

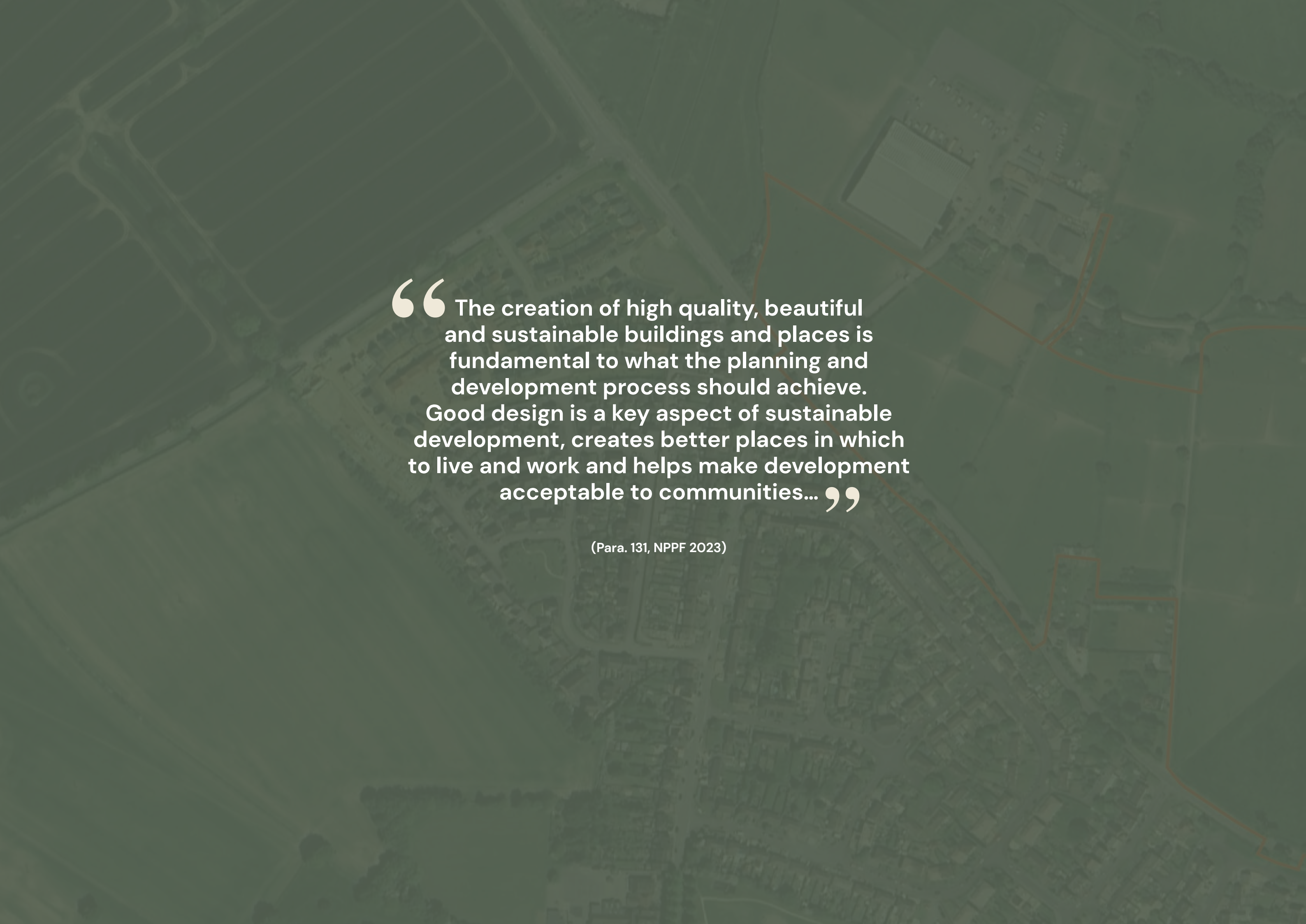
LAND AT BARLESTONE ROAD, NEWBOLD VERDON

DESIGN & ACCESS STATEMENT

By Pegasus Urban Design on behalf of David Wilson Homes

P22-3085_GD_01D | October 2024





“ The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities... ”

(Para. 131, NPPF 2023)

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED



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The background is a light, faded illustration of a suburban neighborhood. It features several rows of houses with grey roofs and brick or light-colored walls. In the foreground, there is a large green lawn with a circular path and a complex maze-like pattern. A winding road or path cuts through the scene, and there are some trees and shrubs scattered throughout.

01

INTRODUCTION



1.1 This statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of David Wilson Homes (East Midlands) and the wider consultant team, to accompany the Outline Planning Application for the residential-led mixed-use development at Barlestone Road, Newbold Verdon, comprising:

“Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Classes E(e)), public open space and associated infrastructure.”

Purpose of the Statement

- 1.2 The purpose of this Design and Access Statement is:
- “...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.”*
- (Para. 029, PPG, Reference ID: 14-029-20140306)
- 1.3 This document achieves this within the following sections:
- Section 1: Introduction.** Outlines the purpose of this document;
- Section 2: Planning Policy.** Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
- Section 3: Context.** Considers the site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;
- Section 4: Developing the Design Concept.** Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
- Section 5: Design Proposals.** Presentation of the key design proposals including the Uses, Built form and Identity, Movement, Nature and Public Space, Homes and buildings, Resources and Lifespan; and
- Section 6: Conclusion.** This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places. Highlighted items above are the ten characteristics of well-designed places, as set out in the National Design Guide.

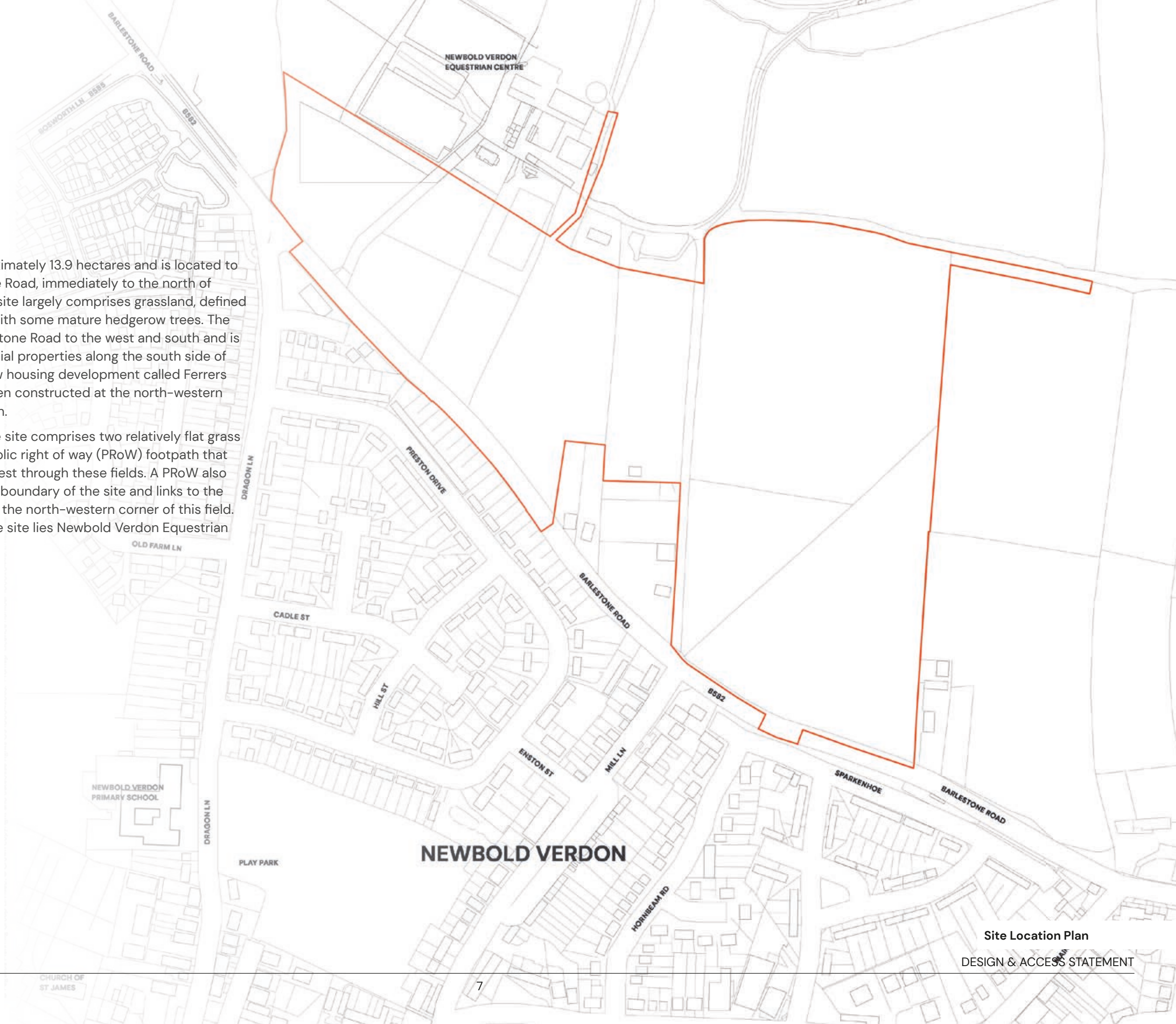
1.4 This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.



NDG CRITERIA GUIDE
THE TEN CHARACTERISTICS OF WELL DESIGNED PLACES

The Site

- 1.5 The site covers approximately 13.9 hectares and is located to the north of Barlestone Road, immediately to the north of Newbold Verdon. This site largely comprises grassland, defined by mature hedgerow with some mature hedgerow trees. The site is bound by Barlestone Road to the west and south and is overlooked by residential properties along the south side of Barlestone Road. A new housing development called Ferrers Green has recently been constructed at the north-western end of Newbold Verdon.
- 1.6 The eastern part of the site comprises two relatively flat grass fields crossed by a public right of way (PRoW) footpath that runs northeast southwest through these fields. A PRoW also runs along the eastern boundary of the site and links to the footpath and byway at the north-western corner of this field. To the northwest of the site lies Newbold Verdon Equestrian Centre.



NEWBOLD VERDON

02

PLANNING







“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. Conversely, significant weight should be given to:

a) development which reflects 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; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

(Para. 139. NPPF Dec 2023)

- 2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2023), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

National Planning Policy Framework

- 2.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- An **economic** objective;
- A **social** objective; and
- An **environmental** objective.

- 2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 108) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximises opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

(Para. 108(e) NPPF Dec 2023)

2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, to achieve “high quality, beautiful and sustainable buildings and places”. Detailed advice on how to achieve this objective is provided in Section 12: Achieving well-designed and beautiful places. The contribution which good design makes to sustainable development is set out in paragraph 131, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

(Para. 131, NPPF Dec 2023)

2.5 Furthermore, a new test was introduced in the 2021 edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

“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”.

(Para. 139, NPPF Dec 2023)

2.6 The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.7 Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the 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);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) 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; and

f) 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.”

Planning Practice Guidance

2.8 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

2.9 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”

(Para. 001, PPG, ID: 26-001-20191001, October 2019)



National Design Guide

- 2.10 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”

(Para. 13, NDG 2021)

- 2.11 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.
- 2.12 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:
- To create physical **character**;
 - To help to nurture and sustain a sense of **community**; and
 - To positively addresses environmental issues affecting **climate**.

Local Planning and Design Guidance

- 2.13 The accompanying Planning Statement describes all the relevant planning policy and should be referred to. The development proposals have been formulated having due regard to the Development Plan and Supplementary Planning Guidance.

