

5.1 VEHICULAR ACCESS

Vehicular access is proposed via a new priority junction with Barlestone Road. The access itself comprises a 5.5m wide carriageway with a 2m footway either side.

A 2m wide footway dropped curb crossing and 2x5m pedestrian island will be provided on Barlestone Road to connect the Site to the wider village.

5.2 PEDESTRIAN AND CYCLE ACCESS

In addition to the connectivity afforded by the Barlestone Road access point, the opportunity exists to provide a further pedestrian/cycle access point along the western boundary, connecting the Site to the land to the west, should this application be approved. Several pedestrian connections will also be provided to the public footpath.

In line with **Active Travel principles**, these pedestrian and cycle connections will promote increased physical activity, supporting the health and wellbeing of both existing and new residents, whilst encouraging local journeys to nearby services and facilities to be made on foot or by bicycle.

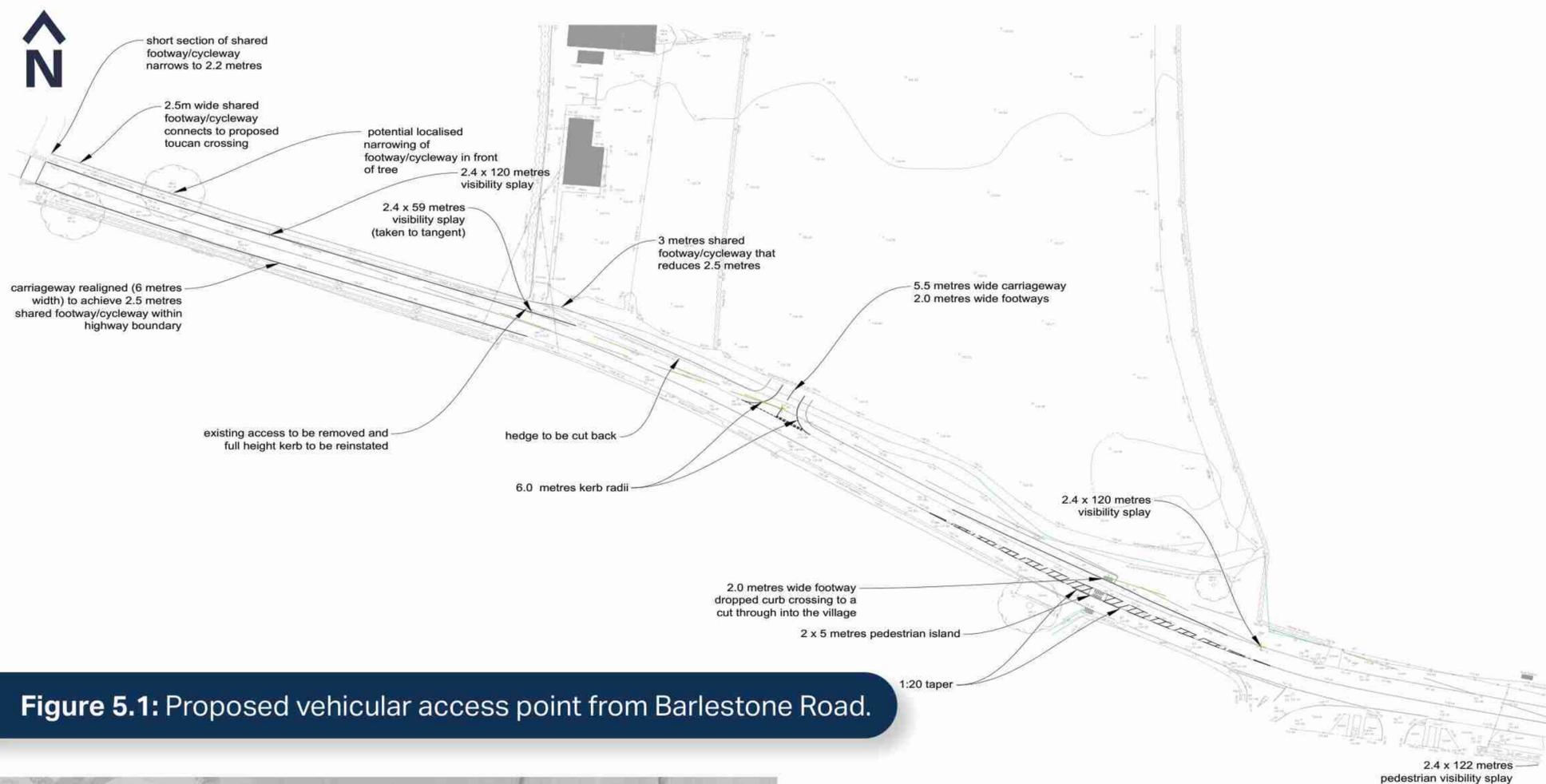


Figure 5.1: Proposed vehicular access point from Barlestone Road.



-  Vehicular/pedestrian/cycle access
-  Pedestrian/cycle access
-  Public footpath
-  Primary street
-  Secondary street
-  Lanes & private drives

Figure 5.2: Street Hierarchy Plan.

5.3 CAR AND CYCLE PARKING

At the detailed design stage, an appropriate mix of car parking arrangements should be provided to provide flexibility and convenience. The car parking will be accommodated in a positive manner to achieve the following aims:

- **Minimise the visual impact of parked cars on the streetscene.**
- **Provide residents and visitors alike with safe and convenient access to their vehicles.**
- **Ensure that the parked cars do not obstruct pedestrians and cyclists.**
- **Where provided, garages are to be physically well-related to the homes they serve and be of an appropriate size to accommodate modern cars.**

Policy DM18 Vehicular Parking Standards requires all new developments to “provide an appropriate level of parking provision justified by an assessment of the Site location, type of housing, other modes of transport available and appropriate design”.

The Leicester Highways Design Guide sets out the council’s minimum parking standards for developments of residential dwellings, as follows:

- Up to 3 bedrooms: 2 per dwelling
- 4 of more dwellings: 3 per dwelling
- Visitor parking is required for residential developments of more than 10 dwellings on a basis of 0.25 spaces per dwelling.

Parking for apartments will be provided at a minimum of 1 space per bedroom. These parking standards will be adhered to at the reserved matters stage.

