

Landscaping

Whilst it is a reserved matter at this stage, landscaping has been considered as an integral part of the design evolution, featuring as a key element of the vision for the site.

GREEN INFRASTRUCTURE STRATEGY

Green infrastructure acts as one of the key structuring elements of the proposals, subdividing the built development into parcels and creating a network of multifunctional green spaces that accommodate uses such as recreation, drainage, biodiversity and movement.

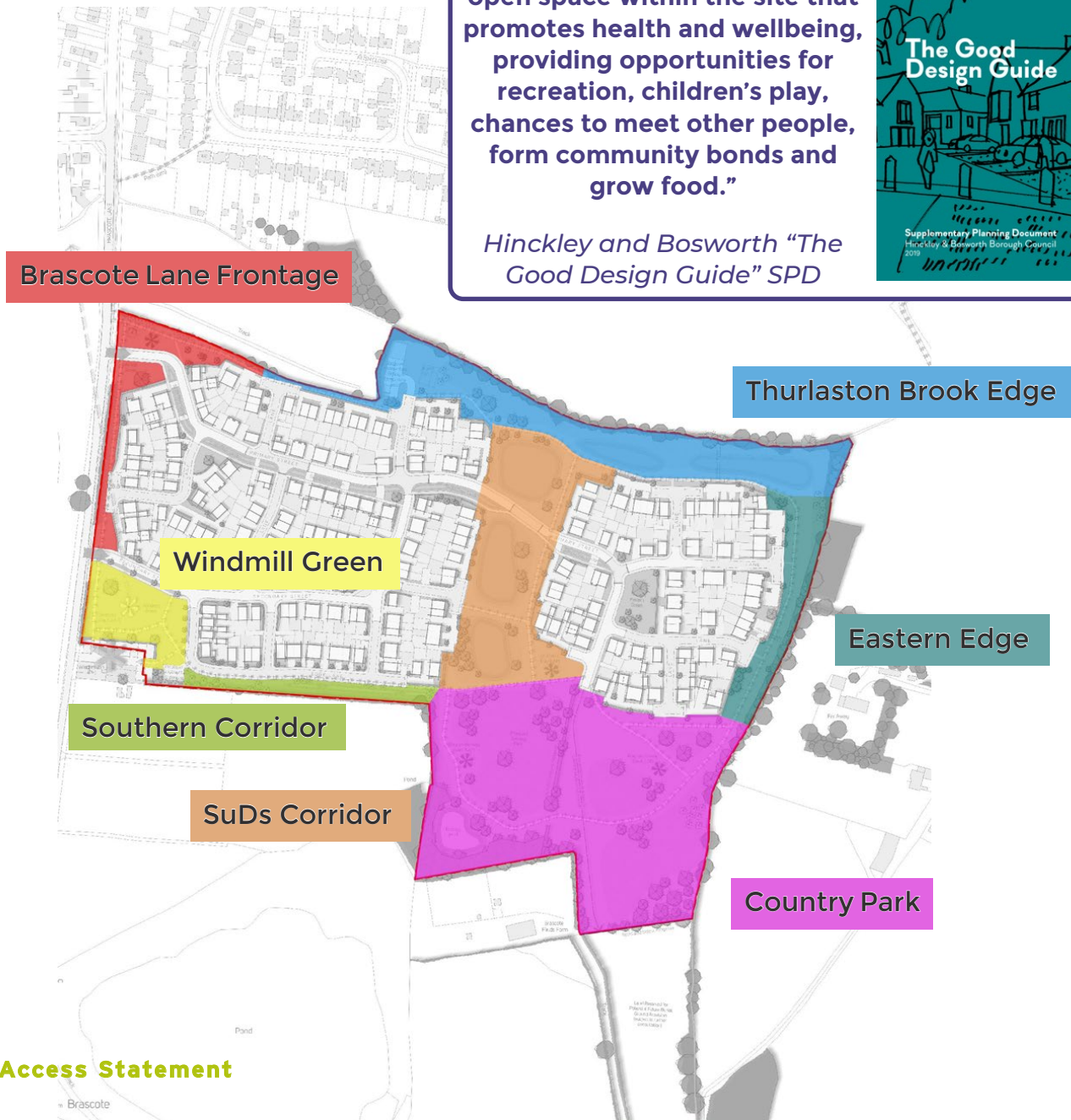
The Parameter Plan establishes a structure that provides generous amounts of green space and the form and distribution of it ensures that most residents will benefit from access to it in close proximity to their homes.

The Green Infrastructure Strategy consists of the following components:

- Country Park
- SuDS Corridor
- Thurlaston Brook Edge
- Eastern Edge
- Windmill Green
- Brascote Lane Frontage
- Southern Corridor

“To create high quality public open space within the site that promotes health and wellbeing, providing opportunities for recreation, children’s play, chances to meet other people, form community bonds and grow food.”

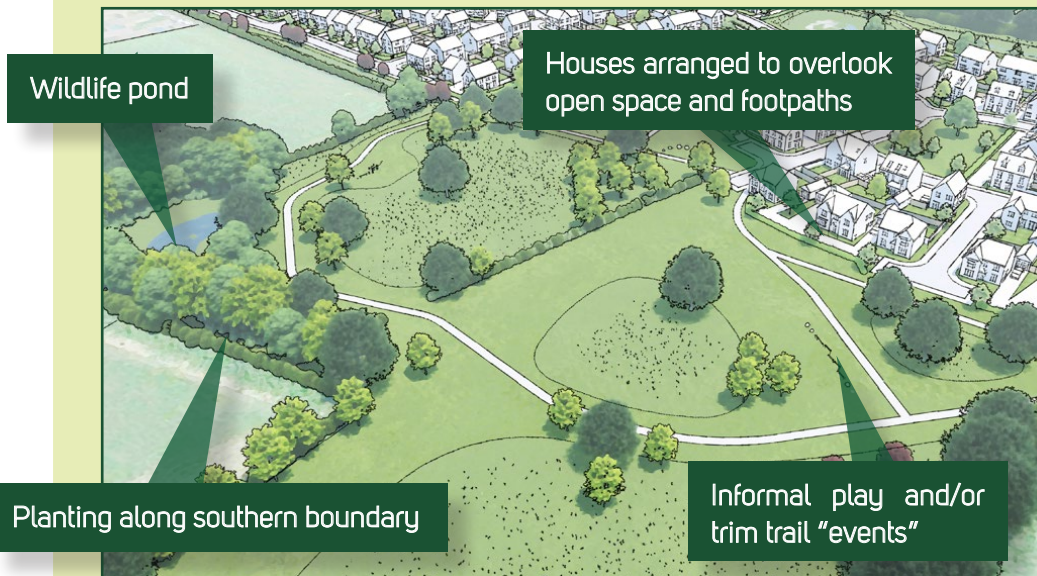
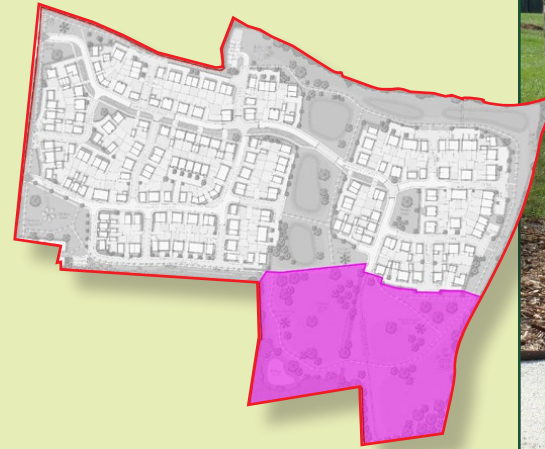
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COUNTRY PARK

