built form.
- ✚ Enhancements to the habitats and biodiversity value of the site.
- ✚ New SuDS features to form an integral part of the development's green infrastructure, designed for landscape and biodiversity benefits.

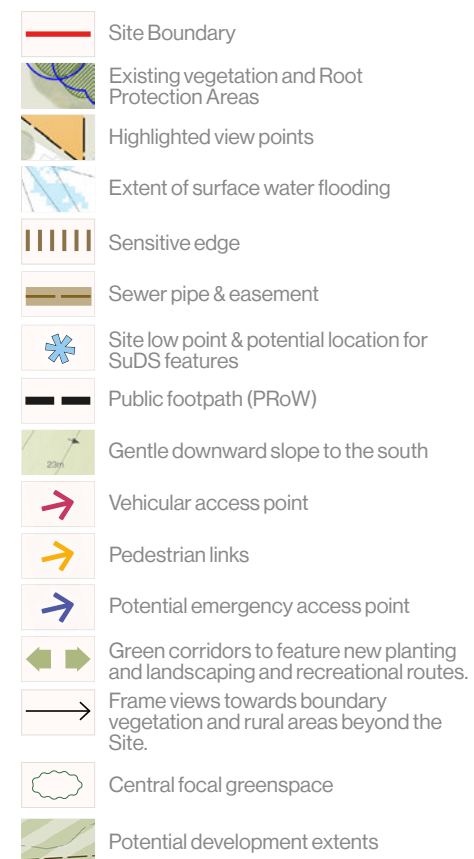


Figure 13: Opportunities & Considerations Plan (NTS)



05 EVALUATION & DESIGN PRINCIPLES

5.2 PUBLIC CONSULTATION

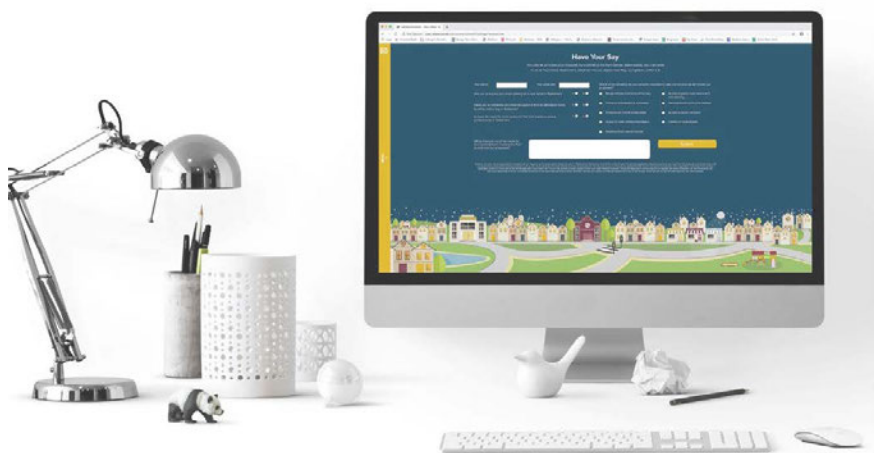
Gladman has engaged in a process of community engagement during the development of the proposals for the site.

Public opinion has been sought with an online survey having been prepared to convey the proposals to the public. These have been available for the public to view at:

<https://barlestone-gladman.hub.arcgis.com/>

Leaflets were sent to local businesses and residents to notify them of the consultation, and advise them on how they can have their say. Comments received through this consultation process were regularly provided to the design team, to allow this to be fed into the design process.

The consultation material included details on the site, the development process and a draft development framework plan. Comments were received on the draft proposals. A summary of the feedback received through this consultation is provided in a Statement of Community Involvement, which forms part of the planning application.



5.3 OTHER ENGAGEMENT

Engagement with Barlestone Parish Council

Gladman wrote to Barlestone Parish Council with details of the draft proposals, including copies of the consultation leaflet on Thursday 5th February 2026.

Engagement with Ward Councillor

Gladman wrote to the Ward Councillor Bill Crooks to provide details of the consultation and a copy of the consultation leaflet on the Thursday 5th February 2026.

Engagement with Hinckley & Bosworth Borough Council

Gladman requested pre-application advice from Hinckley & Bosworth Borough Council. A pre-application meeting was held on Thursday 8th January 2026 with the allocated case officer (Sullivan Archer) to discuss our proposals in more detail.

Engagement with Local MP

Gladman wrote to Dr Luke Evans MP to provide details of the consultation and a copy of the consultation leaflet on the Thursday 5th February 2026.

5.4 DESIGN OBJECTIVES

The site itself provides an excellent opportunity for a development which integrates well with the existing residential area of Barlestone. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well contained and connected. The following objectives are a direct result of the evaluation of baseline data, the site's context, considerations and opportunities and as a result of consultation responses:



To create a neighbourhood of high quality design, with a mix of housing, drawing on the best features of local distinctiveness within Barlestone.



To provide a well-connected development through the provision of a hierarchy of clear and distinctive routes through the site creating a permeable street, path and open space network.



To establish a clearly legible scheme, where residents and visitors can easily find their way around.



To deliver real community benefits through the provision of a broad range of new homes and opportunities for healthy outdoor recreation.



To respond sensitively to the local landscape context, embedding the development within its natural surroundings.



To make Green Infrastructure an integral part of the scheme, by creating a network of multifunctional green spaces for the benefit of residents, wildlife and the wider landscape.



To adopt a combination of sustainable surface water management solutions, such as SUDs, that contribute positively to local biodiversity and enhance the character of open spaces.

