

Land off Cunnery Close, **Barlestone**

Design and Access Statement

July 2026

Design and Access Statement prepared by:



Gladman House
Alexandria Way
Congleton
CW12 1LB

Disclaimer

This document is for illustrative purposes only and should not be used for any construction or estimation purposes. Do not scale drawings. No liability or responsibility is accepted arising from reliance upon the information contained in this drawing / document.

This DAS is produced to be viewed on screen as a double page spread. Should you wish to, you can print it at either A4 or A3, and either single or double sided.

Copyright

All plans are reproduced from the Ordnance Survey Map with the permission of the Controller of HMSO. Crown copyright Reserved. Licence No. AC0000852951



01 INTRODUCTION

1

02 PLANNING POLICY & DESIGN GUIDANCE

3

03 CONTEXT APPRAISAL

7

04 SITE APPRAISAL

17

05 EVALUATION & DESIGN PRINCIPLES

23

06 DESIGN

27

07 BUILDING FOR A HEALTHY LIFE

51

08 SUMMARY

53

01 INTRODUCTION

1.1 DOCUMENT AIMS & OBJECTIVES

This Design & Access Statement (DAS) has been prepared by Gladman Developments Ltd (Gladman) in support of an outline planning application at Land off Cunners Close, Barlestone (the Site).

The document describes the key considerations of the scheme, and sets out the key principles that will be applied to deliver a high quality development which meets national and local planning policy and guidance. The document seeks to set out a transparent and methodical approach to the masterplanning process that responds to planning policy and best practice in urban design and place-making. It demonstrates that the proposals accord with the National Design Guide, National Planning Policy Framework and local design guidance.

This document has been informed by a suite of environmental studies which examine the site and its context. It draws from the following related documents:

- + Topographical Survey
- + Transport Assessment
- + Access Plan
- + Landscape and Visual Impact Assessment
- + Arboricultural Assessment
- + Air Quality Assessment
- + Noise Assessment
- + Ecological Impact Assessment
- + Biodiversity Net Gain: Design Report
- + Arboricultural Assessment
- + Archaeology and Heritage Desk Based Assessment
- + Flood Risk Assessment

1.2 DESCRIPTION OF DEVELOPMENT

“Outline planning application for the erection of up to 158 dwellings (including affordable housing) with public open space, landscaping, sustainable drainage system (SuDS) and vehicular access point. All matters reserved except for means of access.”

The application is for outline planning permission in order to establish whether the scale and nature of the proposed development is acceptable, before a full detailed proposal is put forward. In this case, the application reserves scale, layout, landscaping and appearance. Only access is included for approval.

An illustrative layout of the proposal has been produced showing how the site could be developed. Other designs could be acceptable and would be worked up for reserved matters applications.

The extent of the application red line boundary is shown on the submitted Location Plan. The red line presented throughout this document is for illustrative purposes only.

1.3 DOCUMENT STRUCTURE

The statement has been structured to reflect the sequence of key stages which have been undertaken as part of the design process for this outline application. The structure of this document is therefore broken down into a number of topic areas to discuss the following details of the proposal:

- + **Section 1: Introduction** - An overview of the application, the purpose of this document, the site's planning history and the vision for the site.
- + **Section 2: Planning Policy** - An outline of the relevant planning context and design guidance, highlighting key policies that will inform and support the proposals set out in this DAS.
- + **Section 3: Context Appraisal** - The Context Appraisal illustrates the wider setting of the development in terms of transport and movement, access to facilities, its landscape setting as well as the built form and urban fabric in the surrounding areas.
- + **Section 4: Site Appraisal** - The Site Appraisal will involve a more detailed appraisal of the site itself; including topography, visibility, ecology and hydrology.
- + **Section 5: Evaluation** - A collation of the opportunities and considerations following the context and site appraisal alongside a summary of the design development process; incorporating feedback from consultations to establish a clear and robust design rationale through a set of design objectives and placemaking principles.
- + **Section 5: Design** - A detailed presentation of the design approach, illustrated through framework plans and a conceptual vision for the proposed new neighbourhood at Barlestone.
- + **Section 6: Building for a Healthy Life** - An assessment of the development through the application of Building for a Healthy Life principles.
- + **Section 7: Summary & Key Benefits** - A summary of the development proposals and the strategy for delivering the scheme.

01 INTRODUCTION

1.4 DESIGN VISION

Land off Cunmery Close will be an attractive, welcoming and walkable new residential development with a strong sense of place that is well integrated within its surrounding landscape and built context.

In line with the National Design Guide and National Planning Policy Framework, the development will focus on the cross-cutting themes of character, community and climate to create a sustainable new development in Barlestone.

At its heart, the scheme will promote health and well-being through the provision of accessible green public space and new play opportunities, ensuring a vibrant and enduring new community.

The development will create up to 158 new homes with associated public open space, which provides a choice of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental assets. It will also promote sustainable modes of travel through the provision of attractive walking routes and links.

Housing will be set within a robust green framework with new tree planting enhancing retained features. This will help to integrate the development into the surrounding landscape context. Materials and detailing will be used sensitively to assimilate the development into the local vernacular and assist in creating a strong sense of place.



02 PLANNING POLICY & DESIGN GUIDANCE

2.1 RELEVANT PLANNING HISTORY

The site has been the subject of three previous outline planning applications for residential and mixed-use development ranging from 176 to 450 dwellings. Most recently, applications ref. 19/01011/OUT and 20/00102/OUT (both for up to 176 dwellings) were recommended for approval by planning officers and received no objections from statutory consultees. However, both were refused by the Planning Committee, citing concerns regarding landscape impact (SADMP Policies DM4 and DM10) and highway safety (SADMP Policy DM17). A subsequent appeal against application 20/00102/OUT was dismissed in July 2021. While the 'tilted balance' was engaged, the Inspector deemed the perceived landscape and highway impacts to outweigh the benefits at that time.

Since the previous appeal dismissal and as part of this new application, a full review of the site's context and constraints has been undertaken. The current proposal responds to the Inspector's concerns with a reduction in scale and revised extent of development to address the perceived highways and landscape impact. Furthermore, the political planning landscape has since materially changed following the publication of the December 2024 Framework, which places a renewed emphasis on significantly boosting the supply of homes.

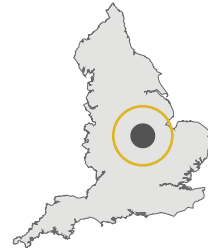


Previous proposal for 176 dwellings under application reference: 20/00102/OUT.

02 PLANNING POLICY & DESIGN GUIDANCE

This Design and Access Statement and the supporting plans have been prepared with reference to local and national planning policy guidance. A full review of the scheme against each of the relevant policies is included within the supporting Planning Statement. This section provides a summary of those relating to design.

National Policy -
England



Regional Policy -
Leicestershire



Local Policy -
Hinckley & Bosworth Borough
Council



2.2 NATIONAL PLANNING POLICY

The National Planning Policy Framework (NPPF, 2024) sets out clear expectations for the planning and development process, emphasising the delivery of well-designed, beautiful, and sustainable places. It provides guidance ensuring new developments are well-integrated with the local context while addressing contemporary environmental and social needs. The key design parameters for new developments are:

- + Functionality & Quality:** Will function well and add to the overall quality of the area, not just short term but over development lifetime.
- + Visual Attractiveness:** Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- + Contextual Design:** Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- + Efficient Use of Land:** Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
- + Safe, inclusive, and Healthy Environments:** Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

+ Green Infrastructure: The NPPF highlights the importance of green infrastructure in rural areas, including tree-lined streets, the preservation of existing trees, and the creation of new green spaces. New developments should integrate sustainable landscaping and long-term tree maintenance to enhance biodiversity and resilience against climate change.

+ Design Quality Tools: The use of design codes, workshops, and frameworks like 'Building for a Healthy Life', is encouraged to ensure that developments align with high design standards. These tools help ensure that new developments are well-planned and contribute positively to both the local community and the environment.

+ Promoting Excellence: The NPPF emphasises the need to reject poorly designed developments and supports the approval of high-quality, innovative proposals. Designs must not only respond to local needs but also contribute to sustainability goals and environmental stewardship.

CLIMATE-CONSCIOUS DEVELOPMENT

Section 14 of the NPPF reinforces the need for climate-conscious development, emphasising proactive measures to reduce carbon emissions, increase energy efficiency, and build resilience to long-term environmental challenges. This includes reducing transport emissions and supporting renewable energy installations that respect the surrounding landscape.

NATIONAL DESIGN GUIDE

In October 2019, the Ministry of Housing, Communities and Local Government (MHCLG) published the National Design Guide (NDG). The NDG has been put in place to advise local authorities and their officers when assessing planning applications, councillors when making planning decisions, applicants and their design teams when preparing a planning application and local communities and their representatives.

Whilst it seeks to inform development proposals and guide the assessment of them, it also supports paragraph 139 of the NPPF which states: "development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes"

Part 2 of the NDG sets out the ten characteristics which help to nurture and sustain a sense of community. They work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.



02 PLANNING POLICY & DESIGN GUIDANCE

2.3 BUILDING FOR A HEALTHY LIFE

Building for a Healthy Life (BHL) is a Design Toolkit for neighbourhoods, streets, homes and public spaces. It was written in partnership with Homes England, NHS England and NHS Improvement and is structured to set clear expectations for new developments. BHL: is structured around 12 key considerations grouped under three themes:

Integrated Neighbourhoods

- + **Natural Connections:** Ensure developments are well-integrated with their surroundings, avoiding isolation.
- + **Walking, Cycling & Public Transport:** Enable short trips via sustainable modes to boost health, reduce emissions, and ease congestion.
- + **Facilities and Services:** Provide accessible local amenities to support daily life'.
- + **Homes for Everyone:** Deliver a diverse mix of housing that meets local needs.

Distinctive Places

- + **Making most of what's there:** Design in response to local context.
- + **A Memorable Character:** Create distinctive, memorable environments.
- + **Well-Defined Streets and Spaces:** Develop enclosed, people friendly streets and public spaces.
- + **Legibility:** Design features that make navigation easy and intuitive.

Streets for all

- + **Healthy Streets:** Prioritise people as well as vehicles to support vibrant public life.
- + **Cycle & Car Parking:** Encourage active travel with well-planned infrastructure while accommodating cars sensitively.
- + **Green & Blue Infrastructure:** Incorporate features like ponds and rills to support biodiversity and well-being.
- + **Back of Pavement, Front of Home:** Use thoughtful frontages to define space, add character, and support community interaction.

2.4 MANUAL FOR STREETS

Manual for Streets (2007) sets out principles for creating well-designed residential streets that prioritise people, sustainability, and community well-being. Key design principles include:

- + **Place-making:** Streets should be designed as public spaces that enhance the sense of place and community identity, rather than simply serving as conduits for vehicles.
- + **People- first Approach:** Prioritise the needs of pedestrians, cyclists, and public transport users over those of motor vehicles. Streets should be safe, accessible, and welcoming for all.
- + **Integration with the Environment:** Design streets that respect and enhance the local natural and built environment, fostering sustainability through biodiversity, water management, and reduced carbon emissions.
- + **Connected Networks:** Streets should promote connectivity within the neighbourhood and to surrounding areas, supporting efficient and walkable layouts that encourage active travel.
- + **High-Quality Design:** Focus on aesthetics, durability, and functionality, ensuring that streets contribute positively to the character and visual quality of the area.
- + **Flexibility in Design Standards:** Move away from rigid design standards to allow context-sensitive solutions tailored to the unique needs and character of each location.
- + **Shared Spaces:** Encourage the use of shared spaces to reduce dominance of vehicles, lower traffic speeds, and create inclusive, multi-functional areas for diverse activities.

The guidance advocates for streets that balance mobility needs with social and environmental priorities, creating spaces that foster community interaction and sustainable living.

2.5 SECURED BY DESIGN

The Secured by Design (SBD) Homes Guide 2025 provides strategies to improve residential security through thoughtful design and accredited security products. Its key principles include:

- + **Natural Surveillance:** Maximise visibility of shared spaces to deter crime.
- + **Access Control:** Secure private areas with gates, boundaries, and controlled entry.
- + **Defensible Space:** Clearly define space ownership to promote resident responsibility.
- + **Physical Security:** Use doors, windows, and hardware that meet SBD standards.
- + **Lighting:** Ensure consistent, adequate lighting in communal and access areas.
- + **Landscaping:** Avoid obstructed views and hiding spots while keeping designs attractive.
- + **Maintenance & Management:** Maintain shared areas and security features to prevent decline.
- + **Community Engagement:** Involve residents in shaping and caring for their environment.



02 PLANNING POLICY & DESIGN GUIDANCE

2.6 LOCAL PLANNING CONTEXT

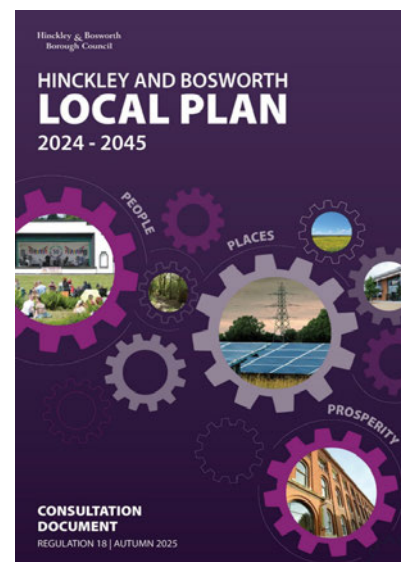
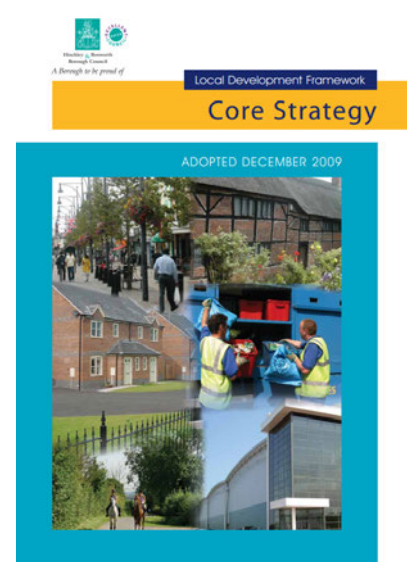
DEVELOPMENT PLAN

The site falls within the jurisdiction of Hinckley and Bosworth Borough Council. The development plan for the area consists of the Hinckley and Bosworth Local Plan Core Strategy, 2009, (HBCS) the Sites and Allocations Development Plan Document, 2016 (SADMP) and the Barlestone Parish Neighbourhood Plan (2022) (BPNP).

The Core Strategy was adopted in December 2009 and is now over 16 years of age and has not been reviewed. As a result, the Council utilise the Standard Method as a basis of calculating their 5 year housing land supply and housing policies focus on the delivery of a lower housing requirement.

LOCAL PLAN REVIEW (2045)

HBBC is currently preparing a new Local Plan (2024–2045), following a Regulation 18 consultation held between October 17th and November 28th, 2025. While Barlestone retains its status as a Key Rural Centre, only a single allocation for 128 dwellings at Barton Road is currently included. Gladman suggest that HBBC should shift its focus from large strategic sites toward medium developments like the application site to ensure a deliverable five-year housing land supply at the point of adoption. However, as the emerging plan remains at an early stage with significant unresolved objections, it carries very limited weight under Paragraph 49 of the Framework.



BARLESTONE PARISH NEIGHBOURHOOD PLAN

The Barlestone Parish Neighbourhood Plan was 'made' on 23 June 2022. The Plan forms part of the Development Plan for the parish and will be used to guide planning decisions in Barlestone. A number of policies of relevance to this DAS have been considered:

Policy H4 - Housing Mix: New development should provide for a mixture of housing types having regard to identified local housing needs. The provision of bungalows suitable for elderly people and dwellings of 2/3 bedrooms will be particularly supported.

Policy H6 - Design Standards: Proposals should respect the character and historic context of nearby existing development within the village. Proposals should demonstrate how they meet the design features as described in the Character Assessment and incorporate local materials where practicable. Contemporary and innovative materials and design will be supported where positive improvement can be demonstrated without detracting from the historic context. Care should be taken to ensure that the development does not disrupt the visual impact of the street scene or adversely affect any wider landscape views.

Policy ENV12 - Protection of Important Views: Development proposals which would affect the identified views should be designed to ensure that their layout, scale and mass respect the significance and character of the views concerned. Where necessary, development proposals should include measures to mitigate the effects of the development on the important view concerned.

Barlestone Parish Neighbourhood Development Plan 2020 - 2039



Barlestone Parish Neighbourhood Development Plan logo designed by Niah Linnott and Katie Chiswell

THE GOOD DESIGN GUIDE SPD

The Hinckley and Bosworth Good Design Guide was adopted as Supplementary Planning Guidance in March 2020 with the aim to substantially raise design quality in the Borough. It outlines the core principles of good design – starting with people not buildings; considering the public realm, connections, social spaces and gateways; the use of buildings to defined spaces. It sets out the following key objectives for good design:

- + be functional;
- + support mixed use;
- + include successful public space;
- + be adaptable and resilient;
- + have a distinct character.

Section 2 of the SPD outlines broad area specific guidance for settlements in the Borough. The principles set out within the Good Design Guide have been applied during the design of the Proposed Development.



03 CONTEXT APPRAISAL

This section sets out the analysis of the surrounding context to the site to help inform a series of responsive opportunities and considerations. At the strategic level, the site's setting within the wider district will be analysed, looking at key transport connections. At a more local level, access and movement will be considered, local facilities will be highlighted, and the landscape character and built environment of the village will be analysed.

3.1 SITE LOCATION (WIDER CONTEXT)

Barlestone is classified as a Key Rural Centre within the Core Strategy. The village sits within Leicestershire and is positioned within the northern area of Hinckley and Bosworth Borough amongst a cluster of villages including Market Bosworth, Newbold Verdon, and Nailsworth. It has a growing population of 2,563 (2021 Census) and is located circa 10km to the north of Hinckley, 15km to the west of Leicester, 15km to the north-east of Nuneaton and 20km to the east of Tamworth. The M1 is a 15 minute drive from the site.

The closest railway stations are located in Hinckley and Leicester which offer good connections to the wider region and beyond. Hinckley sits on the Birmingham to Peterborough line whilst Leicester railway station sits on the Midland Main line which runs from London St Pancras to Sheffield and Nottingham.



03 CONTEXT APPRAISAL

SITE LOCATION (LOCAL CONTEXT)

As shown by the immediate context plan, the site is nestled on the edge of the urban fabric of the village in close proximity to the key routes which serve the settlement (Barton Road, Newbold Road and Bosworth Road). It is surrounded by properties aligning Cunnery Close to the north, Bosworth Road Park to its east and a well established treebelt on its western and southern limits.

The centre of the village lies to the north east of the site and more recent growth to Barlestone has seen the settlement push out to the west along Barton Road.

The site benefits from convenient access to the local public transport network, with a number of bus stops located within the village offering frequent services to nearby larger settlements, such as Leicester and Hinckley. The closest bus stops to the site are located on Barton Road, roughly 300m away.