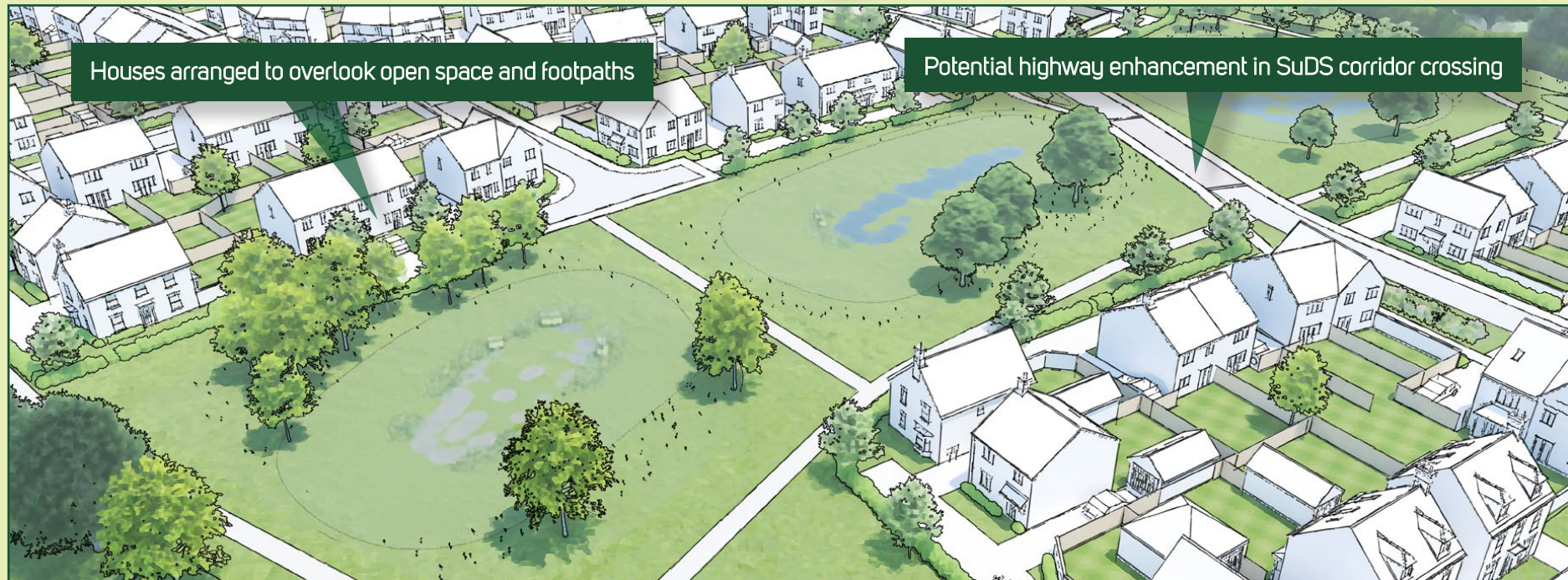
An area of open space overlooked by housing frontages and for the enjoyment of both the new and existing community, the Illustrative Layout shows how footpaths could form a circular route through it. Bounded by existing mature trees and hedgerows, there is the potential to sub-divide the space by reinstating hedgerows along historic alignments. Small play "events" and/or "trim-trail" stations could be provided along the footpath routes, providing opportunities for exercise and interest to encourage children into the outdoors. Interest could be added to the planting through the introduction of groups of fruit trees.

The Illustrative Layout also shows the anticipated alignment of an access route to the potential future burial ground provision in the south. The land required to deliver this route has been excluded from open space provision calculations to ensure that should it be delivered, the scheme does not become deficient in open space.



SUDS CORRIDOR

A green corridor running centrally through the site between the Country Park in the south and the Thurlaston Brook in the north. This area uses the existing topography of the site to create a cascade of surface water attenuation basins. Dwellings are shown addressing the corridor across the Illustrative Layout, providing natural surveillance of the space and allowing residents a pleasant outlook.



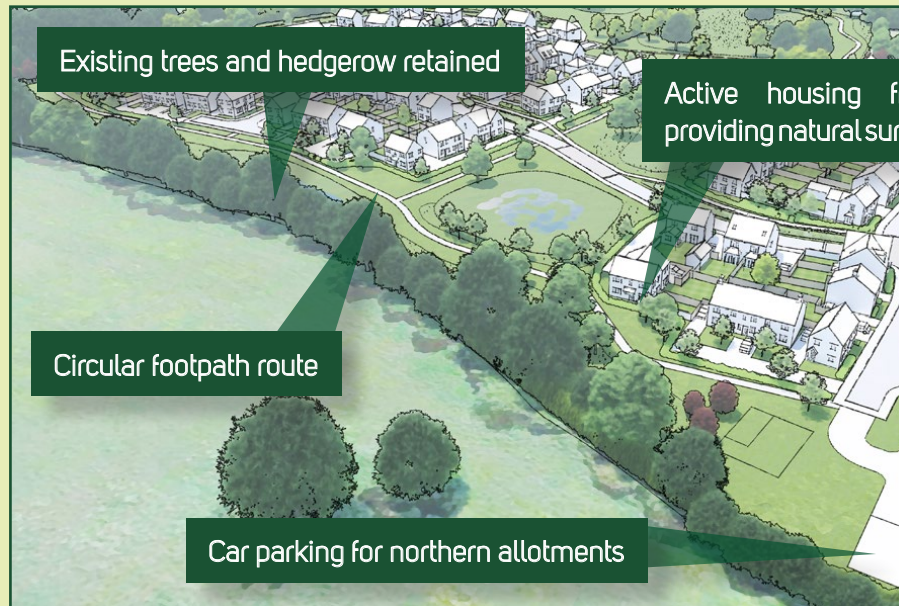
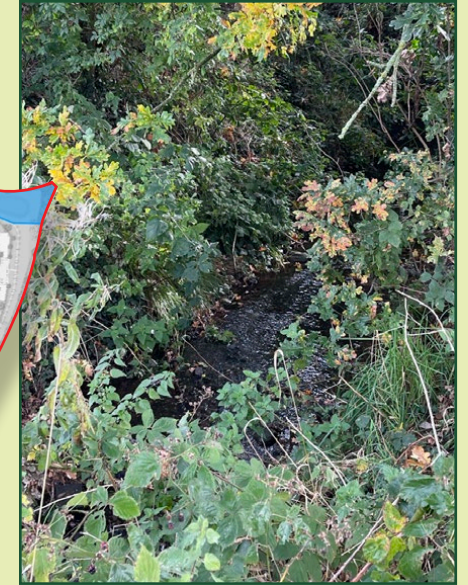
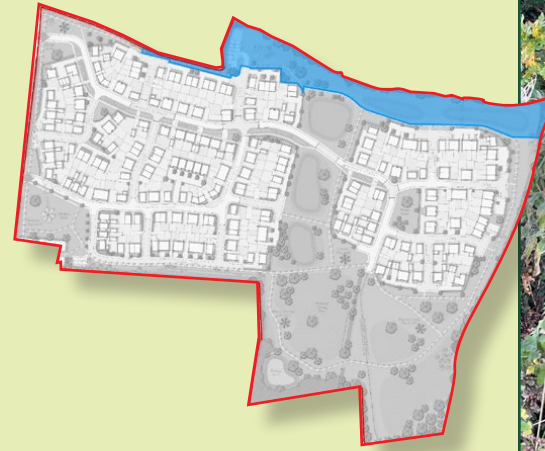
Houses arranged to overlook open space and footpaths