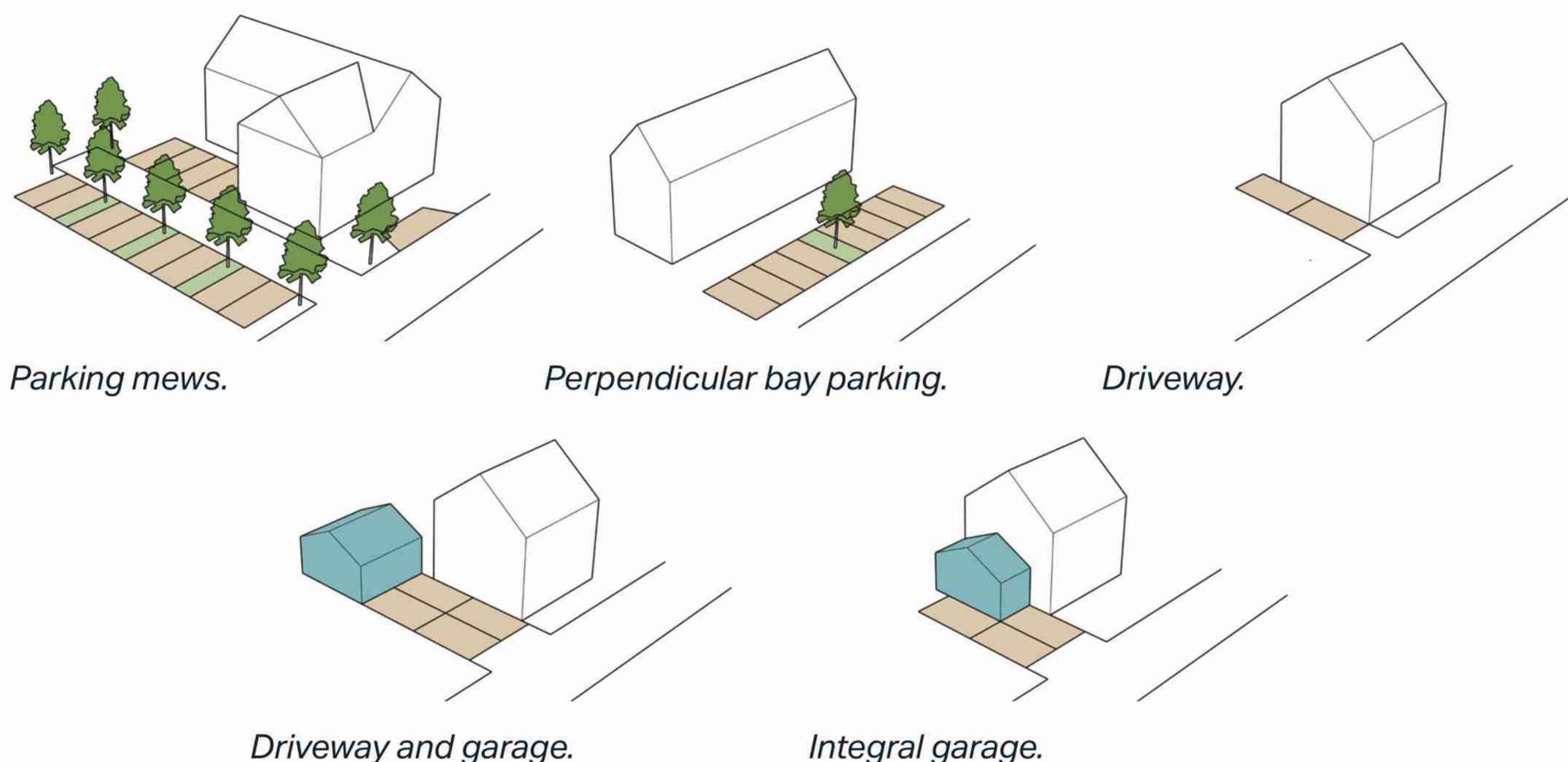


Figure 5.3: Examples of different car parking typologies.

6.

Green Infrastructure.

This chapter illustrates the proposed green and blue infrastructure provision and summarises the approach to promoting biodiversity.

6.1 GREEN INFRASTRUCTURE AND ECOLOGY STRATEGY

The overall design strategy for the green infrastructure is as follows:

- **Southern boundary:** A landscaped open space along the southern boundary will allow for the enhancement of the existing hedgerow, supplemented with new tree and hedgerow planting to create a well-defined and green development edge.
- **Hedgerow/trees:** The existing hedgerows around the Site's boundary will be enhanced. Scattered trees and hedgerow planting will be provided to create a new green boundary to the settlement edge.
- **Wildflower planting:** New wildflower meadows planting will be provided on the Site, concentrated around the SuDS basin and periphery of the Site. This will contribute to the development's rural setting, whilst also creating new habitats for wildlife.
- **Street trees:** Street trees will be incorporated in green verges along one side of the proposed primary street, to contribute to creating a verdant character throughout the development, providing increase habitat and drainage opportunity, as well as creating shelter and shade coverage.
- **Retained vegetation:** The majority of the Site's existing vegetation, found along the Site's boundaries, will be retained and enhanced where possible.
- **Sustainable Drainage Systems (SuDS):** To mitigate surface water run off, a new SuDS feature, in the form of an attenuation basin, has been carefully designed and sited in the lower part of the Site. The SuDS feature will also form a key landscape and ecological feature on the Site and form new habitats for wildlife.
- **Children's play:** One formal play area will be complemented by a series of natural play trail features integrated along the new recreational routes. These informal, incidental play elements will encourage active, car-free movement around the Site, making everyday journeys more enjoyable for children.

