

LAND NORTH OF BARLESTONE ROAD,  
**Newbold Verdon**





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# Foreword.

Wheeldon Brothers 1867 Ltd's outline planning application Land North of Barlestone Road, Newbold Verdon proposes the development of up to 67 new homes, including 40% affordable housing.

The new homes will be supported by a generous amount of new public open space totalling some 0.99 hectares, equating to nearly 33% of the Site. These open spaces will be for the benefit of existing and new residents alike and include a new children's play area and natural play trail.

This Design and Access Statement (DAS) provides a review of the Site and its context to ensure an appropriate design response, and provides a Development Framework Plan, together with several supporting plans and diagrams as guidance to inform a future reserved matters submission.

## **Wheeldon Brothers 1867 Ltd**

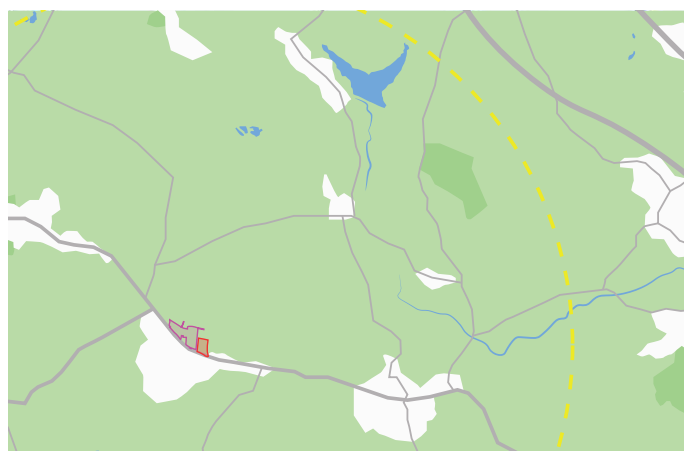
Wheeldon Brothers 1867 Ltd is a specialist land promotion company with a robust portfolio of quality development sites across England and is a sister company to Wheeldon Brothers Limited, a privately owned, award-winning housebuilder founded in 1867, operating across the East Midlands. This affiliation allows Wheeldon Brothers 1867 Ltd to draw on almost 160 years of housebuilding experience, adding value to the sites they promote.





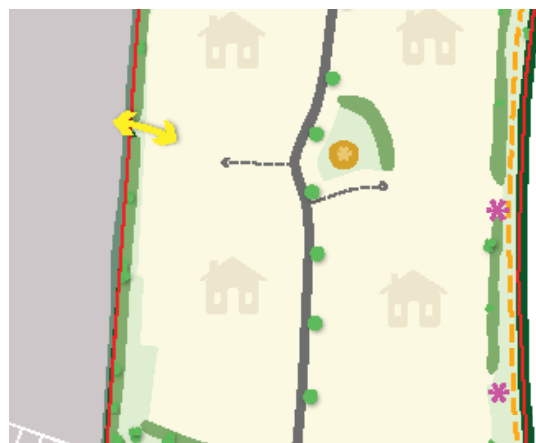
## CHAPTER ONE: INTRODUCTION

An introduction to the Design and Access Statement and the vision for Land north of Barlestone Road, Newbold Verdon



## CHAPTER TWO: UNDERSTANDING THE SITE

An analysis of the Site, including its landscape context, relationship with local infrastructure, and topography. Includes a summary of the influences and opportunities used to inform the masterplan and design proposals.



## CHAPTER THREE: MASTERPLAN CONCEPT

The strategic design vision and overall masterplanning principles for Land north of Barlestone Road, Newbold Verdon



## CHAPTER FOUR: THE MASTERPLAN

A detailed description of the Development Framework Plan and Illustrative Masterplan, together with how the proposals meet key design-related local plan policies.



## CHAPTER FIVE: ACCESS

A detailed summary of the access proposals and the network of new streets, walking and cycling routes.



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## CHAPTER SIX: GREEN INFRASTRUCTURE

A detailed explanation of the green and blue infrastructure components, including the creation of a series of key open space areas.



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## CHAPTER SEVEN: BUILDING FOR A HEALTHY LIFE

A summary of the approach to sustainability through various measures such as sustainable drainage, energy, and healthy placemaking through the application of Building for a Healthy Life.



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## CHAPTER EIGHT: CONCLUSION

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



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# 1.

## Introduction.

This opening chapter introduces the Site and explains the role of a Design and Access Statement as part of the planning process. It also sets out the Vision for the proposed new neighbourhood at Newbold Verdon as an integrated and sustainable new place.







## 1.1 INTRODUCTION TO THE PROPOSAL

This Design and Access Statement (DAS) has been prepared by CSA Environmental on behalf of Wheeldon Brothers 1867 ('the applicant') in support of an outline planning application for the erection of up to 67 homes, including 40% affordable housing, public open space, landscaping, sustainable drainage system (SUDS) and associated works at Land North of Barlestone Road, ('the Site').

The DAS describes how the proposed vision and masterplan represent a well-designed response to the Site's context in planning for a sustainable new neighbourhood for Newbold Verdon.