Potential highway enhancement in SuDS corridor crossing

THURLASTON BROOK EDGE

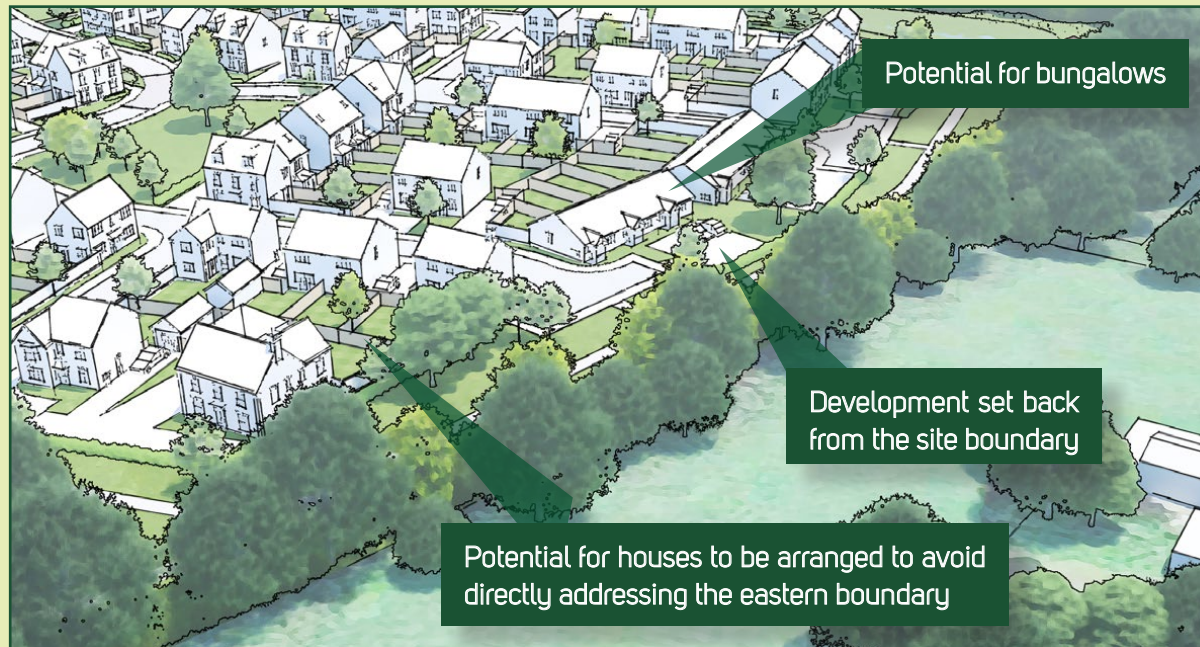
The Illustrative Layout shows how development could be set back from the existing vegetation along the western half of this part of the northern site boundary, allowing space for a footpath link which benefits from surveillance of dwellings overlooking it.

The development zone to the east follows the building line established by proposals in the west, defining an area of open space in the north-eastern corner of the site. Surface water attenuation features are shown here, beyond the modelled flood extent of the Thurlaston Brook. A footpath route is shown on the Illustrative Layout that connects to the proposed movement framework as part of a circular route within the site.



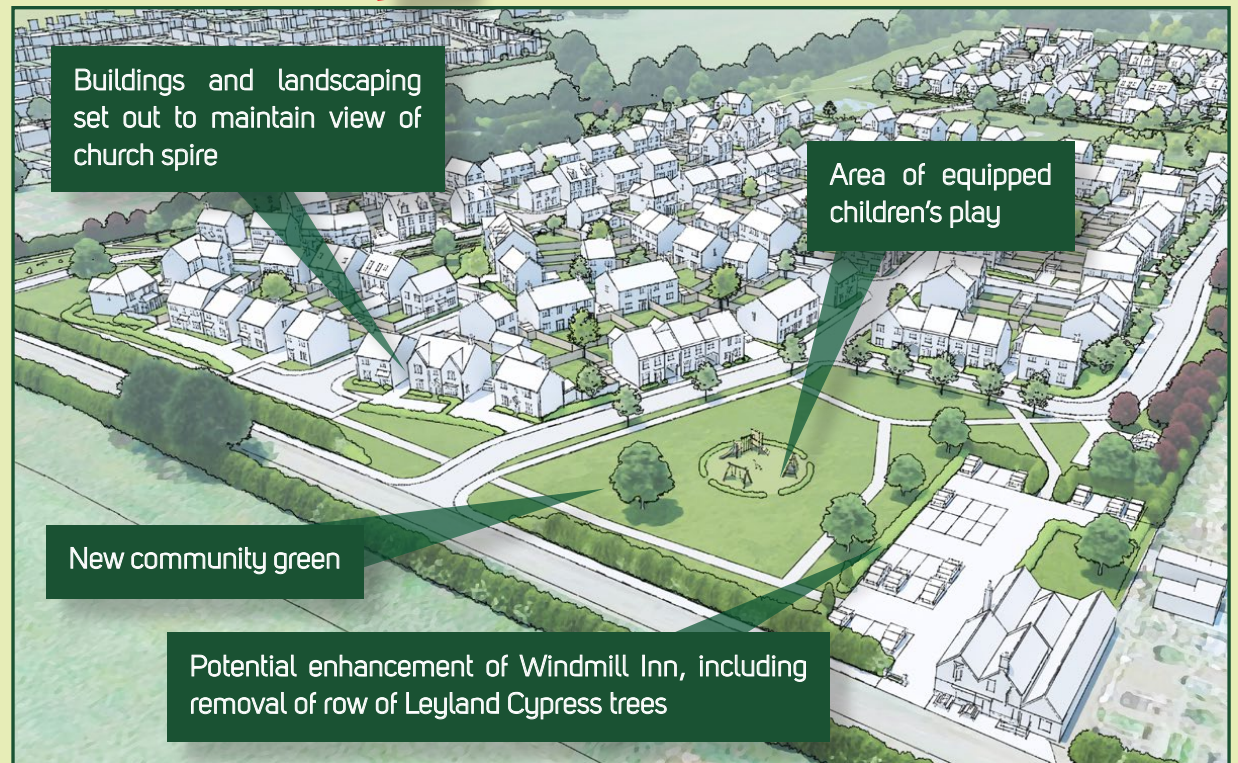
EASTERN EDGE

As has been explained earlier in this document, care has been taken to show a development response that addresses concerns raised by residents of Far Away, a residential dwelling to the east of the site. A green corridor is now shown along this edge that has been increased in width from that presented on the Concept Plan used during the consultation process. This allows for retention and potential enhancement of the existing boundary tree and hedgerow along the boundary. Space is also available through the corridor for continuation of the proposed circular footpath route, with the potential for fruit tree planting near the path to add interest and provide ecological diversity.