05 EVALUATION & DESIGN PRINCIPLES

5.5 LAYOUT & PLACEMAKING PRINCIPLES

The following layout and placemaking principles reflect the context and site analysis undertaken in the previous sections and consider vegetation, landform, ecology, drainage, connectivity and built form. Five key design principles have been worked up which are in close accordance with the characteristics of a well-designed place as detailed within the National Design Guide. These are embedded in the layout and are presented here diagrammatically:



ENHANCE WILDLIFE FOR PEOPLE & NATURE

- + Protect and enhance existing boundary vegetation with additional planting and open space to create an attractive, mature landscape setting for development.
- + Create connected green spaces throughout the development improving ecological connectivity and biodiversity.
- + Improve access to new areas of public open space along the edges of the site, adding to the health and well-being and overall quality of life of residents.
- + New vegetation to channel views to key public greenspaces and landscape beyond the site to the south..
- + Plant generous supplementary vegetation including tree, thicket and hedgerows.
- + Attenuation strategy to create new habitat.



MOVEMENT & ACTIVE TRAVEL

- + Homes sustainably located close to amenities and public transport routes in Barlestone to promote lower car ownership.
- + New vehicular access point off Cunnery Close with integrated pedestrian links.
- + Create a pedestrian friendly, legible street layout with secondary streets and access lanes feeding off the primary street through the development.
- + Encourage sustainable travel by providing an enhanced safe network of off-road pedestrian links, integrating new pedestrian routes through areas of public open space.



05 EVALUATION & DESIGN PRINCIPLES



SENSITIVE BUILT FORM

- + Create a new neighbourhood within a rich and attractive landscape that forms a logical and appropriate extension to the village.
- + Create outward-facing development blocks that overlook the streetscape and areas of public open space with high-quality frontage.
- + Sensitive respond and reflect existing built context within Barlestone.
- + Use of strong building lines to frame primary street and focal spaces.
- + Lower density and more informal development to feature on the site's southern limits, creating a soft transition from the built environment to areas of green space and soften views of development from Hinckley and Bosworth Road to the west/south.
- + Align streets to frame views out towards green edges and countryside beyond.
- + Central green space to help to punctuate the built form at key location.



COMMUNITY FOCUS

- + New nature inspired play areas to offer recreational opportunities. Alongside these, new recreational routes and an active street scene will form places for residents to meet, socialise and play.
- + Instil a strong sense of community pride through the quality of the built development and associated greenspaces.



IDENTITY

- + Create a landscape buffer along the southern boundary to bolster existing boundary vegetation and create a suitable transition from the village to the countryside south of Barlestone.
- + Design for character and distinctiveness through layout, street design, legibility and street scene composition.
- + Use variations in density to help create distinctive character areas.
- + Follow a traditional arrangement of development typical of and responsive to the local context.
- + Deliver high-quality areas of accessible public open space, creating a new neighbourhood that nurtures community interaction and integration.



This application is submitted in outline form with approval sought for use and access arrangements only. All other matters including layout, scale, landscape and appearance are reserved for subsequent approval. Whilst these elements are purely indicative at this outline stage, this section of the DAS explores how they could be realised on this Site as they offer early indications on how the detail of the proposal could be developed through the later stages of the planning and design process.

6.1 DEVELOPMENT FRAMEWORK

The Development Framework Plan presents a set of proposals for a residential development covering 6.53 hectares, designed to accommodate up to 158 dwellings at a gross density of 24 dwellings per hectare.

Vehicular access to the site will be taken from Cunnergy Close. The new access point will feature a pedestrian link and lead on to a tree-lined primary route to serve the wider development in the form of a legible loop. The proposed street layout and new recreational routes and connections will offer both a permeable and legible pedestrian environment with direct links between the existing village, new homes and public greenspace.

Existing vegetation is retained and enhanced, with additional vegetation proposed across the western, southern and eastern boundaries of the site to further establish a soft interaction with the surrounding built and landscape context. Further tree planting is proposed within the street scene to break up built form and help assimilate new homes within their surroundings. A central greenspace at the core of the development will be an attractive focal point with two play spaces appealing to different age groups. Direct, walkable streets will ensure a network of highly interconnectable green spaces providing new recreational and ecological opportunities.

The proposals include the introduction of Sustainable Urban Drainage Systems (SuDS) in the form of an attenuation basins giving the Site a rich combination of green and blue infrastructures.

Specific points of the Development Framework Plan are listed below, corresponding with the numbers shown on Figure X.

- 1 Vehicular access point and footpath connection off Cunnergy Close.
- 2 Access to lead onto a tree-lined primary street which will form a legible loop through the development.
- 3 Secondary streets to radiate out from primary loop connecting the outer edges of the development whilst offering visual links to existing boundary vegetation and Hut Spinney to the south.
- 4 Emergency access in the form of a 3.7m wide track from Bosworth Road to the east.
- 5 New pedestrian connection out towards Manor Road to provide quick connections to local facilities.
- 6 Residential area to consist of outward facing development with new homes fronting onto streets and areas of public green space.
- 7 New homes to back onto existing settlement edge on the northern boundary.
- 8 Lower density development to feature in the southern areas of the scheme to provide a soft development and settlement edge and to aid the transition between the urban area and countryside beyond.
- 9 Extent of development sits within the topographical contour on which existing homes sit along Bosworth Road, rounding off the southern edge of Barlestone.
- 10 Central amenity green space with play provision (LEAP & LAP) to break up built form and serve as a focal point to the development.
- 11 Western and southern boundaries defined by natural/semi-natural green space with scattered tree, scrub and native hedgerow planting to provide opportunities for wildlife and biodiversity enhancement.
- 12 Attenuation basin is situated at the lowest part of the site to capture surface water run-off. The basin is to be designed in a sensitive way with naturalistic planting to enhance biodiversity and character of the scheme.