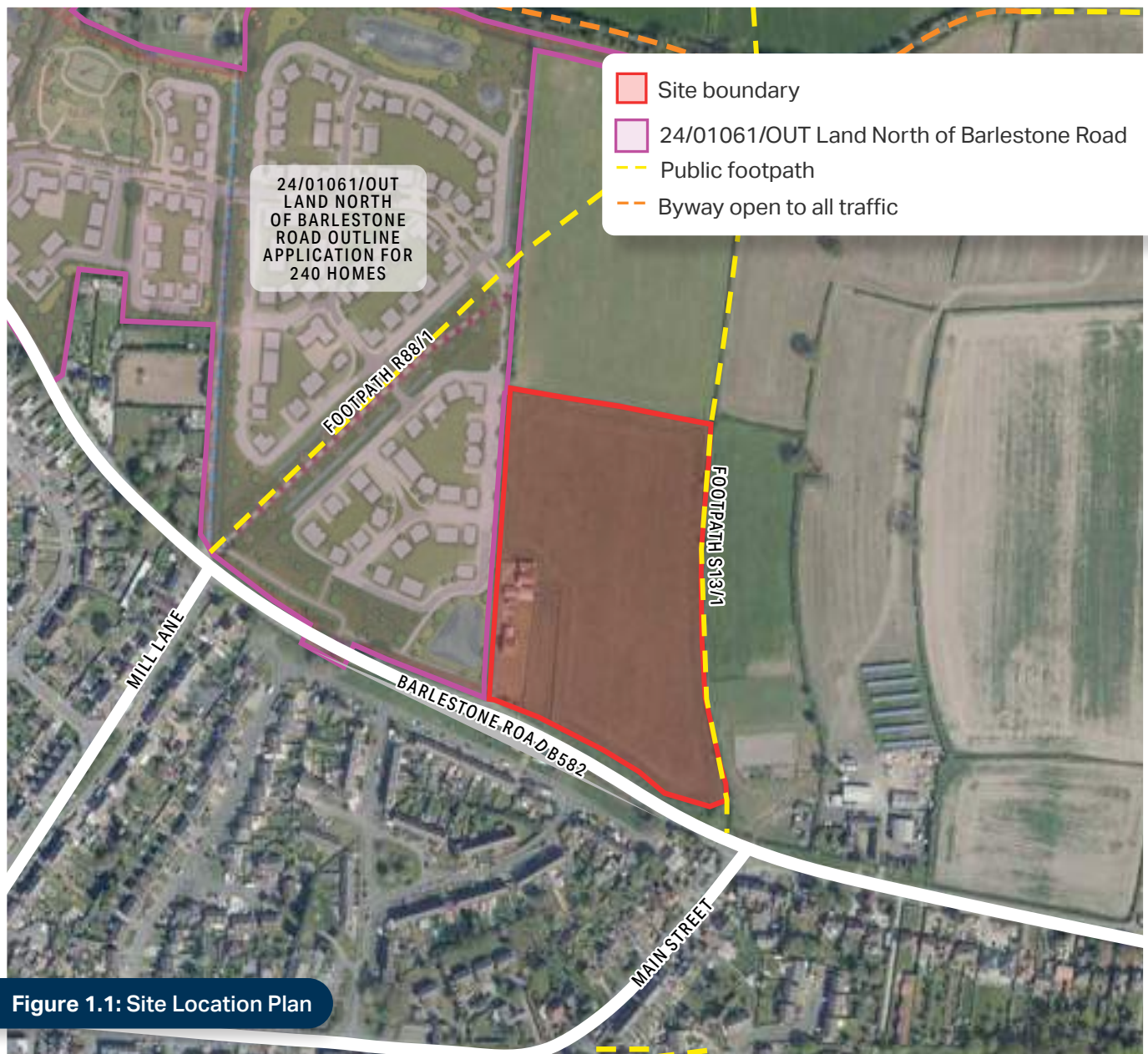


Figure 1.1: Site Location Plan





## 1.2 PLANNING POLICY CONTEXT

As part of this application, the proposals will need to take into consideration and comply with planning policies on a national and local level. A full assessment of the outline planning proposals against the relevant development planning policies and other relevant material considerations (and 'weight' to be attributed to them) is set out in the accompanying Planning Statement produced by Fisher German.

### National Design Guide 2021 and National Model Design Code

In 2021, the Government published the National Design Guide and National Model Design Code, which the NPPF identifies as providing a framework for creating beautiful and distinctive places. The ten characteristics together enable the creation of a well-designed place which creates character, nurtures and sustains a sense of community, and works positively to address environmental issues.

## The Adopted Development Plan

The current Hinckley & Bosworth Local Development Framework documents that relate to the Site are as follows:

- **Core Strategy DPD**
- **Site Allocations and Development Management Policies DPD**

### Core Strategy DPD

The Core Strategy is the key Development Plan Document (DPD) in the Local Plan 2006 to 2026, providing the vision and spatial strategy for the borough. It outlines the broad locations proposed for housing development and other strategic needs such as employment, retail and transport development.

The policies of relevance to this Site are as follows:

- **Policy 15: Affordable Housing**
- **Policy 16: Housing Density, Mix and Design**
- **Policy 19: Green Space and Play Provision**

### Site Allocations and Development Management Policies DPD

This document identifies sites for uses such as housing, employment, retail, open space and community facilities that will deliver the aims, vision and objectives of the Core Strategy. The following policies are of relevance to the Site:

- **DM10- Development and Design**
- **DM18- Vehicle Parking Standards**

The following Supplementary Planning Documents (SPD) and design guides of relevance to the Site are as follows:

- **The Good Design Guide SPD**
- **Affordable Housing SPD**
- **Green Infrastructure Strategy SPD**
- **Open Space and Recreational Facilities Study 2016**
- **Leicestershire Highway Design Guide**

### Emerging Local Plan

Hinckley and Bosworth Council are currently reviewing their Local Plan which will set out land allocations and planning policies for the period 2024-2045.



### 1.3 THE VISION

This new 67 home development in Newbold Verdon represents a logical and sustainable location for new growth, seamlessly blending in with the adjacent village and complementing the village's character while meeting local housing needs. The homes will be designed in the local vernacular and set within new landscaping and green space that prioritises biodiversity, and community wellbeing.

A central green area will feature a children's play space, whilst a natural play trail and new pedestrian friendly routes will encourage outdoor activity and social interaction. A Sustainable Drainage System basin will be integrated into the landscape, supporting sustainable drainage and enhancing local ecology. New planting, wildflower meadows, and native hedgerows will create habitats for wildlife and peaceful spaces for residents to enjoy.

This development is designed to be a place where families thrive, nature flourishes, and Newbold Verdon's village character is celebrated.









# 2.

## Understanding the Site.

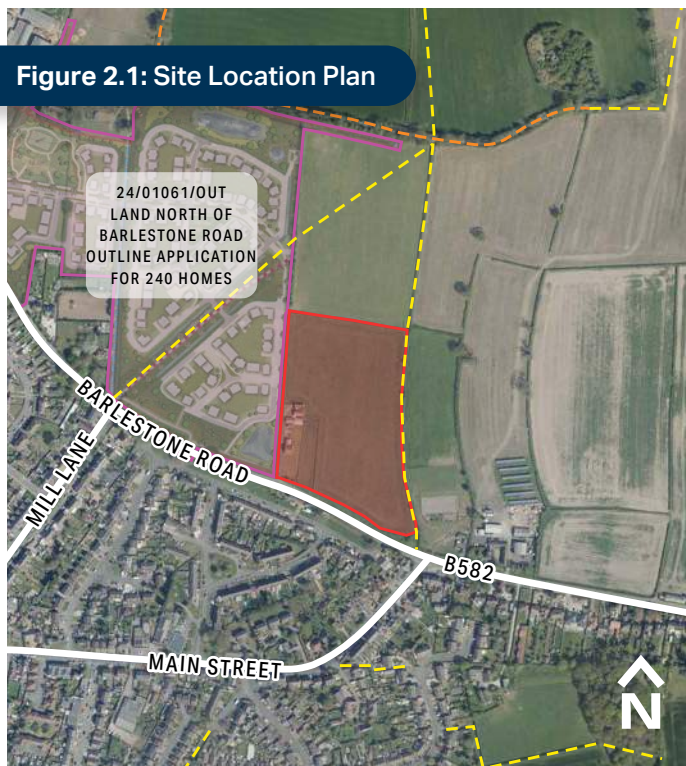
This chapter introduces the physical context of the Site, analysing a range of influences, including its existing connections, topography and landscape character, as well as analysing the character of the local area. The chapter concludes with a summary of the influences and opportunities which will inform the design proposals.