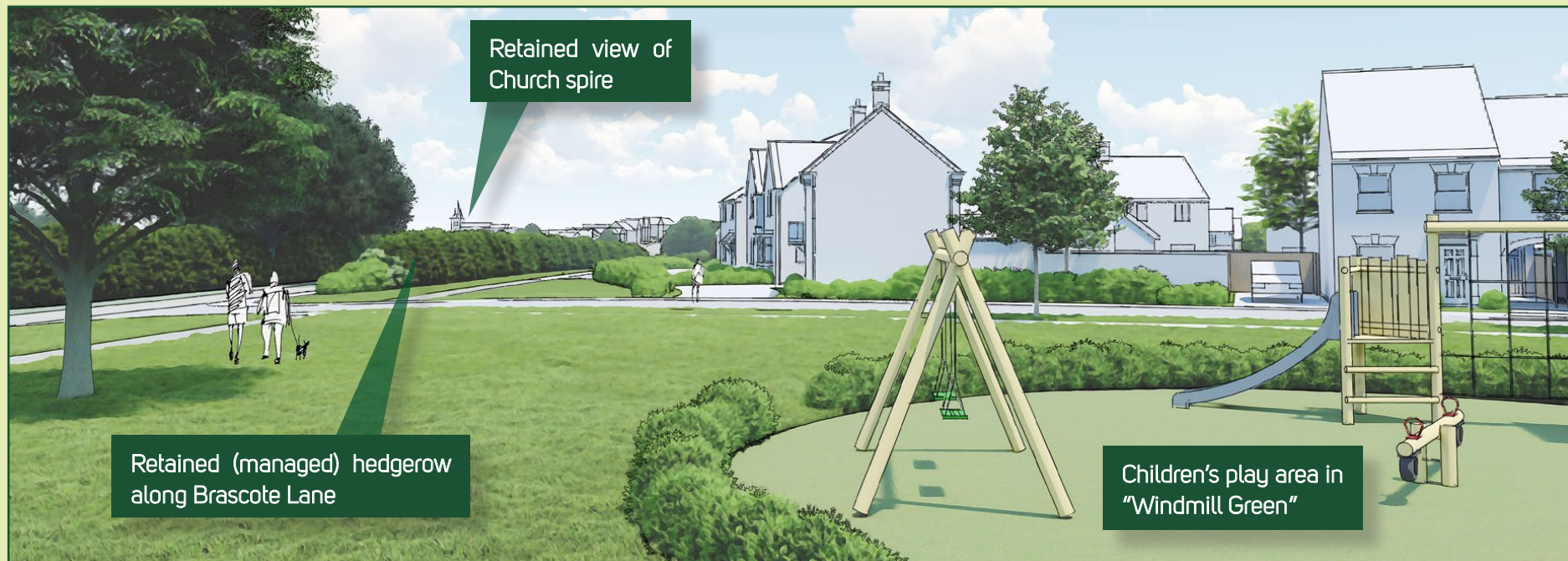
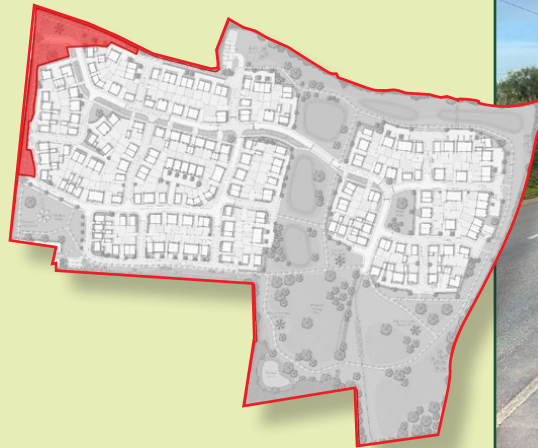
WINDMILL GREEN

Adjacent to the Windmill Inn and with a frontage to Brascote Lane, this space (and the buildings fronting it) has the potential to become a recognisable feature on arrival at this edge to the village. The Illustrative Layout shows that the space is large enough to accommodate an equipped children's play area which would be conveniently accessible from all parts of the site via the proposed circular footpath routes. Discussion with the owners of the Windmill Inn have resulted in an agreement for the mutually beneficial removal of the existing row of Leyland Cypress trees that form thick hedge-like feature along the northern boundary of the pub site. By opening up this boundary to the Windmill Inn, a community-focused green space can be created in the south-western corner of the site, with the potential for the existing pub to become more of an integrated community asset. Views of the spire of The Church of St James in the centre of Newbold Verdon from this new public green space will also provide a visual link with the village.