Key

Site boundary(6.53 Ha)

Existing

Vegetation

Public Right of Way (PRoW)

B

Bus Stops

Proposed

Residential development

Amenity greenspace

Natural & semi-natural greenspace

Vehicular access point

Emergency access point

Tree-lined primary street

Secondary streets

Footpaths

Emergency access track

Pedestrian link

Tree, scrub & hedgerow planting

Play areas (LEAP & LAP)

Attenuation basin (SuDS)

Figure 14: Development Framework Plan (NTS)



ILLUSTRATIVE MASTERPLAN

The plan opposite, together with information in section 6 demonstrates that this work has culminated in an appropriate and deliverable Illustrative Masterplan.

The Illustrative Masterplan along with supporting text and illustrations in this part of the DAS indicate the principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure).

The Illustrative Masterplan provides an indication of densities across the site and identifies the situations where focal buildings may be used to close a vista or turn a corner etc. In addition, information is provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Masterplan is to provide one iteration of how the Site could be developed to accommodate up to 158 residential dwellings and associated infrastructure. It sets out the key urban design principles that the development will seek to adopt conforming with the development parameters of the Development Framework Plan.



Figure 15: Illustrative Masterplan (NTS)

06 DESIGN

6.2 USE, AMOUNT & MIX

The outline planning application covers an area of 6.53 Ha and comprises of:

RESIDENTIAL DEVELOPMENT (4.35 Ha):

Dwellings are to be provided at an appropriate density to reflect the need to use land efficiently whilst also taking into account local character. The proposed residential area will provide up to 158 new homes at a density of 36 dwellings per hectare (dph) with a mix of dwellings types from 1-5 bedroom properties. The development will provide for a broad range of dwellings and house types offering a mix of market housing from first time homes to larger family homes.

GREEN INFRASTRUCTURE & PUBLIC OPEN SPACE (1.99 Ha):

Public Open Space is proposed throughout the development with highly interconnectable green spaces. The proposals include a central greenspace and an enhanced landscaped edge on the western, southern and eastern boundaries. Areas of public open space will integrate new play opportunities, these will be in accessible locations and connected via new recreational routes and walkable streets.

The proposals include the introduction of Sustainable Urban Drainage System (SuDS) to collect surface water run-off from the Site and to enhance biodiversity. An attenuation basin is proposed within the southern area giving the site a rich combination of green and blue infrastructures.

Requirements for open space within new residential developments is set out in the Open Space Assessment (September 2025) and Appendix 7: Open Space and Outdoor Sport Provision within the Regulation 18 Local Plan 2024-2045. Information on these requirements and the site's provision is detailed in the following pages.

Areas of land required for access, highways and retained access make up the remainder of the site area.

Figure 16: Land Use Plan (NTS)



6.3 ACCESS & MOVEMENT

VEHICULAR ACCESS PROPOSALS

Vehicular access will be taken from the extension of the existing stub off Cunnery Close. The proposed 5.5m carriageway accords with LHDG and MfS guidance and is sufficient for two large vehicles to pass, including where on-street parking occurs. A 2m wide footway will be provided at the vehicular access. The proposed access arrangement is largely as per that proposed for the two previous applications which were deemed acceptable to LCC, with the LHA also raising no issues related to the proposed access arrangement during pre-application consultation.

It should be noted that the development quantum now stands at up to 158 dwellings, which is 18 fewer dwellings than what was proposed as part of the two previous planning applications and was agreeable to LCC Highways. The revised figure equates to a total of up to 195 dwellings served by Cunnery Close in conjunction with the existing 37 dwellings.

PUBLIC TRANSPORT

Bus services in proximity to the site provide convenient connections to a number of destinations. As illustrated within the Transport Assessment which accompanies this application, Market Bosworth and Newbold Verdon can be reached within a 15-minute journey time, Ibstock within a 30-minute journey time, Coalville and Hinckley within a 45-minute journey time and Leicester and Earl Shilton within a 60-minute journey time.

Given the proximity of the bus stops, the frequency of the services and the key destinations they call at, bus travel is considered a viable and convenient mode of transport for future residents of the site.

PEDESTRIAN ACCESS

The existing 2m wide footway on the eastern side of the Cunnery Close stub will be extended into the site to allow for pedestrian access. This will provide a convenient connection to the existing footway provision on Manor Road that leads to the village centre and many of the village