The green infrastructure equates to 32% of the total Site area and will provide a high quality setting, with generous areas of public open space within easy reach of every new home.



Key Landscape Objectives

The green infrastructure proposals have been developed with consideration of the following:

- **Retain and Enhance Existing Landscape Features:** Maximise the retention of the Site's existing landscape assets, integrating them as key components of the development's green infrastructure network.
- **Establish a High-Quality Landscape Framework:** Deliver generous areas of open green space supported by a diverse palette of planting to enrich both visual amenity and ecological value.
- **Deliver Multifunctional Green Infrastructure:** Design and manage green spaces to deliver lasting benefits across multiple areas, including biodiversity, landscape character, public health, recreation, and climate resilience.
- **Apply Best Practice Design Principles:** Employ landscape-led design approaches that minimise adverse effects on local landscape character and visual quality.



6.2 OPEN SPACE STRATEGY

The masterplan has been designed to provide a generous amount of public open space, offering opportunities for socialising, play, and recreation within easy reach of both the proposed new homes and existing homes surrounding the Site. These varied open spaces will foster social interaction, promote physical activity, and support public health, helping to address issues such as loneliness and social isolation.

The amount of open space has been provided in accordance with in **Policy 19: Green Space and Play Provision** of the Core Strategy DPD. This is summarised in the table below:

OPEN SPACE TYPOLOGY (POLICY 19 CORE STRATEGY)	STANDARD (HA/1,000 POPULATION)	MIN. REQUIREMENTS FOR POS PROVISION FOR 67 PROPOSED HOMES (HA) *	PROVISION / CONTRIBUTION (HA)	NOTES
Equipped Children's play space	0.15	0.02	0.03 (1x LAP & 4x 50sqm, natural play trail features)	Total Public Open Space includes: New landscaping, existing vegetation, attenuation basin, green corridors, proposed pedestrian routes and children's play areas.
Casual/informal play space	0.7	0.11	0.31	
Accessible natural green space	2.0	0.32	0.62	
Total		0.18	0.96	

* Based on an average occupancy rate of 2.5 people per household (PAN4: Occupancy - based on 2011 Census Data)

The masterplan proposals deliver a total of 0.96 hectares of green infrastructure across a range of open space typologies, meeting, and far exceeding, the quantity standards set out in **Policy 19: Green Space and Play Provision**.



Figure 6.2: Open Space Typologies.

6.3 CHILDREN'S PLAY

The green infrastructure proposals comprise one Local Area for Play (LAP) and several natural play trail features. The LAP will have an activity zone of 100sq.m and the natural play features 50sqm each, to provide a total of 300sq.m of equipped children's play space. This will exceed the amount of children's play space required as per the requirements of **Policy 19: Green Space and Play Provision** of the Core Strategy DPD, further underlining the benefits of the proposed development with regards to providing accessible, high-quality public open spaces that go beyond local plan requirements.

The LAP and the natural play trail features will be set within the rich, landscaped setting afforded by the proposed areas of open space. They will be overlooked by the new homes to create the basis for safe and well-used play spaces.

All of the play areas will be designed to afford disabled children the same play opportunities as other children.



Figure 6.3: Children's Play Strategy.

-  Local Area for Play (LAP)
-  Play on the way features

7.

Building for a Healthy Life

This chapter assesses the masterplan proposals utilising Building for a Healthy Life principles.