**Figure 2.1: Site Location Plan**



- Site boundary
- 24/01061/OUT Land North of Barlestone Road
- Public footpath
- Byway open to all traffic

## 2.1 SITE LOCATION AND CONTEXT

The Site, which measures 3.0 hectares (ha) occupies a single arable field on the northern edge of the village. The Site lies within the administrative boundary of Hinckley and Bosworth Borough Council.

The Site is bound by Barlestone Road to the south, of which the wider settlement is located to the south. The Site is bound by arable fields. However, the land to the west of the Site is currently subject to an outline planning application (LPA ref: 24/01061/OUT) for up to 240 homes. This application was refused due to being contrary to Policy DM4 and DM10 of the SADMDPD however these policies are considered to be out of date.

Newbold Verdon is located between the villages of Market Bosworth (3.5 miles west) and Desford (2 miles east). The larger settlement of Hinckley is located approximately 8.5 miles south of Newbold Verdon, and the city of Leicester approximately 11 miles to the east.







## Newbold Verdon

Newbold Verdon is a historic village and civil parish located in Leicestershire, England, within the district of Hinckley and Bosworth, it lies approximately 9.5 miles west of Leicester and 8.5 miles north of Hinckley, making it a popular commuter village.

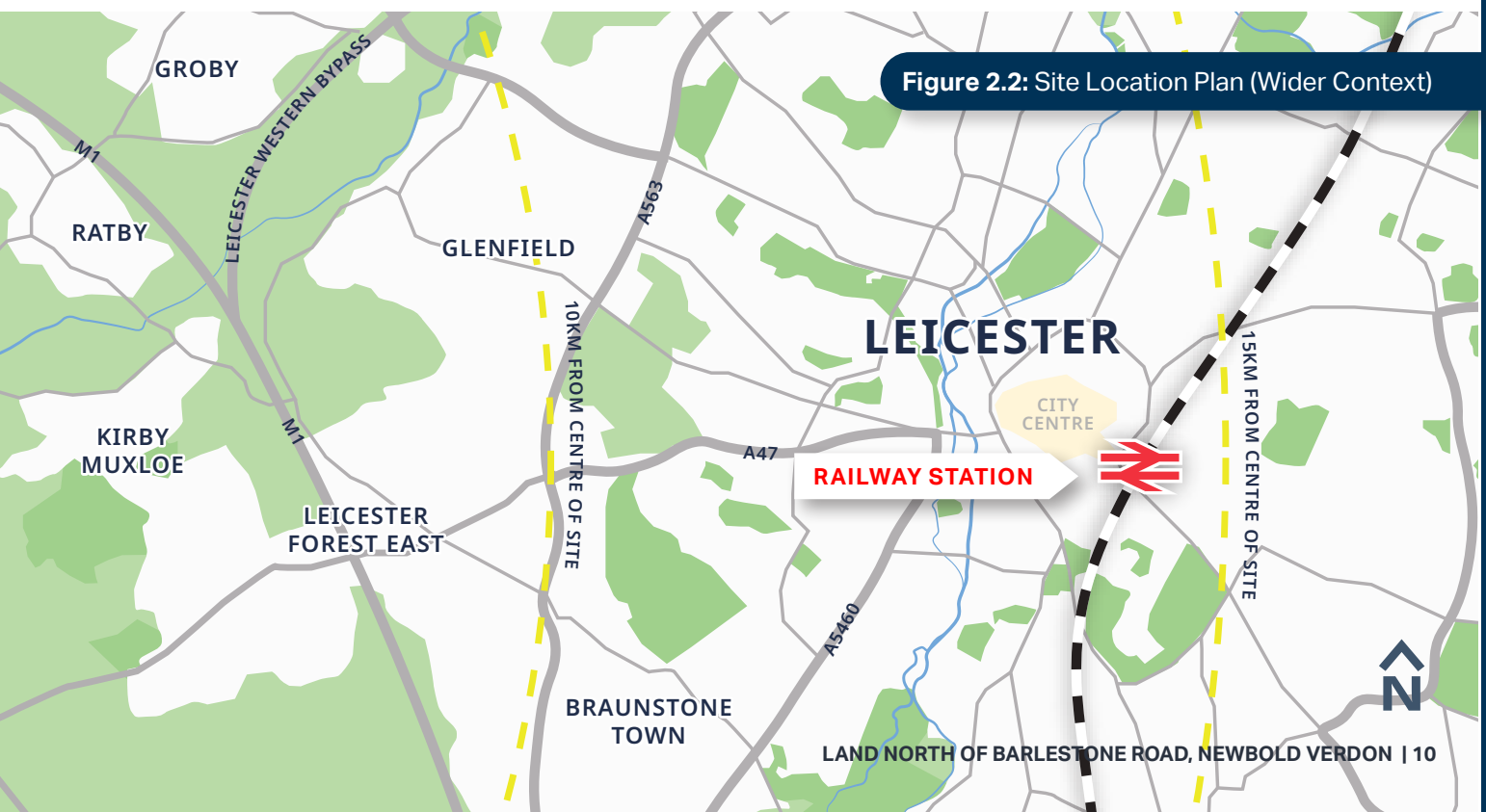
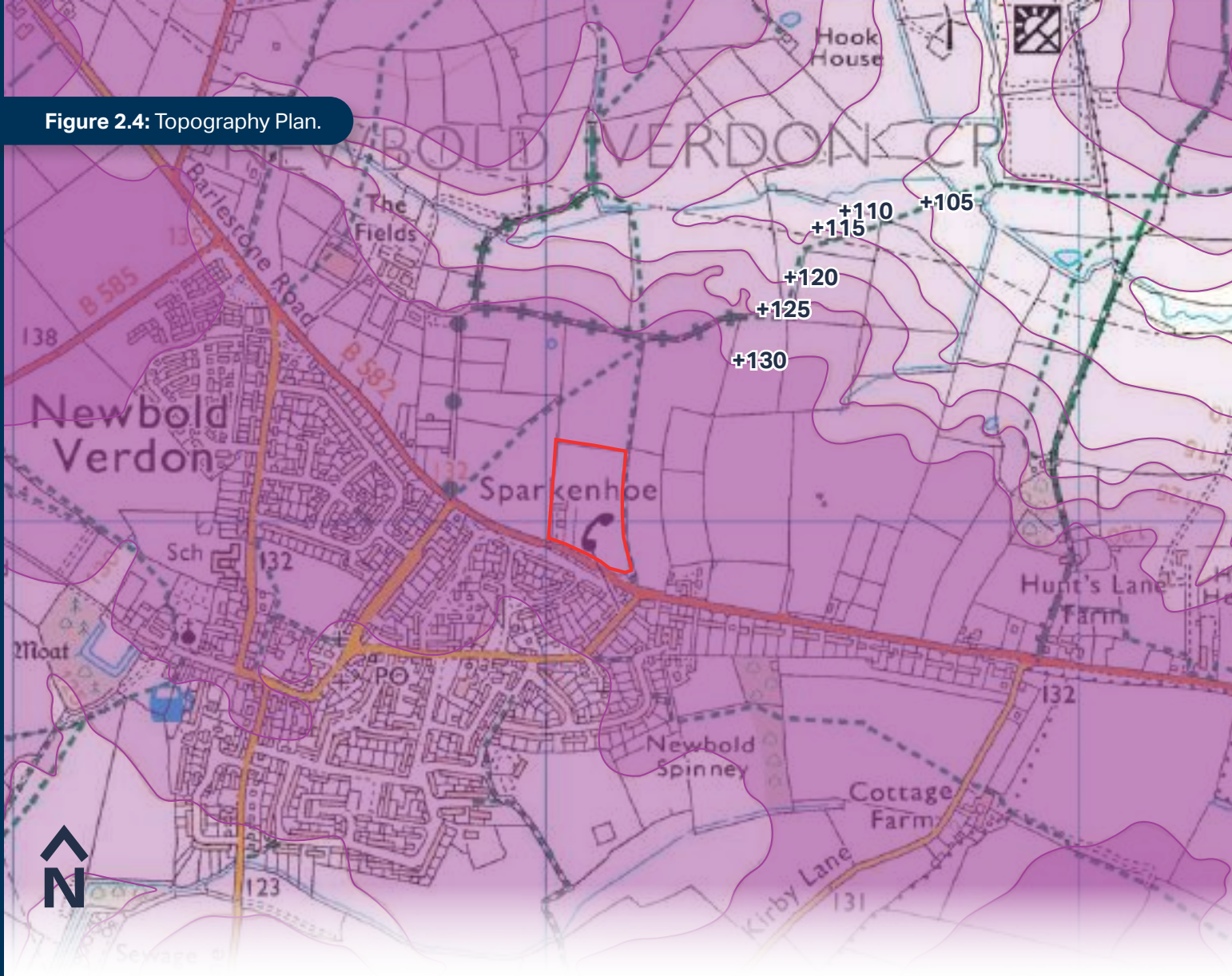