A network of public footpaths help connect the village with the nearby settlements of Newbold Verdon, Market Bosworth and Nailstone.

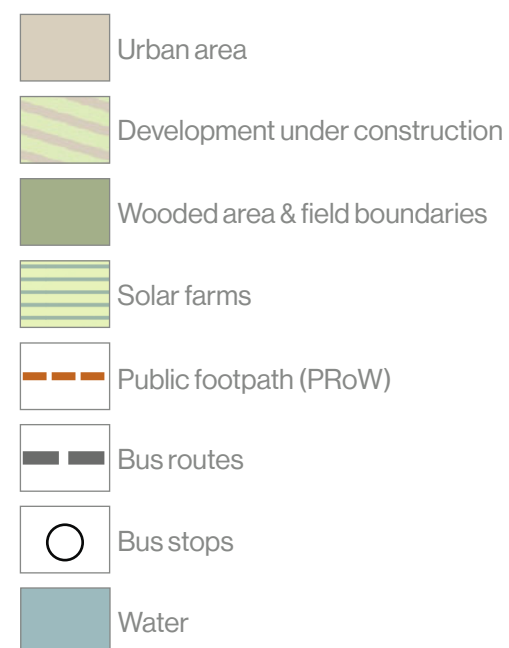
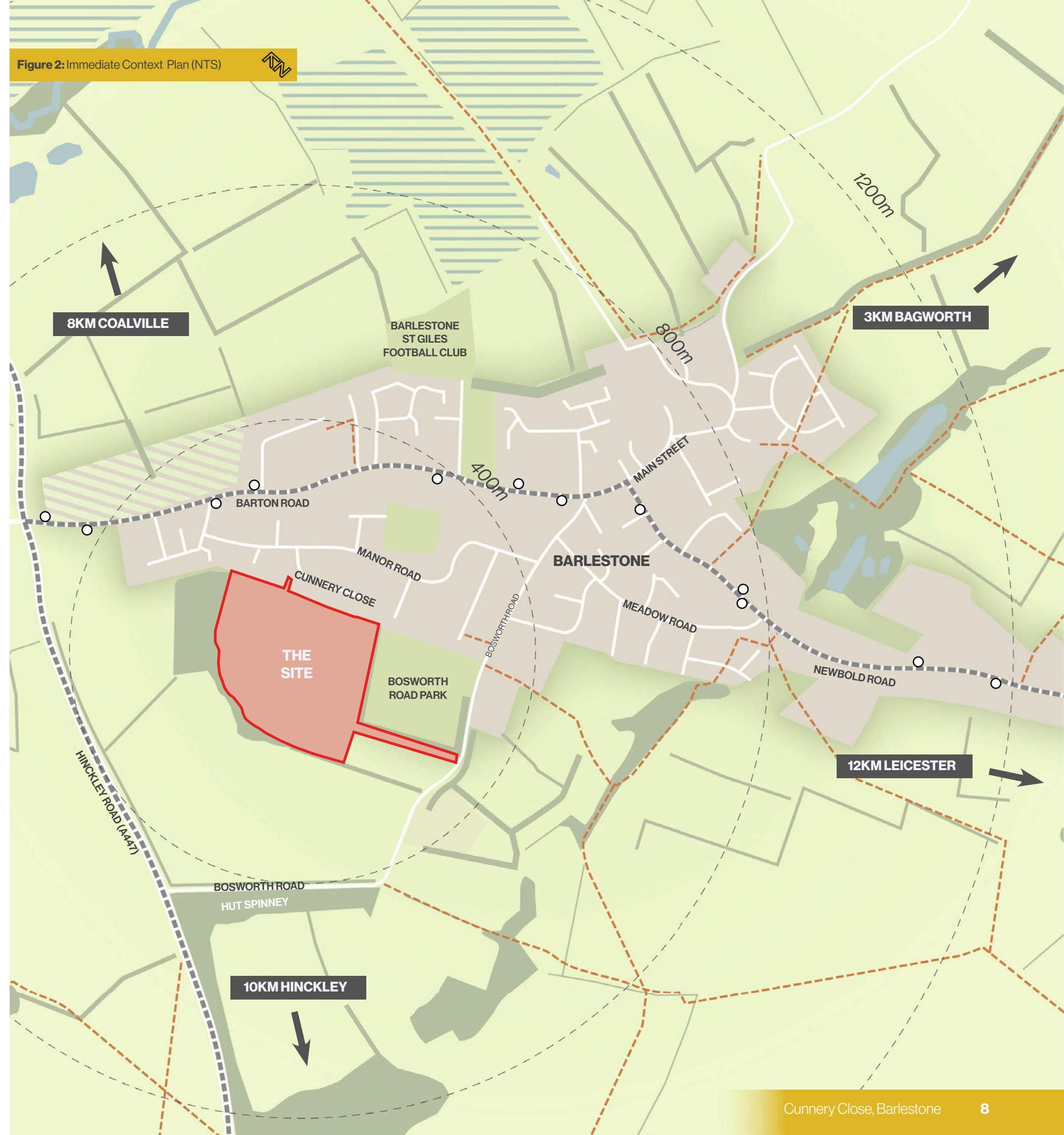


Figure 2: Immediate Context Plan (NTS)



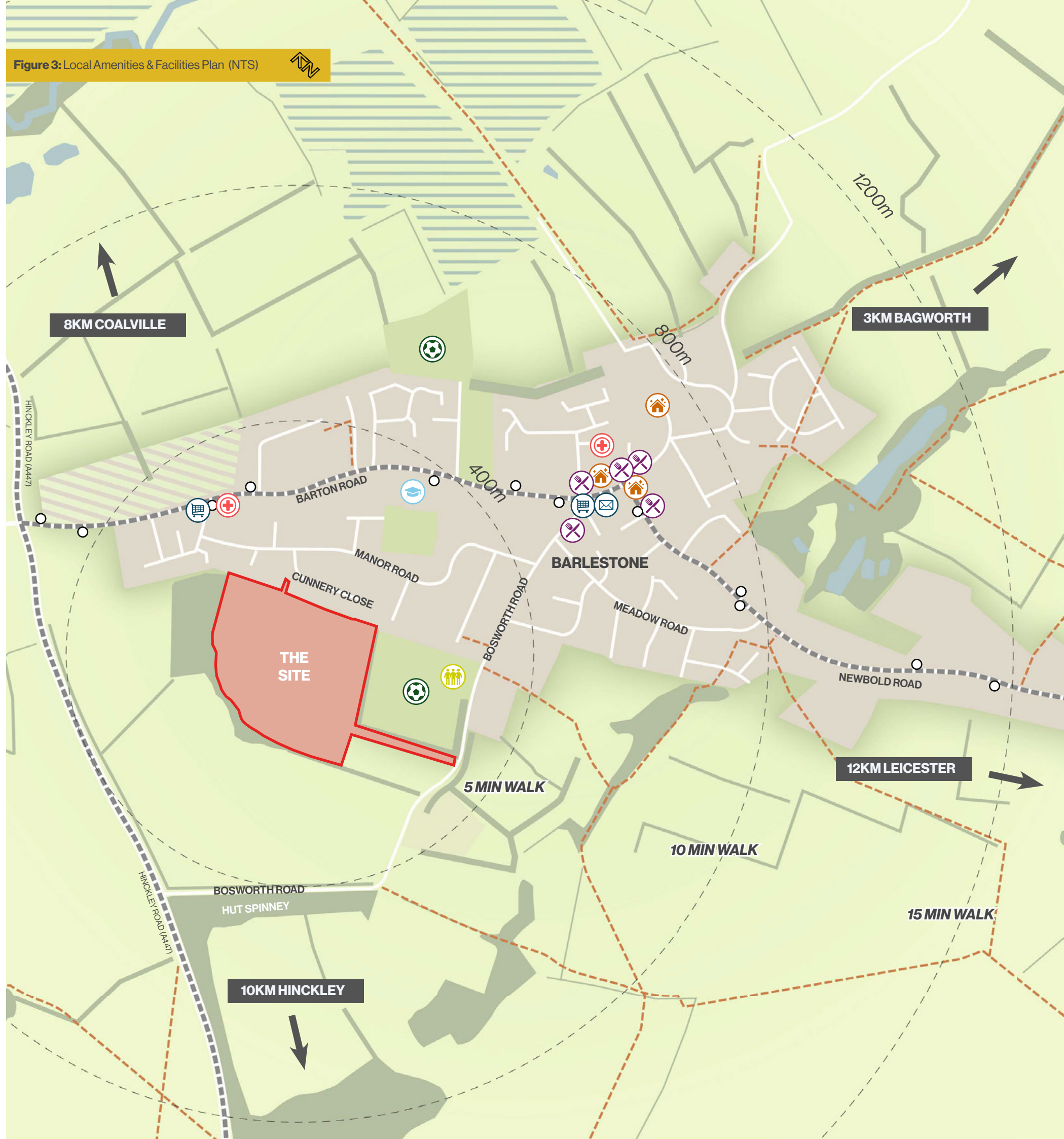
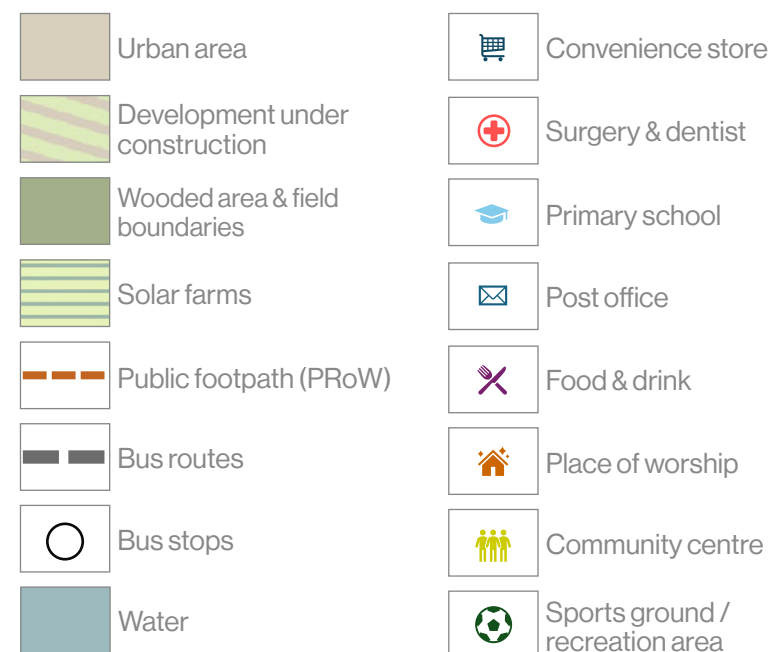
03 CONTEXT APPRAISAL

3.2 LOCAL AMENITIES & FACILITIES

The site is located in a sustainable location, within a 5 to 15 minute walking distance of all facilities and services in the village. These include a number of shops, pubs, sports ground, pharmacy and primary school. Barlestone also has connectivity to a good selection of local Public Rights of Way, which provide opportunities to navigate parts of the village along attractive routes and reach the surrounding countryside.

The site lies in close proximity to Barton Road which offers convenient access to the A447 to the west and Newbold Road (B585) to the east. These routes provide fast links towards Ibstock, Hinckley, Leicester and the M1.

Vehicular access into the site will be off Cunnery Close on the northern edge of the site with pedestrian access points connecting the site to Cunnery Close and Manor Road.



03 CONTEXT APPRAISAL

3.3 HISTORIC SETTLEMENT GROWTH PATTERN

The historic Ordnance Survey (OS) mapping shows the growth of Barlestone over a 140 year period. During the period between 1885 and 1904 the area was already well-settled. Properties lined the Main Street through Barlestone and what is now Newbold Road. White House and Manor House are the south western extents of the settlement during this period of time.

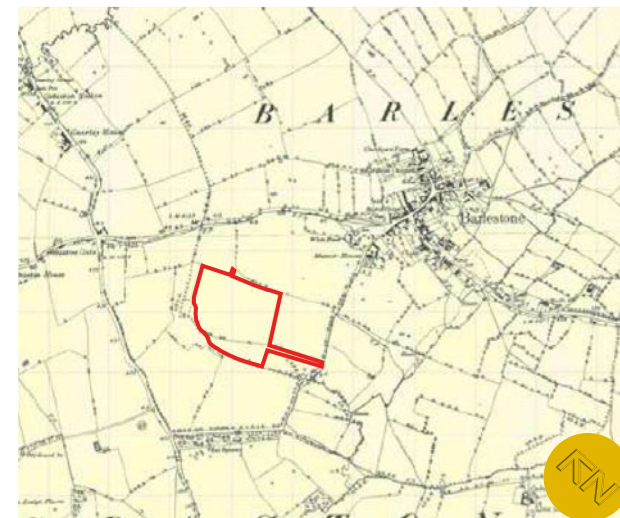
The settlement form remained largely the same until 1955 when there was an extension to the village in the north west and infilling in the north east, creating a denser form to the settlement and in 1955, development continued west along Barton Lane. Development in the east remained largely the same as modern development continued to the south and west between 1955 and 1980-1982, when it reached the northern edge of the site. After the 1980's development plateaued somewhat, with some infill development during this period. More recent developments off Bagworth Road and north of Barton Road have extended the settlement limits to the east and west. The Hinckley and Bosworth Borough Council Good Design Guide (2019, pg. 70) states the following:

“Barlestone is a village located on the fringes of the Charnwood forest. Originally developing as an agricultural settlement, the village has lost much of its historic form due to substantial twentieth century infilling, replacement, and expansion. The core of the village remains along the historic spine of Barton Road, West End, Main Street, Church Street and Bagworth Road.

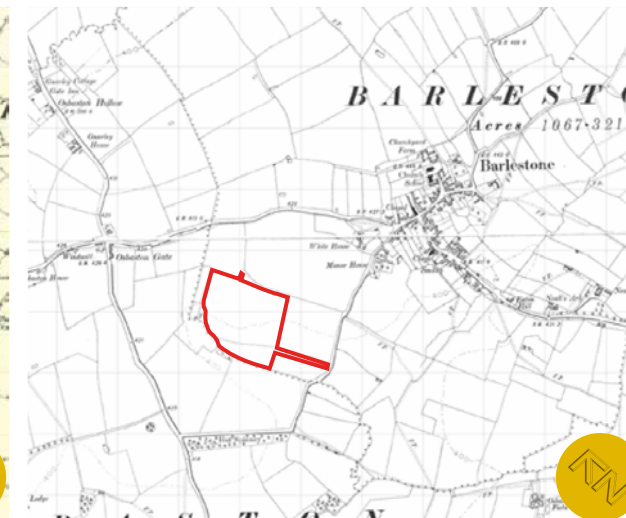
The main approaches to the village, including key interfaces with the countryside are largely formed of twentieth century housing, though a relationship between built form and open countryside is maintained through focusing development on one side of the street.

In the historic core, particularly along Main Street, West End, and Church Street there are isolated examples of more traditional structures, including 18th-19th century cottages, a Victorian Methodist chapel and large 18th century farmhouse in the setting of the 14th century church. This farm house, Church Farm, provides an important reference to the village's agricultural origins and defines the historic core of the village to the north of the village centre.”