Development Plan

- 2.14 The adopted Development Plan comprises the Hinckley and Bosworth Borough Council’s Adopted Core Strategy (2009) and the Site Allocations and Development Management Policies Plan (2016) which cover the period between 2006 – 2026 and aim to achieve the following:
- **Strong and Vibrant Rural Communities** – To ensure rural communities have access to a range of shops, services and facilities in the Key Rural Centres to support, enhance and improve the sustainability, vibrancy and vitality of our rural areas.
 - **Housing for Everyone** – To ensure sufficient housing is provided in a range of sustainable locations, tenures and house type.
 - **Healthier Active Communities** – To develop healthier and stronger communities by improving access to community, sports and cultural facilities, green infrastructure and walking and cycling routes integrated with local public transport.
- 2.15 Newbold Verdon is classified as a ‘key rural centre’ in this Core Strategy and is considered to provide the necessary day-to day services to ensure rural communities have the choice to shop, work and play close to where they live
- 2.16 The following page is a summary of the current local planning policy context and selected design and access related policies.

- 2.17 **Policy 11** of the Hinkley and Bosworth Core Strategy states that to support the local services in Newbold Verdon and maintain rural population levels the council will allocate land for the development of a minimum of 110 new homes. The policy also requires new development to respect the character and appearance of the Newbold Verdon Conservation Area by incorporating locally distinctive features of the conservation area into the development.
- 2.18 **Policy 15** states that the on-site target for affordable housing at Newbold Verdon is 40%. The policy goes on to state that for all sites, the tenure split will be 75% social rented and 25% intermediate housing. Policy 16 emphasises that the council requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required. It also states that proposals for new residential development will be required to meet a minimum net density of at least 30 dwellings per hectare within and adjoining the Key Rural Centres, Rural Villages and Rural Hamlets.
- 2.19 **Policy 19** sets out the standards used to determine where improvements to green space and play areas are needed or where new facilities are required. It also provides the requirements for open space provision, based on the anticipated population of a development.
- 2.20 The draft Local Plan 2020–2039 sets out the planning framework for the District over the next 20 years up to 2039 and covers issues such as housing provision, the economy, retail and town centres, infrastructure provision and the environment. A Regulation 19 consultation on the draft Local Plan has been undertaken between 9th February 2022 and 23rd March 2022. The Consultation Draft Plan sets out the vision, spatial strategy, settlement hierarchy and identifies housing allocations.
- 2.21 Newbold Verdon is identified as a Key Rural Centre which are a focus for new growth in the rural area and meets the day to day needs of their residents. Policy H001 allocates a number of sites for residential development.
- 2.22 **Policy H002** is concerned with housing mix, size and type and states that residential developments “should provide a mix of dwelling sizes informed by the most up to date evidence of housing need”.
- 2.23 **Policy H003** of the draft Local Plan requires all new dwellings to comply with the Nationally Described Space Standards.
- 2.24 **Policy H004** is concerned with Housing Density, noting that “The Density of development will be guided by good design principles and the prevailing character of the area rather than specific density targets. However, unless justified through principles of good design, to ensure the efficient use of land the following minimum densities apply to residential development:
- At least 45 dwellings per hectare within and adjoining Hinckley, Burbage, Barwell and Earl Shilton
 - At least 30 dwellings per hectare within and adjoining the Key Rural Centres, Rural Villages and Rural Hamlets.”
- 2.25 **Policy H005** requires all dwellings to meet at least M4(2) standard and 5% of all new dwellings to at least M4(3) standard.
- 2.26 **Policy H009** relates to Affordable Housing and supports the provision of a minimum of 271 affordable homes per year (2020–2039) with the level of contribution from sites to be set out in the latest Infrastructure Capacity Study/Viability Report.
- 2.27 **Policy CC01** Mitigating and Adapting to Climate Change states that “Proposals will be supported where they support Hinckley & Bosworth becoming carbon neutral...”
- 2.28 **Policy CC05** Sustainable Design and Construction Measures states that “Proposals for new development and refurbishments will be supported where they promote and measure...”
- 2.29 **Policy CLT01** supports the proposals for new or extensions to existing community facilities across the borough. Policy NATO1 sets out the Council’s approach to green infrastructure including the provision of high quality places people can enjoy living and working in re sustainable design and construction...”
- 2.30 **Policy PMD01** High Quality Design states that “The Borough Council will require the highest standards of design, architecture, inclusivity and place-making. Development will be supported where it positively takes into consideration the adopted Hinckley & Bosworth Good Design Guide (SPD), the National Design Guide and National Model Design Code...”
- 2.31 **Policy NATO1** concerned with Green Infrastructure states that “Development proposals are required to create high quality places people can enjoy living and working in and which contribute positively to healthy lifestyles and wellbeing, nature, climate resilience and prosperity for disadvantaged neighbourhoods through the growth and enhancement of the borough’s multi functional green infrastructure network in line with the following requirements:
- 2.32 On site green infrastructure requirements should be planned and designed from the outset as a network of multifunctional spaces which identify and respond to the sites local context....”
- 2.33 **Policy NATO3** Trees, Hedgerows, Woodlands and Development states that “Development proposals will be supported which provide tree planting on-site, particularly on street frontages and retain existing trees, woodland and hedgerows.”
- 2.34 **Policy NATO8** Enhancing Biodiversity and habitat connectivity states that “Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long-term future management and how the scheme is pollinator friendly.”
- 2.35 **Policy NAT11** Blue Infrastructure states that “New development will be required to contribute towards the delivery of a high quality multi-functional Blue Infrastructure network by expecting Blue Infrastructure assets to be provided, protected, maintained and enhanced to deliver multiple benefits and services for biodiversity, recreation and landscape. Proposals will be supported that:
- c. Protect, enhance and support the creation of ‘wet woodland’ habitats, ponds, scrapes, lakes, reed beds, raingardens, and floodplain meadows;
 - d. Maintain and enhance natural drainage features;
 - e. Provide ‘buffer strips’ of vegetation along the banks of all water courses...”



- 2.36 The Core Strategy states that a minimum of 110 dwellings will be delivered in Newbold Verdon between 2006–2026. The plan’s vision for the key rural centres is that they will become, where they are not already, the focal points for their surrounding rural communities, places where residents can fulfill their daily needs without having to travel long distances into urban areas. The site has been assessed as developable within the Council’s Strategic Housing Land Availability Assessment.
- 2.37 The Council are currently working on producing a new Local Plan and the Regulation 18 consultation took place in Summer 2021. It is currently unknown how much housing growth will be directed to Newbold Verdon but as a key rural centre in the settlement hierarchy, it is expected to be the subject of growth.

Newbold Verdon Neighbourhood Plan

- 2.38 The Emerging Neighbourhood Plan (Regulation 16) recognises that Newbold Verdon is a popular village in which to live and consequently demand for housing in the parish is high. This is reinforced by the geographical location of Newbold Verdon as a commuter village for the urban and industrial areas of Leicester, Hinckley and Nuneaton. Key principal objectives of the draft plan include: to provide a diverse range of housing tenures and types, to encourage the right quality of development and to promote development that is safe and that respects the character of neighbouring properties and preserves the rural aspect of the village providing a strong ‘sense of place’.
- 2.39 Newbold Verdon Parish Council has pragmatically assessed sites being promoted around the settlement. The ‘Site Options and Assessment’ (July 2022) report concluded that the site was “potentially suitable for allocation”. A community action included in the Neighbourhood Plan (CF 3) states that the Parish Council will actively seek the acquisition of land for a new cemetery. The proposed development scheme includes safeguarded land for a cemetery.

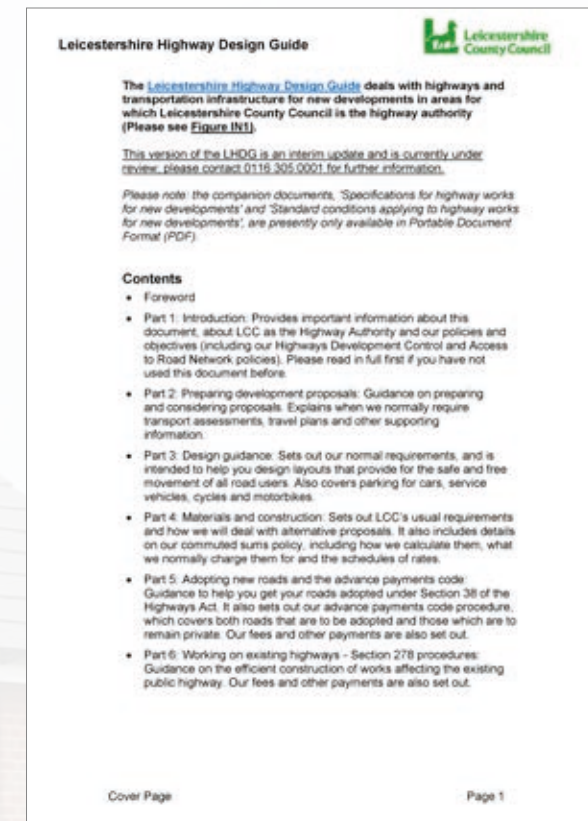
Supplementary Planning Documents

Good Design Guide SPD

- 2.40 Hinckley and Bosworth Borough Council adopted The Good Design Guide supplementary planning document (SPD) in March 2020 which ‘aspires to substantially raise design quality in Hinckley and Bosworth borough whilst ensuring that the local identity and heritage of the borough is preserved and enhanced’.

Leicestershire Highway Design Guide

- 2.41 This design guide is an interim guide that has replaced the previously used 6 C’s design guide in Leicestershire and includes information on street geometry, junction spacing, car parking and cycle storage provision.



An aerial photograph of a suburban neighborhood, showing a mix of residential houses, green lawns, and trees. A road runs diagonally across the middle of the image. The overall tone is light and airy, with a soft focus.