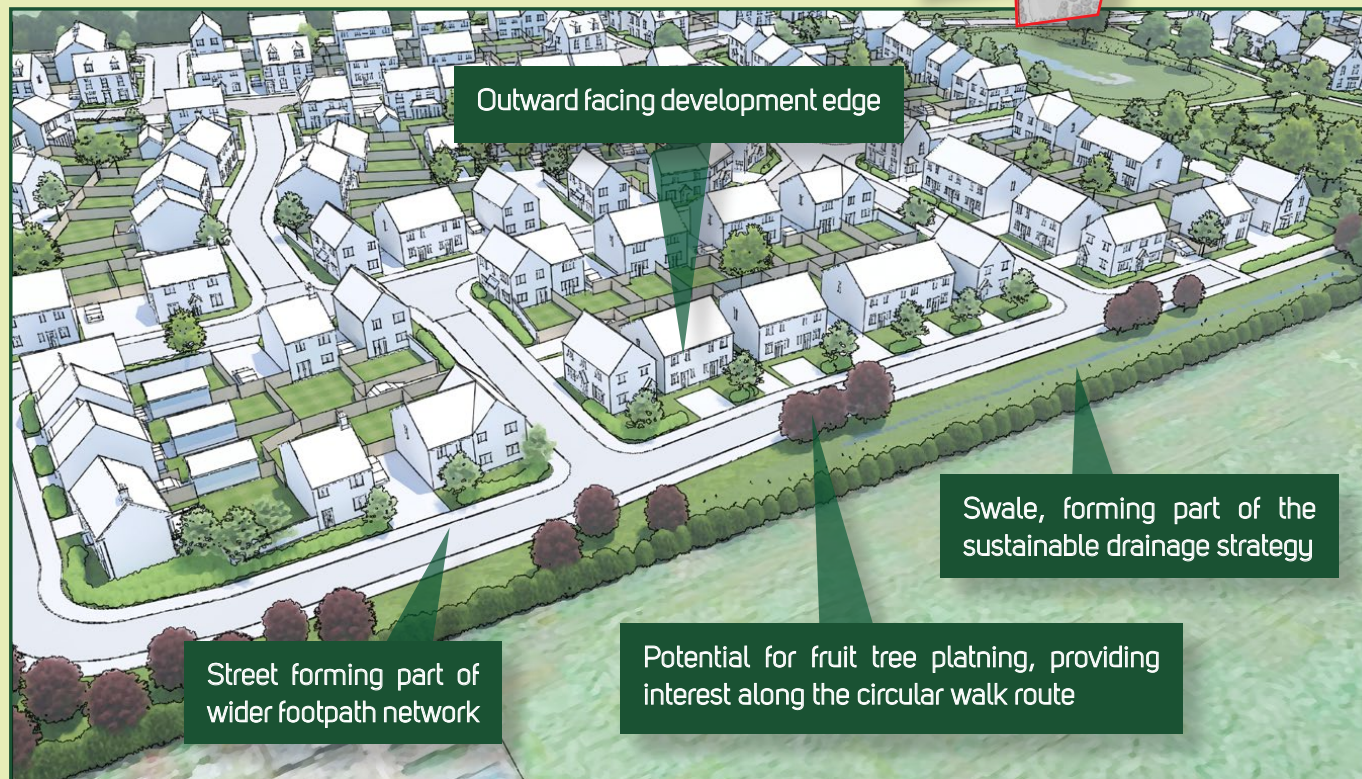
BRASCOTE LANE FRONTAGE

The Illustrative Layout shows how dwellings could be arranged here to accord with the Parameter Plan, set back from the existing hedgerow. Houses are also shown set back further in the south, allowing the view toward the spire of The Church of St James to be retained from Windmill Green. Indicative Planting in this area has also been considered such that tall-growing species would not interfere with the church spire view. . The Illustrative Layout also shows how it is possible to define a focal green space in the north-western part of the site along the Brascote lane frontage, acting as an “arrival experience” the entry into the development.



SOUTHERN CORRIDOR

Development is set back from the southern boundary of the site, creating a corridor between The Windmill Inn and the Country Park. This allows for the retention of the existing hedgerow, the formation of a swale as part of the sustainable drainage strategy, and the continuation of the circular footpath route. Fruit tree planting is also shown as a way of adding interest to the route and enhancing biodiversity opportunities.



INDICATIVE SOFT LANDSCAPING APPROACH

This plan sets out the indicative approach to the soft landscaping treatments proposed at Brascote Lane, Newbold Verdon. The landscaping principles shown relate to the intended overarching themes and functions of the proposed soft landscaping. The specific locations, planting species, densities and sizes would all be subject to detailed design and would be detailed as such to ensure no conflicts between existing

or proposed utilities, building foundations or other technical constraints. The purpose of this plan is to indicate broad planting principles, to illustrate the intended approach to landscape mitigation and enhancements across the site, and to enable agreement of the general landscaping approach with the local planning authority.

Indicative Planting Palette

Boundary Hedgerows



Street Tree and Hedgerow Planting



Amenity Tree Planting



Buffer Tree Planting



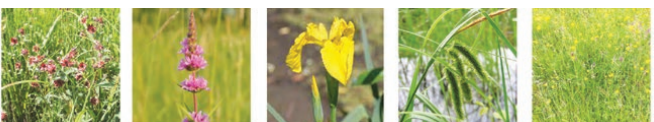
Woodland Planting



Screen Planting



Pond Planting



1. Brascote Lane Frontage

This area is inclusive of an area of grassland verge between the road and the development, with new hedgerows, hedgerow trees and tree planting. This will enable a visually appropriate development frontage to be formed for users of Brascote Lane, creating an attractive street-scene on the approach into Newbold Verdon. The existing boundary hedgerow will be retained along the edge of the allotments, protected and enhanced with new hedgerow tree planting to bolster the visual softening role it has between the allotments and the development area.

2. Thurlaston Brook

Development will be set back from the northern edge of the site to protect the Thurlaston Brook. This space will incorporate new attenuation basins, riparian planting, woodland copses, open meadows and a circular recreational footpath route. The anticipated pumping station could be screened through a combination of mixed evergreen and deciduous shrub planting, hedgerow planting and native trees.

3. Eastern Edge

Native tree species could be utilised along the eastern edge of the development, to filter views of the settlement edge from the east and to aid integration of the development into the adjacent agricultural land use. Buffer planting will enhance the green infrastructure connectivity of the site's boundaries and strengthen the ecological corridor created by the eastern boundary. Whips and Light Standard tree planting will provide canopy variance to create a robust well-treed woodland character.

4. Windmill Green

This space will provide a recognisable feature on arrival into Newbold Verdon along Brascote Lane. The area could feature grassland, meadow areas, bulb planting and native tree planting.

5. Southern Corridor

The southern edge of the site could include features such as new drainage swales, hedgerow enhancements and native tree planting, provide visual softening of the development for users of the allotments and private fishing lake adjacent, as well as users of Brascote Lane.

6. SUDS Corridor

A green corridor running centrally through the site between the Country Park and Thurlaston Brook could include naturalistic tree copses, native tree planting, open meadow grassland, riparian planting and new native hedgerows.

7. Country Park

An area of open space incorporating new woodland planting, meadow areas, an ecological pond and reinstated historic hedgerow boundaries. This area will provide visual amenity benefits for users of Brascote Lane, the allotments and the private fishing facility adjacent to the site and form a characteristic transition between the open countryside to the south of the village and the new settlement edge.



Ecology

Boundary hedgerows are largely retained by the extent of development defined by the Parameter Plan and as shown on the Illustrative Layout, other than where removal is required to form the two new vehicular access points along Brascote Lane. Dwellings are set back from hedgerows and the layout structure shows how they can be retained in areas of open space, which will ensure their continued management.

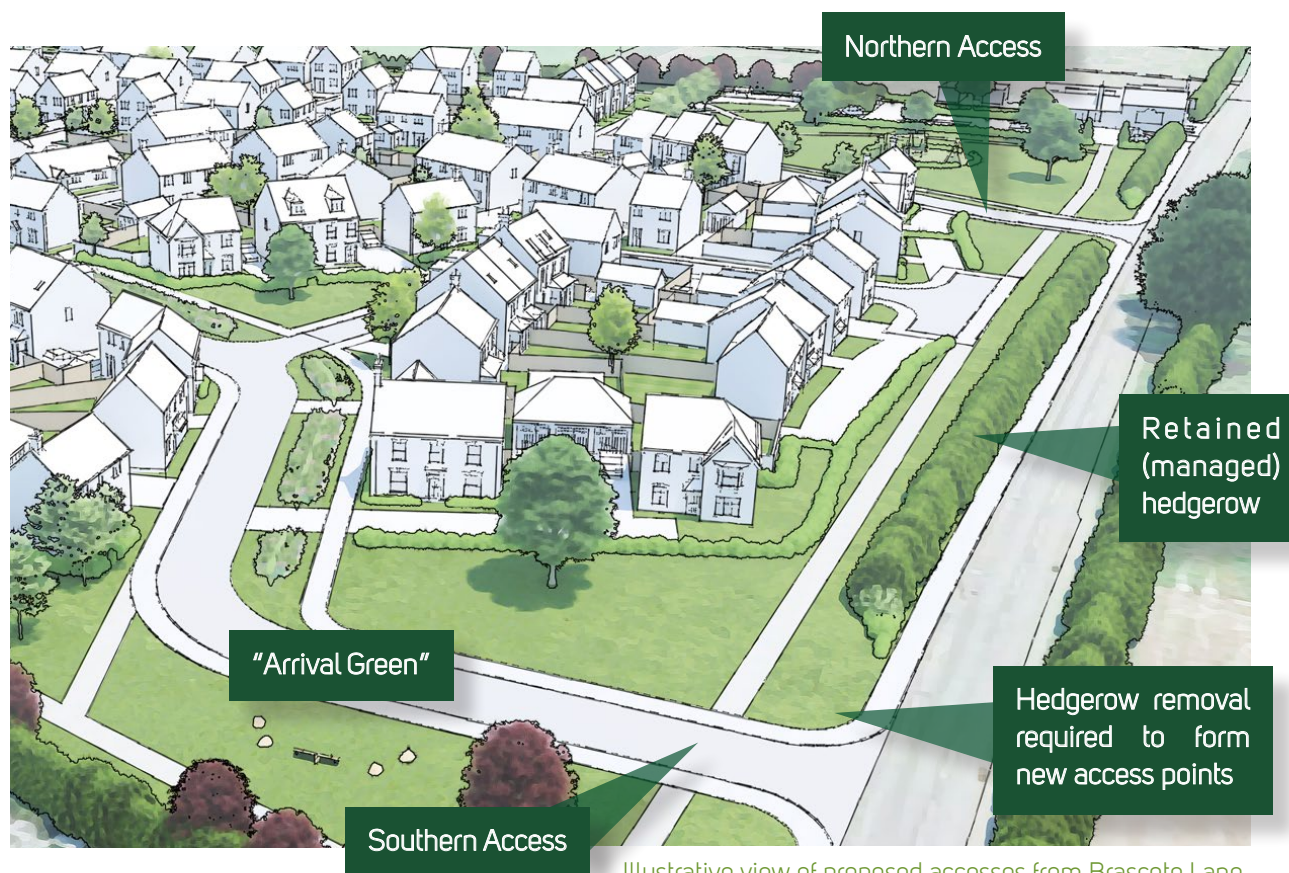
New native hedgerows and trees are proposed, whilst the enhancement of existing hedgerows by reinforcement planting would also be beneficial. In addition, the creation of wildflower meadow areas within the country park and along the northern boundary will provide a broad variety of food sources for a diverse range of invertebrates.