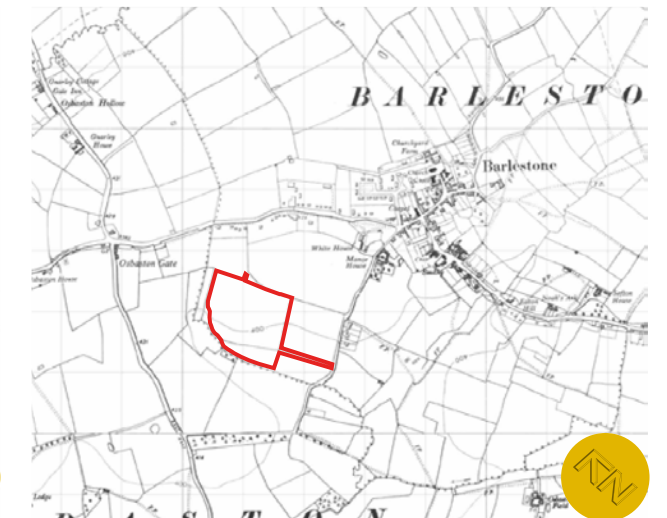
1885



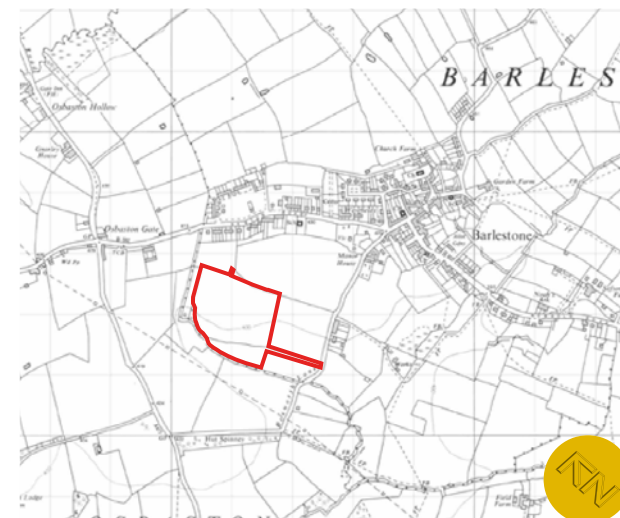
1904



1955



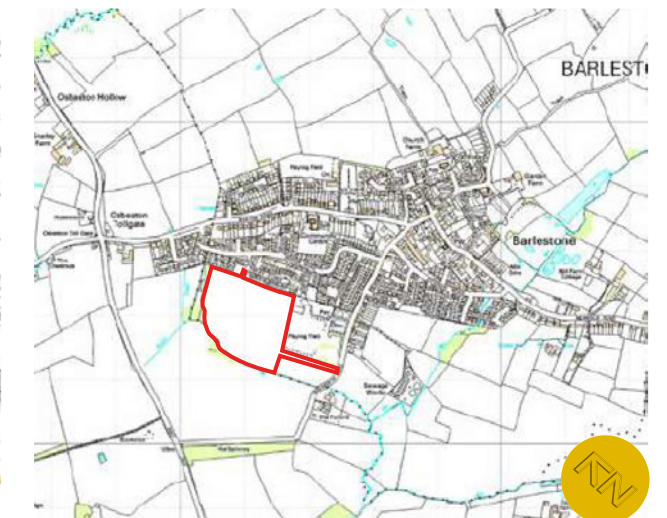
1966



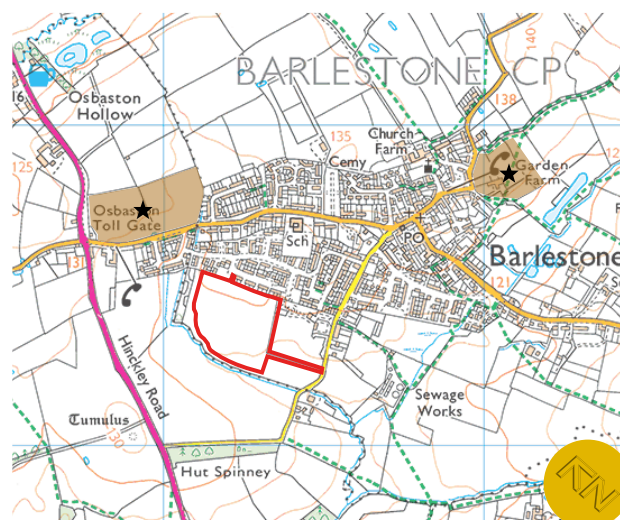
1980-82



2002



Present day



★ Recent developments

03 CONTEXT APPRAISAL

3.4 LOCAL CHARACTER & ARCHITECTURAL CONTEXT

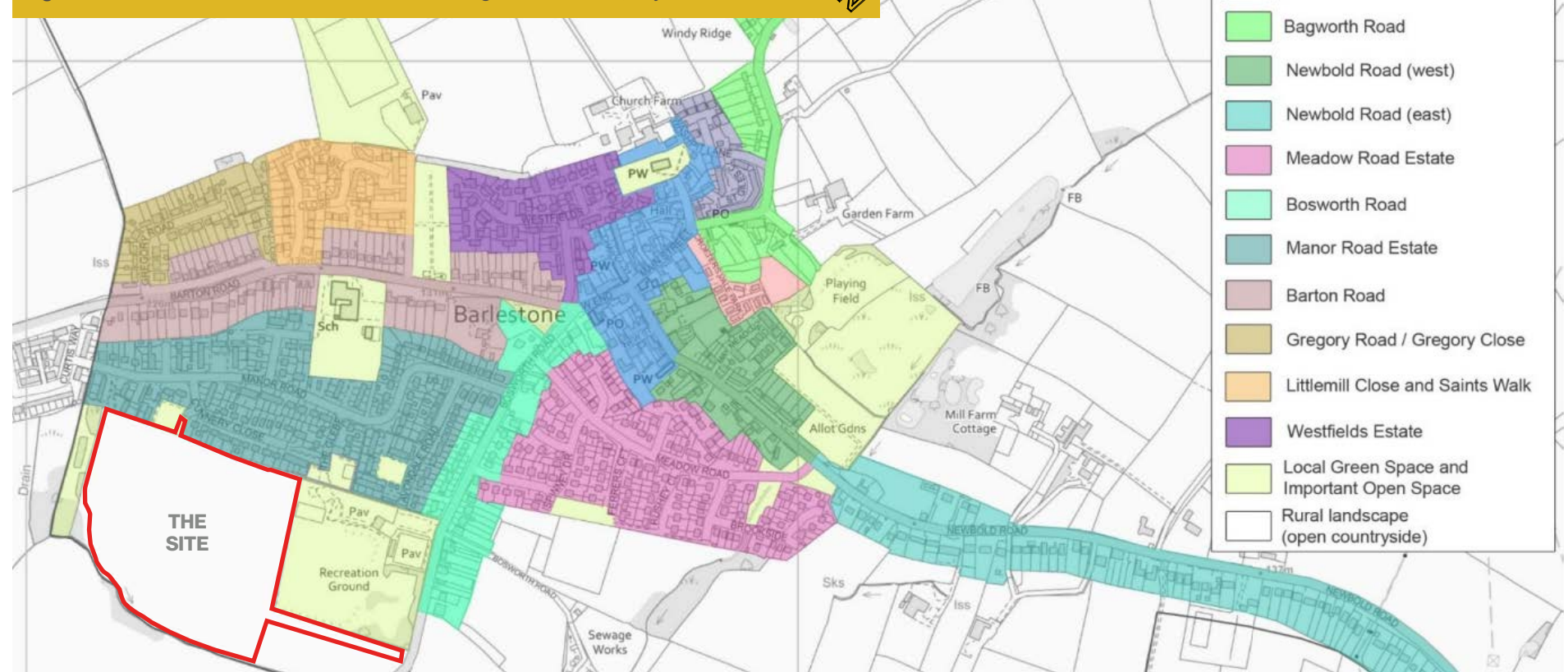
The Barlestone Neighbourhood Plan includes a character assessment which separates the built areas of the village into 14 character areas; these are defined by their design and appearance, its uses, layout, scale, density and planting amongst other characteristics. Having an understanding of a development's setting and the character of the local area can help to ensure that new development proposals are of an appropriate design.

The old centre of the village captures the predominant built character of Barlestone with most properties dating to the pre-war era. Although there are a range of styles and periods covered, from 1700s to early 1900s, red brick and render feature consistently, with a couple of red/yellow chequered brick façades along West End. A number of the buildings have interesting architectural features including decorative chimney breasts and ridge tiles, stone lintels & sills and painted quoins. Windows are a mix of wood (especially on the larger properties) and uPVC with occasional sash.

Adjacent to the site lies the Manor Road estate character area, defined by 1960's/1970's housing. It features one main road (Manor Road) with numerous cul-de-sac offshoots. Similar of other developments in the 1960s through to the 1980s including the Meadow Road, Westfield and Gregory Road developments, new homes were built of modern, limited individual design and using a variety of bricks (red, orange, yellow, buff) with seemingly little to tie them in to the original village dwellings.

The development at Littlemill Close is a more recent example of a development which integrated styles more in keeping with the older parts of the village more successfully. As such, the design of this site should look to the more traditional elements present within Barlestone and take precedent from more recent examples where a definitive, reflective character has been integrated successfully. The following page will analyse the Old village centre, Littlemill Close and Manor Road character areas.

Figure 4: Character assessment areas (Barlestone Neighbourhood Plan, July 2024) (NTS)



OLD VILLAGE CENTRE

+ Design / Appearance

Junction of historic routes through Barlestone. Pre-war buildings with consistent use of red brick and render.

+ Layout

Buildings closely align carriageways creating intimate enclosures in parts. Semi-continuous frontages common and different building orientations create irregularity and interest on the streetscene.

+ Height/Scale/Density

2 to 2.5 storeys. Higher densities present along key routes.

+ Typology

Strong combination of detached, semi-detached and terraced properties in smaller plots. Mix of dwelling types, largely of their time.

+ Boundary Treatments

Buildings typically front directly onto street. Use of low brick walls marks boundaries elsewhere.

+ Vegetation and Planting

Minimal street planting. Some ornamental planting where spaces allows at frontage.

+ Parking

Typically on-street parking with some front and side of plot driveways. Some instances of parking areas to the rear of properties.



03 CONTEXT APPRAISAL

LITTLE MILL CLOSE AND SAINTS WALK

+ Design / Appearance

Modern (early 21st century) housing estate with mix of housing sizes. Mix of red brick and white render.

+ Layout

Intimate arrangement, utilising a small loop road system in which shared drives and small courtyards feed off.

+ Height/Scale/Density

2 to 3 storeys. 36 DPH.

+ Typology

Mix of large detached, semi-detached, terraced properties and some instances of coach houses. All within smaller plots except for frontage properties along Barton Road.

+ Boundary Treatments

Low boundary hedges and black railings common.

+ Vegetation and Planting

Most planting is on plot, feature trees in small areas of amenity green space.

+ Parking

Front and side of plot parking. Small rear parking courts accessed under coach house.



MANOR ROAD ESTATE

+ Design / Appearance

1960's/1970s estate housing.

+ Layout

Rectilinear development featuring one main road with smaller cul-de-sacs feeding off it.

+ Height/Scale/ Density

2 storeys.

+ Typology

Detached and semi-detached properties with larger private frontages.

+ Boundary Treatments

Timber fencing, small boundary walls and some instances of hedgerows.

+ Vegetation and Planting

Large grass verges in parts where properties are set back from the road and where homes side onto carriageway. Some mature trees in incidental areas of green space.

+ Parking

Predominantly front of plot.



3.5 DESIGN REFERENCES

A summary of the character analysis is set out below to ensure the proposed design and layout respects or enhances the surrounding natural, built and historic environment:

Urban Form

Historic core of the village represents an intimate street enclosure with small frontages, more spacious frontages feature in 20th century developments elsewhere. The proposed development should adopt a varied approach to building set-back so as to provide interest and changing street scenes with some streets having large set-backs allowing for open space and front gardens and other buildings set closer to the back of pavement.

Small cul-de-sacs which feed off of primary routes are found throughout Barlestone, there is the opportunity to reflect this form whilst avoiding dead ends and ensuring pedestrian links exist beyond minor/tertiary streets.

Building Form and Plots

The scale of properties are predominantly between 1 - 3 stories with 2 stories being the most common. Gables, dormers and chimneys are common features which provide extra height and could be used to emphasise landmark properties.

The predominant densities vary between 25 - 38 dph with a strong mix of detached, semi-detached and terraced properties throughout the village. The design proposal could reflect the character of the area with lower densities to the southern fringe of the development and higher densities found close to the existing built area and within the core of the development along the key route.

Car parking

On plot parking should be utilised to reflect the surrounding character, however it should be done in a manner that avoids vehicles dominating the public realm visually (preferably to the side on plot parking). If smaller terraced properties are used in the proposal, providing small areas of secure rear court yard parking is preferable over on street parking.

03 CONTEXT APPRAISAL

Open Space

The development should contribute towards the villages catalogue of open spaces with a new multifunctional public open space that can support well being for current and future residents and preserve and enhance flora and fauna and wildlife using the principles of net biodiversity gain.

It should respond to the existing landscape character by retaining and enhancing the existing boundary vegetation to the west, south and east of the site where the site bounds Bosworth Road Park. A peripheral footpath could provide access around the site alongside a walkable street environment supporting easy access for pedestrians and cyclists. To respond to the landscape character of primary routes in the village such as Barton Road, Bosworth Road, Meadow Road, Newbold Road and Manor Road, the main street should feature elements of tree planting within grass verges.

Details And Materials

Walls:

- + Red Brick, buff brick*
- + Red/yellow chequered brick
- + White / off-white Render

*Red brick should predominate with the opportunity to incorporate some rendered and half-rendered properties.

Roof:

- + Pitches are generous and include gables to fronts and sides. Hipped roofs common. Roofs are predominantly tiled in red or grey plain or pantiles.

Curtilage/Boundaries:

- + Small brick walls are predominant with hedgerows. More recent additions of black metal estate railings.

Details:

- + Dormers and brick chimneys feature regularly on key properties through out the village creating interesting roof forms. Porch canopies and bay windows add interest to the front of properties in a number of locations.
- + Red brick sills and lintels around windows and below eaves are a feature that could be used on focal properties and characteristic of the area.



Red/yellow chequered brick found within village core.



Considered mix of red brick and white render creates a pleasant contrast.



Historic, prominent buildings with brick, soffit and lintel detailing.



Dormer windows and door canopies are common across old and new development.



Homes fronting onto street with little frontage creating intimate enclosures in village centre.



Rear parking accessed through coach house allowing continuity in the building line.



Tree planting in grass verges common along primary routes marking their importance.



Slightly arched windows are a common feature in older properties.



Variations in roof height and styles create interesting roofscape, adding character.



Terraced properties dropping with topography.



Prominent chimneys on key buildings.



Buildings fronting onto area of greenspace off Cunners Close.



Cul-de-sacs offering landscape views beyond the village, particularly to the south of the village.



Taller building at key node within village centre, creating a focal point and terminating vista.



More recent interpretation of terraced housing with shared mono pitch door canopies.



Low brick walls commonly define frontages.

03 CONTEXT APPRAISAL

3.6 TOPOGRAPHY

The landform surrounding Barlestone is representative of the Landscape Character Area, Charnwood Fringe, in which it sits, described as a gently undulating with small plateaus on higher ground and rising to the adjacent Charnwood Forest area to the east. The character assessment also mentions the contrast between areas which are visually open and enclosed depending on the elevation of the landscape and presence of woodland and vegetation.

Barlestone is located at approximately 125-130m AOD (Above Ordnance Datum) on sloping land that rises up from the river valley in the west to Bagworth in the north east which lies at approximately 165m AOD. The local villages of Nailstone and Newbold Verdon lie in similar locations on the slopes leading up to higher ground in the east. To the west the land slopes down to 90m AOD where the Ashby de-la-Zouch Canal is located, running in a north/south direction.

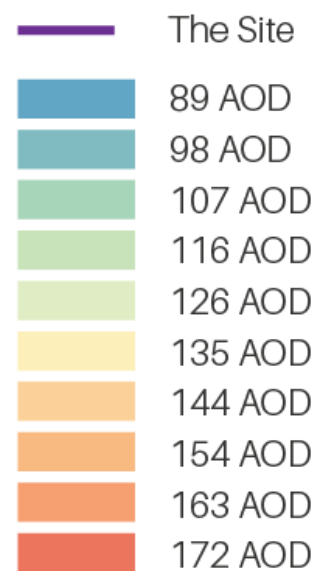
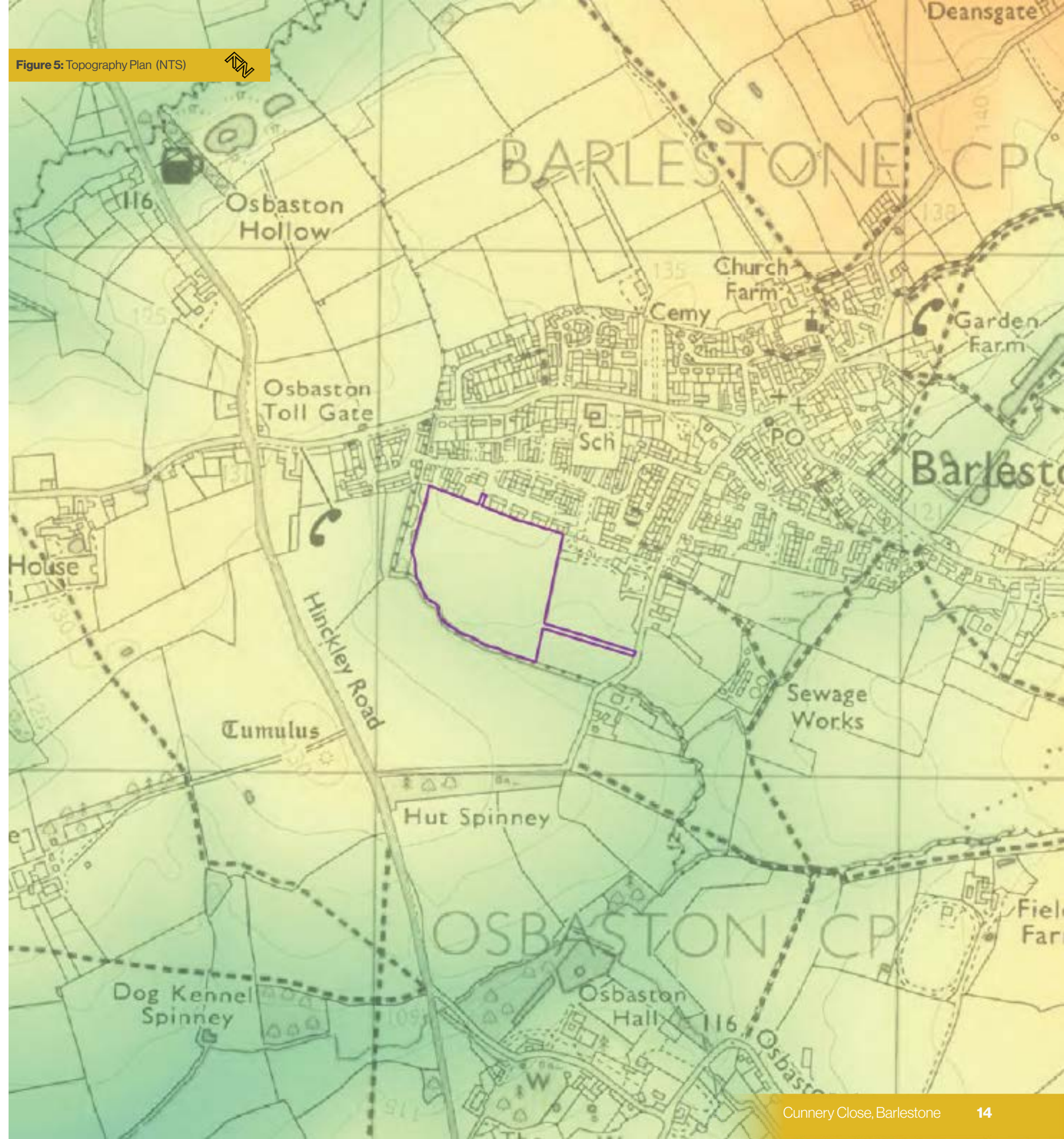


Figure 5: Topography Plan (NTS)



3.7LANDSCAPE CHARACTER

A Landscape and Visual Impact Assessment (LVIA) has been prepared as part of an iterative design process. The site is not covered by any landscape designations. The site lies within the south-western fringe of National Character Area (NCA) Profile 71: Leicestershire and South Derbyshire Coalfield, which consists of a plateau with unrestricted views of shallow valleys and gentle ridges that become less pronounced in the south due to a layer of glacial till. The area has a developing woodland character, heavily influenced by work of The National Forest.

The Hinckley and Bosworth Borough Landscape Character Assessment (published in 2017) presents the different areas of character across the borough, providing a distinction between the rural and urban areas. The site is located within the broad Charnwood Fringe Settled Forest Hills Landscape Character Area (LCA). The Barlestone Urban Character Area (UCA) 14 adjoins the Site to the north. A summary of the published character areas that the site lies within or immediately influences is set out in table below:

Receptor	Value	Susceptibility	Sensitivity
NCA Profile 71: Leicestershire and South Derbyshire Coalfield	Medium	Medium	Medium
Charnwood Fringe Settled Forest Hills LCA	Medium	Medium	Medium
Barlestone UCA 14	Medium	Low	Medium

3.8 LANDSCAPE & VISUAL IMPACT

Whilst the development proposals will result in the permanent loss of an agricultural field and some initial landscape disruption, the majority of key landscape features including mature trees and hedgerows will be retained with additional habitats created as part of the green infrastructure (GI) proposals. In visual terms the properties immediately adjacent to the northern site boundary will experience the greatest visual effects with the view of an arable field replaced with that of development. Away from the immediate boundary of the site, effects on receptors will be mitigated by proposed buffer vegetation and a large area of open space in the south that will set the development back from the site boundaries, eventually resulting in filtered views once the proposed landscaping has matured.

Views from the surrounding footpath network are limited by topography, vegetation and built form. However, where views are possible, the development would be seen in the context of the existing developed edge on Cunnery Close. The site is bordered by hedgerows and trees which would be retained as part of the development proposals to form part of the site-wide GI proposals. The GI proposals will also result in overall enhancement of the landscape resources through the creation of new habitats which will provide long term benefits for landscape character as well as biodiversity and recreational value.