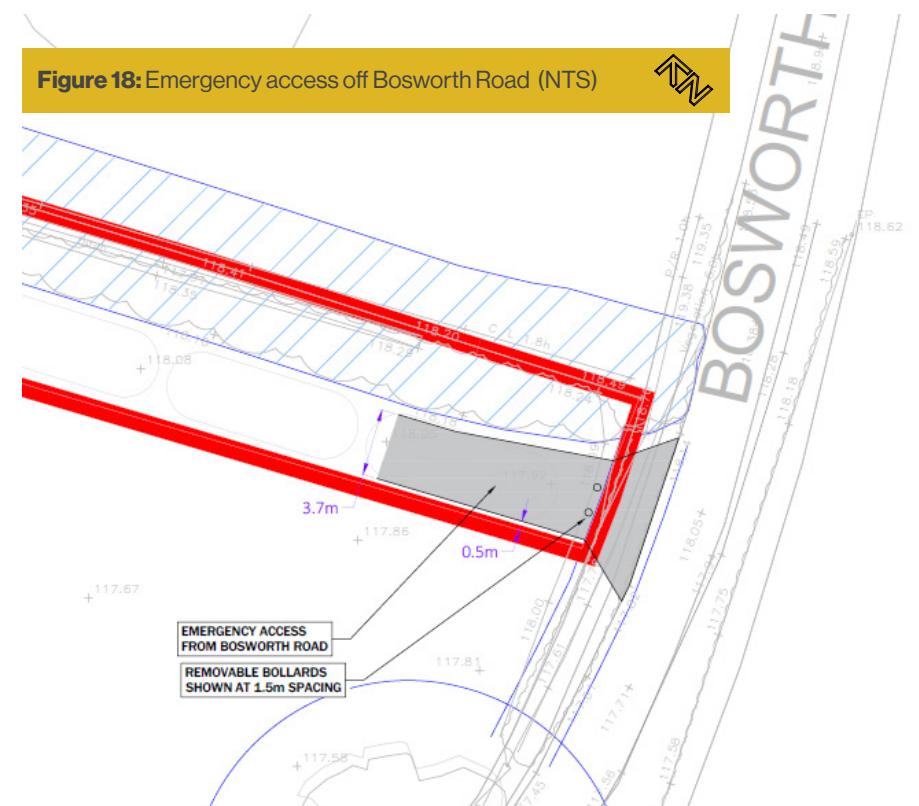
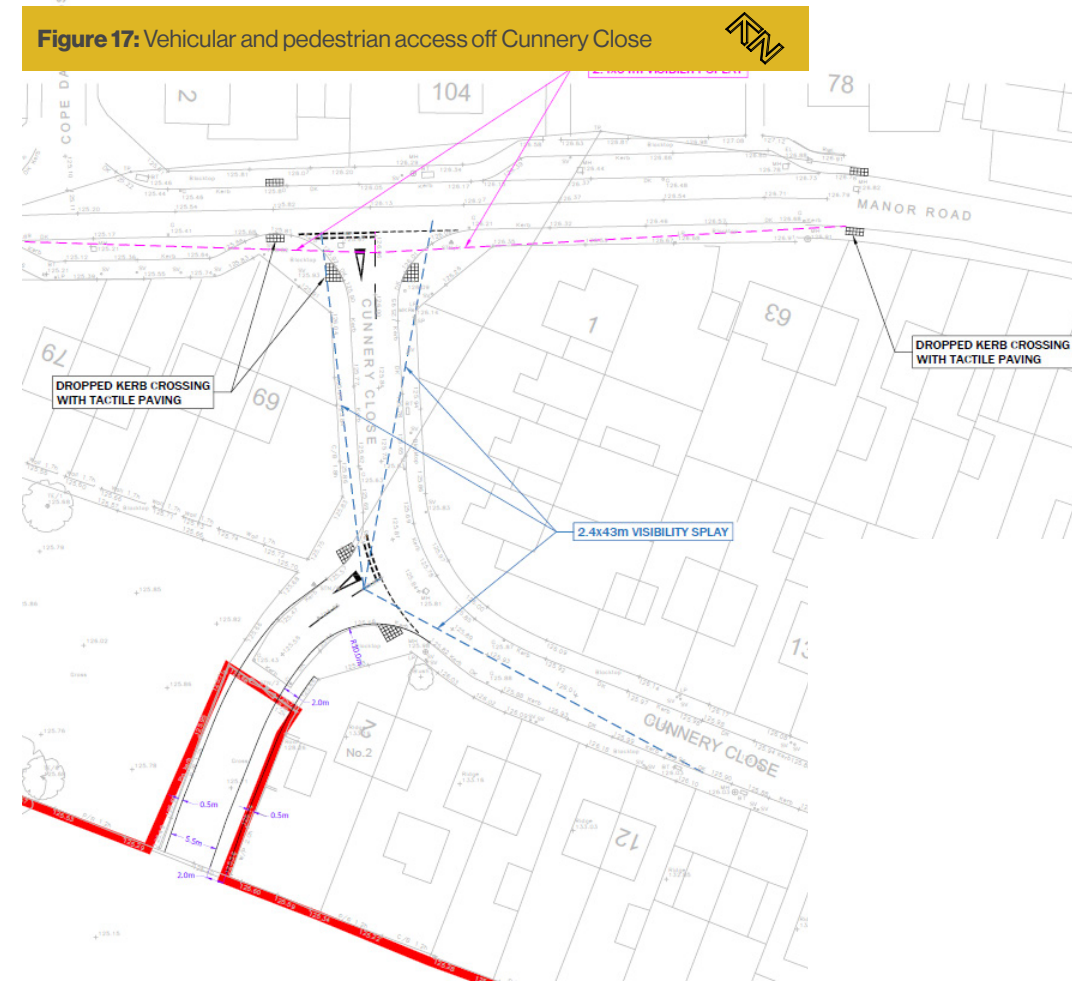
amenities to the east accessible via the pedestrian 'cut-throughs' between The Glebe, Avondale Road and Bosworth Road. A 0.5m verge will be provided between the back of footway and the adjacent property for construction purposes. A grass verge will be provided on the western side of the access.

A dedicated pedestrian access point will be provided in the north-western corner of the site, providing access to Manor Road via an existing footpath. This helps to compensate for the main vehicular access having a footway only on the eastern side. Also, Gladman remains committed to providing a pedestrian/cycle connection to the playing fields and bowls club, subject to BPC, as owners of the land, allowing such a connection.

EMERGENCY & SERVICE VEHICLES

An internal loop road can be provided in order to provide the LPA with further assurance that a single main access is safe and sufficient, however, the applicant is also willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. The emergency access will be located as far north as possible on Bosworth Road. It will include a hard paved initial section protected by bollards, or similar modal filter features, that will be readily removable by the emergency services to prevent misuse. Whilst the internal surfacing will be subject to Reserved Matters, it is anticipated that the track, which will continue to the main body of the site, will be of a grasscrete or other permeable paving surfacing.