Figure 2.4: Topography Plan.



### Existing Site Use and Characteristics

The Site comprises a single field, currently in arable use. There are several farm buildings located in the south west of the Site, as part of the proposals these will be demolished.

Hedgerows separate the buildings from the wider field and also line the field boundaries on all sides. Public footpath S13/1 runs along the Site's eastern boundary, inside the Site.

### Topography

The Site stands on a relatively flat plateau of land at around 130m AOD ('Above Ordnance Datum') with the valley of a small brook at around 100m AOD running roughly east-west to the north. Further north the land is more undulating with a high point around 130m just north of Lindridge Hall Farm. To the south the land rises very gently to around 140m AOD around Kirkby Old Parks.

## Opportunity

The Site's flat topography makes it an ideal location for development. SuDS features will be best placed in the lowest point of the Site, in the south.



## 2.2 ACCESS AND CONNECTIONS

The planning application is supported by a detailed Transport Assessment and Framework Travel Plan, which should be referred to for further information on how the Site relates to the existing road and active travel network, and local public transport services.

### EXISTING HIGHWAYS NETWORK

#### Barlestone Road (B582)

Barlestone Road forms the southern boundary of the Site. It connects to Desford Road just east of the Site and continues westward, linking into the B585 as it exits Newbold Verdon. The road provides access to Desford in the east and Barlestone in the west. Along the Site's frontage, Barlestone Road features a green verge on the northern side but lacks footways on either side.

#### Mill Lane

This road connects B582 in the north to Main Street in the south, through the heart of the village. This road has footways either side of the carriageway, and a green verge through the centre of the lower half of the road.



### EXISTING NON-CAR CONNECTIONS

#### Bus Services

The nearest bus stop to the Site is called Red Lion Lane, located on Main Street, approximately 476 ft from the Site. There are two bus services that serve the village: the 153 Arriva Midlands service connecting Market Bosworth to Leicester; and the Centrebus (North) service connecting Coalville to Hinckley.

#### Rail Services

The nearest railway station to the Site is located a 15 minute drive (7.8 miles) from the Site, providing connections to Birmingham New Street and Leicester. Leicester railway station is located 10.7 miles east of the Site and provides further connections to Sheffield, Stansted Airport, Nottingham, Lincoln and London St Pancras.

#### Existing Public Right Of Way

Public footpath S13/ 1 runs through the Site alongside its eastern boundary. This connects to public footpath R88/1 and byway S12/ 2 to the north, and to Barlestone Road to the south.

## Opportunity

Vehicular access to the Site should be taken from Barlestone Road. The opportunity exists for a non-vehicular connection into the proposed development to the west. The existing public footpath through the Site should be retained and enhanced by locating it within a green corridor. This will encourage active travel of both new and existing residents of Newbold Verdon.



## 2.3 LOCAL CHARACTER AND ARCHITECTURAL CONTEXT

Newbold Verdon possesses a distinctive historic core, characterised by a range of historic buildings that reflect the local vernacular and the village's layered development over time. The historic centre is principally arranged around Dragon Lane, Main Street and Brascote Lane, forming a recognisable spine through the village. This area was formally designated as a Conservation Area in 1989, acknowledging its architectural and historic significance within the wider parish.

The historic core features buildings dating from the 17th to 19th centuries, many of which are constructed from traditional brick and stone, with slate roofs and timber detailing. These are predominantly 2 storey buildings, often fronting directly onto the street or set behind modest garden walls and hedgerows. Notable structures include Newbold Verdon Hall (Grade I listed), St James' Church (Grade II listed), and The Old Rectory, each contributing to the village's historic character.

The layout of the Conservation area retains a linear pattern, typical of post-medieval rural settlements, with infill development occurring primarily during the 20th century. This expansion introduced suburban housing along peripheral lanes such as Arnolds Crescent and Mill Lane, gradually extending the built form while maintaining the integrity of the historic centre. Most recently, the Ferrers Green development on the north western edge of the village, continues the form and simplified palette of colours. The village's growth has remained relatively contained, preserving its identity as a rural settlement with strong visual and historical cohesion.









## Summary of existing character

**Building types:** Newbold Verdon features a mix of detached and semi-detached 2 storey homes, single-storey bungalows, and traditional terraced houses, reflecting both its rural heritage and modern growth.

**Materials:** Buildings in Newbold Verdon typically feature red or buff coloured bricks, which are common across Leicestershire and help maintain a warm, traditional village aesthetic. Roofing materials include slate and concrete tiles, and timber is widely used for structural elements.