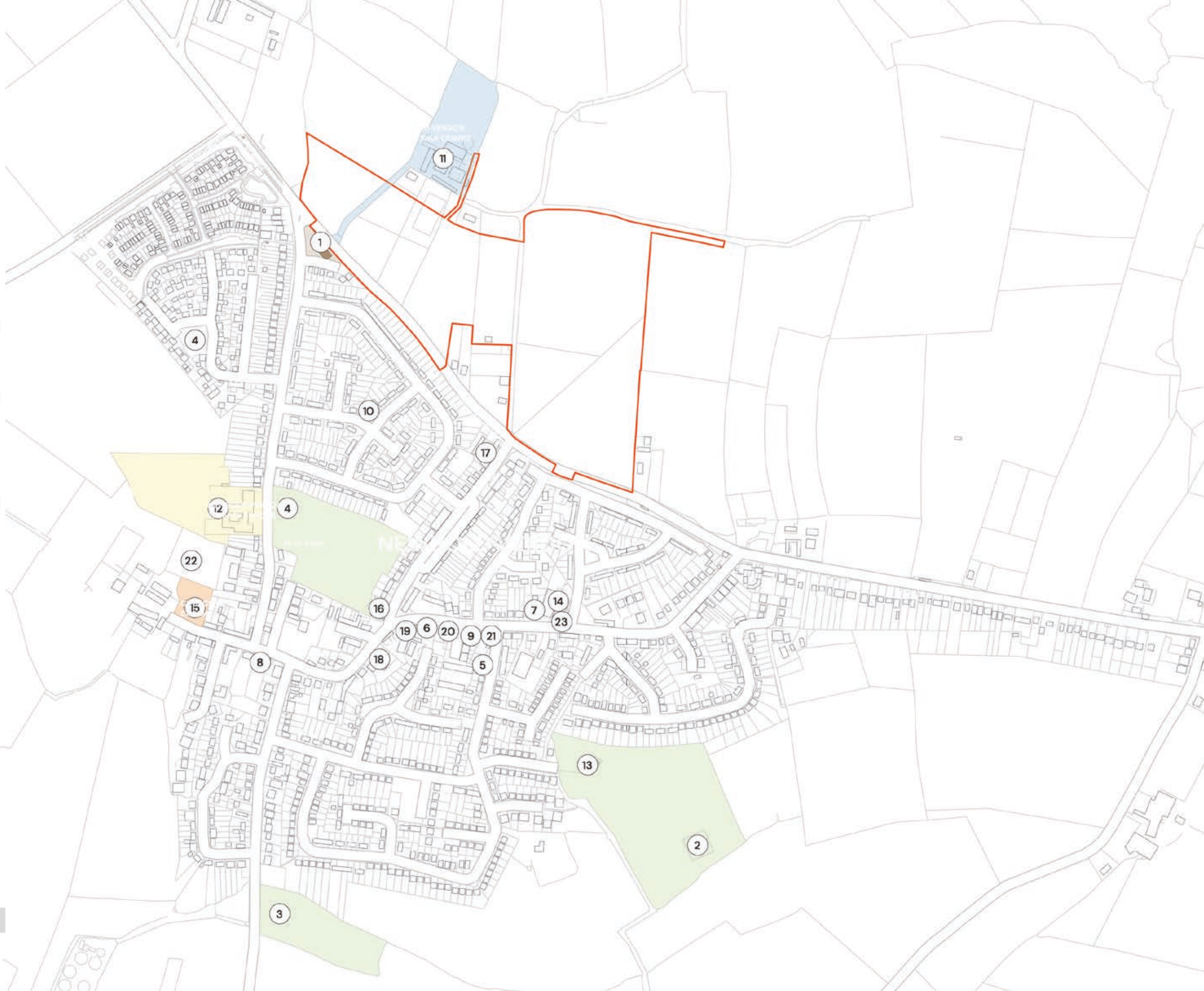
03

CONTEXT



KEY

- 1 SITE BOUNDARY
- 2 NEWBOLD VERDON MEDICAL PRACTICE
- 3 ALANS WAY PLAYING FIELDS
- 4 ALLOTMENTS
- 5 PLAY PARK
- 6 LOCAL SHOPS & HEATHBROOK PHARMACY
- 7 NEWBOLD VERDON VILLAGE SHOP
- 8 CO-OP
- 9 OLD WHITE SWAN
- 10 THE JUBILEE INN
- 11 LOTUS HOUSE
- 12 NEWBOLD VERDON EQUESTRIAN CENTRE
- 13 NEWBOLD VERDON PRIMARY SCHOOL
- 14 NEWBOLD VERDON CRICKET CLUB
- 15 NEWBOLD VERDON SPORTS AND SOCIAL CLUB
- 16 THE CHURCH OF ST JAMES
- 17 NEWBOLD VERDON BAPTIST CHURCH
- 18 KINGDOM HALL OF JAHOVAH'S WITNESSES
- 19 NEWBOLD VERDON METHODIST CHURCH
- 20 LIBERTEAS COFFEE SHOP
- 21 LOCAL SHOPS & FACILITIES
- 22 LOCAL SHOPS & POST OFFICE
- 23 CEMETARY
- 24 NEWBOLD VERDON LIBRARY



“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.”

(Para. 39, NDG 2021)

3.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.

Local Facilities

“...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”

(Para. 135(e), NPPF 2023)

3.2 The site is located within walking distance of several local facilities on Main Street and around the village. The key local facilities in the vicinity of the site are listed and are identified on the plan opposite.

Local Facility	Approx. walking distance from the centre of the site (straight line)
Local shops/facilities along the Main Street	0.5km
Heathbrook Pharmacy	0.6km
Post Office	0.5km
Co-op	0.5km
Old White Swan	0.7km
The Jubilee Inn	0.6km
Kareem’s Ball	0.5km
Newbold Verdon Equestrian Centre	0.3km
Newbold Verdon Primary School	0.5km
Newbold Verdon Cricket Club	0.7km
Newbold Verdon Sports and Social Club	0.7km
Alans Way Sports fields	0.7km
Allotments	1.0km
Play Park	0.5km
The Church of St. James	0.7km
Newbold Verdon Baptist Church	0.5km
Kingdom Hall of Jehovas Witnesses	0.3km
Newbold Verdon Methodist Church	0.7km
Newbold Verdon Medical Practice	0.3km
Newbold Verdon Library	0.7km

3.3 The site benefits from being near the local primary school and medical centre, as well as places of worship, leisure, and retail facilities.

Local Character

“Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.”

(Para. 52, NDG 2021)

- 3.4 The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”

(Para. 53, NDG 2021)

- 3.5 An analysis of the existing built form of Newbold Verdon can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.
- 3.6 Five local character areas have been chosen to study as each area illustrates contrasting urban forms and building details as each area provides a palette of design references that may be drawn from.

Barlestone Road

- 3.7 Barlestone Road is part of the B582 and runs adjacent to the southern boundary of the site. Mature hedgerow borders either side of the Barlestone Road creating a green buffer between the road and existing buildings. There are a few farmhouses on the edge of the site boundary which will be retained. A row of terraced houses can be seen over the hedgerow located on Sparkenhoe, these properties are set back from the road which allows for frontage parking and landscape opportunities. The gardens of the houses located on Preston Drive back onto Barlestone Road and are covered with trees and hedgerow acting as a buffer.



Desford Road

- 3.8 Desford Road is part of the B582 and runs adjacent to the southern boundary of the site. The area comprises larger detached properties that are well set back from the road allowing for frontage parking and tree planting. This in turn creates a green frontage to the busy road and softens the landscape. The properties have individual styles and vary in materials.



Preston Drive

- 3.9 The properties on Preston Drive are of the post war era in the late 19th early 20th century. They are front facing and contour the drive in a linear form, mainly consisting of maisonettes. The footprint of the units are repeated. They are set back from the road allowing for hard standing driveways. Some properties have fenced off front gardens but use on street parking.



Main Street

- 3.10 Buildings dating back to the 17th century are found in this area, it is the historical centre of the village and contains several listed buildings. The street is wide with a pattern of cobbled surfaces, there are small trees that are on a paved verge. The main views on the street are directed towards St James Church and the cob cottage, there is also a paddock adjacent to the cemetery which has views of Newbold Verdon Hall. Facing the street are rows of front facing, two storey terraced cottages, with a mixed character, they have gabled ends with chimneys on the silhouette of the buildings. The material use is complimentary to the surroundings and uses farmhouse brick and render. Most of the parking is on street parking, and there is little landscaping in terms of planting.



Ferrers Green

- 3.11 A new development is situated in the northwest of Newbold Verdon. The entrance to the parcel has swales that face the open countryside and mature hedgerow, and trees act as a buffer from the B585 road. Each plot has its own front garden that varies in size and there is a variety of shrub planting as a form of boundary treatments. There is off street hard surface parking spaces. The houses are conventional gable ends and frontage with hipped roofs and red brick and render is used as the main material.





FERRERS GREEN

PRESTON DRIVE

BARLESTONE ROAD

MAIN STREET

DESFORD ROAD

The background of the slide features a soft-focus photograph of a field. In the foreground, there are tall, thin stalks of grass or reeds. To the right, a cluster of leaves, possibly from a vine or tree, is shown in shades of yellow and orange, indicating autumn. The sky in the background is a pale, clear blue.

04

OVERVIEW OF SITE & CONTEXT





LAND AT BARNSTONE ROAD, NEWBOLD, VERDON



Topography

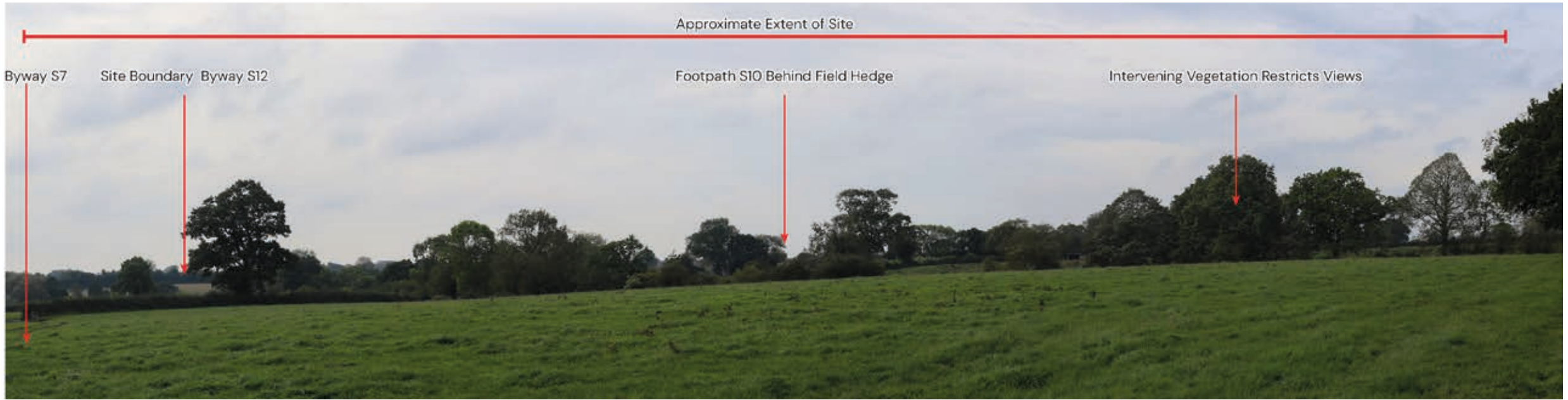
- 4.1 Most of the site is relatively flat at approximately 130m above ordnance datum (AOD), reaching 132m AOD on its southern boundary. Land within the north-western part of the site, (west of the access road to the Newbold Verdon Equestrian Centre), falls to the northwest.
- 4.2 Land north of the site comprises a small valley which falls north of the site towards a stream and then rises to the north and northwest across the south facing slopes of the valley. Newbold Heath is northwest of the site, on the northern (south facing) slopes of the valley, where the land reaches 140m AOD.

Vegetation form

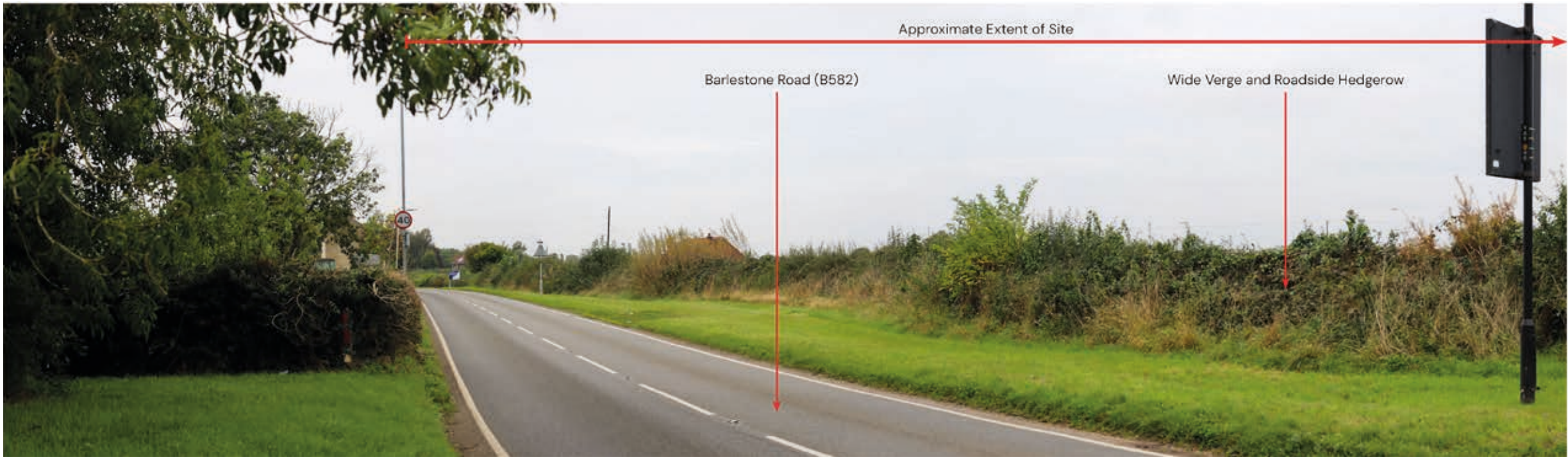
- 4.3 The site largely comprises grassland, defined by mature hedgerow with some mature hedgerow trees, particularly within the western part of the site. Hedgerow generally is well maintained and is in good condition. Hedgerow along the internal field boundary within the eastern part of the site has been subject to a different hedgerow management regime, (compared to other field boundary and roadside hedgerow in the site) and comprises taller hedgerow plants.
- 4.4 Mature trees and shrubs, on both sides of an adjacent byway, define the eastern half of the northern site boundary. Mature trees and hedgerow also define part of the north-western boundary of the site.