The detailed design and dimensions of the development's new streets will be submitted and agreed with the LPA as part of the future Reserved Matters submissions. Critically, the streets will be designed to accommodate service vehicles without allowing their requirements to dominate the layout. The detailed layout design will accord with Schedule 1, Part H of the Building Regulations to ensure appropriate waste collection, vehicle access and bin carry distance standards are achieved.



06 DESIGN

MOVEMENT HIERARCHY

Within the development area, a clear and legible hierarchy of routes would be provided, to allow easy access and navigation. The development's street pattern is based on a regular pattern of connected streets. This will create streets that are more direct in their form, and will be easier to navigate for pedestrians and cyclists. It will also produce streets and perimeter blocks that are practical and efficient in their design. The street pattern will allow the opportunity to introduce avenues, and feature spaces. It will also encourage the use of vistas and views of keynote buildings as streets intersect.

Traditional places are organised on distinctive street types and, in general, a hierarchy of higher order streets such as a Main Street and lower order streets such as Lanes. A series of street types will be introduced and these will act as 'character streets'. The principle is that there should be around three 'character streets' each having variations in width, building form, densities and landscape treatment. These should be:

- + Primary Street,
- + Tertiary Streets,
- + Green Lanes (Shared & Private Driveways).

Figure 19: Movement Hierarchy Plan (NTS)



STREET TYPOLOGIES

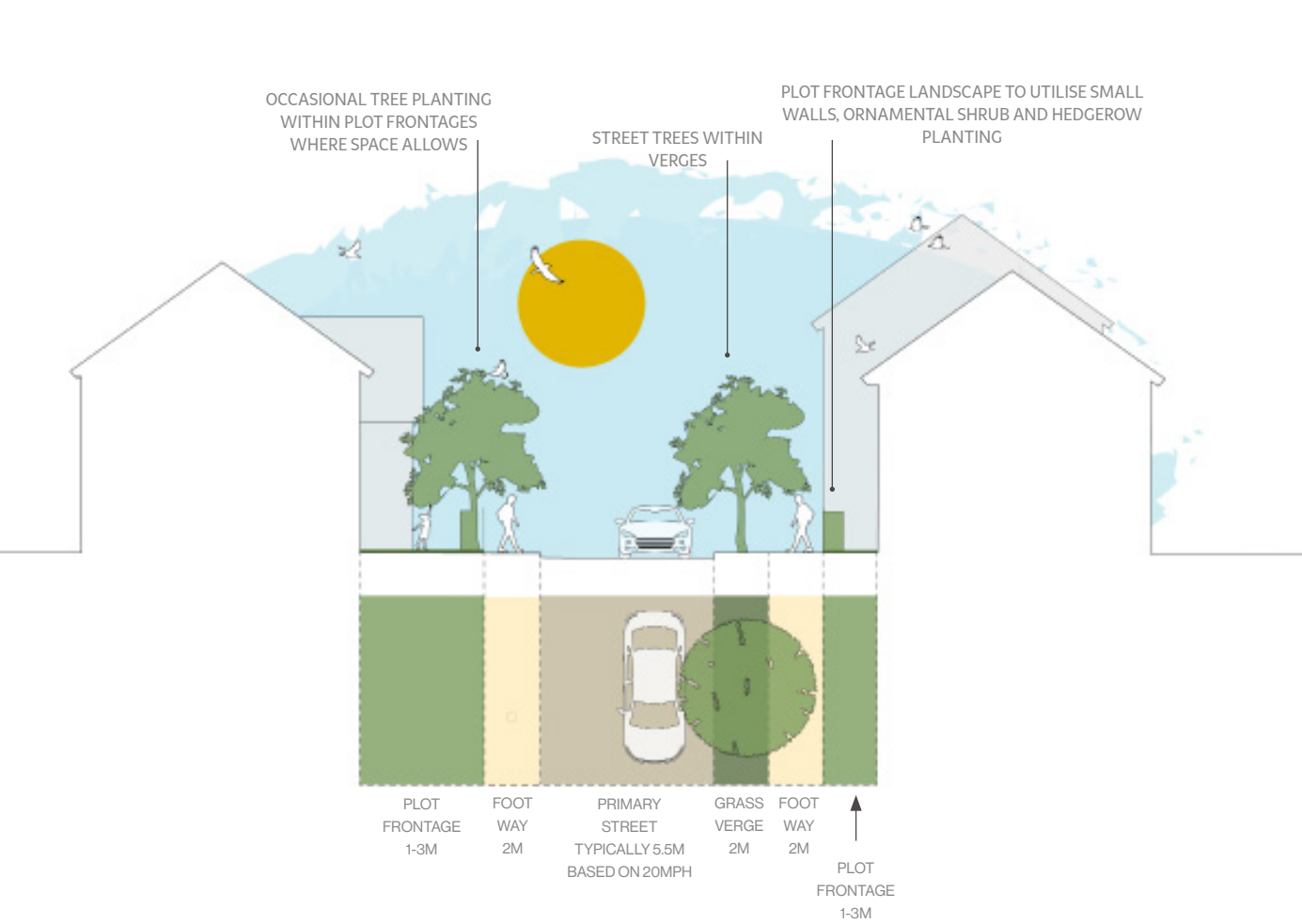
PRIMARY STREETS

Width & Character	5.5m street to gently loop through the development. Changes in paving at junctions to help restrict traffic speed.
Footpath & Verge	2m footpath to both sides of the road, one adjacent to the carriageway and one separated by a grass verge. Grass verge to generally be 2m featuring street tree planting and amenity grassland. Properties where possible to be grouped/semi detached to minimise driveway cross over.
Trees	Trees to generally be provided within the verge.
Parking	A mixture of on plot parking to the side of the dwelling within private driveways and garages, and frontage parking bays.
Buildings	Semi-continuous building line with predominantly semi-detached with some feature detached properties. Primarily 2-2.5 storeys.
Boundary Treatment	Private frontages 1-3m depth, defined by either timber fencing, low walls or hedges to define property boundaries with occasional ornamental planting.