**Fenestration:** Most homes feature symmetrical arrangements of casement or sash windows. Older properties often retain timber-framed windows, though many have been upgraded to uPVC casements. Flush casement styles are popular in both the historic Conservation Area and newer builds, offering a clean, understated look that complements the village's modest architectural scale

**Detailing:** Buildings feature modest yet characterful detailing that reflects their rural and vernacular origins. Brickwork detailing such as soldier courses above windows and decorative string courses on older homes. Timber elements, like exposed beams or porch brackets, are common in traditional cottages and barn conversions. Some properties also include stone sills, lintels, and gable-end treatments, adding subtle texture and visual.

**Boundary Treatment:** Most residential properties feature low brick walls, timber fencing, or hedgerows, which help define plots without disrupting the open feel of the streetscape. Older homes often use native hedging or post-and-rail fencing that blends naturally with the surrounding landscape. These treatments contribute to a sense of enclosure whilst maintaining visual permeability.





## Principles to take forward

**Housing forms:** should follow local typologies, incorporating terraces, semi-detached, and detached homes strategically placed within the proposed layout.

**Building heights:** should be predominantly 2 storeys, aligning with local character and the parameters set by the outline application. However, some 2½ storey homes could be used in selective locations, such as within the lower parts of the Site, to terminate key vistas along the new streets and add articulation and interest to the roofscape. A variety of roof styles will be employed to add visual interest, with feature gables positioned at key locations.

**Materials palette:** should be reflective of the traditional vernacular to facilitate integration of the development into the surrounding area.

**Architectural styles and colour of materials:** should be carefully applied to create a unified character underpinned by a careful understanding of the local vernacular, avoiding a haphazard approach.

**Feature detailing:** should be carefully and consistently incorporated into the overall design of the new homes to reflect a common characteristic of the local area .

**Boundary treatments:** low walls to front gardens along some key streets to complement the historic cores. Elsewhere, hedgerows to front gardens should be used to create softer boundary treatments to front gardens.























## 2.4 EXISTING FACILITIES

Newbold Verdon offers a well-rounded selection of services and facilities. The village functions independently but also benefit from connections to nearby settlements, with residents accessing amenities across the wider area.

Facilities within Newbold Verdon include a primary school, medical practice, village hall, sports clubs, and several shops and pubs. There are also community spaces, recreational grounds, and places of worship, supporting both social and practical needs. These amenities contribute to a strong sense of local identity and help sustain a vibrant, inclusive community. The village is also well-connected by public transport, making it a self-sufficient and welcoming place to live.

To the east and south, larger towns such as Hinckley and Leicester provide access to a broader range of employment, retail, education, and leisure opportunities, complementing the village's offer and enhancing its long-term sustainability.

The plan opposite (Figure 2.5) highlights the location of the local facilities and services in relation to the Site.

-  Site Boundary
-  24/01061OUT Land North of Barlestone Road
-  Bus stops
-  Restaurant / takeaway
-  Coffee shop
-  Newbold Verdon Cricket Club
-  Public open space
-  Educational facilities
-  Convenience stores
-  Library
-  Jubilee Inn
-  Newbold Verdon Medical Practice
-  Alans Way Playing Fields
-  Religious facilities
-  Play areas
-  Proposed play area within outline application
-  Byway open to all traffic
-  Public rights of way



Newbold Verdon Library



Play Area on Old Farm Lane



The Jubilee Inn



Alans Way Playing Fields





Figure 2.5 Existing Facilities Plan.



## 2.5 HERITAGE AND ARCHAEOLOGY

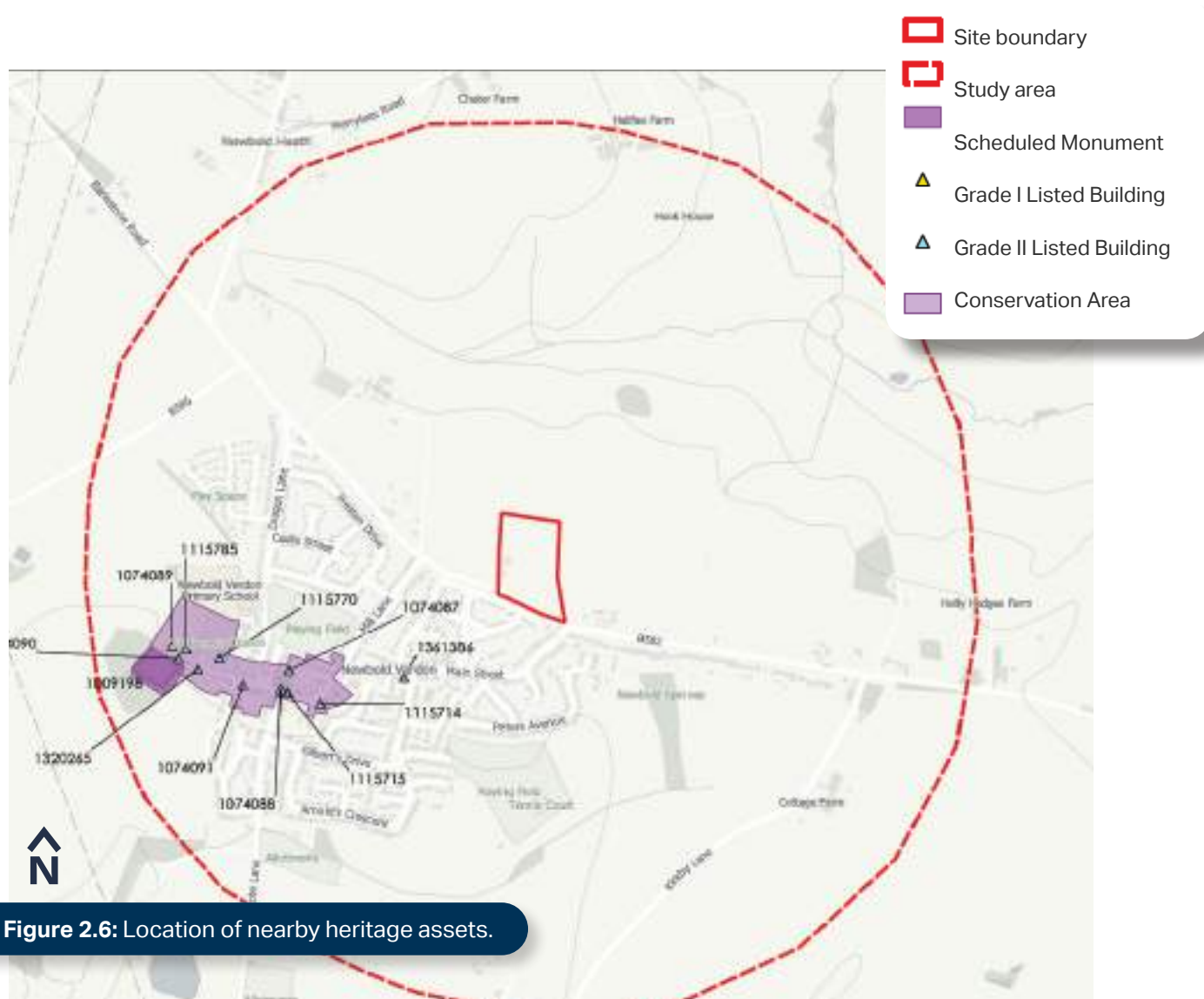
A Heritage Statement has been prepared to support this planning application. The assessment reviewed designated and non-designated heritage assets within a 1 km study area and considered archaeological potential in line with the NPPF.