In landscape and visual terms the LVIA demonstrates that the Illustrative Masterplan (presented in section 5 of this DAS) responds well to the local landscape character of the site, recognising and responding to opportunities to retain views, create local public open space and enhance the local landscape character. The scheme will include a mix of houses to reflect the variety traditionally found in Barlestone and will use local vernacular designs to guide the form and layout of the proposals. The development will include provision of new public open space and a footpath network will be created to provide separate and safe routes for pedestrians in an area currently inaccessible to the public. Open spaces and roads will provide a series of attractive vistas and views throughout the development.

Overall it is considered the development proposals demonstrate a well-considered approach to the landscape and settlement edge context of the site and appropriate development of the site has the potential to successfully integrate into the local surroundings without any unacceptable landscape or visual effects.

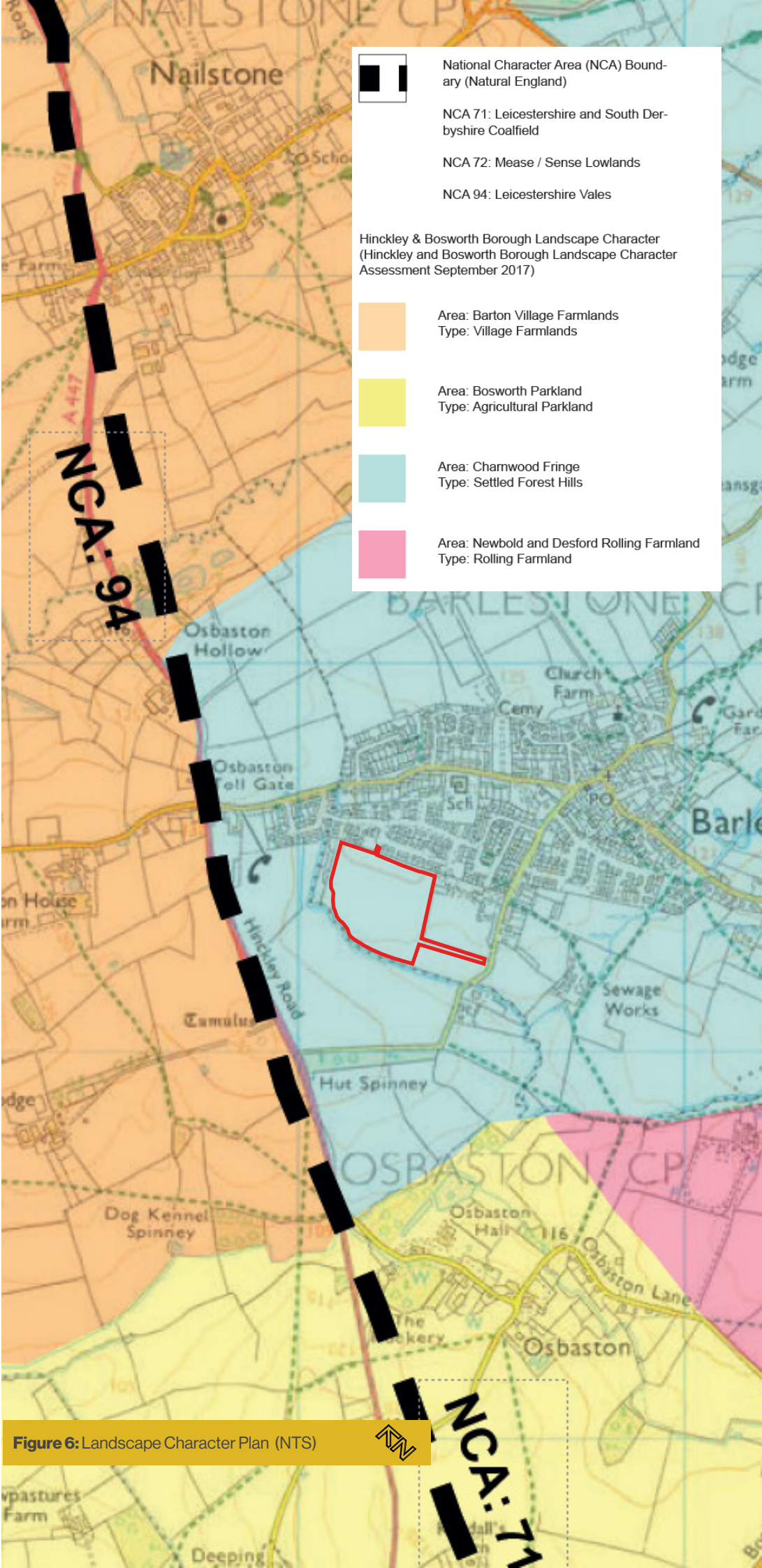


Figure 6: Landscape Character Plan (NTS)

03 CONTEXT APPRAISAL

3.9 DESIGNATIONS & WIDER LANDSCAPE

The site nor its immediate surroundings are encompassed within any landscape designations as shown in Figure 7. The nearest is the Cannock Chase National Landscape, which is located over 35km from the Site at its closest point.

There are four Grade II listed buildings within the settlement of Barlestone, although none are within proximity to the site, while a further two listed buildings lie within Osbaston to the south (including the Grade II* Osbaston Hall) within the Osbaston conservation area, which lies approximately 475m from the site at its nearest point.

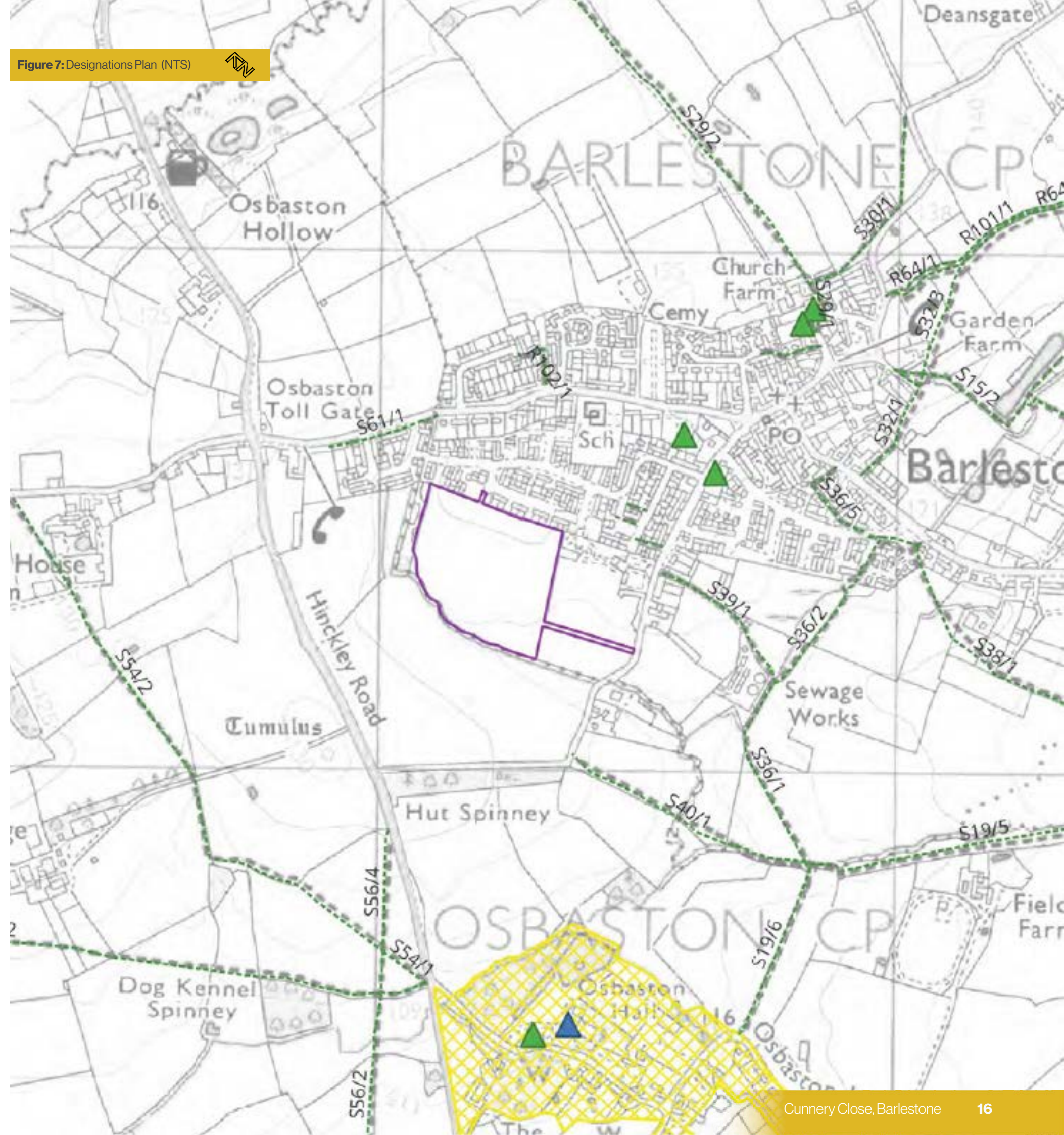
Much further afield there are concentrations of listed buildings within the settlements of Nailstone, Newbold Verdon and Market Bosworth, again within conservation areas, although there are no physical or visual links with the site nor its surroundings from these heritage assets.

There are no Registered Parks and Gardens within the wider vicinity of the site nor are there any scheduled monuments, with the closest within Newbold Verdon over 2km from the site.

Similarly there are no statutory environmental designations in the vicinity of the Site, with the nearest over 5km away to the north-west associated with the Newton Burgoland Marshes.

- The Site
- - - Public Footpath
- ▲ Grade II* Listed Building
- ▲ Grade II Listed Building
- Conservation Area

Figure 7: Designations Plan (NTS)



04 SITE APPRAISAL

This section sets out the analysis of the site itself to help inform a series of responsive opportunities and considerations. The site appraisal will involve a more detailed look at the site's topography, visibility, ecology, archaeology, hydrology and other immediate site constraints.

4.1 SITE DESCRIPTION

The site is located on the south western edge of Barlestone and comprises a single, irregularly shaped, arable field parcel. It is 6.53 ha in size with Cunnery Close located immediately to the north and Bosworth Road located to the east.

The site is defined by properties on Cunnery Close to the north, a small area of woodland to the west and a hedgerow and hedgerow trees to the south with further arable farmland beyond. Playing fields and a play ground form part of a recreation ground known as Bosworth Road Park to the immediate east, separated from the site by a row of mature trees and to the south east.

The site slopes from the north to the south-east towards an unnamed brook that defines the southern edge of the site. The site is largely devoid of any notable features within its interior, comprising cropland with some areas of ruderal vegetation and grassland at the field boundary fringes.

The boundaries to the site are defined by a mix of overgrown hedgerows and trees and generally in a moderate landscape condition. The site is not currently publicly accessible and there are no PRow's running through the site or along its boundaries.

SITE PHOTOGRAPHS



View south east across Site from north west corner.



View from western boundary to rear of properties on Cunnery Close.



View looking south west from north east corner.

Figure 8: Aerial Location Plan (NTS)



04 SITE APPRAISAL

4.2 VISIBILITY

The site has a very localised visual envelope and is not appreciated in the wider landscape. This is due to the site aspect and location being within a localised depression, which is effectively encircled by higher ground in all directions in close proximity. This, coupled with the presence of built development to the north, treebelts to the east and west, and intermittent tree cover along the southern boundary ensures the site is visible only by people traveling along short stretches of Bosworth Road, the A447, Manor Road and Cunnergy Close, those utilising the nearby open spaces, as well as residents of Spinney Farm and Cunnergy Close.

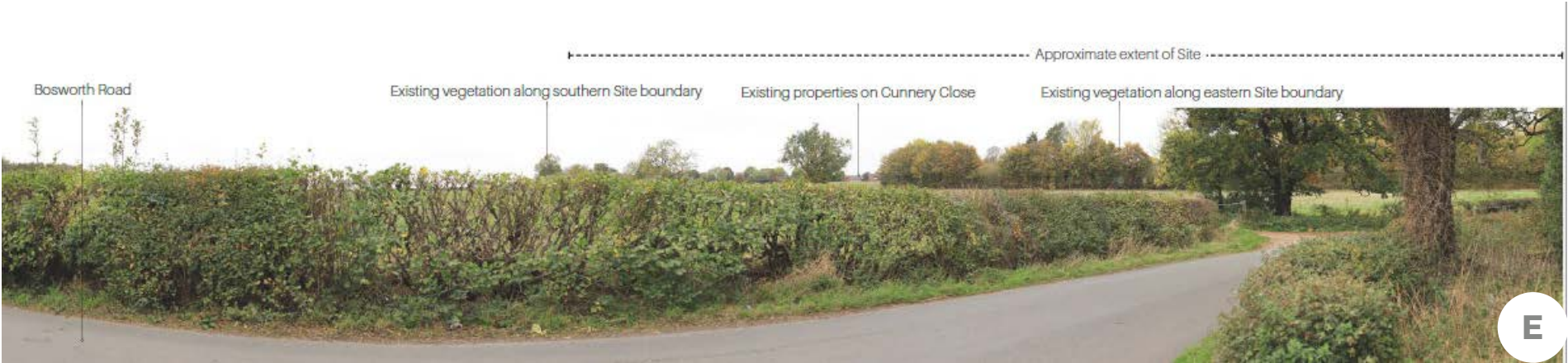
Views from the local footpath network are limited to a section of footpath that leads off Bosworth Road south east of the site. Intervening vegetation largely prevents views from this footpath though glimpses of the northern field are possible.

A detailed summary of the relevant visual receptors in the vicinity of the site is available in the LVIA which forms part of this application, they are set out within the table below:

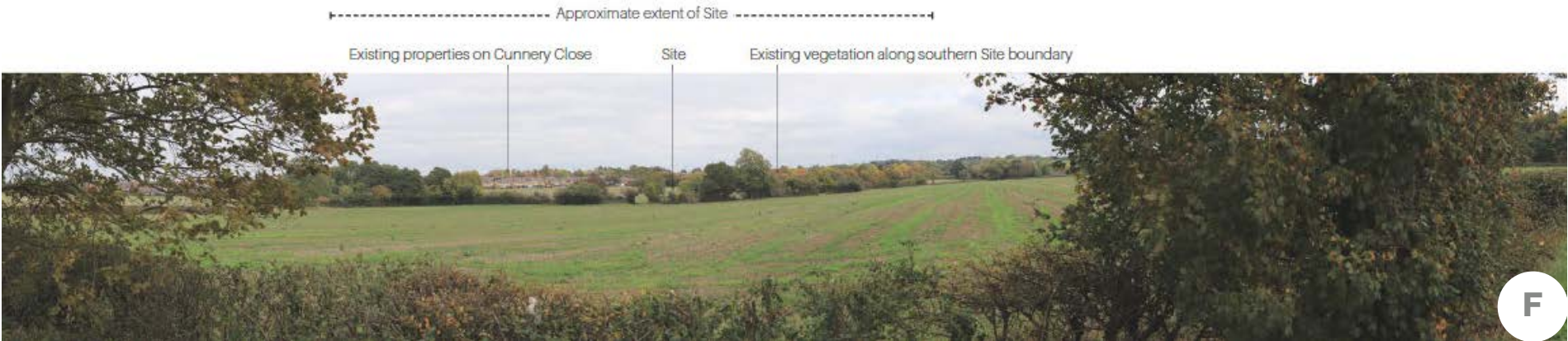
Receptor	Value	Susceptibility	Sensitivity
Residents of Cunnergy Close (Photograph 4)	Medium	High	High
Residents of Bosworth Road (Photograph 6)	Medium	High	High
Residents of Spinney Farm (Photograph 9)	Medium	High	High
Users of PRoW S39/1 (Photograph 7)	Medium	Medium	Medium
Users of PRoW S40/1 (Photograph 10)	Medium	Medium	Medium
Users of PRoW S54/2 (Photograph 15)	Medium	Medium	Medium
Users of Manor Road (Photographs 1 & 2)	Medium	Medium	Medium
Users of Bosworth Road (Photographs 6, 8, 9 & 11)	Medium	Medium	Medium
Users of the A447 (Photographs 12 - 14)	Medium	Low	Low
Users of Bosworth Road Recreation Ground (Photograph 5)	Medium	Medium	Medium
Users of the open space near Cunnergy Close (Photographs 3 & 4)	High	Medium	High



c View south-east from the open space near Cunnergy Close



View north-west from Bosworth Road near Spinney Farm



View north-east from the A447 (Hinckley Road)

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.

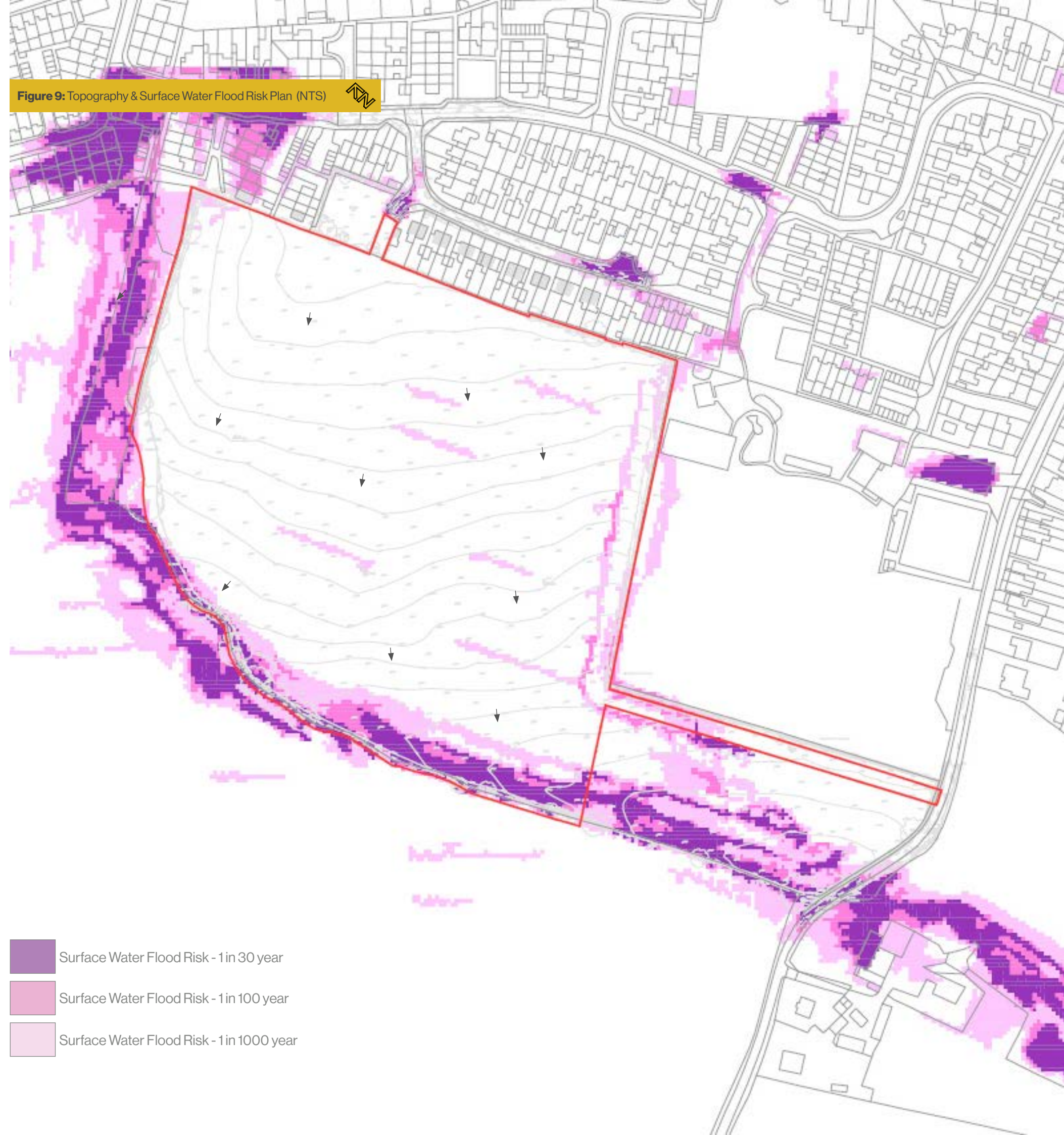
The Environmental Agencies (EA) Flood Map for Planning shows the site lies within Zone 1 – Low Probability, having less than a 1 in 1,000 (0.1%) annual exceedance probability (AEP) of river flooding.