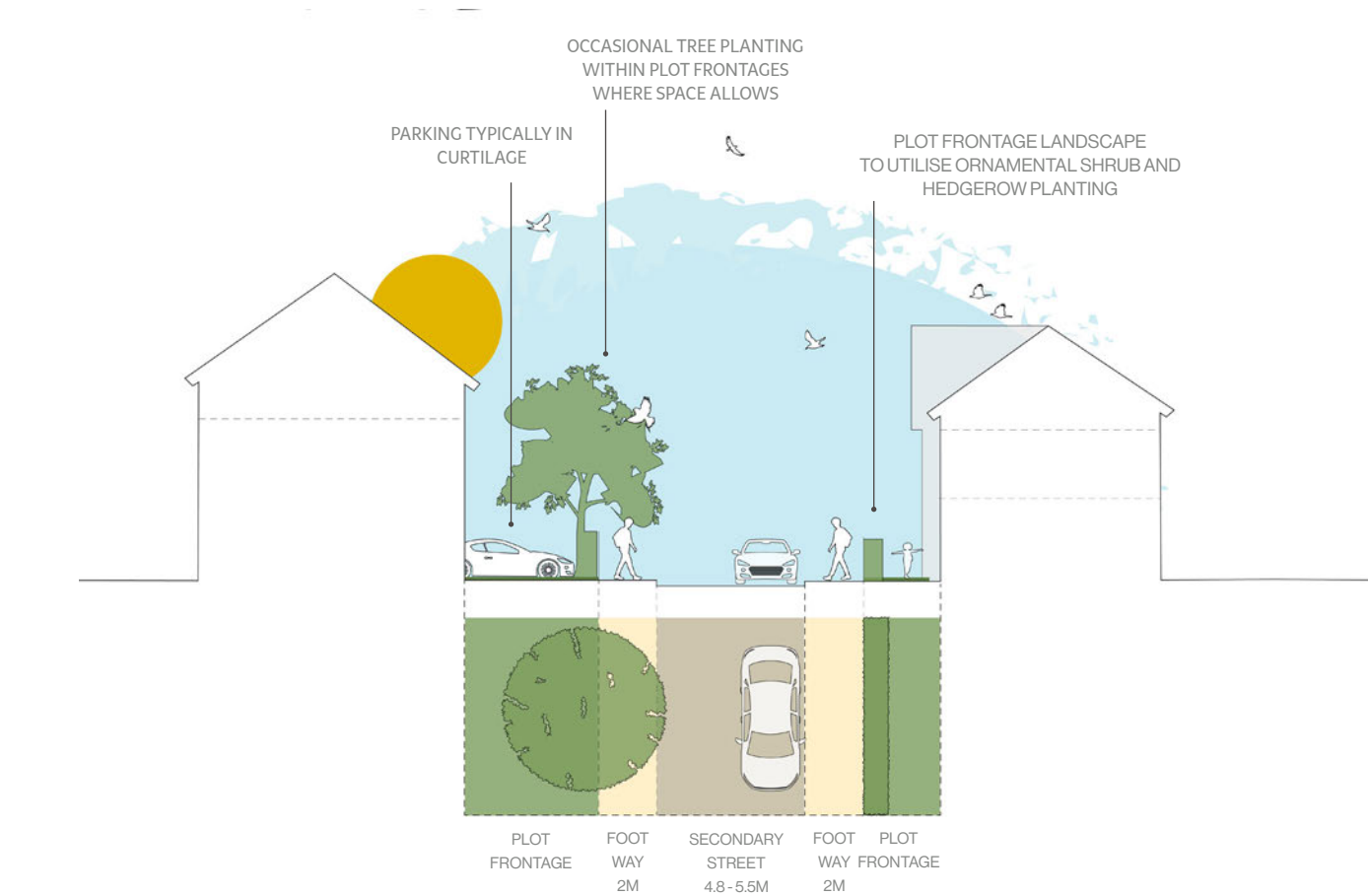
SECONDARY LANES

Width & Character	4.8m to 5.5m. To serve as connection routes from the primary street to the green lanes (shared driveways) on the peripheries of the development parcels.
Footpath & Verge	Generally, 2m to both sides of road, adjacent to carriageway with the option of reduced width to one side. No verge.
Trees	On-plot street tree where space allows.
Parking	A mixture of on plot parking to the side of dwelling within private driveways and garages, and frontage parking bays.
Buildings	Properties to front the Secondary Lanes. Predominantly semi-detached and terraced properties.
Boundary Treatment	Private frontages 1-5m depth, defined by either low walls constructed of flint, single species clipped hedgerows and occasional ornamental planting.

PRIMARY STREET ILLUSTRATIVE SECTION



SECONDARY LANE ILLUSTRATIVE SECTION



GREEN LANES (SHARED DRIVEWAYS)

Width & Character	4.1 to 4.8m. Shared surface lanes adjacent to areas of greenspace.
Footpath & Verge	None - shared surface. Links provided to footpaths within the adjacent open space. No verge.
Trees	Where space permits, medium/small trees within private front gardens. Where the green edge faces an existing internal hedgerow these trees may not be required.
Parking	Typically on plot parking within private driveways and garages. Parking to the front and side of dwellings.
Buildings	Semi-continuous building line with predominantly semi-detached with some feature detached properties. Scope to provide more informal property arrangements. Primarily 2-2.5 storeys.