The Site comprises agricultural land with a small farmstead and outbuildings. No World Heritage Sites, Registered Battlefields, or Parks and Gardens are present. Thirteen designated assets lie within the study area, mainly within the Newbold Verdon Conservation Area, including Newbold Verdon Hall (Grade I), St James's Church (Grade II), and a Scheduled Moated Site. The Site does not contribute to the setting of these assets, and ZTV analysis confirms no intervisibility; therefore, the impact on setting is assessed as Neutral.

Historic mapping and geophysical survey indicate the Site has remained in agricultural use since the 19th century. Archaeological potential is Low for prehistoric to Roman periods and Moderate for medieval agricultural remains (ridge and furrow), which would be of low importance.

The southeastern edge intersects the historic settlement core, but surveys show no significant anomalies. Any groundworks for housing and infrastructure would likely have a Major Negative impact on any buried remains, though these are expected to be limited and of low significance.

Overall, the Proposed Development will result in less than substantial harm at the lower end of the scale to archaeological interest, with no harm to the setting of designated heritage assets. Mitigation may include archaeological monitoring during groundworks.



**Figure 2.6:** Location of nearby heritage assets.



## 2.6 FLOOD RISK

A Flood Risk Assessment (FRA) has been prepared to support this planning application. The entire Site lies within Flood Zone 1, indicating a low risk of fluvial flooding. Surface water flood mapping shows isolated low-risk areas along the southern boundary; finished floor levels will be set at least 600mm above existing ground levels to mitigate this. Risks from groundwater, sewers, reservoirs, and artificial sources are all considered low.

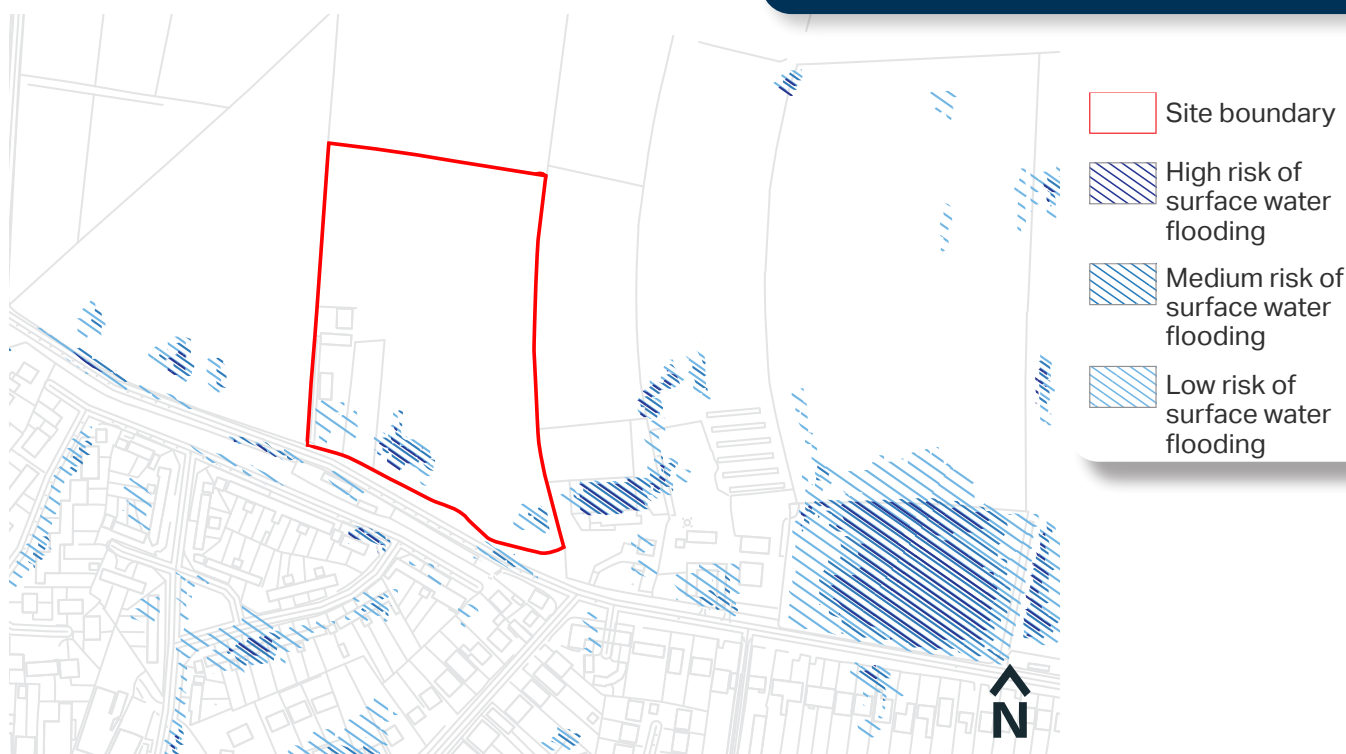
The proposed development will introduce approximately 1.3ha of impermeable surfaces. Surface water will be managed through a SuDS strategy, including attenuation within a detention basin and discharge to the existing Severn Trent Water surface water sewer at a restricted greenfield rate of 5.75 l/s. Attenuation storage of approximately 1,321m<sup>3</sup> will accommodate events up to the 1 in 100-year storm plus 40% climate change allowance. Foul water will discharge separately to the existing foul sewer in Barlestone Road via gravity connection, subject to Section 106 approval.

With careful design of site levels and drainage, the overall flood risk to the development is considered low, and the proposals comply with national and local policy requirements for flood risk and sustainable drainage.

### Opportunity

The provision of new SuDS features should form an integral part of the new neighbourhood's green spaces, providing opportunities for habitat creation and contributing to the development's overall sense of place.