Landscape and Visual Impact

- 4.5 An initial Landscape Appraisal (LA) was prepared by Pegasus Group to comment upon the suitability of the site to accommodate residential development from a landscape and visual perspective and to provide guidance concerning the potential development layout.
- 4.6 The LA indicated that a sympathetic design response should include retention and enhancement of the existing landscape structure, including hedgerows and trees, with new structural planting and open spaces to reflect the character of the northern edge of Newbold Verdon in this location, assimilating it into the wider countryside to the north, northwest and east, but also providing an acceptable transition between development along part of the existing northern settlement edge and the surrounding countryside.
- 4.7 The findings of the LA fed into an initial maximum parameters plan which was used to inform preliminary discussions with Hinckley and Bosworth Borough Council (HBBC). Subsequently a number of points raised by Node (HBBC's Landscape Consultant) have been addressed following a pre-application meeting on the 1st December 2023 - between the client consultant team, HBBC and Node.
- 4.8 Following amendments to the scheme a Landscape and Visual Impact Assessment (LVIA) has been prepared in support of the Outline Planning Application. It reviews and evaluates the baseline condition of the site and its surrounding landscape and considers opportunities for mitigation measures while examining whether such measures would be appropriate to the local landscape character.
- 4.9 The LVIA has assessed landscape character and visual amenity and the resulting landscape and visual effects of the proposed development on the receiving landscape and visual resource.
- 4.10 These landscape and visual effects are summarised as follows.



Southwest from PRoW Byway S7 – South of Halifax Farm to the North



View Northwest from Barlestone Road (B582) –pavement along south side of Barlestone Road



View Southwest from Public Footpath R88



View east from B858/B582 Barlestone Road Junction – at the Western Gateway to Newbold Verdon Key Rural Centre



Southeast from PROW Footpath S11 – North of Newbold Verdon Equestrian Centre and Settlement Edge

Effects on Landscape Elements

- 4.11 The proposed development during all phases would inevitably result in a high magnitude of change through the removal of grassland land use within much of the site. However, the Landscape Strategy Plan includes extensive areas of semi-natural greenspace and species rich grassland particularly along the PRow corridors and around the perimeter of the site. Where the ground could be left undisturbed for example in part of the north-east field parcel it should be possible to retain the existing sward and supplement this with overseeding if necessary to improve the floristic diversity. Once the proposed landscape proposals have been implemented the operation phases of the proposal would have some beneficial effects upon the land cover.
- 4.12 On balance, the proposed development is considered to have a high magnitude of change and major adverse effects upon the landcover of the site upon completion. This would reduce to a moderate effect as the planting and new areas of green infrastructure become established by year 15.
- 4.13 Once the proposed development is constructed the existing topography of the site could still be experienced to some degree within the areas of public open space. The overall effect on the topography would be minor.
- 4.14 Based on the Outline Landscape Strategy Plan (Appendix 1) and the Arboricultural Impact Assessment (AIA) Tree Retention and Removal Plan it transpires that the proposed development would require some localised tree and vegetation removal to accommodate the new access point and highway infrastructure however this will be kept to the minimum as far as practicable and all retained vegetation will be protected and supplemented with new planting as part of the scheme – the AIA provides further detail concerning these losses.
- 4.15 Notwithstanding any losses, the Outline landscape Strategy Plan demonstrates the potential for the scheme to deliver significant new tree and hedgerow planting both on plot and within open spaces, including natural greenspaces

and neighbourhood parks and overall, the proposal has the potential to deliver a significant net gain in tree and hedgerow planting across the site. Collectively this will improve the overall age structure and diversity of vegetation within the site providing localised beneficial effects overall. These benefits would offset and more than compensate for any tree and hedgerow loss within the site.

- 4.16 Waterbodies within the site are limited to a single pond. The proposals would retain and enhance this pond and would introduce attenuation features such as drainage basins and swales so there would be a net increase in these features. The level of change would give rise to overall minor beneficial effects.
- 4.17 The proposals maintain all of the Public Rights of Way (PRow) across the site by retaining the routes on their current alignments and enhancing them through incorporating them into a robust GI framework within green corridors or areas of public open space. Linking existing PRow to a proposed new matrix of green routes within the site would improve the overall connectivity to public open spaces; proposed pedestrian and cycle priority crossings over the busy B582 would provide safer and easier pedestrian movement, facilitating connectivity to the wider countryside for existing residents and to the rural centre of Newbold Verdon for residents of the proposed development.

Effects on Landscape Character

- 4.18 The proposed development is considered to have an overall negligible effect on the Leicestershire and South Derbyshire Coalfield National Character Area (NCA 71). At the borough level it is considered that landscape effects upon LCA D: Newbold and Desford Rolling Farmland would be no worse than minor adverse at a local scale and negligible at a wider scale.
- 4.19 In the local landscape the most significant character effects would be limited to the site itself. It is acknowledged that the proposed development will alter the use of the site from enclosed pasture fields to a residential development with generous areas of landscaped public open space. These proposals will change the landscape character of the site itself and therefore will alter the character of the landscape immediately surrounding the site.
- 4.20 The introduction of new built form on the site is likely to result in a high magnitude of change and when combined with a medium sensitivity translates into major effects upon the character of the site itself. With the establishment of the soft landscape buffers to the site perimeters this will be reduced to moderate adverse over time.
- 4.21 A series of mitigation measures including a strong landscape framework are to be implemented as an integral part of the proposed development. In total, it is considered that these landscape, ecological and public open space proposals will help to assimilate the new built development into the settlement edge and establish an appropriate landscape edge to this part of settlement.
- 4.22 By integrating the development into the local landscape with mitigation measures and sensitive design, whilst there will clearly be an effect upon local landscape character resulting from the development, it will not be one which amounts to substantial harm across the wider landscape.

Effects on Visual Amenity

- 4.23 Based on the site visits undertaken and the subsequent viewpoint assessment it transpires that the proposed development would be well-screened across the wider landscape taking advantage of the topographical variations in the local landscape, vegetative screening and existing built form.
- 4.24 Major and moderate/major degrees of visual effect have been assessed for a number of viewpoints which are representative of close-range views from PRow/ accessible routes within or adjacent to the site. For these receptors upon completion the proposals would be experienced at close range, however the routes will be augmented with new native tree and hedgerow planting providing attractive green corridors and built development would be set back beyond significant areas of green infrastructure including natural green space and extensive tree and shrub planting. Adverse impacts on views from the routes arising from the proposed built development will be ameliorated by the new planting and habitat proposals within the landscaped corridors. Whilst the nature of the views will inevitably change, as a result of the proposed development, the intervening landscaping will lessen the resulting visual effects and increasingly so as this matures in the medium and longer terms.
- 4.25 Moderate degrees of visual effect have also been assessed for a small number of viewpoints in close proximity to the site upon completion. For all of these receptor's views in the direction of the proposals will include retained perimeter vegetation with the new dwellings set back behind new tree and hedgerow planting and areas of public open space. This new tree and shrub planting, within the public open space will assist with softening views of the built development – and increasingly so over the passage of time with maturing of the proposed planting.
- 4.26 In summary, for users of the PRow moving through the site there would be a high level of change resulting from proposed residential development. The impact on these views would be mitigated with the proposed design response including retention of the rights of way within green corridors or public open spaces. Whilst the experience for users of these routes would change, sympathetically designed and attractive routes or open spaces could be provided as shown on the Outline Landscape Strategy Plan. Furthermore, PRow users would benefit from new public access to areas of open space around the existing routes and in the wider site.
- 4.27 Outwith the site boundaries, proposed residential development would be most noticeable in views from the PRow footpath northwest of the site; from the B582 (Barlestone Road) and from existing residential properties adjacent to and overlooking the site, predominantly to the south and west. Albeit views towards the site from most properties within Newbold Verdon are limited by intervening properties and vegetation.
- 4.28 For residents in nearby settlements and users of more distant roads such as Merrylees Road as well as PRow in the wider landscape site views are restricted by intervening landscape features including the local topography and intervening vegetation which effectively screens the site from the wider countryside to the north.
- 4.29 Over time it is anticipated that the maturing of the perimeter landscaping and structure planting will assist in assimilating the proposed development within the existing surrounding landscape setting and that overall landscape and visual effects would be reduced.
- 4.30 To conclude, despite the inevitable adverse effects of built development upon the local landscape character and on a limited number of visual receptors immediately adjacent or overlooking the site, it is considered that there would be no unacceptable adverse effects that should preclude the sensitively designed proposed development in landscape and visual terms.



Heritage and Archaeology

- 4.31 The potential effects of the proposed development on archaeological remains and Newbold Verdon's built heritage have been considered through initial desk-based studies of existing information and a new-commissioned archaeological geophysical survey prepared by RPS.
- 4.32 The desk-based study confirmed that there are no nationally-designated heritage sites (Listed Buildings, Scheduled Monuments etc) within the site and that the Listed Buildings within Newbold Verdon's historic village core would not be adversely affected by development within the Site. No major archaeological sites or finds have been identified within the Site as a result of the desk-based study or the new geophysical survey, and there are no archaeological features within the site which represent a significant constraint on the proposed development.
- 4.33 Further surveys will be required to examine the limited archaeology present within the Site, but development at the Site will offer an opportunity to further investigate and understand these archaeological remains and add to the story of the local area.
- 4.34 The study found one non-designated heritage asset within the eastern part of the site, as illustrated on the plan. The identified findspot should be treated as an indication of potential rather than a constraint that needs to be designed around.
- 4.35 For more information, refer to the Archaeological Assessment submitted as part of this application.



Arboriculture

- 4.36 An Arboricultural Assessment was prepared by FPCR to present the results of the assessment of the existing trees' arboricultural value, based on their current condition and quality and to secondly, provide an assessment of impact arising from the proposed development of the site.
- 4.37 The assessment found that there are no Tree Preservation Orders and Conservation Areas that would apply to any trees present on, or in close proximity to the assessment site and therefore no statutory constraints would apply to the development in respect of trees
- 4.38 The individual positions of trees, groups, hedgerows and woodlands have been shown on the Tree Survey Plan.
- 4.39 Tree stock ranged in quality from high (category A) to unsuitable (category U). The vast majority of trees were considered to be of low quality (category U) due to either their limited arboricultural merit or lack of landscape significance. A number of moderate (category B) trees were also recorded during the assessment.
- 4.40 None of the assessed trees were considered as ancient or veteran trees.
- 4.41 An overlay of the layout has been incorporated in the Tree Retention Plan to assist in identifying the relationship and any potential conflicts between the proposals and the existing trees and hedgerows. The plan also identifies which trees would be required to be removed or retained as part of the proposed development.
- 4.42 The layout has been constraint led and this approach has resulted in the vast majority of trees being retained and incorporated into the proposed development.
- 4.43 Where losses are recorded, these are made up of low to unsuitable quality material which can be adequately mitigated for from an arboricultural perspective with new tree planting.
- 4.44 The majority of removals take the form of sections of hedgerows being removed for access into and throughout the site. These were all low quality and can be mitigated for through new hedgerow planting.
- 4.45 The impact of the proposed development upon the existing tree cover should not be seen as detrimental to the overall value of the surveyed tree stock. The vast majority of trees are retained and no moderate to high specimens are impacted upon.
- 4.46 For more information, refer to the Arboricultural Assessment submitted as part of this application.