WALKING & CYCLING

In accordance with Manual for Streets the layout will be designed with priorities for pedestrians and cyclists as opposed to the motor car. This includes cycling on-street, with cyclists using the carriageway. The Green Lanes and some junction areas will be designed as shared surfaces which will calm traffic and further promote the concept of streets for pedestrians and cyclists.

Headline Characteristics

- + Recreational routes within open space to connect to existing pedestrian network in Barlestone,
- + Street trees along carriageways as well as planting along the recreational routes to provide attractive features.
- + The use of vegetation or bollards to prevent vehicular traffic accessing the recreational routes and open space.
- + Properties to actively face and survey the recreational routes.
- + Providing direct access within the site to residential plots, the street network, the play areas and open space.

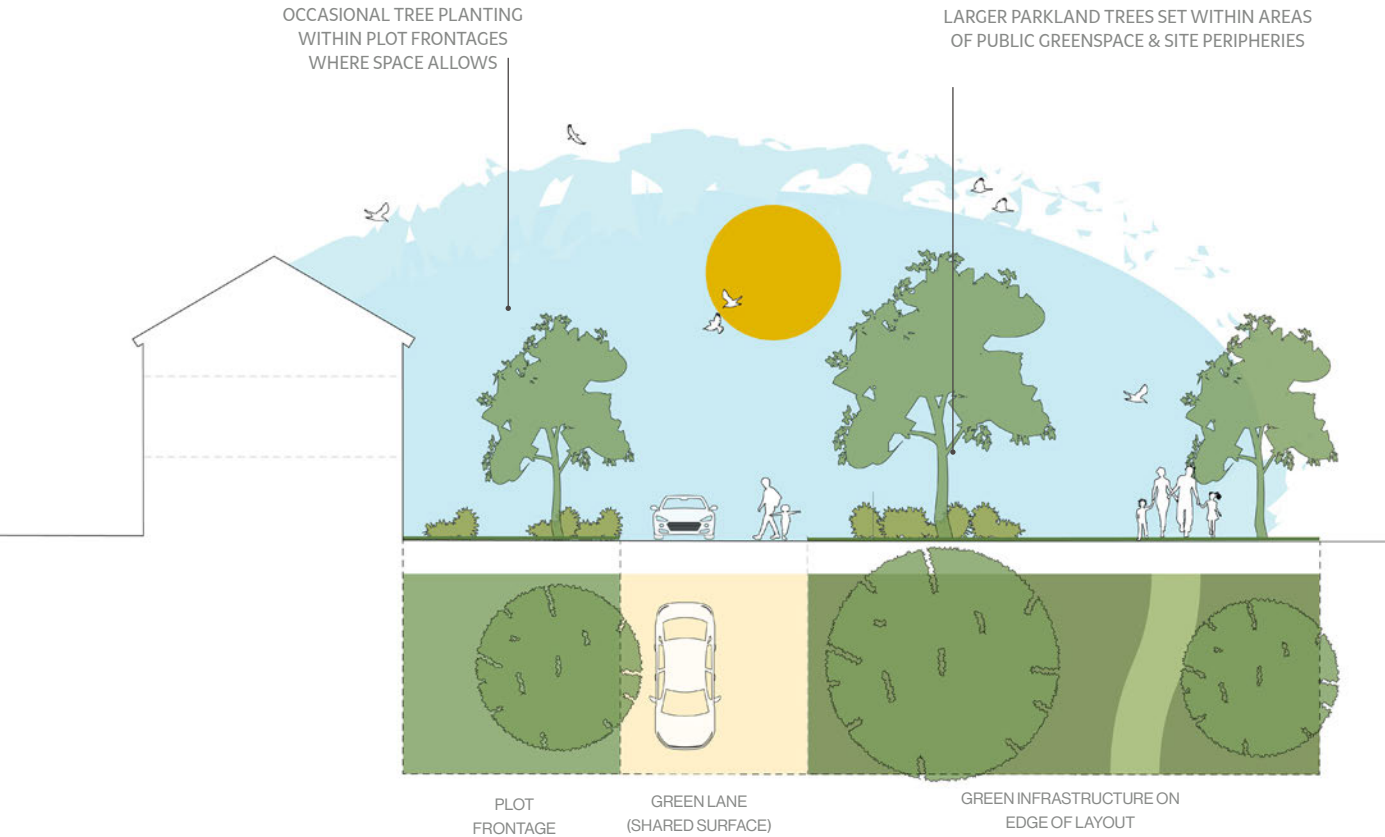
STREET LIGHTING

Matters related to lighting are a reserved matter for subsequent approval should this outline planning application be consented. Lighting will be an integral part of the movement and public realm framework. External lighting must be minimised and designed to prevent unnecessary light spill beyond the intended public realm. Open spaces should only be lit where needed for safe, identifiable routes or feature lighting, with low lighting levels and columns positioned at the edges next to pathways.

An indicative hierarchy of lighting is envisaged, with primary streets and key routes expected to be more consistently lit, secondary residential streets designed to reflect a more domestic character, and pedestrian routes and green corridors incorporating lower-level, targeted lighting where appropriate

Trees, lighting columns and other street furniture should be planned together to coordinate with utility services and reduce visual clutter—for example, mounting signage on existing lighting columns where possible.