**Figure 2.7** Surface water flooding. (Source: gov.uk)





## 2.7 LANDSCAPE AND VISUAL CHARACTER

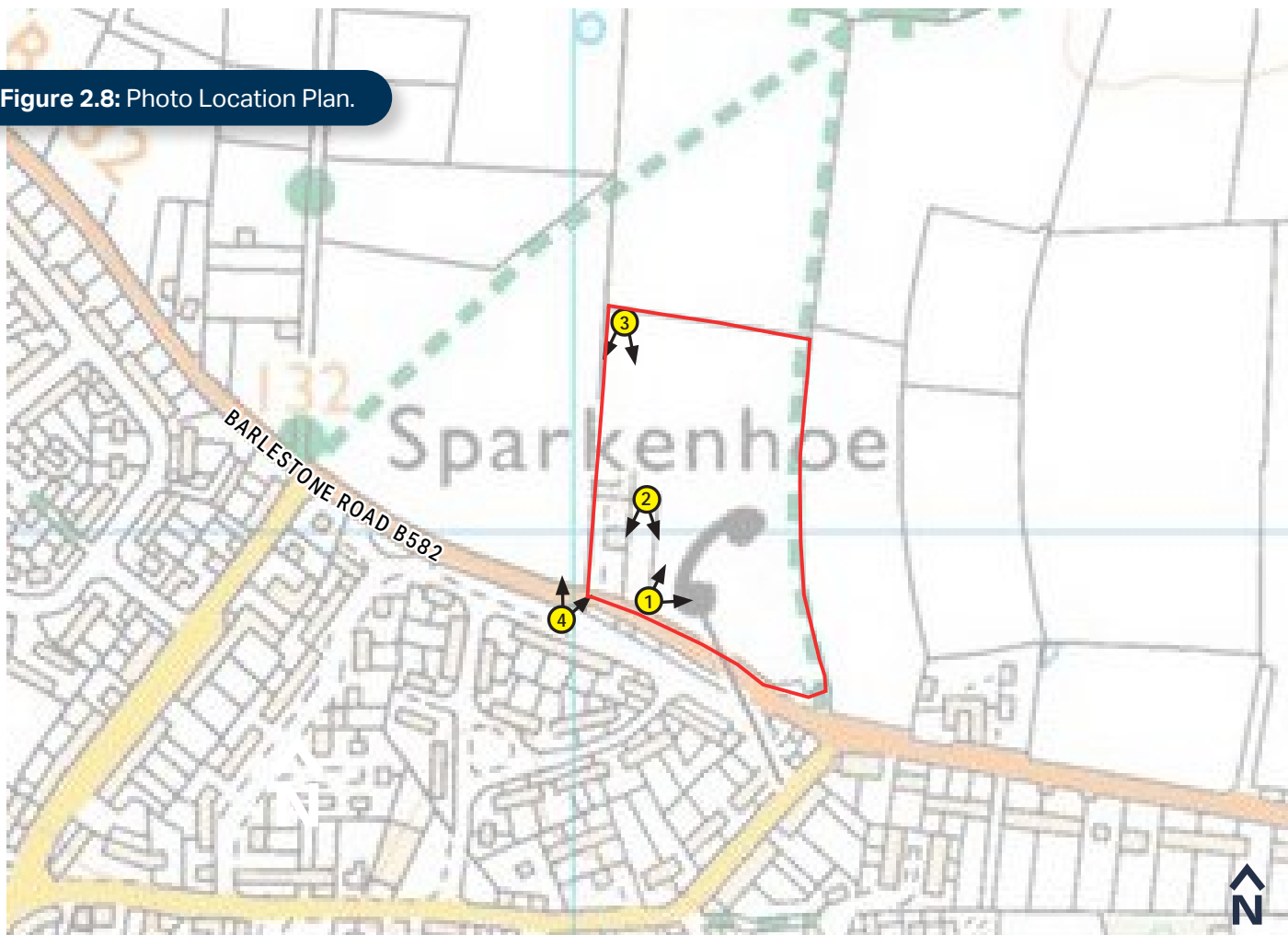
The Site is not within any national or local landscape designation and as such is not considered to be or form part of a Valued Landscape for the purposes of paragraph 187 of the National Planning Policy Framework. The Proposed Development has been designed to respond to its setting, incorporating strengthened green infrastructure along the northern and eastern boundaries to protect views from the Public Right of Way network. The southern portion of the Site would be retained as green open space to soften views from Barlestone Road and complement the form of the adjacent proposals to the west (ref 24/0161/OUT; parcel LPR98 in the SHELAA 2022). The adjacent proposals will also be complemented by providing access through to them on the western boundary of the Site.

The layout retains key features identified in the Hinckley and Bosworth Borough Landscape Character Assessment 2017 of hawthorn hedgerows and a good network of footpaths, while introducing new native planting to strengthen field boundaries and enhance biodiversity. Although development will result in some loss of undeveloped land and a short stretch of hedgerow (to allow access), this is offset through complementary planting in new open spaces.

Visual impacts are largely limited to those immediately adjacent to the Site, particularly along the northern and eastern edges. The visual envelope is contained by existing vegetation and built form, with most views confined to within 400m. Where views exist, they are already influenced by existing twentieth-century development along Sparkenhoe and Main Street. The scale, height and layout of the proposed buildings have been designed to align with local context, with additional planting to soften visual impact and reinforce landscape character.

Overall, the development, along with proposals coming forward to the west, would form a logical extension to the northern edge of Newbold Verdon, with limited landscape and visual effects.

**Figure 2.8:** Photo Location Plan.







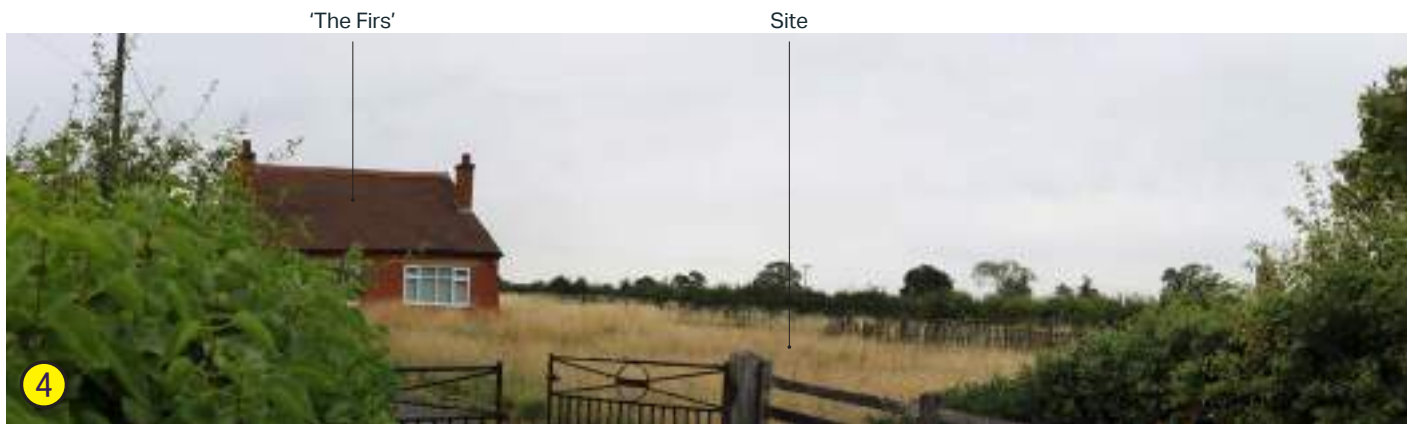
**Photograph 1:** View from within the south of the Site looking north-east.