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)



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.

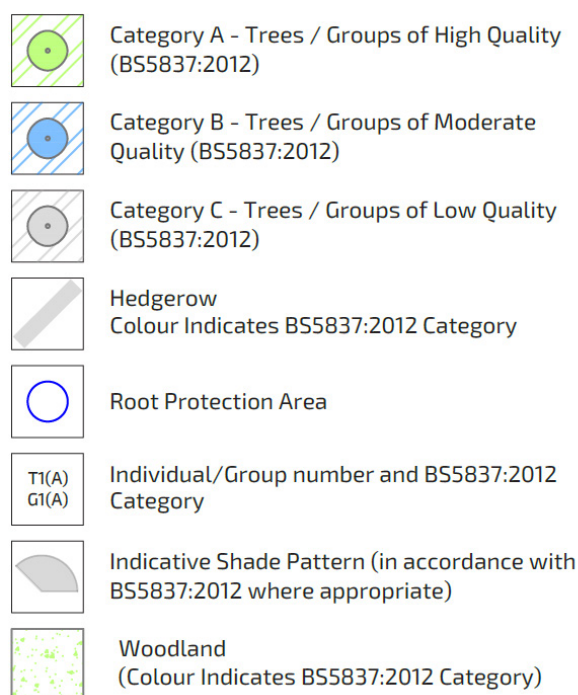


Figure 10: Tree Survey Plan (NTS)

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.

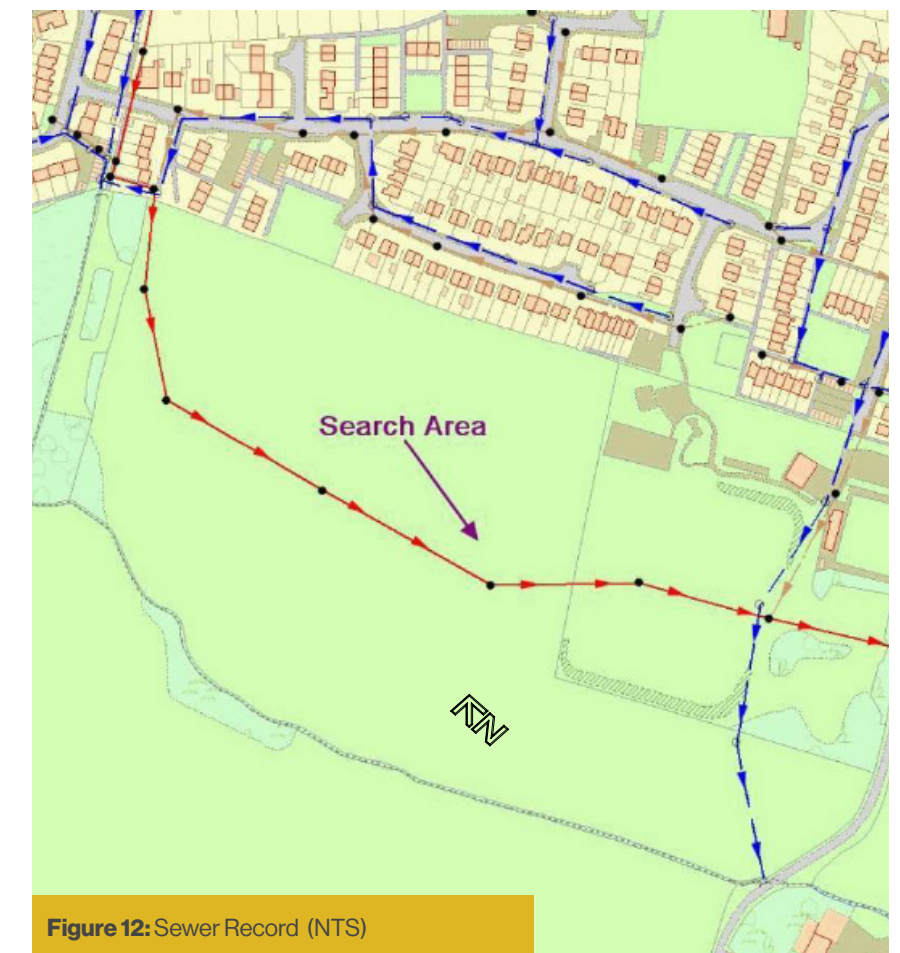
An assessment of construction phase impacts has been undertaken following the IAQM construction dust guidance. Mitigation measures are recommended to reduce the risk of dust and particulate matter being generated and re-suspended. With implementation of the appropriate measures, no significant impacts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

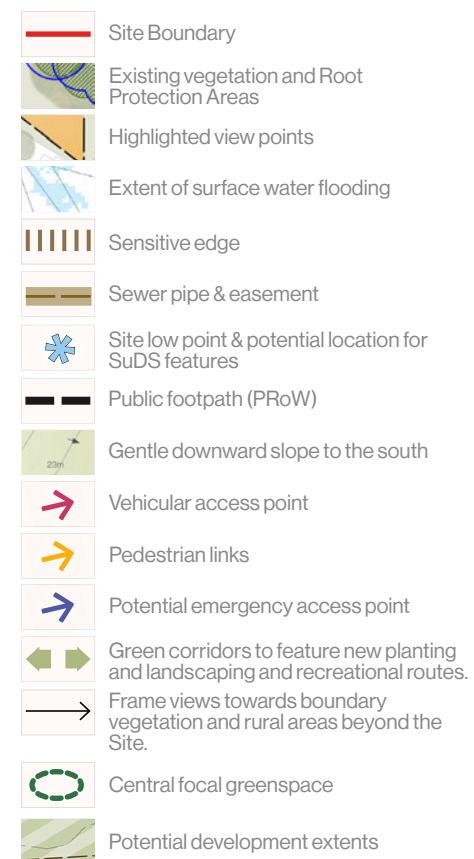


Figure 13: Opportunities & Considerations Plan (NTS)



05 EVALUATION & DESIGN PRINCIPLES

5.2 PUBLIC CONSULTATION

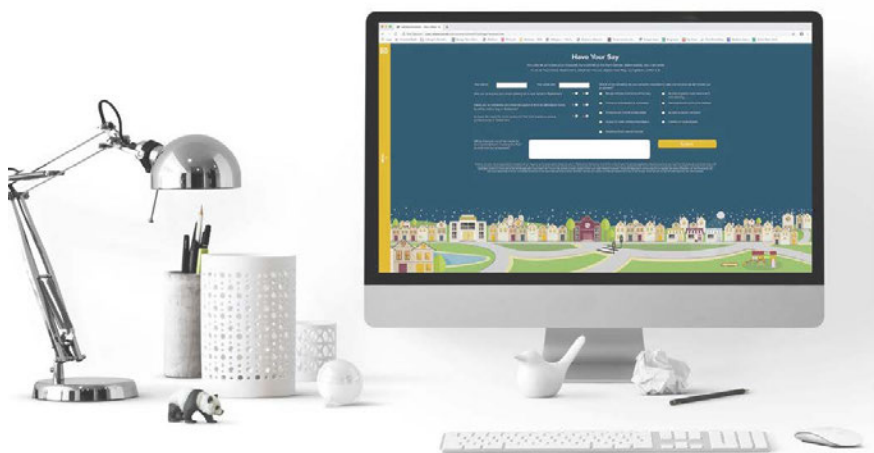
Gladman has engaged in a process of community engagement during the development of the proposals for the site.

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 14.

- 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 and highways 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

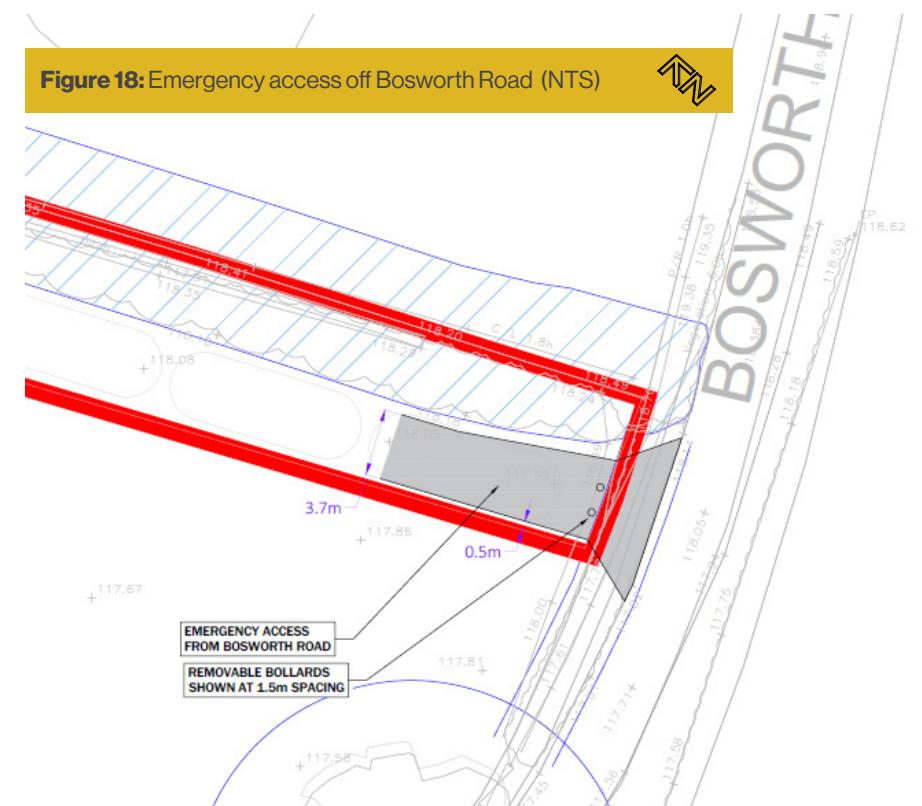
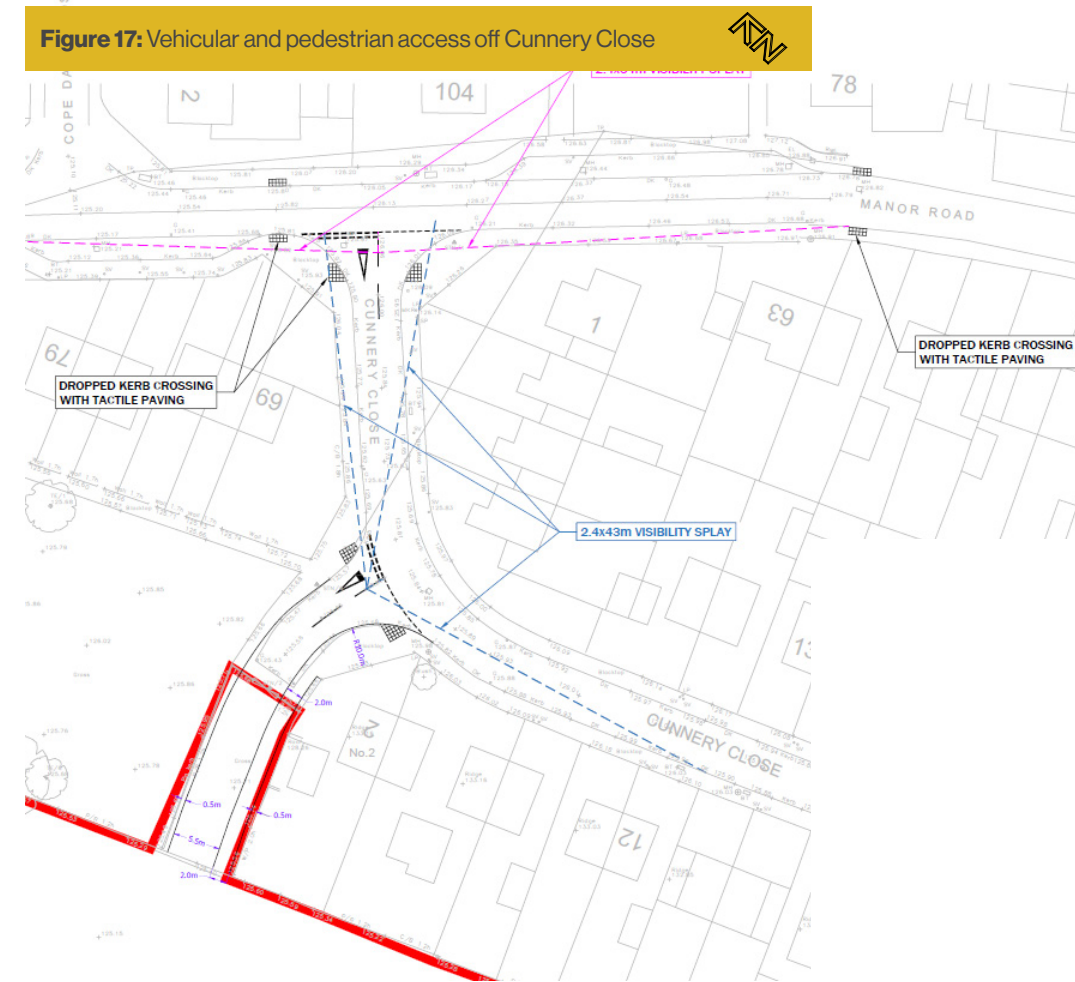
amenities to the east accessible via the pedestrian 'cut-throughs' between The Glebe, Avondale Road and Bosworth Road. A 0.5m verge will be provided between the back of footway and the adjacent property for construction purposes. A grass verge will be provided on the western side of the access.

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

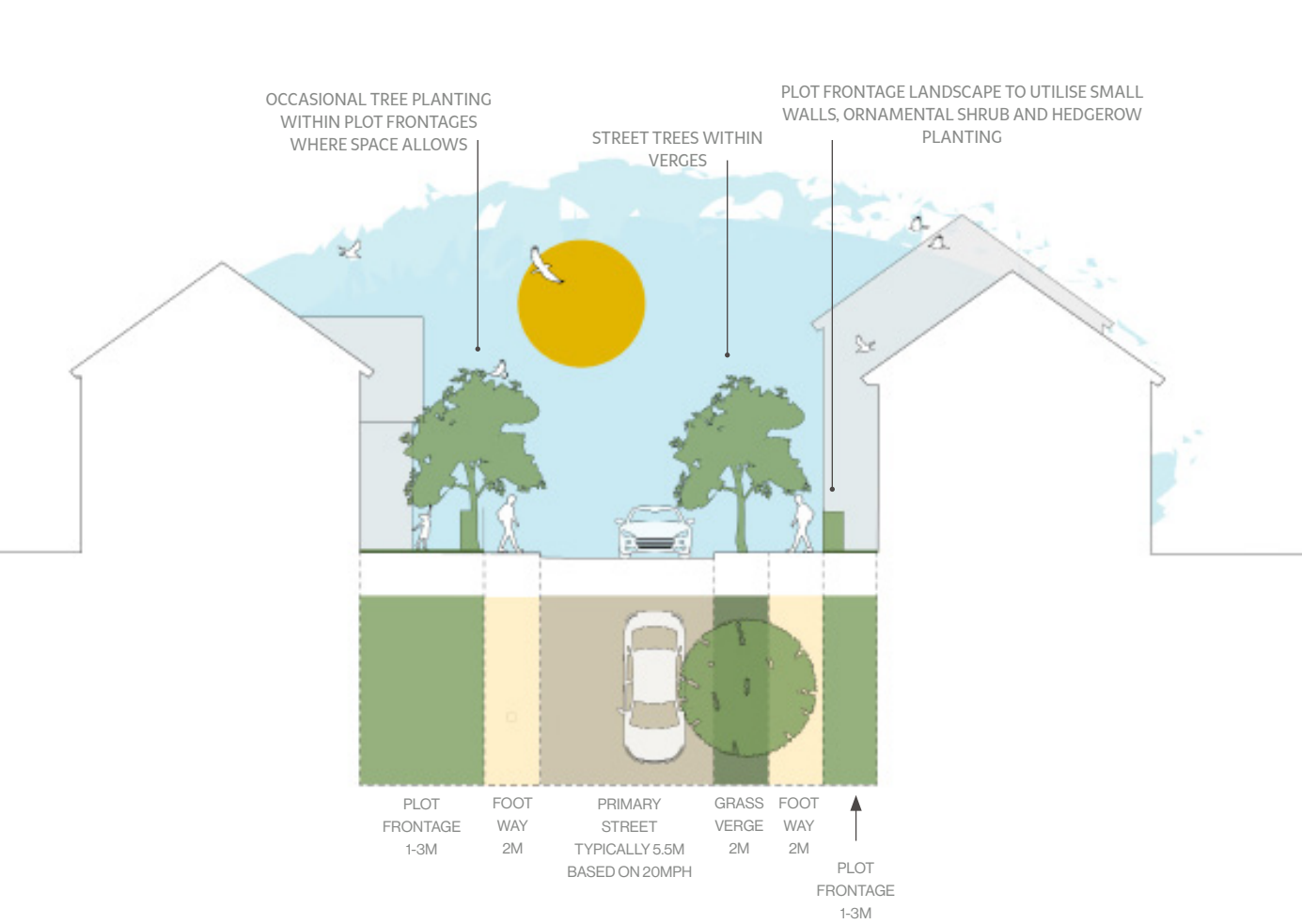
PRIMARY STREETS

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.