Ecology and Biodiversity

- 4.47 An Ecological Assessment was prepared by FPCR to examine the ecological assets on the site and within the surrounding area.
- 4.48 The desk and field-based baseline investigations demonstrate that the habitats present within and around the Site do not pose an ‘in principle’ constraint to the residential development at the Site. Mitigation for the loss of habitats will be provided within the scheme and biodiversity net gain will be achieved. Species rich meadow grassland will be provided within extensive areas of the sites green infrastructure (GI). These will buffer existing retained features of higher ecological value such as hedgerows and trees. An orchard is proposed within the north-west of the site which will provide opportunities for fauna. Native species woody planting such as scrub and/or woodland is proposed within the GI. The existing onsite pond is to be retained and buffered within GI. Broadleaved trees are also proposed within the GI and within the green areas within the streetscape.
- 4.49 Development at the Site has the potential to increase the overall habitat diversity. This in turn will increase the diversity of faunal species that the Site can support. It is considered unlikely that the site supports any protected or notable species or habitats that cannot be accommodated, and additional opportunities provided for, within on-site green infrastructure if designed sympathetically for biodiversity.
- 4.50 For more detailed information, refer to the Ecological Assessment as part of this application.

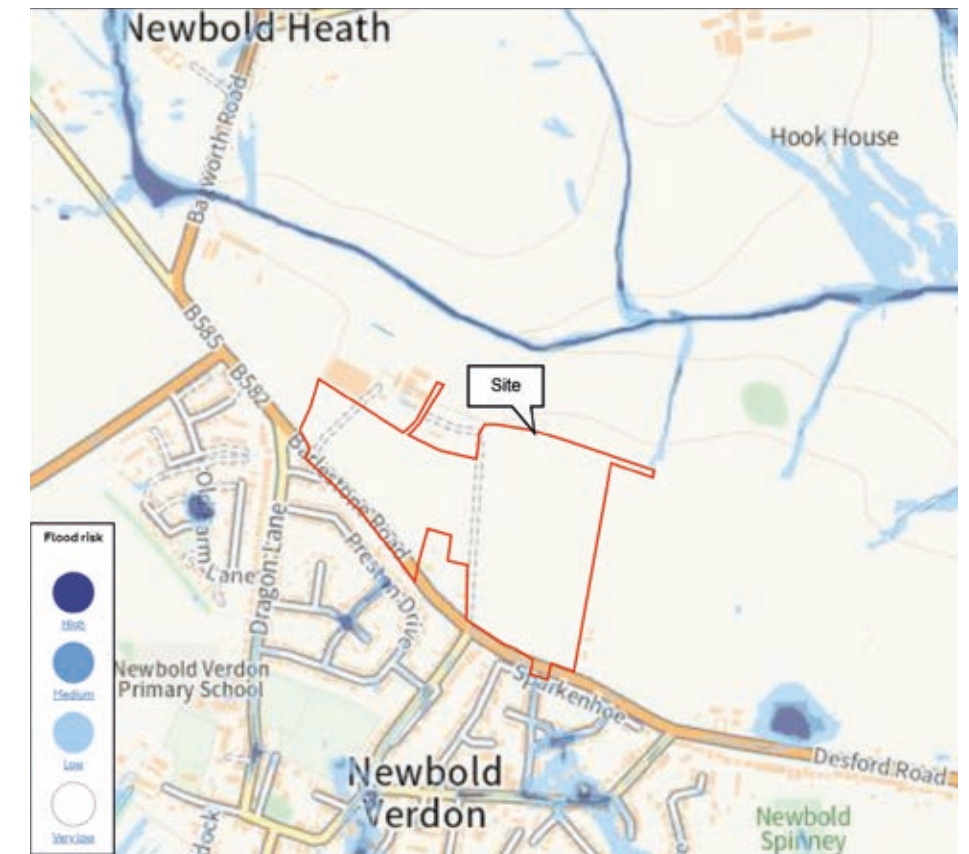




Hydrology and Drainage

- 4.51 A Flood Risk and Drainage Strategy was prepared by Mewies Engineering Consultants Ltd. to ascertain the constraints of the development to the site and assess the impact of the design, concerning flood risk.
- 4.52 The Flood Map for Planning shows the site lies within Flood Zone 1 (FZ1). This means that this area has a chance of flooding each year less than 0.1%.
- 4.53 The Environment Agency Flood Risk from Surface Water Map indicates that the majority of the site is designated to be at very low risk from surface water flooding. The map shows a small area at low risk of surface water flooding towards the southeast of the site, likely caused by a localised low point on site.
- 4.54 Soil Infiltration Rate Testing has been completed, Groundwater was discovered at depths of between 1.93m and 2.20m below ground level along the northern boundary of the site. Given the depths, the northern section of the site will be considered at medium risk while the remainder of the site will be at low risk of groundwater flooding.
- 4.55 All other risks from flooding sources is considered very low.
- 4.56 In accordance with the drainage hierarchy surface water will be stored, treated, and conveyed to a series of attenuation basins on site. Given the levels on site, surface water flows will outfall to the unnamed watercourse approximately 300m north of the site and into the 225mm public surface water sewer along Barlestone Road subject to agreement with Severn Trent Water.

- 4.57 A total storage volume of approximately 5,631.21m³ is required within the proposed attenuation features to allow surface water to discharge at required rates and cater for all events up to and including the 1 in 100 year plus 40% climate change event plus urban creep. Attenuation basins in the north of the site will discharge via gravity into the unnamed ditch to the north of the site while the Attenuation basin adjacent to Barlestone Road will discharge via gravity into the existing public surface water sewer via a new proposed connection.
- 4.58 Additional drainage features including rain gardens and permeable paving will be used across the site and will provide extra storage on site and will act as a first treatment stage for any run-off and will ensure adequate surface water treatment is provided.
- 4.59 For more detailed information, refer to the Flood Risk and Drainage Strategy submitted as part of this application.



MEC Figure 3.2
Environment Agency's Flood Risk from Surface Water Map



Existing Utilities

- 4.60 A Utilities Assessment was prepared by Mewies Engineering Consultants Ltd. to establish how the proposed development will be serviced with key utility supplies.
- 4.61 The Assessment was undertaken by consultation with key Statutory Undertakers. The summary of the key findings include:
- Foul Drainage (Severn Trent Water) records show a public foul water sewer along Barlestone Road to the south of the site into which foul water from the site can be disposed subject to agreement with Severn Trent Water. Given the levels on site, foul water will need to be pumped and a pumping solution will be required.
 - Gas (Cadent) have confirmed that there is sufficient capacity to serve the development and diversion may be required once a decision has been made on the location of the site access if this is from Barlestone Road.
 - Clean Water (Severn Trent Water) have confirmed that investigation into the network is required to understand if reinforcement work is required. Prior to this being completed a maximum of 50 dwellings can be connected to the network.
 - Electricity (National Grid) 4x substations will be required to serve the development with electricity.
- 4.62 For more detailed information, refer to the Utilities Assessment submitted as part of this application.

Access

- 4.63 A Transport Assessment has been produced by Mewies Engineering Consultants Ltd. to demonstrate that:
- Safe and suitable access to the site can be achieved for all users;
 - Sustainable travel both into the site and to local amenities is plausible and a genuine alternative to private car journeys, and;
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.64 The report demonstrates that the site is located in a sustainable location with key amenities and services located with 'maximum' distances from the application site as outlined by the Chartered Institute of Highways and Transportation (CHIT). Moreover, the site is supported by a good level of bus provision, especially facilitating movements into Desford and Market Bosworth.
- 4.65 Access for the site is proposed to be taken from Barlestone Road via a new priority control ghost island T-junction with a dedicated right turn lane (RTL) on Barlestone Road.
- 4.66 The Newbold Verdon Equestrian Centre access road will be retained and remain serving the existing centre and proposed cemetery.
- 4.67 The byway (Harry's Lane) would be retained for access to the existing dwellings and designed in such a way to deter any movements from the proposed development.
- 4.68 Significant pedestrian and cycle improvements are proposed, which would tie into / upgrade the existing local infrastructure.
- 4.69 Parking on site will comply to local standards, and Electric Vehicle Charging Point (EVCP) parking will comply to national standards.
- 4.70 Two Toucan Crossings are proposed on Barlestone Road. These Crossings would not result in significant queues or delay on Barlestone Road.
- 4.71 In conclusion, the site is located in a sustainable location, meets relevant highway design standards, and the level of trips generated by the proposals would not impact upon the safe operation of the local highway network. It is considered that the proposed development is acceptable in transport terms.
- 4.72 For more detailed information, refer to the Transport Assessment submitted as part of this application.

Pedestrian and Cycle Movement

- 4.73 A Travel Plan has been produced by Mewies Engineering Consultants Ltd.
- 4.74 The Travel Plan demonstrates that the entirety of Newbold Verdon can be accessed within a 1.2km walk, with the Village Centre located within 800m of the centre of the site.
- 4.75 The local area has an extensive PRow network, most notably providing off-carriageway walking routes to the villages of Desford and Barlestone.
- 4.76 As shown on figure 4.4 below, 3 PRow cross the site. The proposals will see these retained and incorporated into the site design, with improvements made to them where necessary.
- 4.77 The site is supported by a good level of existing pedestrian infrastructure, which facilitates movements towards the village centre and the major amenities and services local to the site.



MEC Figure 4.7 Hinckley and Bosworth Cycle Map

- 4.78 The Travel Plan demonstrates that the villages of Barlestone, Desford, and Market Bosworth, the three largest villages nearest to the application site, are accessible within a 5km cycle. Multiple smaller villages/hamlets are accessible within an 8km cycle of the site.
- 4.79 The roads surrounding Newbold Verdon including Barlestone Road, are considered ‘Quieter Routes’, with connections to Desford and Market Bosworth solely via quieter routes, leisure routes, and/or cycle routes.
- 4.80 The site is within an 8km proximity to National Cycle Routes (NCR) 52 and 63.

Public Transport

- 4.81 The closest bus stops are situated a 300m walk west of the proposed site access on Dragon Lane, which are known as the ‘Health Centre’ stops. The northbound stop comprises a flag mounted on a streetlight, with the southbound stop comprising a flag and post design with timetable information and brick shelter. Both stops benefit from raised kerbs.
- 4.82 A second set of bus stops are situated on Main Street circa 30m from its juncture with Barlestone Road, the stops comprise a flag and post design, and is located 300m from the Sparkenhoe pedestrian link opposite the unregistered land.
- 4.83 Both stops are served by the 153 service which provides 1 bus per hour during daylight hours on weekdays and Saturdays. Journey times to market Bosworth and Leicester are typically 10 minutes, and 45 minutes respectively.
- 4.84 The bus service provision provides future residents with a choice of transport when carrying out everyday trips beyond Newbold Verdon.
- 4.85 The majority of the site would be situated within 400m of a bus stop.
- 4.86 The Travel Plan seeks to achieve reduction in single occupancy trips to and from the development of 10%, via the implementation of cycling, car shares, and public transport specific targets.
- 4.87 For more detailed information, refer to the Travel Plan submitted as part of this application.