A new pond is also shown on the Illustrative Layout in the south-western corner of the Country Park, which would provide significant biodiversity enhancements. Marginal planting around the western and southern sides of this feature could remain largely undisturbed, with the footpath route shown on the Illustrative Layout distant from it.

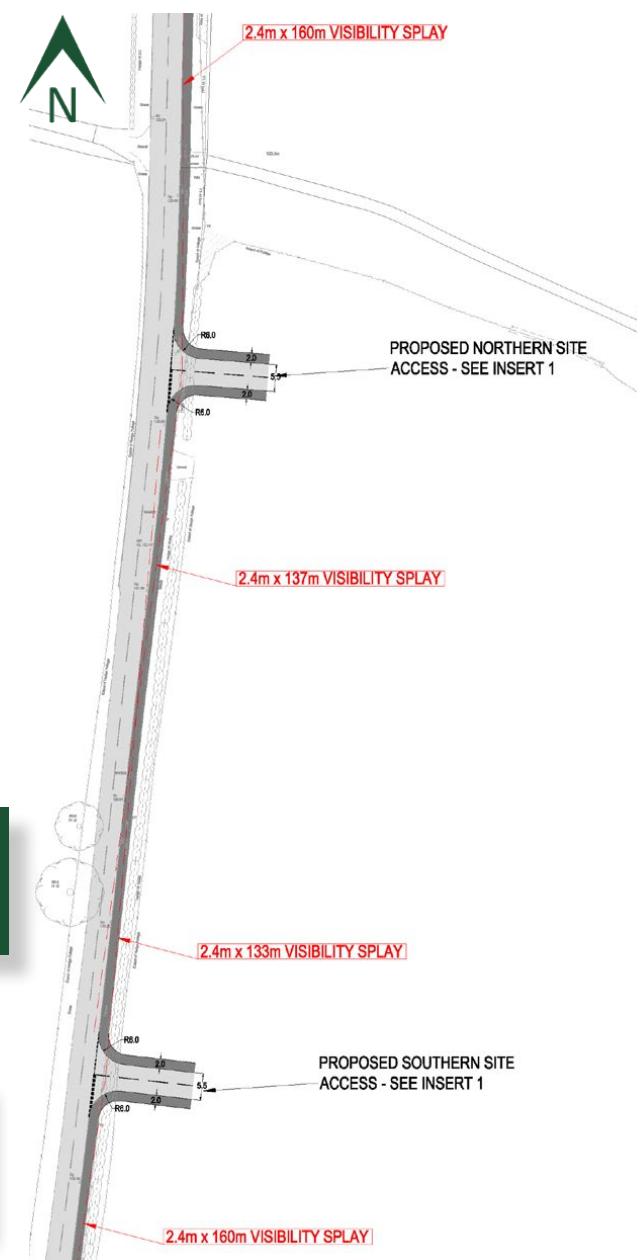


Access and Movement

It is proposed that new vehicular and pedestrian access to the site will be formed from Brascote Lane via two separate access junctions spaced approximately 145m apart. Proposals also include the reduction of the speed limit along this section of Brascote Lane to 30mph and provide a new gateway feature to the south of The Windmill Inn. The development will also provide a more urban feel to the road which will also help reduce speeds. The proposed access roads have been designed to be 5.5m wide with 2.0m wide footways on either side of the carriageway. This includes footway connections which link the site access junctions to the existing footway provision along the frontage.



Illustrative view of proposed accesses from Brascote Lane



Detailed Access Proposals

STREET HIERARCHY

The internal detailed street layout will be designed in line with Leicestershire's Highway Design Guide and the principles set out in Manual for Streets. The Illustrative Layout demonstrates how a hierarchy of streets could be used to define a legible movement framework within the site which contributes to the character of this new place.

PRIMARY STREET

Leading into the site from the northern access of the two proposed, this street has been designed to include rain garden features as part of the sustainable drainage strategy. This results in a wider overall corridor width than the other proposed street typologies, giving it a identifiably higher status in

the hierarchy. The rain garden features also give a strong landscape presence to the street and could include various planting solutions including trees. The Illustrative Layout shows how speed reducing features could be formed along the street at regular intervals to maintain low traffic speeds.



Illustrative view of along primary street

SECONDARY STREET

Leading into the site from the southern access of the two proposed, this street is noticeably more “residential” in its scale, enclosed on both sides by the frontages of dwellings which are located close to the back of the footpath. This route leads from the new access point along Brascote Lane, through the development area to a junction with Primary Street, forming an internal highway loop.

LANES

Usually leading to the edges of the development zones from the Primary or Secondary Streets, Lanes are shown across the Illustrative Layout inclusive of a narrower carriageway width, given they serve fewer dwellings. At detailed design stage, these streets could be designed as shared surface spaces, could use changes in surface materials and at development zone edges, could be softened by replacing footpaths with grass verges.

“Streets have a fundamental role to play in contributing to the creation of variety within a development, allowing a wealth of difference between a formal, primary route secondary, tertiary and informal street typologies...”



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Access and Movement Plan

CAR PARKING

The Illustrative Layout shows how a variety of car parking solutions could be used in different locations in response to the different street typologies and structure of the proposals. The Illustrative Layout accords with the car parking policies set out in Leicestershire County Council’s Highway Design Guide, such that the following provision is achieved: -

1 bedroom dwelling	2-3 bedroom dwelling	4+ bedroom
1 car parking space	2 car parking spaces	3 car parking spaces

Garages can be counted toward the allocated car parking provision where they meet the dimensions set out in the guide.