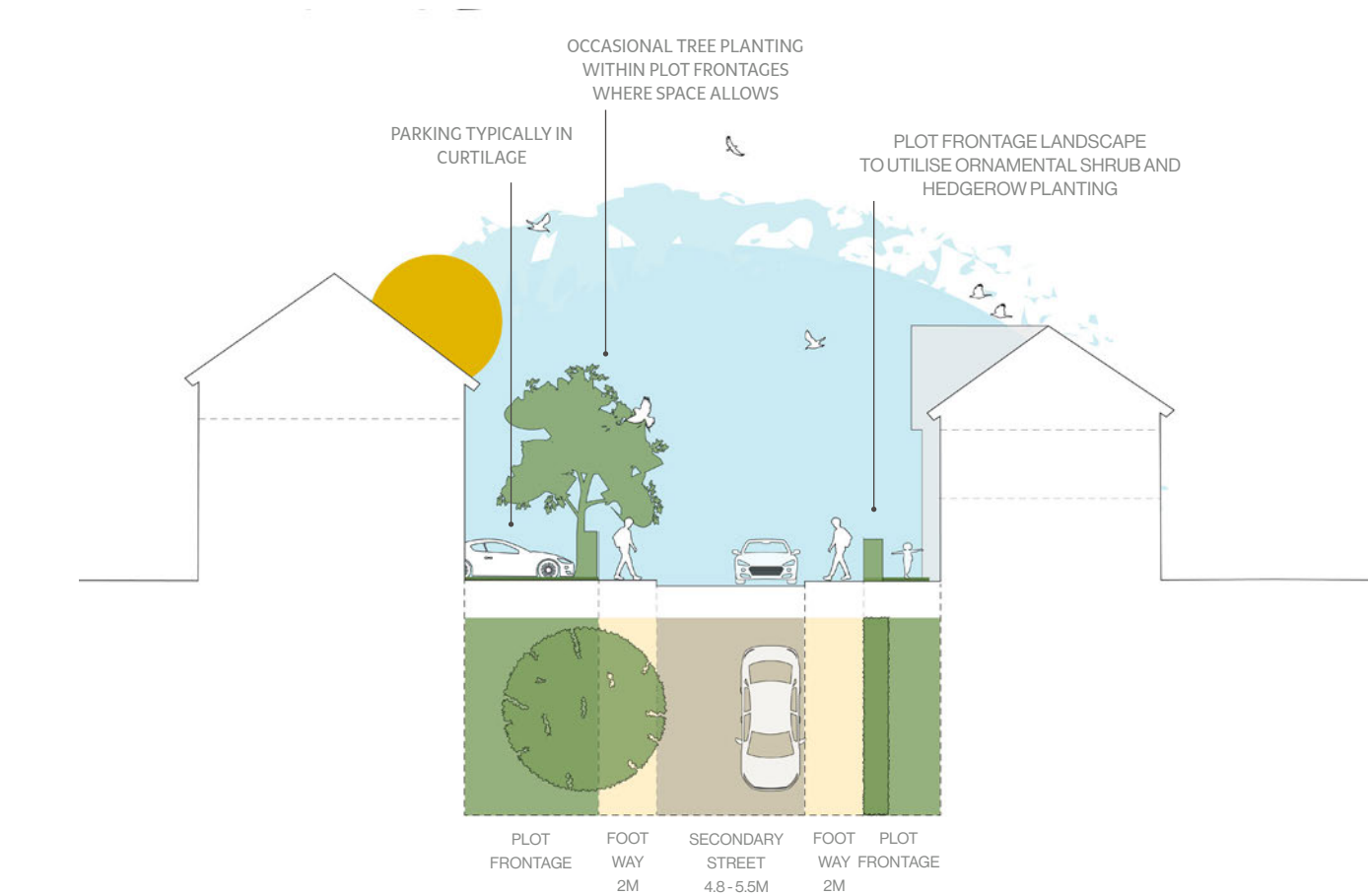
SECONDARY LANES

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.

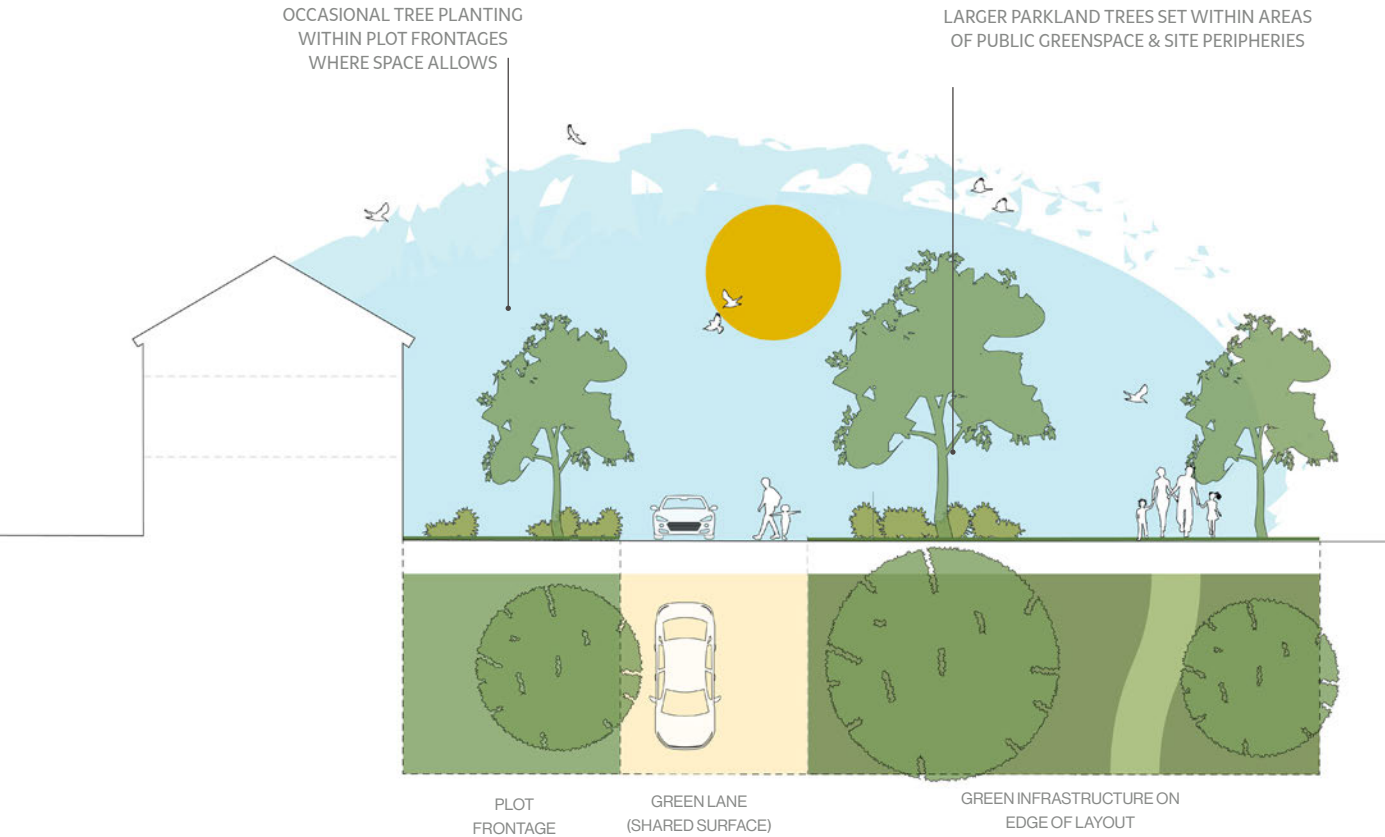
STREET LIGHTING

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

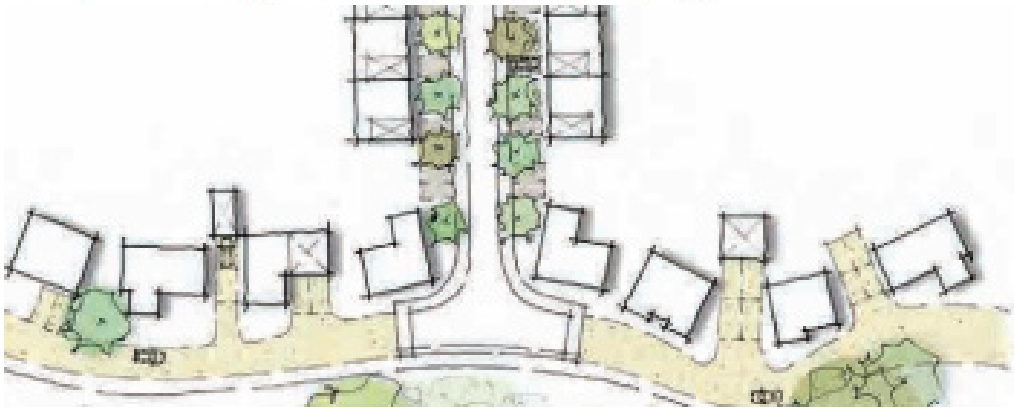
Matters related to car parking are a reserved matter for subsequent approval should this outline planning application be consented. The parking strategy should be developed to ensure that vehicle parking is well integrated into the overall layout, supporting both the functionality and character of the 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

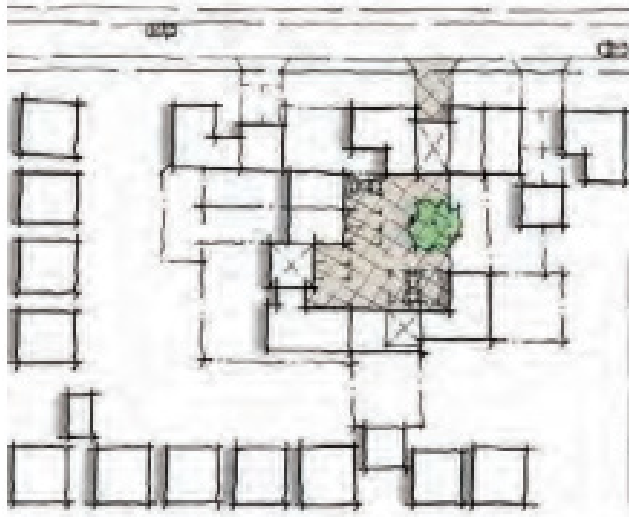
Parking will be designed as an integral part of the streetscape, coordinated with the design of open spaces, tree planting and pedestrian routes. A mix of on-plot parking, on-street bays and small shared courtyard parking areas will provide flexibility and convenience for residents and visitors alike, 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)

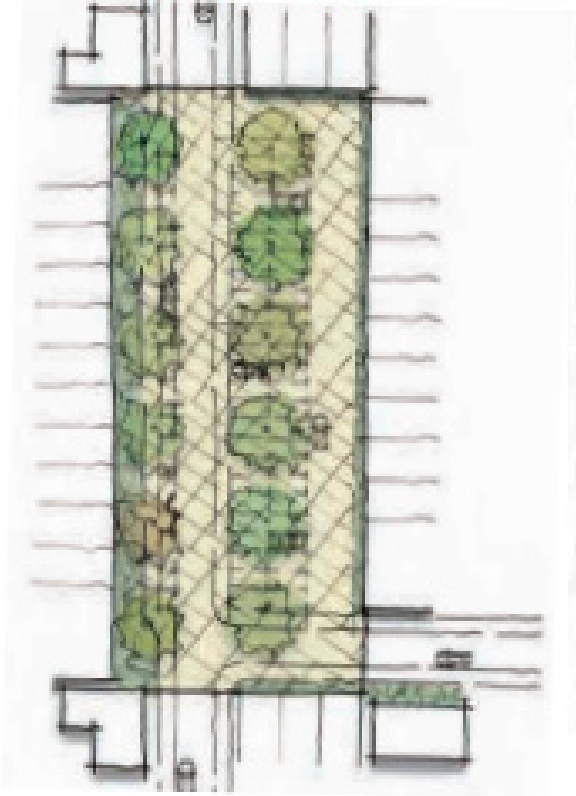
On plot: driveways, detached garages, integral garages



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)



6.4 LANDSCAPE & GREEN INFRASTRUCTURE

In broad terms, the strategic landscape aims of the Landscape Strategy are as follows:

- ✚ To respect and retain the existing landscape features within the site to create an attractive setting for the new residential development.
- ✚ To create a green settlement edge with a focus on habitat enhancement and creation.
- ✚ To assimilate built elements into the surrounding landscape to minimise potential adverse effects on landscape character and visual amenity; and
- ✚ To enhance and extend the existing landscape framework, resulting in improved connectivity and a biodiversity net gain.

The key objectives are as follows:

- ✚ Provide a functional and attractive public space within the core of the neighbourhood;
- ✚ Integrate footpaths with existing and introduced landscape assets to provide health and well-being benefits for the local community;
- ✚ Improvement to the integrity of the landscape and reinforcement of existing character through the introduction of new and interconnected biodiverse features; and
- ✚ Increase the extent of tree cover within the Site and as a containment feature to replicate the aspirations and vision of the National Forest initiative.

In response to the previous reasons for dismissal, a number of key mitigation measures have been embedded within the design of the proposed development:

- ✚ Restricting building height to 2 storeys, with the potential for occasional 2.5 storey elements.
- ✚ Amending the site footprint, preventing development from extending into the southernmost and easternmost parts of the site limiting the visual intrusion from Bosworth Road.
- ✚ Consolidating built form to the northern and central part of the site.
- ✚ Ensure visual links to existing woodland of Hut Spinney are accommodated with new visual links to this feature.
- ✚ Providing new planting within the southern edge of the site to bolster the existing vegetation, strengthening the green infrastructure and providing an additional physical and visual containment to the introduced built form.

Figure 20: Landscape Strategy Plan (NTS)



PUBLIC OPEN SPACE PROVISION

The masterplan proposals have been designed to accommodate good sized areas of public open space that offer social, leisure and recreational opportunities within easy reach of all the proposed new homes on the Site. The range of open spaces will create places where people can meet each other to provide opportunities for social interaction, therefore, helping to improve public health by encouraging physical activity, and helping to tackle those affected by loneliness and isolation.

The future maintenance and management of the open spaces will be secured for the long-term via a planning obligation using an appropriate public body or private management company. The amount of open space has been provided in accordance with the typologies and standards 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.

Typology	Ha per 1,000 population	Requirement based on 158 dwellings (379 population)	On site provision
Parks & gardens	0.36	*open space provision not triggered.	n/a
Amenity greenspace	1.34	0.507 Ha	0.5381 Ha
Natural & semi-natural greenspace	2	0.758 Ha	1.10171 Ha
Provision for children and young people (younger)	0.25	0.09475 Ha (947.5 sq.m)	0.0948 Ha (948 sq.m)
Provision for children and young people (youth)	0.3	0.1137 Ha	0 Ha *Off-site contribution to be made
Allotments	0.35	*open space provision not triggered.	n/a



Figure 21: Open Space Typologies (NTS)

- Natural & semi-natural greenspace (accessible)
- Amenity greenspace
- Provision for children and young people
- Attenuation basin



CHILDREN'S PLAY FACILITIES

Proposals include a Locally Equipped Area for Play (LEAP) and a Local Area of Play (LAP) which are to be situated within the central green of the site, acting as a focal point with the development and offering spaces to play, meet and rest.

Play features located within the new development should be natural and informal, encouraging imaginative play. These play areas have the potential for a natural character to fit in with the proposed landscaping surrounding them, comprising of timber play equipment and natural play features such as logs, boulders and earth formations. The play areas will be highly accessible and inclusive, designed to offer disabled children the same play opportunities as other children.

The play areas will be surrounded by greenspace which will consist mainly of amenity grassland and tree planting to provide informal recreational space and help contain these focal spaces. Residential properties will frame and overlook these play areas, providing natural surveillance across them.

06 DESIGN

6.5 CHARACTER AREAS

Anchored in its edge-of-settlement location and shaped by the surrounding landscape, the proposed development at Barlestone is designed to respect its setting while offering a distinct, high-quality living environment.

The development has been structured around three distinctive character areas (CA), each shaped by the Site's context, landscape features, and the role it plays within the wider masterplan. Together, these areas create a coherent and legible neighbourhood while offering variety, identity, and a strong sense of place. These are shown diagrammatically below:

- CA1: The Street
- CA2: The Lanes
- CA3: Green Edges

Figure 22: Indicative Character Areas (NTS)



CA1: THE STREET

- + Focussed along the main street that loops through the heart of the development, suitable for all predicted traffic movement.
- + Defined by a more formal and intimate arrangement of buildings with occasional varied building line and differing set back distances.
- + In parts, strong and consistent building frontages and tree planting should front the street to mark its importance and aid legibility.
- + A considered mix of parallel frontages and gable frontages will help to break up the roofscape and add character.
- + Safe movement for vehicles, cyclists and pedestrians will be accommodated. Differing surface materials will therefore help to passively control traffic speeds.
- + A series of key nodes are created along this route to create focal points and legibility.
- + Opportunity to incorporate shared surfaces, especially at key junctions / nodes to create a pedestrian friendly street and reduce traffic speeds.
- + Residential parking will comprise of front and side of plot parking as well as parking courts to the rear of new homes.

PRECEDENT IMAGES



CA2: THE LANES

- + Streets designed to be more informal in character and lower density than the main street.
- + Reflect the existing character of Barlestone as short, minor streets accessed from a primary route.
- + These routes will offer direct views from the main street to the boundary vegetation of the site and landscape beyond. These views will be better framed through suitable setbacks, building line and careful street planting.
- + Space will be enclosed by largely 2 storey blocks which will create a distinctive pattern of lanes.
- + Some frontage along lanes to provide informal surveillance of the street.
- + Residential parking will comprise primarily of front and side of plot parking.

PRECEDENT IMAGES



CA3: GREEN EDGES

- + Typically lower density housing arrangements fronting onto single sided lanes so that buildings front or be positioned alongside the green edges, maximising views onto green space as well as contributing to a strong sense of place and spatial enclosure.
- + The use of minor routes to serve a relatively small number of properties.
- + A landscaped buffer that steps the development back from the western, southern and eastern boundary to soften its edge with more rural areas of the parish and softens views of development from viewpoints towards the site to the south.
- + A higher proportion of detached and semi-detached homes will be provided, with varied house types, larger plots and deeper frontages.
- + Building arrangements should be more informal in character with some buildings located with their gables onto the street.
- + Acts as a key area for pedestrian connectivity, linking residential areas with open spaces and the wider green infrastructure network.
- + Supplemented with play opportunities.
- + Residential parking will comprise primarily of front and side of plot parking.

PRECEDENT IMAGES



6.6 URBAN STRUCTURE

The residential built form within the development will utilise a consistent palette of standard details and materials, therefore it is important that a degree of bespoke architectural detailing is utilised at key locations within the scheme.

The use of landmarks such as a building projecting onto the street, or a gable end facing onto the street in an otherwise straight line of buildings will provide identity within the layout. Other distinctions will be achieved by the careful use of building height, mass and materials.

- + A taller 2.5 storey building with well proportioned dormer windows.
- + Positive definition to the street with well defined corners established by gables with fenestration and/or corner dwellings projecting from the building line.
- + The subtle use of contrasting materials and colour e.g. a rendered elevation set within a row of predominantly brick dwellings to provide a contrast and point of focus.
- + The use of chimneys in prominent locations.
- + A double fronted building with principle elevations fronting both carriageways.
- + Vistas framed and focal points reinforced with the use of street tree planting.