Noise

- 4.88 An Acoustic Assessment was prepared by Mewies Engineering Consultants Ltd. to aim to demonstrate that external and internal acoustic conditions will be compliant with the relevant British Standards and Acoustics Guidance.
- 4.89 The Assessment demonstrates that noise levels will be satisfied at all garden locations on the Site, provided the good design processes are followed, whereby dwellings, provide screening from dominant noise sources to the gardens behind and with standard 1.8m high fencing.
- 4.90 With regards to internal acoustic conditions across the Site, the majority of habitable rooms across the Site will satisfy the relevant criteria through the provision of standard thermal double glazing and direct airpath window mounted trickle ventilators. Those dwellings most exposed to Barlestone Road will benefit from up rated thermal double glazing and through wall ventilators.
- 4.91 For more detail, refer to the Acoustic Assessment submitted as part of this application.

Lighting

- 4.92 A Lighting Impact Assessment was prepared by Mewies Engineering Consultants Ltd. to include information on the baseline lighting conditions within the area, quantitatively assess the potential effects of the proposed lighting on surrounding sensitive receptors and consider possible mitigation measures to reduce potential light spill into neighbouring properties and ecological receptors, and upward light (which can create sky glow).
- 4.93 The LIA found that with the proposed development in place, lighting from the site will not exceed the recommended ILP pre- and post-curfew criteria.
- 4.94 Lux levels along the light sensitive ecological areas surrounding the development will be below 1 lux therefore lighting is not anticipated to have a significant impact on any light-sensitive species using this space.
- 4.95 The proposed lighting scheme will need to comply with all relevant British Standards and the Institution of Lighting Professionals lighting guidelines and will serve to ensure safety and security of all areas of the development can be effectively maintained.

OVERVIEW OF SITE AND CONTEXT

- 4.96 The results of the various site studies are used to inform and structure the development proposals. These are illustrated, where appropriate, on the Site Features plan presented opposite.

- KEY**
-  SITE BOUNDARY
 -  INDICATIVE PUBLIC OPEN SPACE
 -  RETAINED EXISTING VEGETATION
 -  INDICATIVE PROPOSED TREES
 -  INDICATIVE 30M OFFSET FOR GREEN BUFFER
 -  INDICATIVE DEVELOPMENT PARCELS
 -  INDICATIVE AREA FOR CEMETERY
 -  REPOSITIONED VIEWPOINT 5 (NEIGHBOURHOOD PLAN)
 -  RETAINED VEHICULAR ACCESS ROUTE TO EQUESTRIAN CENTRE/ PROPOSED ACCESS TO CEMETERY
 -  POTENTIAL ACCESS POINTS INTO DEVELOPMENT PARCELS
 -  PROPOSED PRIMARY STREET
 -  EXISTING BYWAY OPEN TO ALL TRAFFIC
 -  EXISTING FOOTPATH
 -  POTENTIAL PEDESTRIAN CYCLE CONNECTION
 -  PROPOSED PEDESTRIAN ACCESS POINT
 -  RETAINED PROW ACCESS POINTS
 -  POTENTIAL PRIMARY VEHICULAR ACCESS POINT
 -  EXISTING BARLESTONE ROAD CROSSING POINTS
 -  NEW BARLESTONE ROAD CROSSING POINTS
 -  INDICATIVE FOUL PUMPING STATION
 -  INDICATIVE PROPOSED BASINS
 -  EXISTING WATER FEATURE
 -  INDICATIVE PLAY AREAS
 -  GOOD CONNECTIONS FROM PROPOSED CEMETERY LAND TO CEMETERY SOUTH



Site Features Plan

The background is an aerial map of a suburban area. It features a grid of streets, including 'RAJO LN' and 'RESTON DRIVE'. A proposed transit line is shown with multiple colored lines (red, orange, purple) and arrows indicating direction. A purple arrow points towards the top left, and a black arrow points towards the bottom right. A purple 'X' marks a specific location on the transit line. Other labels on the map include 'FACILITIES LAND' and 'LEAP'.

05

**PRE-APPLICATION
ADVICE &
DISCUSSION**





Savills Illustrative Framework Plan (May 2023)



Pegasus Group Sketch (Nov 2023)

"For assessing proposals there is a range of tools including workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large scale housing and mixed use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels."

(Para. 138, NPPF 2023)

Concept Development

- 5.1 A range of site options and design ideas have been explored and refined to optimise the design concept, extracts from this process are shown below.

Pre-Application Advice & Discussion

- 5.2 A pre-application meeting was arranged with HBBC to discuss the proposals. Subsequently a number of points raised by Node (HBBC's Landscape Consultant) have been addressed following a second pre-application meeting held on the 1st December 2023 between the client consultant team, HBBC and Node. This included the incorporation of additional viewpoint photography from sensitive locations within the site.



Community Engagement Process

- Key Stakeholder Consultation**

5.3 A Statement of Stakeholder and Community Consultation and Engagement was prepared by Savills to explain how the local community and interested stakeholders have been consulted on and engaged in the proposed development of the Site.

Key Stakeholder Consultation

5.4 A pre-application submission was made to HBBC on 8th September 2023 and a separate highways pre-application was also submitted to Leicestershire County Council on 9th October 2023 and response received on 24th November 2023.

5.5 A pre-application meeting with HBBC took place on 10th October 2023 and a written response was received on 3rd November 2023 which included statutory consultee responses. A separate landscape pre-application meeting was also held on 1st December 2023 with HBBC, HBBC’s Landscape Consultant (Node) and the Applicant’s Landscape Consultants (Pegasus).

Engagement with the Parish Council

5.6 Meetings have been held with Newbold Parish Council in relation to the Site on 4th September 2023 and 5th February 2024. Throughout the application preparation process, the Parish Council has been kept up to date on DWH’s intentions to submit a planning application on the site and the proposed consultation and engagement strategy was discussed with the Parish at the meeting on 5th February 2024.

Public Consultation

5.7 An in-person public consultation and engagement event took place on 27 February 2024 in a central location in the village at The Pavilion, Alans Way, Newbold Verdon. This is a community building where the Parish Council hold their committee meetings. The event was open to the public between 13:00 – 20:00.

- 5.8 Feedback forms were provided to allow those who attended to provide comments on the proposals. These consisted of a short questionnaire and the opportunity to write additional comments at the end of the form. This was designed to encourage respondents to share their detailed and broad ranging views on the proposed development and their knowledge of the Site.
- 5.9 In addition to the feedback forms provided at the in-person consultation event on 27th February 2024, respondents were also provided the opportunity to post or email their comments to Savills by the 3rd March 2024 if there were any consultees who could not attend the public consultation event or did not want to fill out the form on the day.





Consultation Boards

Summary of Changes Made to the Masterplan

- 5.10 The proposals have evolved significantly throughout the design and consultation process.
- 5.11 The design of the proposed development has been an iterative process, informed by the consultation process, as well as emerging technical information. The following changes have been made to Savills initial Illustrative Framework Masterplan presented at the pre-app advice meetings:
- Re-location of the Safeguarded Land for a Cemetery to the west of the site, with an access off the existing Equestrian Centre access.
 - Increase in Open Space provision particularly to the north and east of the site.
 - Wider landscape corridors across the diagonal PRow and across Harry's Lane.
 - Wider landscape buffers along Barlestone Road and retained hedges/trees.
 - Increase in quantum of attenuation.
 - Reduction in Residential Development Area.
 - Reduction in dwelling numbers and average density across the site.
 - Reduction in the number of play areas proposed.
- 5.12 Following the public consultation and further, more detailed technical information regarding flooding/highways the following subsequent changes to the masterplan were made:
- Inclusion of Safeguarded Community Facilities Land.
- 5.13 For more detail, refer to the SCCE submitted as part of this application.



06

DESIGN
PROPOSALS



The Illustrative Masterplan

- 6.1 The Illustrative Masterplan, which is based upon the Development Framework Plan from the previous section, has been prepared to demonstrate in more detail the general design principles that will be adopted through the development of the site.
- 6.2 It is important to note that the layout of the development is a Reserved Matter. This application seeks permission for the parameters shown on the parameter plan (over). The Illustrative Masterplan purely shows how up to 240 dwellings could be delivered on the site. The detailed scheme will be presented to the LPA at Reserved Matters stage in accordance with the approved Parameter Plan.
- 6.3 The Illustrative Masterplan indicates the principles of the development's urban structure; the proposed pattern of streets and spaces, and the urban grain; the location, arrangement and design of the principal development blocks and the green infrastructure that the new development will sit within.
- 6.4 The Illustrative Masterplan illustrates one way in which the requirements of the Illustrative Framework Plan and the Parameter Plan can be delivered.



KEY

- SITE BOUNDARY
- INDICATIVE PUBLIC OPEN SPACE
- RETAINED EXISTING VEGETATION
- INDICATIVE PROPOSED TREES AND PLANTING
- INDICATIVE BUILT FORM
- CORRECTED VIEWPOINT 5 (DRAFT REGULATION 16 NEIGHBOURHOOD PLAN)
- INDICATIVE SWALES
- EXISTING BYWAY OPEN TO ALL TRAFFIC
- UNCLASSIFIED ADOPTED ROAD
- EXISTING FOOTPATH
- POTENTIAL PEDESTRIAN CYCLE CONNECTION
- RETAINED VEHICULAR ACCESS ROUTE TO EQUESTRIAN CENTRE/ PROPOSED ACCESS TO CEMETERY
- PROPOSED PEDESTRIAN ACCESS POINT
- RETAINED PROW ACCESS POINTS
- PRIMARY VEHICULAR ACCESS POINT
- EXISTING BARLESTONE ROAD CROSSING POINTS
- NEW BARLESTONE ROAD CROSSING POINTS
- INDICATIVE FOUL PUMPING STATION
- AGRICULTURAL ACCESS
- PRIVATE DRIVE ACCESS TO (EXISTING) WILLOWBROOK COTTAGE
- DRAINAGE OUTFALL

NEWBOLD VERDON

Illustrative Masterplan



USES. Mixed and integrated

“Where there is rapid social and economic change, such as sustainable growth or diversification in rural communities or town centres, well-designed buildings and places are able to accommodate a variety of uses over time.”

(Para. 110, NDG 2021)

Residential – up to 240 dwellings (Class C3)

- 6.5 The development proposals provide approximately 7.7ha of residential development, achieving up to 240 dwellings, allowing space for a range of dwelling types suitable for people of different ages and lifestyles. The exact number and mix of new homes will be defined during detailed design stage. The Indicative Masterplan demonstrates how 240 dwellings could be accommodated.
- 6.6 It is proposed that 40% of the dwellings proposed are to be affordable housing. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.
- All dwellings to comply with National Space Standards.
 - All dwellings to meet M4(2) standards and at least 10% to be M4(3) standard.
 - 5% of bungalows to be provided on Site.