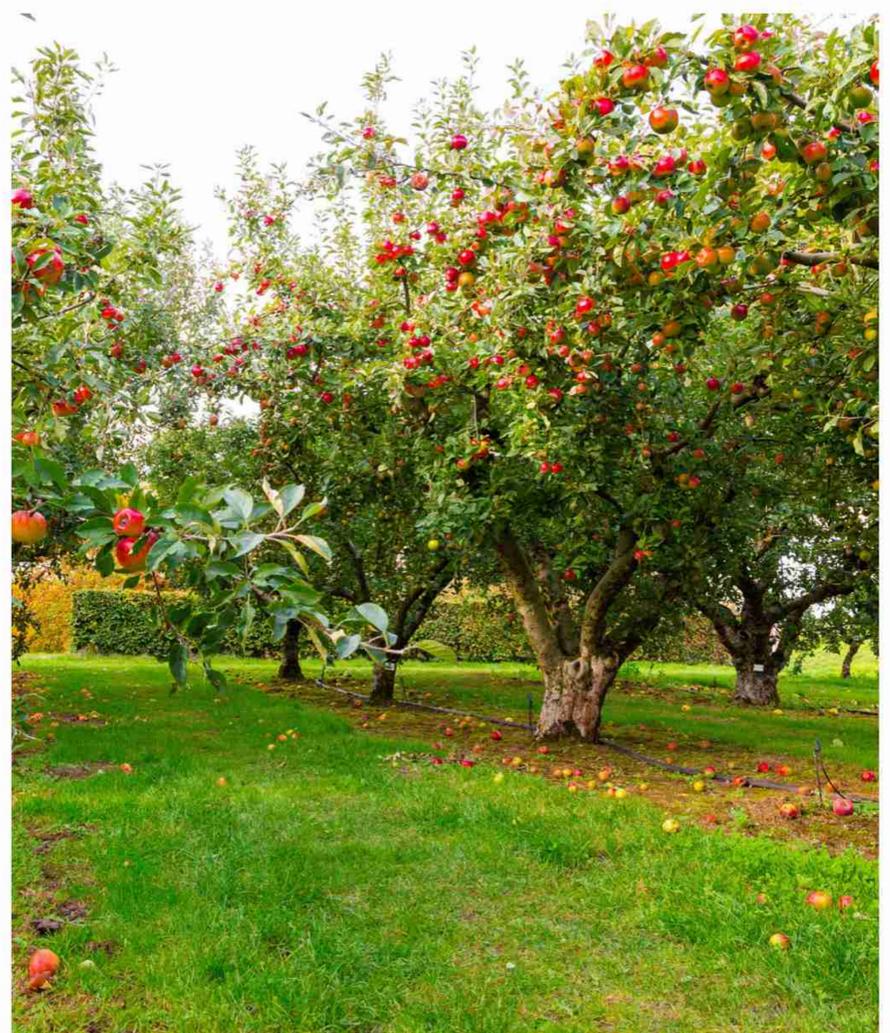