The detailed block and street layout will be arranged so that it composes a series of attractive views and vistas. These will be defined by a sequence of connecting views (short or long), which lead or draw the eye from one feature to another. The use of the distorted grid, for example, with offset junctions will help to encourage views of landmark buildings, spaces or trees. More intimate, glimpsed, or framed views will also enrich the scheme. This will be achieved, for example, by including a street tree within the view that is framed by a building group, or a building line which deliberately restricts and then suddenly channels a view to a landmark building.

The detailed design will also include subtle variations in the building line, in terms of scale, height, and set back of buildings from the footway. This will be supplemented by quality materials and landscape treatment which will produce an attractive street.

Figure 23: Urban Structure Plan (NTS)



BUILDING HEIGHTS

The new dwellings will largely be limited to 2 storeys in height to assimilate the development proposals into the wider townscape and landscape. Some two and a half storey dwellings will be provided at focal points within the site to provide interest in the street scene and aid legibility. Differing building heights will be used to achieve a number of different townscape functions, including:

- + To overlook green spaces.
- + To mark the importance of key spaces.
- + To terminate vistas along the new streets.
- + To punctuate the streetscene.
- + To create a varied and interesting roofscape.

DENSITY

The proposed development achieves a gross density of **24 dwellings per hectare** across the Site due to the scale of new areas of public open space provided. The Site will continue to have a verdant character, typical of this semi-rural, edge of settlement location. The average net density on developable areas amounts to **36 dwellings per hectare** which responds to the existing urban fabric whilst offering a more contemporary interpretation of formulating a new neighbourhood; thus according with Government guidance on the efficient use of land and best practice design helping to support a sustainable neighbourhood.

Although there will be an average density across the development, the layout will be designed with the use of 'graded block densities' varying in density. In general terms, the density of development will graduate from higher densities in the more central parts of the site to lower densities towards the peripheral areas. However, within this overall density framework a range of densities will be established through the site. When combined with landscape and building form this will assist in providing different areas of recognisable character.

APPEARANCE & MATERIALITY

The appearance and materials used within the development will be subject of a future reserved matters application; the intention of this DAS is to provide some guiding principles on the development's appearance to ensure development is specific and locally responsive to Barlestone and the wider area. To respond to the vernacular and architectural styles of this area, the scale, form and materiality of the proposed dwellings need to reflect the design language of the surrounding urban context, whilst being able to accommodate the modern requirements and expectations of new build sustainable properties in a suitable, realistic and viable fashion.

An overview of Barlestone's character context has been provided in Section 3, which highlights a number of design influences for the detailed design of the development. At this design stage, these photographic examples give an indication of the type of design treatments that are anticipated and the general appearance of the built form. The materials selected for the development should provide a modern interpretation of the traditional materials found in Barlestone.

PREDOMINANT BUILDING MATERIALS



- Red brick should be used as the dominant material.
- Buff brick and chequered brick to be used intermittently.
- Use of full and half white/off-white render to help break up streetscene, delineate different building sections and create contrast.

ROOFS



- Roof lines should create subtle changes in scale within the street scene, creating instances of small scale adjustments in height to emphasise corners and feature buildings.
- Predominant use of red and grey plain clay tile and pantiles.
- Chimneys on key buildings.
- Roof forms generally simple inc. hipped and gable ends

EXTERNAL DOORS, PORCHES & WINDOWS



- Dormers and brick chimneys on key buildings.
- Decorative clay tiles / ridge tiles.
- Mix of painted timber porches (monopitch & gables).
- Red brick sills and lintels around windows and below eaves are a feature that could be used on focal properties.

BOUNDARY TREATMENTS



- Mix of low walls, estate railings and small hedges to define property boundaries.
- Use of hedgerows to define edge of development against areas of green space.

6.7 ECOLOGY & BIODIVERSITY

Proposals have been landscape and ecology led from an early stage in the process, ensuring that the scheme can be designed to mitigate for negative effects associated with the construction proposals and anticipated habitat losses.

Biodiversity net gain calculations have been considered early in the design process to ensure that losses of higher distinctiveness habitats could be minimised and that sufficient opportunities for habitat creation and enhancement could be incorporated into the proposals. This has led to the proposals including significant green infrastructure areas being enhanced with ecology as a focus. This will comprise new species-rich grasslands, hedgerow habitats, trees, SuDS, and scrub. This has allowed the scheme to demonstrate a biodiversity net gain in excess of 10% (the minimum requirements of the Environment Act 2021) for habitat and watercourses on Site.

Proposals will result in an overall net gain for habitats (10.30%), hedgerows (37.81%) and watercourses (15.60%) through the replacement of low distinctiveness arable habitat with medium distinctiveness other neutral grassland and mixed scrub, through the creation of c. 64m of species-rich native hedgerow, and through the reduction of encroachment of the ditch D1. This assessment has therefore demonstrated that the proposals can deliver an onsite gain that is compliant with national and local policy requirements for habitat, hedgerow and watercourse units.

Through the combination of intrinsic mitigation, targeted mitigation, compensation and enhancement detailed within this EclA, the proposals will lead to not significant positive effects for the majority of important ecological features. Any mitigation and enhancement measures proposed could be readily secured through appropriate planning conditions, all of which could be set out within a Construction and Environmental Management Plan (CEMP), Landscape and Ecology Management Plan (LEMP), detailed landscaping scheme and detailed lighting strategy.

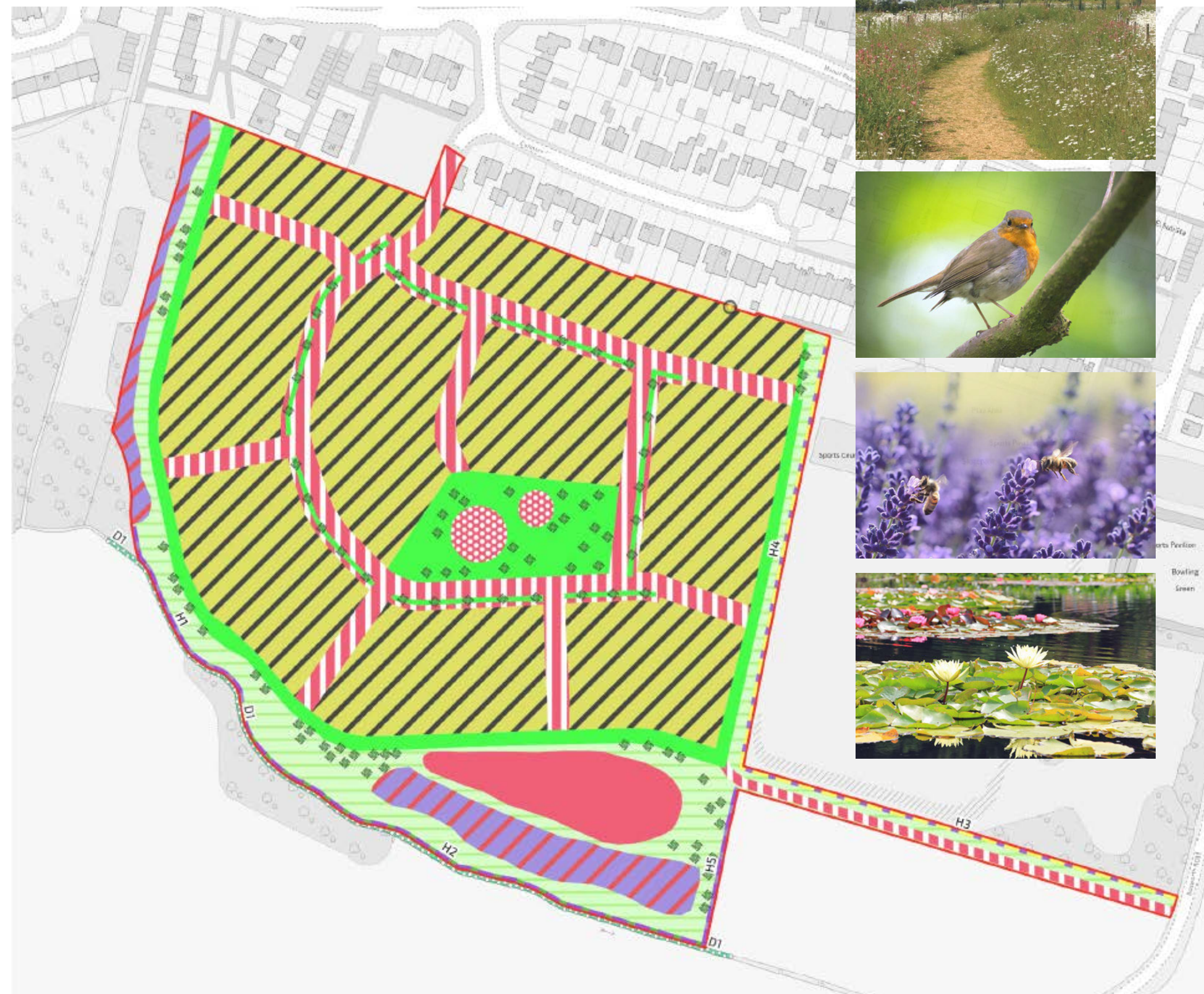


Figure 24: Proposed Habitats Plan (NTS)



6.8 SUDS FRAMEWORK

The detailed drainage strategy for the development will be determined in accordance with the standards set out by the Lead Local Flood Authority (LLFA).

The proposed development site lies wholly within Flood Zone 1 and is not at risk of fluvial or reservoir flooding. Localised surface water flow routes and depressions have been identified and have been incorporated into the design through landscape integration, level management and strategic planning of built development parcels.

The surface water drainage strategy has been developed in accordance with the National standards for SuDS and limits discharge to greenfield runoff rates, with attenuation provided for the 1 in 100 AEP event including a 40% allowance for climate change. The strategy adopts a multi-stage treatment train comprising source control measures, conveyance features and attenuation basins, ensuring protection of the receiving water environment while also delivering amenity and biodiversity enhancements.

The proposals will not increase flood risk on site or elsewhere and will provide an overall betterment compared to the existing situation through the controlled management of runoff. Foul drainage can be accommodated within the existing sewer network, subject to the necessary statutory approvals. The development therefore complies with the NPPF and associated planning practice guidance in respect of flood risk and drainage, and the site is suitable for the proposed residential use from a flood risk perspective.

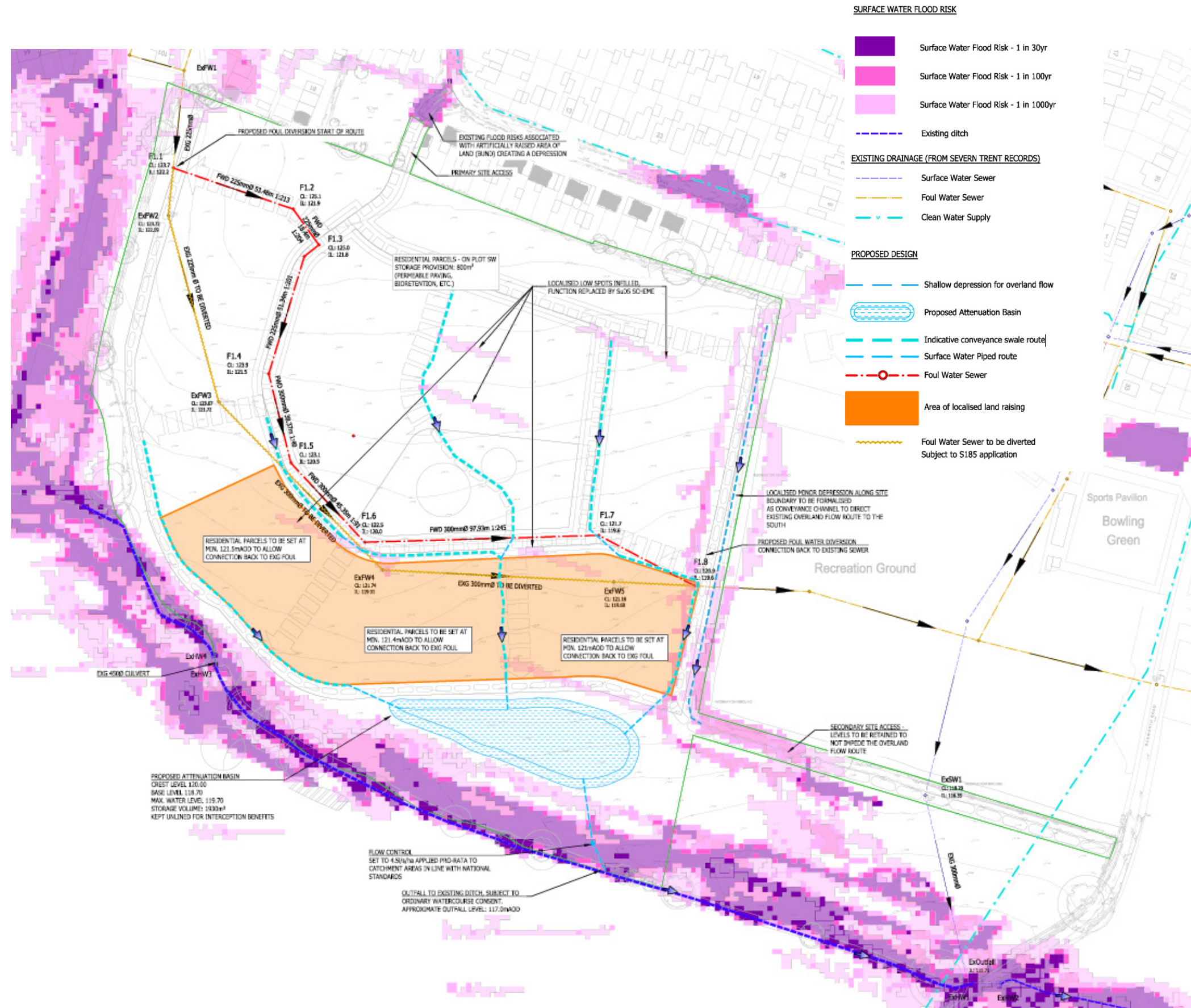


Figure 25: Drainage Strategy (NTS)

6.9 APPROACH TO SUSTAINABILITY

The NPPF requires that all development is sustainable:

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent...:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

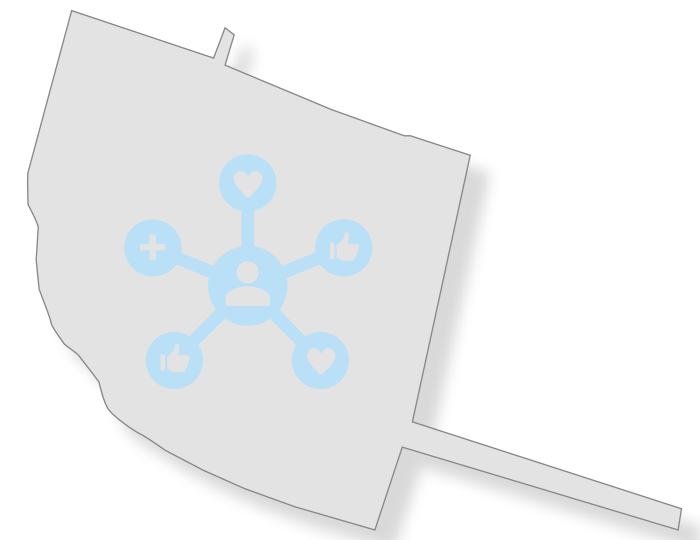
c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. (NPPF, para 8 (2024)).

Sustainability is fundamental to the vision for Land off Cunners Close, Barlestone. This page looks at the sustainable development credentials of the proposed development. Collectively, these measures will help to ensure that the proposals contribute to national and local objectives to reduce carbon emissions, improve energy efficiency and address the global climate emergency.



ENVIRONMENTAL SUSTAINABILITY

- + Biodiversity:** Improving the terrain through effective management to enhance biodiversity and habitat value.
- + Energy:** Generating renewable energy on site through solar PVs, air source heat pumps, on-plot vehicle charging.
- + SuDS Systems:** Improving the surface water run-off rates from the baseline condition through incorporation of a comprehensive network of sustainable drainage.
- + Air Quality:** Improving air quality by minimising car use and maximising trips on site by providing green walking and cycling infrastructure for all.
- + Accessibility:** Improving walking and cycling routes between the site and East Harling with better access to existing facilities.
- + Climate Resilience:** Creating a climate resilient community through provision of new community orchards, wildlife ponds, native planting, green corridors, and by creating resilient drainage systems.
- + Green Network:** Increasing the network of habitat corridors and other green connections, together with orchards for food growing. Incorporating new tree planting, hedgerows and meadow grassland currently not present on site due to its agricultural use.



SOCIAL SUSTAINABILITY

- + New Homes:** Delivering a range of social housing with 40% of the overall mix being affordable homes, which are tenure blind, designed to NDSS standards.
- + Health:** Extensive new areas of public green space for leisure, recreation and exercise.
- + Accessibility:** A range of new homes catering for families, starter homes, and accessible homes.
- + Connectivity:** Creating quicker and more sustainable connections between the Site and the centre of the village of Barlestone via pedestrian links onto Cunners Close and Manor Road.
- + Access to Open Space:** Supporting healthier ways of living by providing access to green corridors and green spaces with integrated SuDS habitat areas.
- + Inclusivity:** A focus on equitable and inclusive design to ensure that leisure areas and play areas are considerate of all residents' needs.
- + A Sense of Ownership:** Creating attractive areas with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, helping to create a sense of shared ownership and social responsibility.