Public Open Space and Green Infrastructure

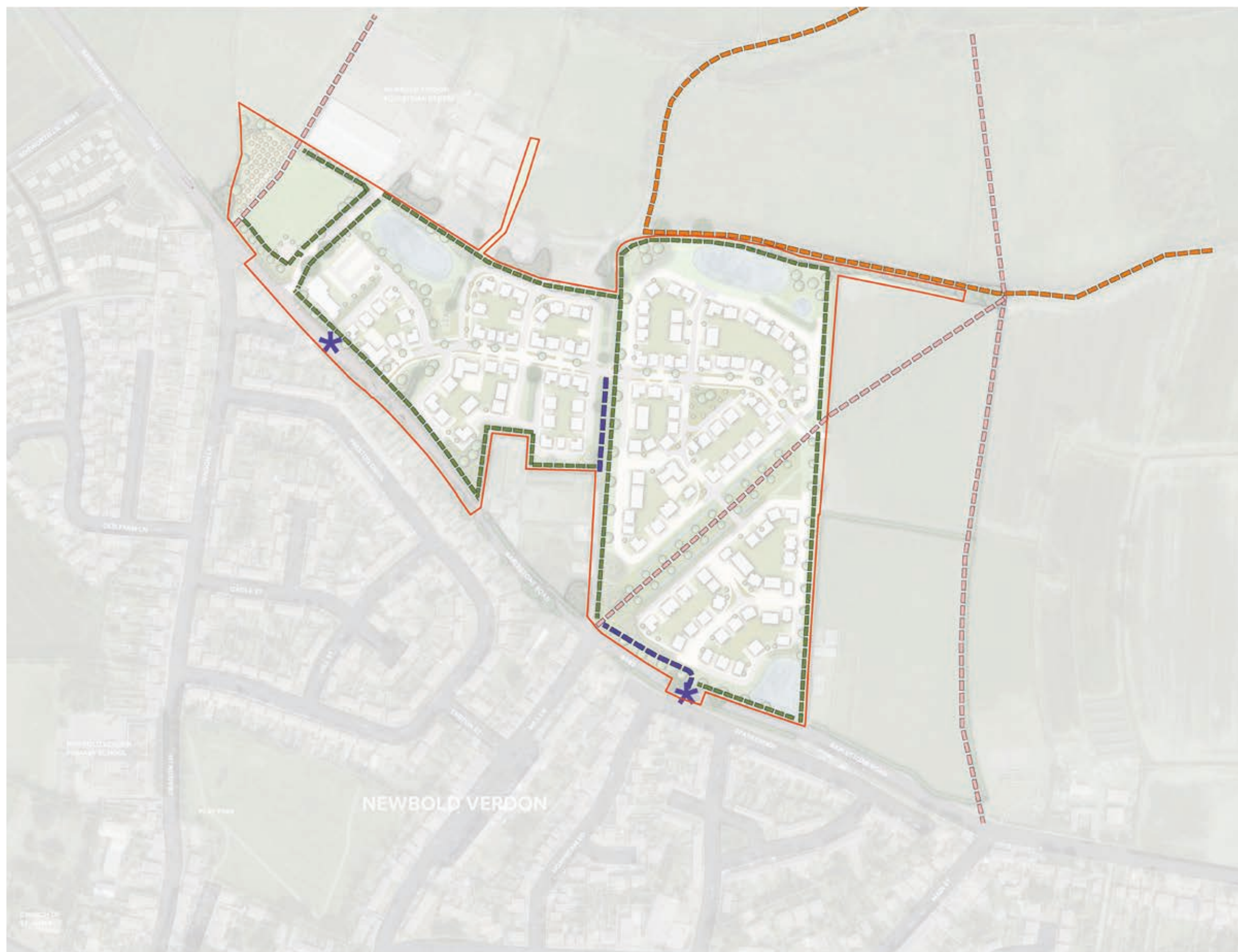
- 6.7 The Indicative Masterplan establishes the provision of a significant quantity of open space across the site. The green areas defined across the parameter plan measure approximately 4.77ha.
- 6.8 Bases on the requirements of HBBC Local Development Framework Core Strategy (adopted December 2009) Policy 19: Green Space and Play Provision and assuming a maximum total of 240 dwellings, the following are required:
- Equipped Children’s Play Space – 0.08ha;
 - Casual/Informal Play Space – 0.4ha;
 - Outdoor Sports Provision – 0.9ha; and
 - Accessible Natural Green Space – 1.1ha
- Total – 2.5ha**
- 6.9 Public Open Space has been provided in appropriate and accessible locations. Largely the space creates a buffer to existing green infrastructure around the site boundaries, with green links branching into the development. By doing so, the existing wildlife corridors are protected and enhanced whilst more variety is given to areas of open space.
- 6.10 Further details on the proposed landscape design are provided within the Landscape Strategy presented later in this document.

Safeguarded Community Facility Land

- 6.11 The proposals include land safeguarded to accommodate the possible expansion of the existing Newbold Verdon Medical Centre or additional car parking if the Medical Centre were to expand within the existing site. As illustrated on the Masterplan, it is proposed this land will be located opposite to the existing Medical Centre on the western side of the site, immediately north of Barlestone Road. It will be accessed from the primary site access off Barlestone Road via the internal street network.

Land Safeguarded for a Cemetery

- 6.12 Due to the existing cemetery in Newbold Verdon being close to capacity, it is identified in Policy 11 of the Core Strategy DPD 2009 and emerging Neighbourhood Plan, that land for a new cemetery should be provided. The proposed safeguarded land for the cemetery is located on the western side of the development, to the west of the existing equestrian centre access.



- KEY**
- SITE BOUNDARY
 - EXISTING BYWAY OPEN TO ALL TRAFFIC
 - EXISTING FOOTPATH
 - INDICATIVE PEDESTRIAN/ CYCLE ONLY CONNECTION
 - INDICATIVE FOOTPATH CONNECTION
 - * PROPOSED BARLESTONE ROAD CROSSING POINTS

Indicative Pedestrian Links Plan

MOVEMENT. Accessible and easy to move around

“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”

Para. 75, NDG 2021)

Proposed Vehicular Access Points

- 6.13 The access to the Equestrian Centre will be retained as part of the proposal and will also provide access to the cemetery.
- 6.14 The new primary site access will be taken off Barlestone Road to the east of the Equestrian Access and through to a T-junction with right turn lane.

Pedestrian and Cycle Access Strategy

- 6.15 The site will provide high quality pedestrian and cycle links along the main desire lines into Newbold Verdon. The improvements have been centred around the existing pedestrian links/infrastructure along Barlestone Road and the PRoW in and around the site. The proposed pedestrian / cycle Improvements are as follows:
 - 3.5m wide segregated footway / cycleways along northern side of Barlestone Road;
 - Footway improvements to create 2m wide footway along southern side of Barlestone Road;
 - 2 x Toucan Crossings;
 - New pedestrian/cycleway linking bypass, public rights of way, Spakenhoe and development proposals;
 - Informal countryside path to be laid to east of development linking with public rights of way and Spakenhoe;
 - 3 x uncontrolled crossing points; and
 - Upgrading of existing Public Rights of Ways.
- 6.16 It is proposed that part of the Byway ‘Harry’s Lane’, will be downgraded to pedestrian/cycle movements only. Further details are set out in the next section.
- 6.17 The existing PRoWs along the site boundaries will be retained and pedestrian links are proposed onto these throughout the scheme to enable users to easily and safely explore the wider countryside.
- 6.18 The existing PRoW that runs northeast to southwest has also been retained and proposed as a key feature within the scheme, creating a strong Green Avenue with tree planting and swales.



Indicative Street Hierarchy Plan

Street Hierarchy

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

Hinckley and Bosworth “The Good Design Guide” SPD

- 6.19 The detailed layout will be designed in line with Leicestershire’s Highway Design Guide and follow the principles set within the Manual for Streets. The development and internal road network will be designed to encourage low vehicular speeds and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site aims to limit the potential for anti-social behaviour.
- 6.20 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.

Primary Street

6.21 The Primary Street leads into the site from Barlestone Road. This street will be tree-lined and residential dwellings will enclose the street with direct access either side. The street will consist of a 6m carriageway with 2m footpaths to either side separated by a tree lined verge. On street parking could be integrated into the verges to help slow traffic speeds.

Secondary Streets

6.22 The Secondary Streets provide access from the Primary Street into the development parcels. The street will consist of a 5m carriageway with a 2m footpath to one side. To ensure active modes take priority, secondary streets should accommodate regular traffic calming features and then be downgraded to quieter streets as early as possible.

Lanes

6.23 Lanes provide access to the majority of dwellings both within the parcels and to the edge of parcels and allow a more flexible street design. The Lanes vary in width creating varied street scenes. Tree planting should be used strategically for way finding and as traffic calming features.

Private Drives

6.24 Where a lane is not provided on the edge of the development parcels, access to dwellings will be from private drives where dwellings overlook the surrounding public open space. The proposed density ensure that these streets are often accommodated with larger detached properties with on-plot parking.

Existing Access Within The Site

- 6.25 There are two existing lanes that cross the site and will be retained. The western lane is currently the access to Newbold Equestrian Centre. It is proposed that this lane will also provide access to the safeguarded cemetery land.
- 6.26 Harry’s Lane is a byway the crosses the centre of the site and is accessed from Barlestone Road to the south of the site and connects to the Equestrian Centre to the north. It is proposed that part of the byway will be downgraded to pedestrian/cycle only, reducing the accessibility of vehicles south to Barlestone Lane from the proposed internal streets and creating an additional safe and landscaped pedestrian/cycle route to the site from Barlestone Road.

Residential Parking Strategy

- 6.27 Parking should be provided in a location that is both convenient and well overlooked. It should be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.
- 6.28 Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays and/or garages set back from the building line, to allow ease of access to dwellings.
- 6.29 The Leicestershire County Council’s Highway Design Guide sets out the following requirements:

No. Dwelling	Parking Spaces
1 bedroom dwelling	1 parking space
2/3 bedroom dwelling	2 parking spaces
4+ bedroom dwelling	3 parking spaces

Garages

- 6.30 Where garages count towards the provision of allocated parking these should be designed to a minimum internal size of:
- Standard Single – 6 x 3m, with minimum door width of 2.3m.
 - Use by Disabled – 6 x 3.3m, with minimum door width of 2.8m.
 - Double – 6 x 6m, with minimum door width of 4.2m.

Cycle Parking

- 6.31 Cycle parking spaces for individual dwellings should be provided within the curtilage of the dwelling, at a rate of 1 space per dwelling.
- 6.32 Where cycle parking is to be accommodated within garages then these should be of an appropriate size to ensure that there is room for both car and cycle parking.
- 6.33 For apartments secure cycle parking should be provided in a communal facility at a rate of 1 space for every 5 apartments.
- 6.34 The Indicative Masterplan proposes a car park for the Orchard and Cemetery, and a car park for the proposed expansion of the Medical Centre. Both car parks are accessed off the lane on the western side of the site.



- KEY**
- SITE BOUNDARY
 - ✱ INDICATIVE KEY GREEN SPACES
 - ✱ INDICATIVE LOCATION OF LANDMARK BUILDING
 - INDICATIVE LOCATION OF CORNER TURNING BUILDING
 - PROTECT AMENITIES OF EXISTING HOUSES/ BUILDINGS
 - INDICATIVE PERIMETER HOUSING BLOCKS
 - ✱ INDICATIVE LOCATION OF FEATURE JUNCTION TO FOCAL SPACE

Indicative Layout and Scale Plan

BUILT FORM. A coherent pattern of development

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”

(Para. 53, NDG 2021)

6.35 The design solution for the site reflects the variety in street form that can be seen in Newbold Verdon. The arrangement of the built form within the proposals create a network of attractive street and spaces including:

- A wider tree-lined main street emphasising the primary vehicular access taken from Barlestone Road, on the south west of the site;
- Provision of additional informal pedestrian and cycle routes, reflecting key desire lines, and enhancing the existing PRoW network;
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy;
- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible;
- Green infrastructure is a key organising element of the masterplan, aiming to ensure a site-specific identity is created. Development has been shaped by the existing features of the site, including but not limited to;
 - The PRoW running through the eastern part of the site;
 - Dwellings will be set back from Harry's Lane, running through the centre of the site; and
 - The topography of the site;

- Existing tree and hedgerow planting have been retained wherever possible within the proposals; and
- The development will provide active frontages to proposed areas of public open space, landscape planting and areas for formal play, providing natural surveillance and opportunities for active overlooking.

Density

- 6.36 The development will achieve an average density of 35 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.
- 6.37 This average density allows for the formation of differing densities across the development; including higher densities along the main street, and lower densities towards the peripheries of the site.

Building Heights (Scale)

- 6.38 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of the residential development will be 2-storey (with some single storey dwellings) appropriately located to add variety in the street scene and massing to focal buildings and/or spaces.
- 6.39 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes, ranging from smaller 1 and 2 no. bed apartments, through to larger 4 and 5-bedroom detached houses.