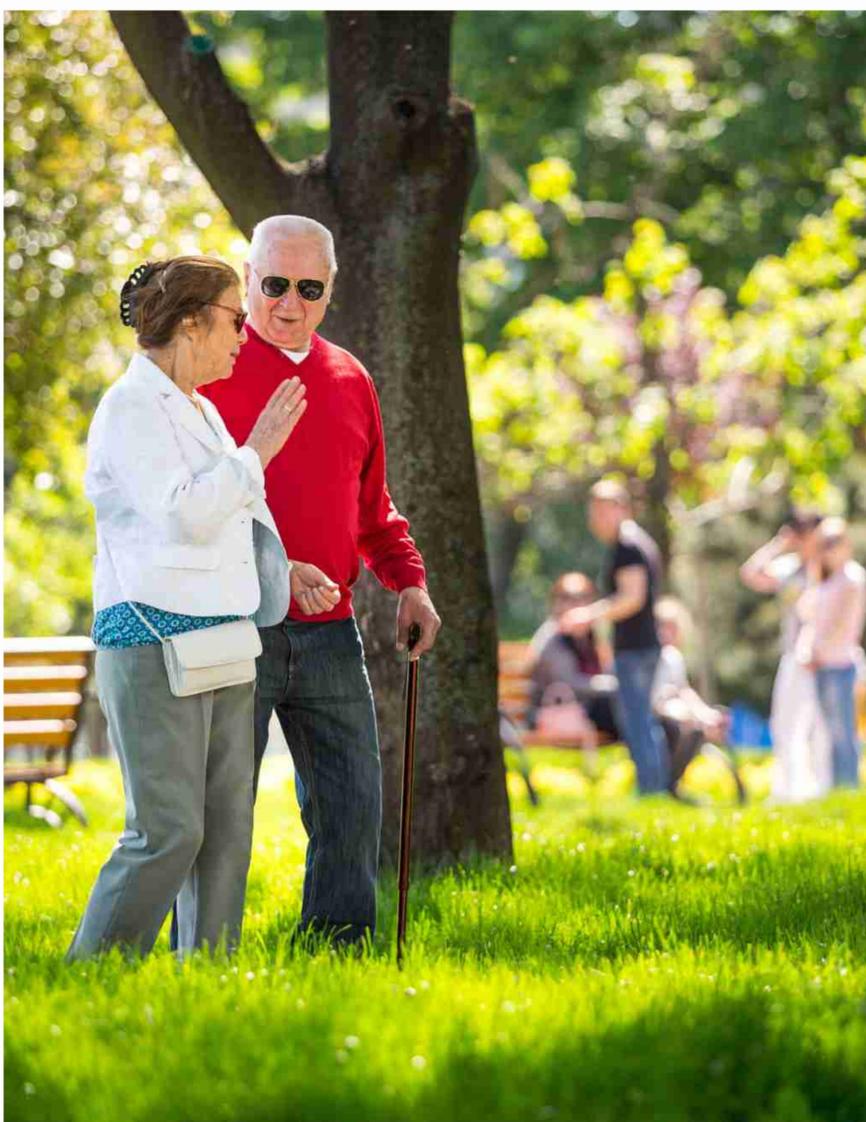
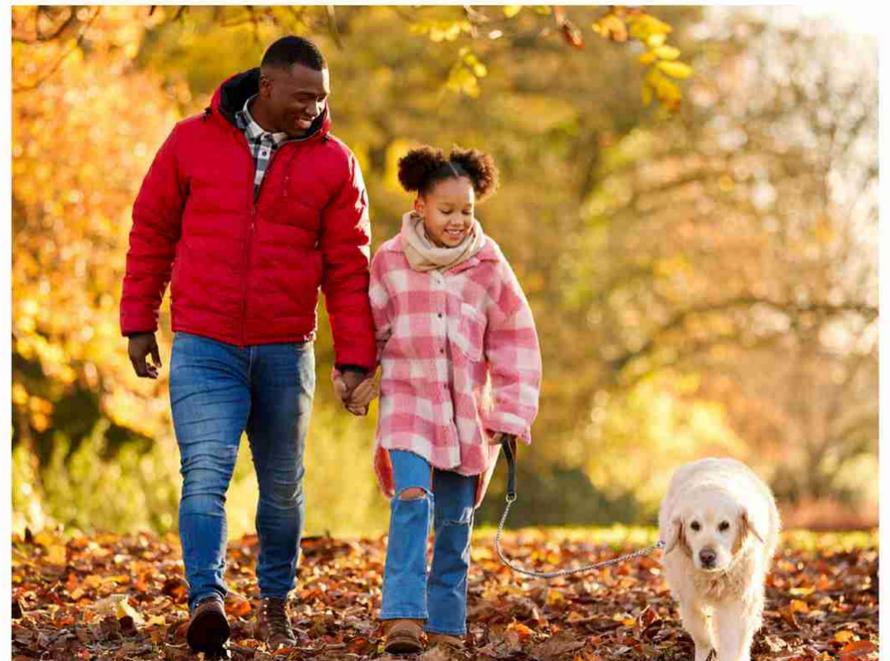