GREEN LANE ILLUSTRATIVE SECTION



PARKING

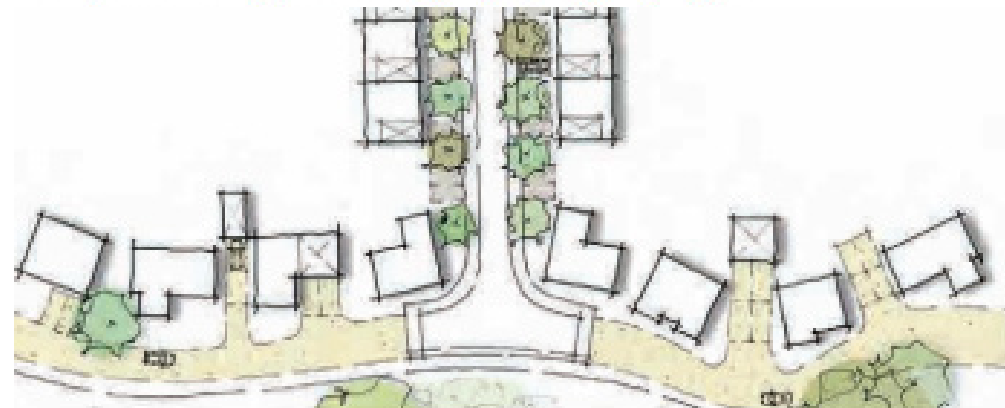
Matters related to car parking are a reserved matter for subsequent approval should this outline planning application be consented. The parking strategy should be developed to ensure that vehicle parking is well integrated into the overall layout, supporting both the functionality and character of the new neighbourhood. Car parking will be accommodated in a sensitive and appropriate manner and conform with the parking standards set out in the Leicestershire County Council 6Cs Design Guide.. The amount, typology and location of parking will be carefully considered to balance convenience with placemaking objectives - ensuring that streets remain attractive, safe and easy to navigate for all users.

No. of Bedrooms	Parking Provision
4 or more beds	3 spaces
3 or less beds	2 spaces

Parking will be designed as an integral part of the streetscape, coordinated with the design of open spaces, tree planting and pedestrian routes. A mix of on-plot parking, on-street bays and small shared courtyard parking areas will provide flexibility and convenience for residents and visitors alike, while avoiding over-provision of spaces that could dominate the public realm. Where feasible, parking will be positioned close to homes so that it is well overlooked, accessible and secure, yet does not compromise the visual openness and human-scale of the streetscape.

Parking typologies (The Good Design Guide, 2020)

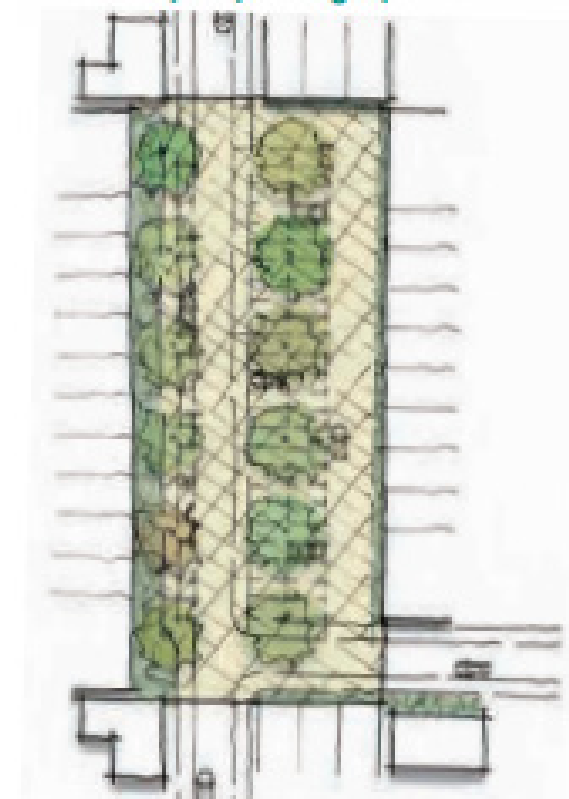
On plot: driveways, detached garages, integral garages



Rear access parking court



Landscaped parking square



On plot / on street: recessed detached garages, parallel parking bays



Frontages



Figure 22 | Example parking typologies

06 DESIGN

SECURED BY DESIGN

The Masterplan has been designed with regards to the requirements of 'Secured by Design Homes 2016 Version 1'. The requirements of the document are summarised here:

Access & Movement: places with well-defined and well used routes, spaces and entrances that provide for convenient movement without compromising security.

- 1 The scheme has been designed in order to provide a clear hierarchy of routes and public spaces, which will enable easy and safe navigation and movement through the Site.

Structure: places that are structured so that different uses do not cause conflict.

- 2 There is a high level of active frontage proposed within the development and a clear definition between public and private space, with frontages designed to maximise the level of defensible space. This principle is applied throughout the Site, and is as important in private driveways as it is in public open spaces.

Surveillance: places where all publicly accessible spaces are overlooked.

- 3 The proposed masterplan will result in well-designed spaces which are well overlooked. Parked cars can be particularly vulnerable to crime and, unless they are in a private garage, must be overlooked.

Ownership: places that promote a sense of ownership, respect, territorial responsibility and community.

- 4 A key aspect of surveillance is ensuring that places have a clear distinction between public, semi-private/communal and private space. The proposed masterplan has been designed to ensure that there is a clear distinction between public and private areas. An inclusive development with careful consideration of public realm design will instil a sense of pride and ownership towards the new neighbourhood.

Physical Protection: places that include necessary, well designed security features.

- 5 Physical protection is concerned with the way in which buildings are secured. Each dwelling will be secured with necessary security features.

Activity: places where 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.

- 6 The key activity areas within the Site, such as main streets and open spaces, have been designed to be overlooked by a number of properties.

Management & Maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

- 7 Public areas within the development will either be adopted by the local authority or a management company will be set up to ensure that they are maintained to a satisfactory level.

Figure 21: Aerial Location Plan (NTS)