Continuity and Massing

6.40 Key development frontages, such as at the entrance from Barlestone Road, those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions.

Turning Corners

- 6.41 Dwellings are located across the Indicative Masterplan so that views along streets are either terminated at the main elevation of the dwelling, rather than a blank side gable or left open to allow views out into areas of public open space or the wider countryside.
- 6.42 Corner turning dwellings will be located throughout the development to provide dual aspect at corners of the development blocks, providing surveillance to the street. These corner dwellings could have details such as; additional windows, bay windows or extra brick details to animate the blank side gable.

IDENTITY. Attractive and distinctive

“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

Appearance

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

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

Building for a Healthy Life



Character

- 6.45 Given the generous amounts of open space proposed across the scheme, together with the mature landscaped context within which it is located, there is an opportunity to form an overarching landscape-led character.
- 6.46 Should a traditionally inspired built-form character be proposed at detailed design stage, it should be concerned with the historic core of the village more so than the post-war housing development.

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

The Good Design Guide” SPD



Building Materials

- 6.47 The local character analysis set out earlier in this document, established that materials found in Newbold Verdon were predominantly; Red brick, render and Grey roof tiles.
- 6.48 The local character analysis presented in Section 3 established that, whilst there is no dominant building style within the historic core of the village, it does have positive elements of character, particularly with regard to regularly occurring brick and tile colour. As is presented in Section 3, this would include the following elements.
 - Red brick;
 - Render, potentially with a brick plinth; and
 - Grey plain-profiled roof tiles.
- 6.49 As is the case with the more recent housing delivered in the village, there is also the potential for use of other complimentary materials, colours and textures to create interest and variety.

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

The Good Design Guide, SPD







Landscape Strategy Plan

NATURE. Enhanced and optimised

“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”

(Para. 99, NDG 2021)

- 6.50 The Parameter Plan and Outline Landscape Strategy Plan illustrate the major areas of public open space within the proposals and the associated land uses.
- 6.51 Landscape design is a key component for creating a successful development as proposed north of Barlestone Road. The proposed multifunctional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focused on the retention and enhancement of existing landscape assets wherever possible.

Landscape Strategy

- 6.52 The delivery of the new green infrastructure and accessible public open space has been a driving factor in the enhancement of existing and creation of new routes and spaces within the masterplan. The landscape proposals help to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment. Successful public spaces help create more attractive places to live and provide safer routes for users.
- 6.53 From an ecological perspective, the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better microclimates and enhancing biodiversity.
- 6.54 The following 8 qualities of successful open spaces have been included in the proposed landscape strategy:
- Sustainability;
 - Character and distinctiveness;
 - Definition and enclosure;
 - Connectivity and accessibility;
 - Legibility;
 - Adaptability and robustness;
 - Inclusiveness; and
 - Biodiversity.
- 6.55 An objective of the proposed development has been to retain and accentuate existing key landscape features within the site in order to provide a permeable living environment, and to maintain and enhance associated habitats and wildlife corridors. These features predominantly comprise of hedgerows and tree planting along field boundaries and along the site’s northern boundary, as well as existing PRow across the site.
- 6.56 In addition to the retention of existing features, the proposed development will deliver a significant natural greenspace resource in close proximity to new and existing residents of Newbold Verdon.
- 6.57 A number of different types of public open space will be provided throughout the site in order to cater for a range of uses and recreation provision as recommended in both the ‘Fields In Trust’ Bench Mark guidance and Natural England’s Accessible Natural Greenspace Standards, and as identified within the Open Space Standards forming part of the adopted HBBC Local Plan.
- 6.58 The key objectives of the landscape and GI proposals for the scheme are to:
- Provide new accessible open space within the development to include recreational space and new planting to create a soft settlement edge;
 - Provide a community orchard together with space safeguarded for a cemetery;
 - Retain and enhance existing landscape features of value and provide additional landscape features such as hedgerows and trees;
 - Create a well-designed development, sensitive to its location on the settlement edge;
 - Ensure development is in keeping with the context and character of the local area of Newbold Verdon and the Newbold and Desford Rolling Farmland;
 - Be sensitive to the adjacent residential area to ensure the retention of the privacy and light of the adjoining properties;
 - Minimise any potential adverse landscape and visual effects of the development through careful layout design of the proposed development and location of public open space and screening vegetation; and
 - Create a well landscaped development with appropriately designed gateways, open spaces, footpaths, buildings and streets which will be safe and attractive to use.



Section AA



Section BB



6.59 The design of the site layout has been landscape led and responds positively to the identified site-specific landscape and visual constraints whilst also having regard to national and local design policy guidance and best practice as well as pre-application discussions held with HBBC and Node. In summary the scheme will incorporate the following key areas and features:

- A significant proportion of the site will be dedicated to landscape, GI, public open space, play and habitat related proposals. This will include public open space and associated landscape proposals which will include a mix of open space, woodland, woodland edge and hedgerow planting together with a community orchard and space safeguarded for a cemetery. The scheme will deliver approximately 8.1 hectares of land dedicated to landscape, GI, public open space, play and habitat related proposals – representing approximately 48% of the total site area.
- The proposed site layout has been carefully designed to avoid the more sensitive northern and north-eastern reaches of the site where it would be more conspicuous and inconsistent with settlement character. Additionally the westernmost part of the site also considered to be sensitive has been safeguarded for cemetery use. Consequently, the developable area will be contained within a robust landscape framework around the northern, eastern and western site perimeters. New native boundary woodland and woodland edge planting will be incorporated to enhance and strengthen the existing boundary hedgerows.

- The proposals would retain the existing PRoW extending through on their current alignments, set within green corridors and areas of public open space which would contain scattered trees, ornamental planting and species-rich grassland. Additional pedestrian links and paths around the periphery of the site could also be provided and would also increase the recreational opportunities within the site whilst also providing linkages between the adjacent existing residential area and the wider PRoW network to the north. Landscape gateway features are also proposed at the new site access point off Barlestone Road and towards the southern extent of Public Footpath R88 at the interface with Barlestone Road. Identified key views from the northern end of Harry's Lane within the site will be made accessible to the public and enhanced with landscaping to assist with legibility.
- It is proposed that the areas of public open space would be planted with species-rich wildflower meadows, which would not only be visually pleasing but also beneficial from an ecological perspective. The lower lying areas of open space across the site will also accommodate the necessary Sustainable Drainage System (SuDS) which would require minor earthworks for the creation of attenuation features such as a drainage basin and swales; the creation of such attenuation features also presents the opportunity to incorporate marginal planting on their periphery. These features will be designed to maximise biodiversity benefits.

- An area of 1.1 hectares at the western end of the site is safeguarded for a cemetery – this would include new tree and shrub planting around the perimeter to help soften views of the built development to the east. The area could also include a community orchard adjacent to the western site boundary and an existing public footpath.
- The proposed development will be set back from the Barlestone Road frontage and properties north of Barlestone Road to respect amenity for existing residents. The public open space in these areas will also include potential new pedestrian access to/from the existing settlement edge (via new pedestrian crossing points across Barlestone Road).
- Additionally, an attractive landscaped setting is being provided to the site access point off Barlestone Road, to create a sense of arrival, provide a gateway into the development, and establish a sense of character. At the detailed design stage this can be achieved through the integration of feature tree planting, and formal planting arrangements, reflecting the character and locality of the site.

6.60 In total, these landscape, ecological and public open space proposals will assimilate the new built development into the landscape setting and will establish an appropriate landscape edge to this part of settlement.



Play Strategy

- 6.61 A 'playable landscape' approach is proposed within the development, with play opportunities embedded within the Outline Landscape Strategy Plan, with a series of destinations created and joined by a network of footpaths and cycleways.
- 6.62 The equipped areas of play proposed will be:
- Safely overlooked by adjoining properties and main circulation routes;
 - Maintained to ensure quality and safety of play equipment is of the highest standard;
 - Accessible, with well-lit access for pedestrians and cyclists; and
 - Located in logical well used and visible corridors to promote legibility and aid orientation.
- 6.63 Provision of formal, equipped play areas within the site is proposed in the form of two Local Equipped Areas of Play (LEAPs). The LEAPs will be positioned at the intersection of key vehicular, pedestrian and cycle movement and recreation corridors, to maximise accessibility to all residents and shall incorporate play and social opportunities for a range of ages.
- 6.64 At the detailed design stage additional informal play opportunities could be incorporated within the Natural Greenspace around the site perimeter to create a trim trail effect (potentially complemented by natural art opportunities) to encourage exploration of these areas and encourage a connection with nature.



Boundary Treatments

- 6.65 As was identified in Section 3, there is not a strong tradition of boundary treatments in the historic core of the village as many properties are built close to the back edge of the pavement. However, it is noticed that there are a number of stone or red brick walls with various copings, that enclose gardens.
- 6.66 Given the potential to define a landscape-led character, boundary treatments could be used to compliment this. Hedges located at the back of the footpath or planting against building frontages could be an appropriate treatment, especially at the edges of development areas and in focal green spaces. Railings and/or timber fences may offer the opportunity to provide variety within the development zones.

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

The Good Design Guide, SPD



Biodiversity Net Gain Assessment

- 6.67 The BNG assessment was undertaken by FPCR with reference to the Indicative Masterplan to assess and indicate the likelihood, feasibility and potential of the site development proposals/layout, at an outline application stage.
- 6.68 Based on the above BNG assessment, the site has the potential to provide a net gain to biodiversity in excess of 10%. The current assessment of the proposed scheme would provide a 15.37% net gain to biodiversity for habitats and a 12.61% net gain to biodiversity for hedgerows.
- 6.69 Habitat trading rules have been satisfied.
- 6.70 The above BNG assessment and results has been based on an indicative masterplan with no detailed soft landscaping proposals and only limited dwelling layout proposals. As such, as this project progresses through the planning process and site layouts evolve with more detail, the BNG result will change, and the above quoted calculations should not be considered as the final score.



An aerial photograph of a landscape, likely in Newbold Verdon, showing a mix of green fields, trees, and a residential area with houses and roads. The image is darkened to serve as a background for the text.

07

CONCLUSION

“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.”

(Para. 16, NDG 2021)

- 7.1 This Design and Access Statement has set out a clear explanation of the design process, and the community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.
- 7.2 The plans and design approach shown on the Parameter Plan together with the supporting illustrative strategies demonstrate how the vision for the land north of Barlestome Road, Newbold Verdon can be delivered to meet the three key NPPF objectives of sustainable design:
- A **social** objective;
 - An **economic** objective
 - An **environmental** objective.

- 7.3 The development of the site provides a unique opportunity to create a new garden neighbourhood, building on the legacy and distinctive character of the site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network. The delivery of local facilities and services, employment space and community facilities, alongside development will support both the existing and proposed communities, complementing the existing town of Newbold Verdon.
- 7.4 The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.
- 7.5 The proposed residential led development on the land north of Barlestome Road, Newbold Verdon will be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice.
- 7.6 The aim to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

- 7.7 The development proposals will offer the following main benefits:
- The delivery of up to 240 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
 - The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement of Newbold Verdon;
 - Safeguarded land for the future provision of a cemetery and community facility;
 - Delivery of new open spaces for the benefit of both new and existing residents in the area.
 - Providing a development that is well connected, readily understood and easily navigated, with the delivery of a new access from Barlestome Road to the southwest of the site;
 - Two Toucan Crossings along Barlestome Road improving connectivity between Newbold Verdon. The proposed development site and the countryside beyond;
 - The creation of legible footpaths and cyclepaths through the development, complementing and connecting to existing PRoW routes;
 - The creation of a strong landscape structure, responding to the local area, and enhancing and optimising the immediate locality; and
 - Promoting the objectives of sustainable development through layout and design.

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