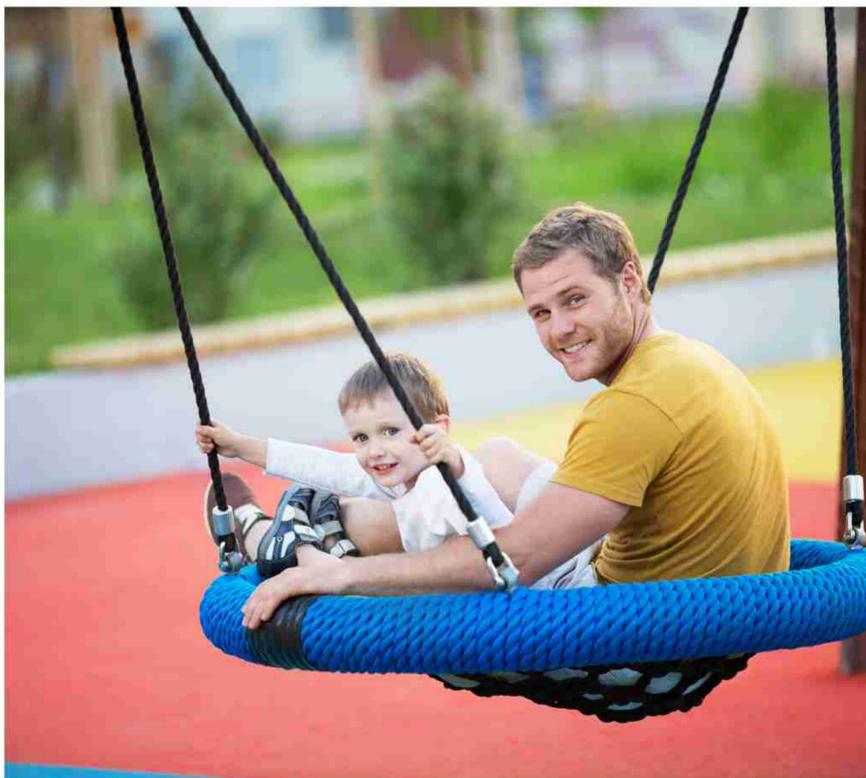