The Illustrative Layout shows an intent to provide two new areas of car parking for the allotments to the north and south, indicatively circa 10 spaces in the north and circa 6 spaces in the south. Specific details of this provision will be agreed at detailed design stage, potentially involving further consultation with representatives from the allotments.

PEDESTRIAN MOVEMENT

In addition to the footpath provision of the proposed streets, pedestrian movement and connectivity has been considered through the footpath provision shown across the Illustrative Layout. Forming a circular loop within the site the network of paths shown also provide direct and convenient local connections to areas of open space and play. The also provide links to Brascote Lane, which leads to local bus stops and the centre of the village.



Pedestrian Links Plan

Layout & Scale

The Illustrative Layout is an evolution of the Concept Plan that was presented during the consultation process and conforms to the extents of development set out on the Parameter Plan. It shows how a new residential area could be set out appropriately and with reference to the constraints and opportunities explained in Sections 2, 3, 4 and 5 of this document.

-  Application site boundary
-  Key green spaces
-  Perimeter housing block
-  Protect amenity of existing houses
-  Potential location of landmark building
-  Potential location for corner turning building
-  Potential location for feature junction to focal space



Layout and Scale Plan

FEATURES OF THE LAYOUT

The Illustrative Layout demonstrates how dwellings can be arranged in perimeter blocks to form an outward-facing development. The layout structure set out defines a series of green spaces as people journey through the development zones, forming recognisable features that would help people to orientate themselves.

Dwellings are orientated to respond to the hierarchy of streets, such that wherever possible the front door of a dwelling addresses the higher-order street. Strong building groupings and landmark buildings are shown across the Illustrative Layout which aid legibility and help inform character.

Adjacent to the dwelling known as “Far Away”, dwellings are arranged such that those closest to the boundary of the site are orientated north and south, significantly reducing the perception that Far Away would be overlooked.

As an important part of the place-making strategy and in order to provide a visual connection with the centre of the Village, care has been taken in the formation of the Illustrative Layout to maintain a long-range view of the spire of The Church of St James. The existing view from higher ground adjacent to the Windmill Inn could be enhanced by management of the height of the existing hedgerow along the Brascote Lane frontage.

The Illustrative Layout shows how development can be set out with reference to the minimum separation distances and private amenity space standards set out on page 34 of The Good Design Guide Supplementary Planning Document.



Illustrative view of an incidental area of green space within the development

SCALE

It is anticipated that buildings (other than garages) will generally be two storeys in height, with the potential use of some taller 2.5 storey dwellings appropriately located to add variety to the street scene and massing to landmark buildings. A limited number of bungalows could also be provided by detailed design proposals and may be most appropriately located at the eastern edge of the site in as part of a response to the nearby dwelling known as “Far Away”.

Dwellings are likely to be proposed in detached, semi-detached, and short terraced formats.

DENSITY

Based on the provision of 239 dwellings and a maximum net site area of 7.39ha defined by the parameter plan, the development density will be a minimum of 30 dwellings per hectare.

This minimum density is considered appropriate for the site, makes efficient use of the land available and conforms with the requirement of Draft Local Plan Policy H004 for density of at least 30dph.

The Illustrative Layout shows that at this density, car parking can be successfully accommodated, and attractive and appropriate street scenes can be defined within and at the edges of the site.

TURNING CORNERS, FRAMING VIEWS & CREATING MEMORABLE PLACES

Houses are located across the Illustrative Layout such that views along streets are terminated at the main elevation of a house rather than at a blank side gable, garage, or parking area; or are intentionally left open to allow views out into areas of open space.

The Illustrative Layout shows buildings with corner-turning plan forms that could be dual aspect at external corners of the perimeter blocks. There is the potential that a “hierarchy of corners” could be defined such that truly dual-aspect buildings are used on exposed corners, whilst buildings with some form of articulation of the secondary elevation are used in other locations where corners are less prominent.



SAFETY AND SECURITY

The perimeter block formation used ensures that front doors address the street and rear gardens are secure and private. It also allows homes to be arranged to overlook areas of open space and the footpath network, providing natural surveillance, and making people feel safe.

Allocated car parking is provided on-plot on the Illustrative Layout, with spaces located close to the front door and such that people can see their car from their home. Proposed areas of car parking for allotment users are also visible from the public realm, such that they benefit from natural surveillance of adjacent dwellings.

Potential feature junction within the development area

Appearance

“Appearance” is the aspect of a place or building that determines the visual impression it makes, including external built form or the development, its architecture, materials, decoration, lighting, colour, and texture.

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



“Character can be informed by the context, with materials being an effective way to connect a development to a place.”

Building for a Healthy Life

CHARACTER

Given the generous amounts of open space proposed across the scheme, together with the mature landscaped context within which it is located, there is an opportunity to form an overarching landscape-led character.

Should a traditionally inspired built-form character be proposed at detailed design stage, it should be concerned with the historic core of the village more so than the post-war housing development.

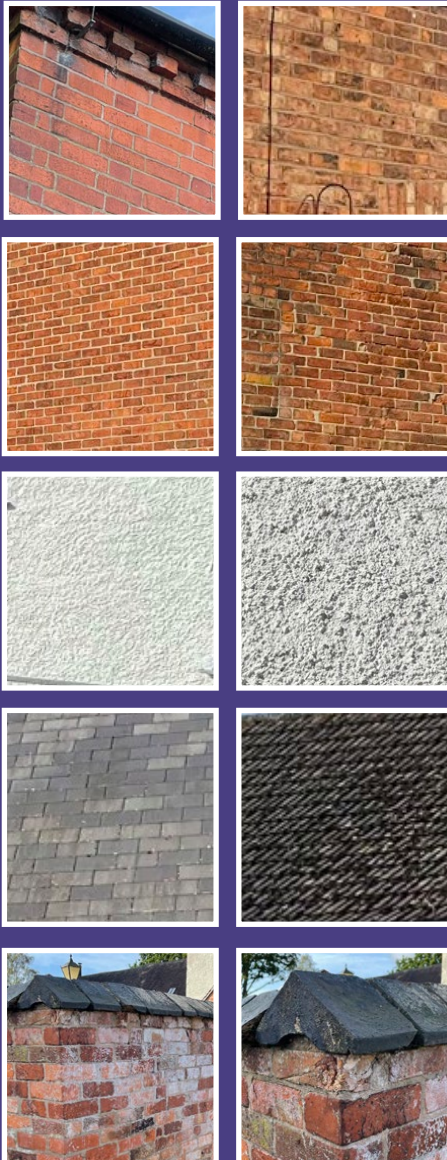


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“the architectural approach to a design can result in markedly different results using the same masterplan, from a very traditional through to a contemporary aesthetic. Each approach has merits in the appropriate context and should be informed by its environment and the unique vision for the proposed scheme.”



Traditional Materials Palette



BUILDING MATERIALS

The study of local built character presented in Section 3 established that, whilst there is no dominant building style within the historic core of the village, it does have positive elements of character, particularly with regard to regularly occurring brick and tile colour. As is presented in Section 3, this would include the following elements;

- Red brick;
- Render, potentially with a brick plinth;
- Grey plain-profiled roof tiles.

As is the case with the more recent housing delivered in the village, there is also the potential for use of other complimentary materials, colours and textures to create interest and variety.

“Reference should be made to the local context in material selection.”