06 DESIGN



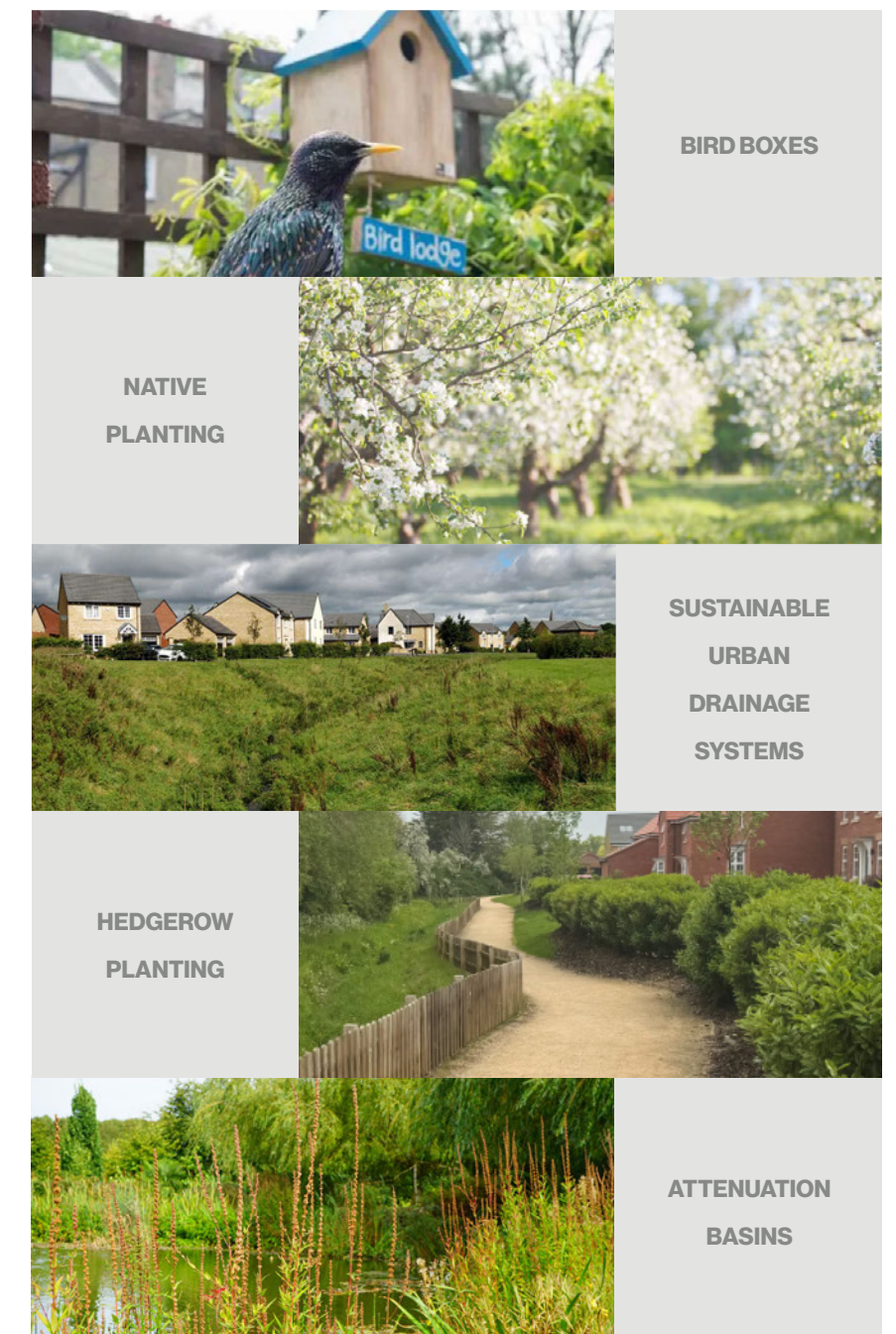
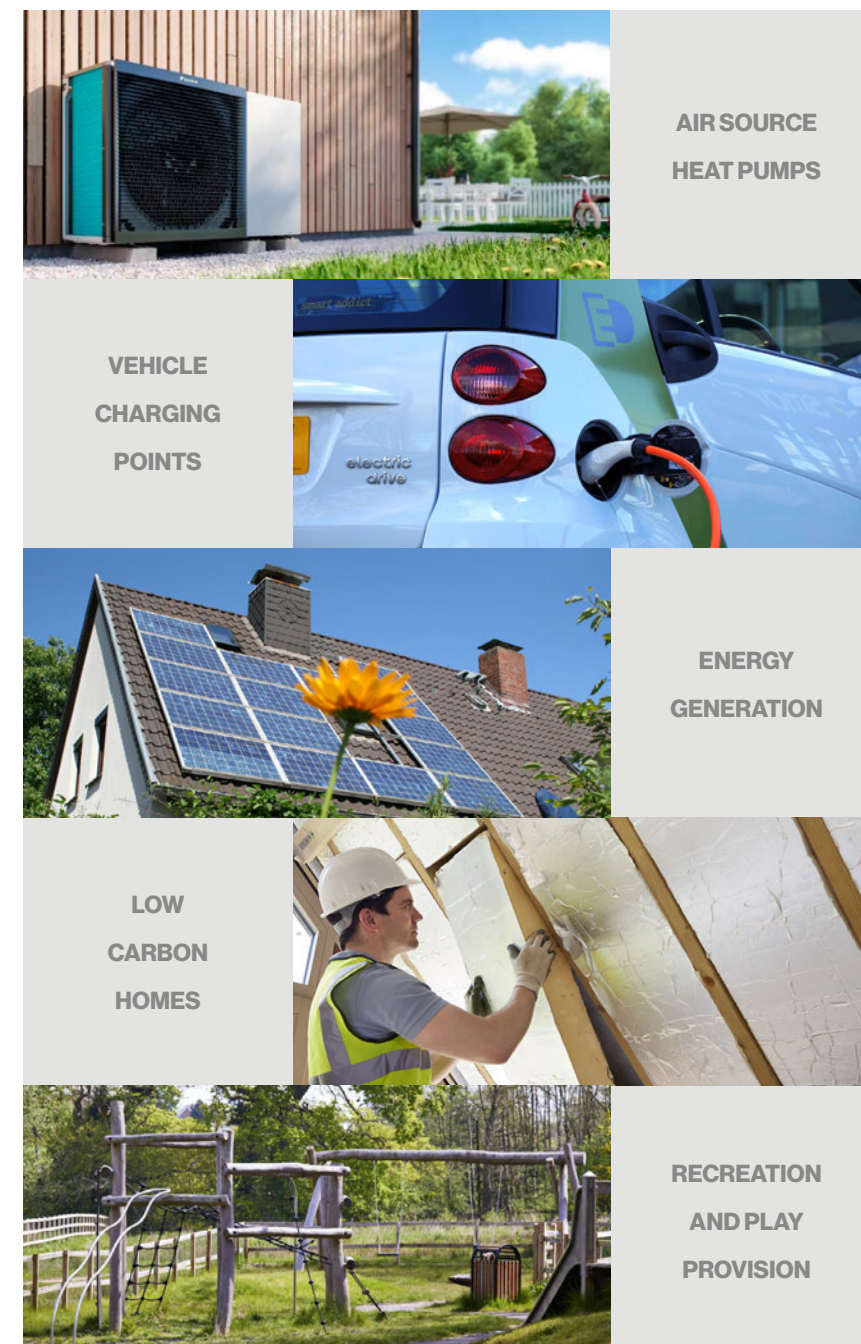
ECONOMIC SUSTAINABILITY

- + Efficiency:** Making new homes and non-residential buildings highly energy efficient by taking a fabric-first approach reducing energy usage and costs.
- + Energy:** Providing sustainable energy systems within homes and businesses by incorporating air source heat pumps and solar photovoltaic panels.
- + Home Working:** Supporting home working by providing high speed broadband and opportunities for home offices.
- + Connections:** Increasing opportunities for new business start-ups and SME's with excellent connections to the wider region.

SUSTAINABILITY PROPOSALS

Land off Cunnery Close will blend in with its surroundings to create a sustainable neighbourhood. The development will facilitate easy walking and cycling links into Barlestone, together with creating new green spaces for walking, recreation and convivial socialising.

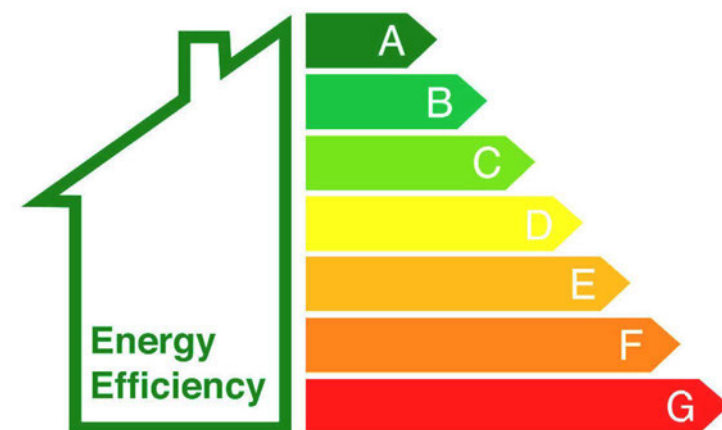
The development delivers clear environmental benefits, including the creation of new orchards and high quality green spaces which combine to give a biodiversity net gain on site (10.3%). Examples of sustainability measures are illustrated within the following montages:



CLIMATE RESPONSIVE DESIGN

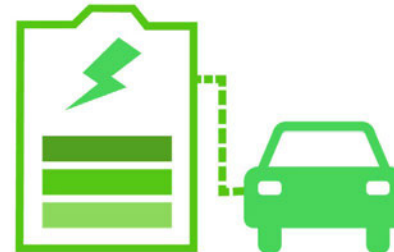
It is widely accepted that climate change is now one of the greatest challenges facing our society. This is reflected in Hinckley and Bosworth policy with the need to mitigate and adapt to climate change featuring as one of the spatial objectives during the plan period.

Gladman are committed to help deliver new developments and communities that incorporate new low carbon technologies and ideas that help minimise the impact of development on our changing climate and helping home buyers to reduce their energy costs. New homes should incorporate the following design features. Additional renewable energy generation technology may need to be installed within the development to meet the Building Regulations targets. This would be developed in more detail at the Reserved Matters stage, as further design and layout information becomes available.



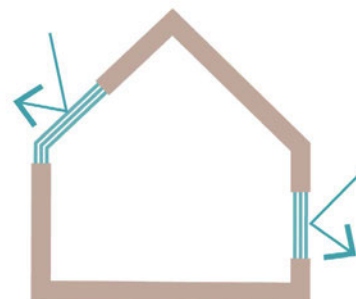
EV CHARGING POINTS

New homes will be fitted with EV electric car charging points.



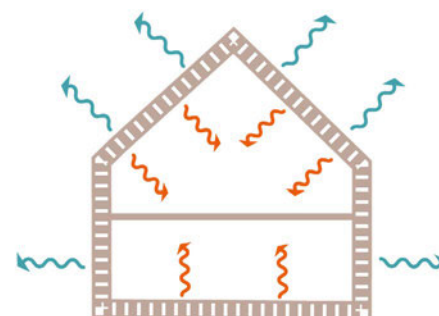
HIGH PERFORMANCE WINDOWS

Windows and doors should be fitted with high performance glazing and seals, delivering high thermal performance and reducing external noise transmission into homes.



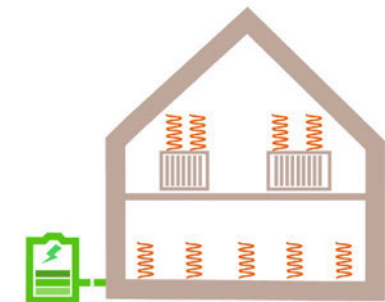
FULLY INSULATED HOMES

All new homes should be fully insulated, meaning more heating is kept inside, helping to keep pleasant temperatures all year round and reducing carbon dioxide emissions into the atmosphere.



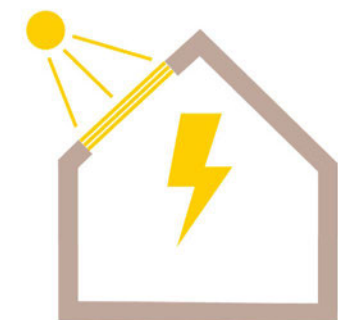
HEAT PUMPS

Homes should be fitted with air source heat pumps. Air source heat pumps are a great source of renewable energy because they use renewable heat from the environment. They can assist in lowering energy bills and are better for the environment by lowering our carbon footprint.



INTEGRATED SOLAR PANELS

Solar and photovoltaic panels mounted on the roofs will mean the homes will generate sustainable electricity and hot water.



ENERGY EFFICIENT APPLIANCES

Energy and water efficient appliances will be installed reducing energy and water consumption.



PAGE LEFT INTENTIONALLY BLANK

7.1 INTRODUCTION

Healthy placemaking has become an increasingly important matter, and arguably more so since the COVID-19 Pandemic. Well-designed places will encourage regular exercise in daily life, make it easier to walk and cycle to local services, facilities and work, and allow people to have a greater understanding of their natural environment, all of which can help support a greater sense of well-being.

BHL also places a strong emphasis on active travel and it is important to note that Active Travel England, a Government body tasked with helping to deliver walking, wheeling and cycling infrastructure on all large developments, is now a statutory consultee on all planning applications for developments exceeding 150 homes or over 5 hectares. Therefore, the following BHL assessment also highlights how the proposed development has maximised opportunities for good active travel design.

Using the Building for a Healthy Life (BHL) design tool, the assessment on the following pages demonstrates how the proposals for the Site have been shaped to create a place that maximises benefits for people and nature.

INTEGRATED NEIGHBOURHOODS

Natural Connections	
Development proposals will promote active travel through the provision of new recreational footpaths and walkable streets.	●
New and improved routes will provide trac-free, edge to edge connectivity, providing direct links through the site.	●
'Filtered permeability' is achieved where the private drives/lanes create pleasant, low traffic links to the public footpath and proposed recreational routes.	●
Proposed areas of greenspace are well connected and will help connect existing habitats and wildlife corridors and create new corridors for nature.	●
Walking, cycling and public transport	
All homes are located within walking distance of the existing bus stops on Barton Road.	●
Access proposals include pedestrian/cycle connections on to Cunnergy Close.	●
The proposed lanes on site will take the form of shared surface street spaces.	●
Footways along the primary street, tertiary and access lanes will combine to provide a connected pedestrian network.	●
Facilities and services	
The greenspaces proposed on site are multi-functional with areas for formal and informal recreation. A LEAP and LAP is proposed on site with supported seating which will provide an area for community activity/ interaction.	●
Homes for everyone	
New homes will be designed so its difficult to determine the tenure of properties through architectural, landscape or other differences. This will be considered further at the detailed design stage.	●
Affordable homes (40%) are to be distributed across the site.	●
A range of house types, sizes and tenures will be provided to help meet local needs and create a vibrant, broad-based community.	●

DISTINCTIVE PLACES

Making most of what's there	
Through various site visits and thorough desktop research, a robust understanding of the site has been gained. This has influenced proposals which look to positively and appropriately incorporate existing site features and the character of Barlestone.	●
Existing features such as the mature bounding vegetation and existing built form are key determining factors in the design proposals, careful consideration of these help the site integrate within its surrounding context.	●
New habitats are to be created to bolster surrounding habitats and help deliver a net gain of biodiversity.	●
A memorable character	
New homes will be designed to respect the local character through a focus on local forms, details and materials.	●
Three indicative character areas could be achieved at the proposed development which would combine to create the basis for a memorable new neighbourhood.	●
New landscaping and areas of public open space, particularly along the southern extents of the site will be high quality, diverse in user experience and ultimately distinctive in character.	●
There is an opportunity at the street naming stage to use names that have a connection to the locality.	●
Well defined streets and spaces	
The design proposals are based upon well-defined perimeter blocks and will ensure that all streets benefit from having active frontages.	●
At the detailed design stage, new homes will be designed with front doors facing the streets and green spaces to allow for natural surveillance.	●
A well-defined, comfortable enclosure will be achieved across the street network through the appropriate use of buildings and landscaping to define and enclose spaces.	●
At the detailed design stage, new homes situated on street corners will be dual aspect with windows serving habitable rooms.	●
Easy to find your way around	
Streets will be distinguishable with higher densities and street planting featuring along the more principal street and less formal arrangements along minor streets/lanes.	●
Vistas towards large central green to be incorporated and framed within the development proposals to increase legibility.	●
The street layout is simple allowing north-south and east-west movements.	●
The different character areas will contribute to people understanding where they are within the development.	●

STREETS FOR ALL

Healthy streets	
It is proposed that at the detailed design stage, many of the streets/lanes within the site will utilise a shared surface which reduce vehicle speeds and encourage more activity and community interaction.	●
The layout responds to pedestrian desire lines, providing new connections between Cunnery Close and areas of POS within the site.	●
Streets will feature tree planting and alongside new landscaping and elements of green infrastructure will add a sensory richness to the place.	●
A safe neighbourhood will be nurtured through active edges providing natural surveillance..	●
Cycle and car parking	
The parking standards accord with the minimum requirements set out within the Leicestershire County Council 6Cs Design Guide.	●
There will be an emphasis on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner.	●
The proposed lanes on site will take the form of shared surface street spaces.	●
Footways along the primary street, secondary and access lanes will combine to provide a connected pedestrian network.	●
Green and blue infrastructure	
Physical activity, social interaction and active travel will be encouraged through the provision of trac-free routes running through the proposed green spaces..	●
An enhanced network of green spaces will maintain and improve movement and feed corridors for wildlife.	●
New thicket, hedgerow, grassland and SuDS feature will create a new habitat network providing residents the opportunity to interact with nature.	●
The SuDS features (attenuation basin) will capture and efficiently drain water and provide both landscape and ecological benefits.	●
Back of pavement, front of home	
The street layout has been designed to work with the existing contours so not to compromise the qualities of the street. Changes in levels will primarily be achieved within the block structure.	●
Boundary treatments will be further considered at the detailed design stage but should incorporate defensible spaces and give emphasis to green boundary treatments that offer ecological value.	●
Waste storage and utility boxes will be considered at the detailed design stage but should be well integrated within the scheme.	●



08 SUMMARY & KEY BENEFITS

SUMMARY

This planning application is made in the context of the national housing crisis and the Government's requirement to significantly boost the supply of housing. The delivery of up to 158 new homes across the site would assist in alleviating the national housing crisis, providing new homes for real people who are in real need now.

This Design and Access Statement establishes the key development principles that ensure a high-quality scheme can be delivered. The design vision and rationale behind the Development Framework Plan has been demonstrated which, subject to consent, will mean that the essence of the scheme is not lost in the subsequent detailed stages of design.

The proposed development has been prepared within a comprehensive policy and guidance framework provided at national and local authority level, as well as considering the points that have been raised during the public consultation that was undertaken. The proposals are focused on best practice in urban design, community integration and sustainable development and will create a new neighbourhood that is well considered and sympathetic to its environment.

The site is a logical extension to Barlestone, sustainably situated close to key village facilities, services and public transportation links, all within a walkable distance.

The development can positively address site constraints and successfully integrate with the urban edge and landscape surroundings. The development will create new amenity space for both new and existing residents and will enhance public access across the site. In applying for planning permission, Gladman have provided a detailed access design off Cunnery Close, these proposals have been developed to ensure a safe and convenient access. New recreational routes within the site boundary will provide an improved pedestrian experience.

This Statement confirms Gladman's commitment to the delivery of a high-quality development and demonstrates that up to 158 dwellings can be accommodated in a sustainable location, whilst remaining sympathetic to the existing setting of the site and providing a wealth of benefits for the village of Barlestone.

KEY BENEFITS

- + New homes to meet a range of needs, including first time buyers, families and older people.*
- + 40% affordable homes of a mix of types and tenures.*
- + 1.99 hectares of accessible public open space.*
- + Schools, shops and community infrastructure close by in Barlestone.*
- + Ecological enhancements and an overall Biodiversity Net Gain.*
- + Existing trees and hedgerows retained and enhanced within green, landscaped edges and new native planting.*
- + Play spaces within a five minute walk of every home. Amenity space to help meet an identified local need.*
- + Convenient access to existing bus routes. Local infrastructure improvements to be secured through a S106 agreement.*
- + High quality scheme which responds to its landscape and environmental context.*



CLIMATE

CHARACTER

COMMUNITY

A SUSTAINABLE
NEW DEVELOPMENT
IN BARLESTONE



Gladman House, Alexandria Way, Congleton, CW12 1LB, United Kingdom