7.1 BUILDING FOR A HEALTHY LIFE

Introduction

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

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



INTEGRATED NEIGHBOURHOODS

Natural Connections	<ul style="list-style-type: none"> ✓ The opportunity for active travel connections to Barlestone Road and the proposed new development to the west, will maximise connectivity with the village and the existing services and facilities located within it. ✓ New active travel connections will connect to the on-site public footpath. ✓ The principles of 'filtered permeability' are achieved whereby the streets create pleasant low traffic environments with traffic-free connections still allowing pedestrian and cycle movement from the built areas to the areas of public open space. ✓ A connected network of green spaces will link existing and new habitats, safeguard existing wildlife corridors, and create new movement corridors for nature. ✓ The Site's existing trees and hedgerows will be retained within the public realm, safeguarding their future retention and management. 	
Walking, cycling and public transport	<ul style="list-style-type: none"> ✓ The streets and traffic-free paths will provide direct routes to the adjacent street network. There are existing bus stops, served by several bus services, located within a convenient walking distance of the Site. ✓ At the detailed design stage, the streets will be designed to 20mph design speeds. ✓ At the detailed design stage, many of the streets will be designed to form shared surface streets. 	
Facilities and services	<ul style="list-style-type: none"> ✓ The design of the green spaces have been carefully considered to be multifunctional with the provision of a children's play area and a natural play trail in order to provide points of community activity where existing and new residents alike can meet. ✓ The high levels of integration afforded by the proposed access strategy will maximise connectivity with the existing settlement meaning existing residents will benefit from easy access to the development's public open spaces. 	
Homes for everyone	<ul style="list-style-type: none"> ✓ A range of house types, sizes and tenures are to be provided to meet local needs and create a broad-based community. ✓ Provision will be made for 40% affordable homes in accordance with Policy 15: Affordable Housing of the Core Strategy DPD. ✓ At the detailed design stage, the new homes and streets will be designed so it is difficult to determine the tenure of properties through architectural, landscape or other differences. ✓ At the reserved matters stage, innovative designs for homes will allow home working to reflect work from home trends. 	