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BOUNDARY TREATMENTS

As was identified in Section 3, there is not a strong tradition of boundary treatments in the historic core of the village as many properties are built close to the back edge of the pavement. However, it is noticed that there are a number of stone or red brick walls with various copings, that enclose gardens.

Given the potential to define a landscape-led character, boundary treatments could be used to which compliment this. Hedges located at the back of the footpath or planting against building frontages could be an appropriate treatment, especially at the edges of development areas and in focal green spaces. Railings and/or timber fences may offer the opportunity to provide variety within the development zones.





7

Summary

Building for a Healthy Life

- Assessment

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

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

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

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



1. Connections

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

The Illustrative Layout shows how a community green could be defined, with the existing Windmill Inn becoming a focal point. A strong and direct street and footpath network is shown within the site that provides convenient access to proposed areas of open space. This includes the potential use of an "edge lane" where pedestrian connectivity along a site boundary is particularly important. The indicative Sustainable Drainage System has been designed in response to the existing topography and development extents are set out to respond to the modelled flood extent of brook running along the northern site boundary.

2. Facilities and services

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

Streets and paths are shown across the Illustrative Layout that follow direct routes, providing attractive and convenient connection opportunities to existing bus stops and local services and facilities. The public realm of the Illustrative Layout is well overlooked by adjacent dwellings, with walking routes passing the fronts of dwellings. The street network has been designed to achieve 20mph design speeds and options are set out to explore the delivery of shared surface lanes.

3. Public transport

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

Creation of a community green which integrates the existing Windmill Inn into the development provides the potential for real social opportunities. Children's play spaces and the potential for a trim-trail route are shown across the Illustrative Layout, located to provide "play on the way" for children walking toward the village. The proposed country park offers recreational opportunities for new and existing residents and is easily accessible. A circular path is also shown within the site that offers residents the opportunity to exercise or walk the dog.

4. Meeting local housing requirements

A range of homes that meet local community needs.

The precise mix of house sizes and tenure is not known at this stage, but the Illustrative Layout does show how a range of dwelling tenure and sizes could be provided on the site.



5. Character

Understand and respond.

The consultation process that has been undertaken during the preparation of the application has shaped the design proposals in a number of ways. Development extents and proposed building heights are set out to respond to concerns raised, additional car parking is proposed for adjacent allotments and play areas have been relocated in response to feedback received. The scheme responds to the ecological constraints of the site and retains the majority of the existing trees and hedgerows. The Design and Access Statement sets out how a detailed scheme could be brought forward that has a landscape-led character that includes reference to local built form through the use of building materials and boundary treatments.

6. Working with the site and its context

Create places that are memorable.

The proposals were conceived as a high-level concept plan, which has evolved as constraints and opportunities became known and understood. The Illustrative Layout shows how a series of memorable and landscape-led spaces could be defined which complement the street hierarchy.

7. Creating well defined streets and spaces

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

The Illustrative Layout sets out a strong framework of connected and well overlooked streets and spaces. Perimeter blocks are used with clearly defined public fronts and private backs, creating active frontages. The Primary Street is conceived to be inclusive of rain-gardens, which integrate both sustainable drainage and landscaping into the public realm. This also defines variety in the street scene and degree of enclosure of different streets, further enhancing the legibility of the place



8. Easy to find your way around

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

The street hierarchy is inclusive of street typologies that are recognisably different, as direct as is possible and contribute to the character of the place. Locations of landmark buildings are identified across the Illustrative Layout which could also act as legible features.

9. Streets for all

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

The street network shown within the Illustrative Layout has been designed to achieve 20mph design speed. Buildings are shown that present active frontages (and front doors) to the street, with the potential highlighted through the Design and Access Statement for the positive use of boundary treatments to create interest and define public and private space.

10. Car Parking

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

The landscape-led character defined in the Design and Access Statement provides space for landscaping to help settle parked cars into the street. Where frontage parking is shown across the Illustrative Layout, space is provided equivalent to a parking space is given over to green relief every four bays or so. Car parking provision is shown across the Illustrative Layout through several different solutions, demonstrating that a scheme does not need to overly rely on any one specific car parking typology.

11. Public and private spaces

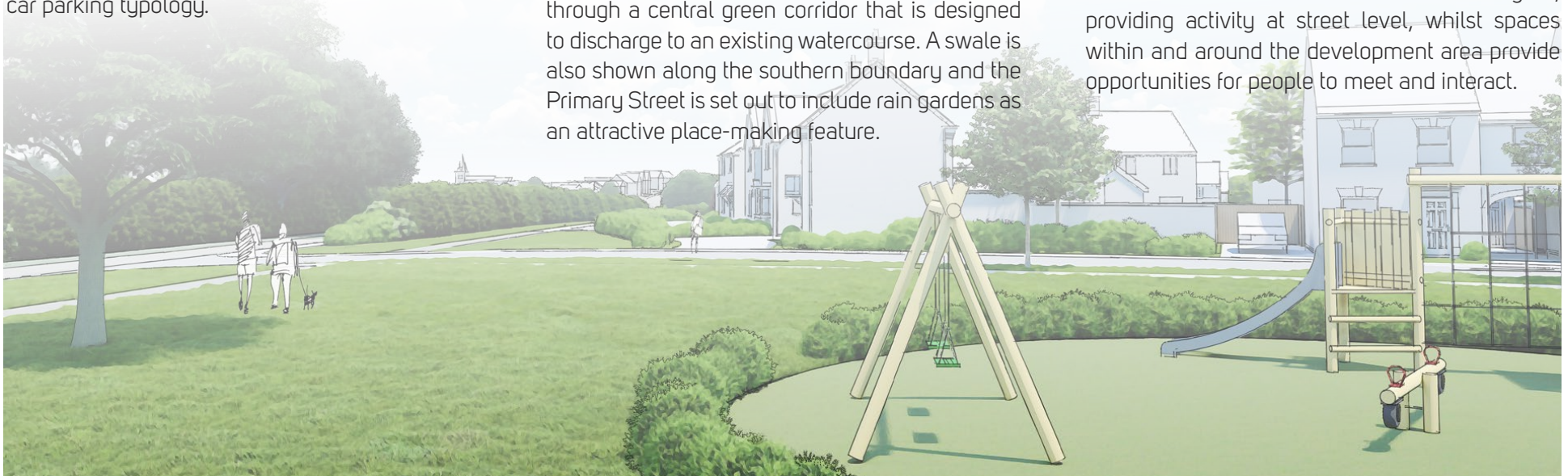
Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the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

The green infrastructure strategy has been considered as a key element of the concept from initial sketch stage, with a network of different types of space shown. Areas of open space are well overlooked and could include opportunities for food growing through the planting of fruit trees along the footpath routes within the site. The indicative surface water drainage strategy consists of a cascade of attenuation basins through a central green corridor that is designed to discharge to an existing watercourse. A swale is also shown along the southern boundary and the Primary Street is set out to include rain gardens as an attractive place-making feature.

12. External storage and amenity space

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

The Design and Access Statement proposes potentially suitable boundary treatments that could enhance the landscape-led character and clearly define private frontages. Front doors address streets across the Illustrative Layout, providing activity at street level, whilst spaces within and around the development area provide opportunities for people to meet and interact.



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CHARTERED TOWN PLANNERS
& URBAN DESIGNERS