DISTINCTIVE PLACES

<p>Making the most of what's there</p>	<ul style="list-style-type: none"> ✓ A thorough understanding of the Site and the local context has been gained by site visits, public consultation and desktop research in order to understand the local area, and to understand how the Site's existing features can be positively and appropriately incorporated into the design proposals. ✓ Existing features, such as the Site's hedgerows and topography are used as to inform and shape the design proposals. ✓ New tree and hedgerow planting will supplement the existing vegetation and mitigate for the loss of existing landscaping, such as to provide access to and within the Site. The retained hedgerows, together with extensive new landscaping, will create a logical, landscaped framework within which the new homes will sit. ✓ The SuDs feature will form a key and integral part of the green infrastructure, delivering both landscape and ecological enhancements. 	
<p>A memorable character</p>	<ul style="list-style-type: none"> ✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality. ✓ The DAS outlines how the public spaces will create the physical conditions for activity to happen, bringing the community to life. ✓ At the detailed design stage, the new homes will be designed to respect local character through choice of building materials and detailing. 	
<p>Well defined streets and spaces</p>	<ul style="list-style-type: none"> ✓ All streets will benefit from having active frontages. ✓ The streets and green spaces are to be well-defined using buildings and landscaping to enclose and define spaces. ✓ At the detailed design stage, the homes will be designed with front doors facing the streets and green spaces. ✓ Dual-aspect homes on street corners will have windows serving habitable rooms. ✓ The design proposals are based upon well-defined perimeter blocks. 	
<p>Easy to find your way around</p>	<ul style="list-style-type: none"> ✓ The principal streets will be distinguishable from the more minor streets using street tree planting and higher densities. ✓ Signage along the recreational routes will aid waymarking. 	

STREETS FOR ALL		
Healthy streets	<ul style="list-style-type: none"> ✓ At the detailed design stage, many of the streets will be designed to have shared surface and low design speeds to encourage more social interaction and street life, bringing wider social benefits. ✓ At the detailed design stage, new and existing landscaping will provide layers that add sensory richness to the place – visual, scent and sound. ✓ The new homes will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood. 	
Cycle and car parking	<ul style="list-style-type: none"> ✓ The emphasis will be on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner. ✓ The DAS sets out how adequate car parking should be provided to avoid the issue of parking overspilling onto the street. ✓ At the detailed design stage, each home with off-street parking will be provided with electric car charging facilities. 	
Green and blue infrastructure	<ul style="list-style-type: none"> ✓ The development's connected network of green spaces will maintain movement and feeding corridors for wildlife. ✓ The network of connected traffic-free routes running through the green spaces will encourage physical activity, social interaction, and active travel. ✓ The SuDS feature will capture and efficiently drain water close to where it falls. These features will form an integral part of the development's green spaces to deliver both landscape and ecological benefits. ✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis. ✓ Natural surveillance opportunities are maximised from the adjacent homes and new traffic-free routes for walking. 	
Back of pavement, front of home	<ul style="list-style-type: none"> ✓ At the detailed design stage, defensible spaces and strong boundary treatments will be used, with an emphasis on boundary treatments that add ecological value and/or reinforce distinctive local characteristics. ✓ At the detailed design stage, waste storage and utility boxes will be well integrated. ✓ In places deeper front garden spaces will create opportunities for social interaction. 	

8.

Conclusion.

This chapter summarises the masterplan and design proposals applied at Land North of Barlestone Road, Newbold Verdon.