**Photograph 2:** View from within the west of the Site adjacent to 'The Firs' looking south-west.



**Photograph 3:** View from the north-western corner of Site looking south-east.



**Photograph 4:** View from entrance to 'The Firs' on Barlestone Road looking north-east towards Site.



## 2.8 ECOLOGY

A Preliminary Ecological Appraisal has been prepared to support this planning application. No statutory designated sites occur within 2 km of the Site, so significant impacts on designated sites are not anticipated.

The Site comprises neutral grassland, bramble scrub, native hedgerows, scattered trees, and disused buildings. Ecological interest is mainly associated with hedgerows and trees. One hedgerow and part of another will be lost; others will be retained and enhanced. Habitat creation includes species-rich hedgerows, mixed scrub, neutral grassland, 45 native trees, and a SuDS basin, offering biodiversity enhancement.

Surveys for bats, badgers, great crested newts, reptiles, and nesting birds found no major constraints. Bats were recorded commuting only; no roosts were found. Great crested newts are considered absent, but Reasonable Avoidance Measures will apply. Nesting bird checks will be required if clearance occurs in the breeding season. Integrated bat and bird boxes will be installed, and hedgehog highways incorporated.

With mitigation and enhancement measures, no overriding ecological constraints have been identified.

## 2.9 ARBORICULTURE

A Tree Survey and Arboricultural Impact Assessment has been prepared in support of the planning application to assess the impact of the development of the Site's trees and hedgerows. The survey recorded 10 arboricultural features: 2 trees, 2 groups and 6 hedgerows.

No ancient or veteran trees were identified in the survey. There is no ancient woodland affecting the site. No trees of high quality are present at the site. A single cockspur thorn, T2 (B1), grows off-site within the highway verge, near the southeastern corner of the site and where the public footpath enters.

The site's hedgerows are predominantly hawthorn and are maintained by flailing. Aside from off-site cockspur thorn T2 and the site's hedgerows, there are no significant constraints to development at the site.







**Category A Tree** - High quality  
(Retention highly desirable)



**Category A - Hedgerow, Group, Woodland**  
- High quality (Retention highly desirable)



**Category B Tree** - Moderate quality  
(Retention desirable)



**Category B-Hedgerow, Group, Woodland** - Moderate quality (Retention desirable)



**Category C Tree** - Low quality (May be retained but should not constrain development)



**Category C - Hedgerow, Group, Woodland**  
- Low quality (May be retained but should not constrain development)



**Category U Tree** - Very low quality (Mostly unsuitable for retention)



**Category U-Hedgerow, Group, Woodland**  
- Very low quality (Mostly unsuitable for retention)



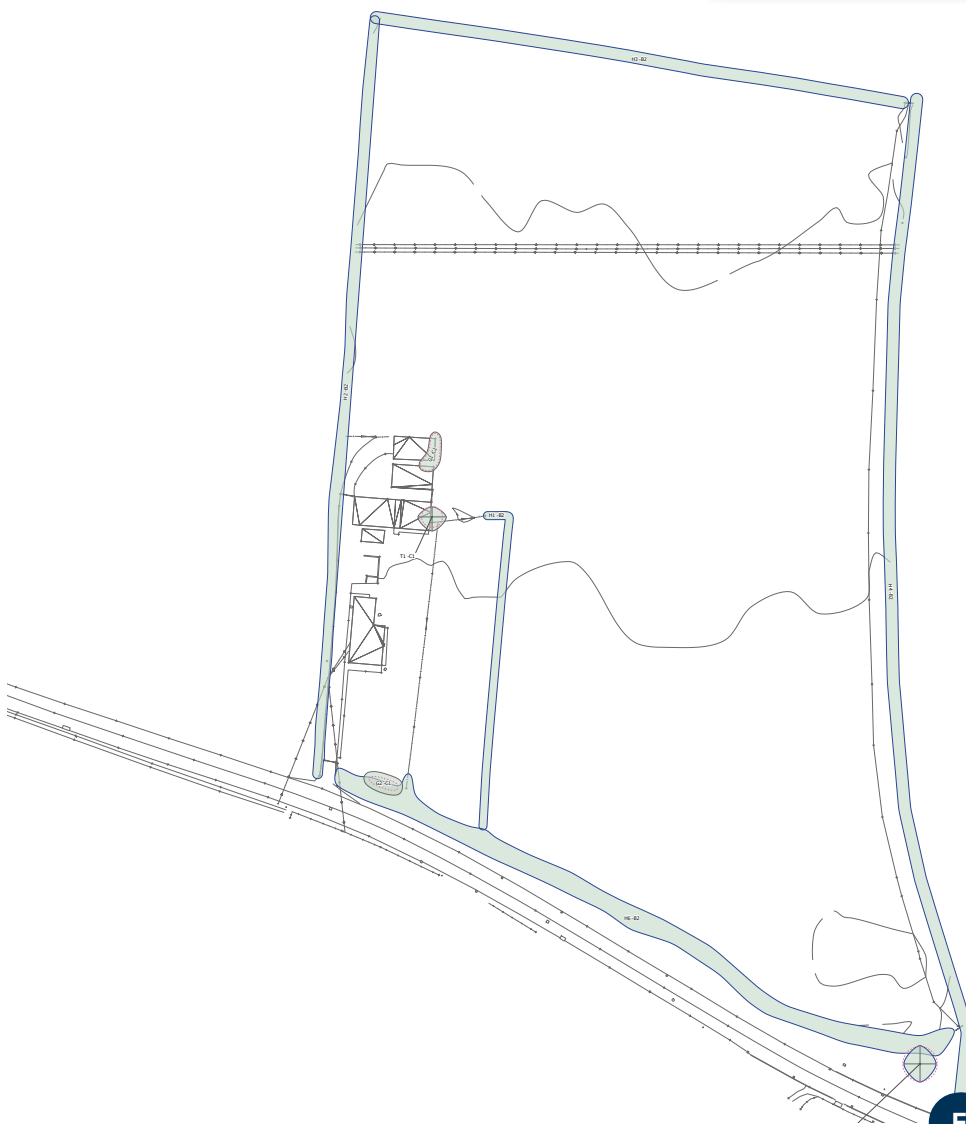
**Root Protection Area (RPA)** - Layout design tool indicating the minimum area around a tree deemed to contain sufficient roots and soil volume to maintain the tree's viability



Shrub mass/offsite tree/out of scope (OOS)



\* Tree/Group/Hedgerow not on topographical survey. Location given is an estimate



**Figure 2.10: Tree Constraints Plan.**



## OPPORTUNITIES

- 

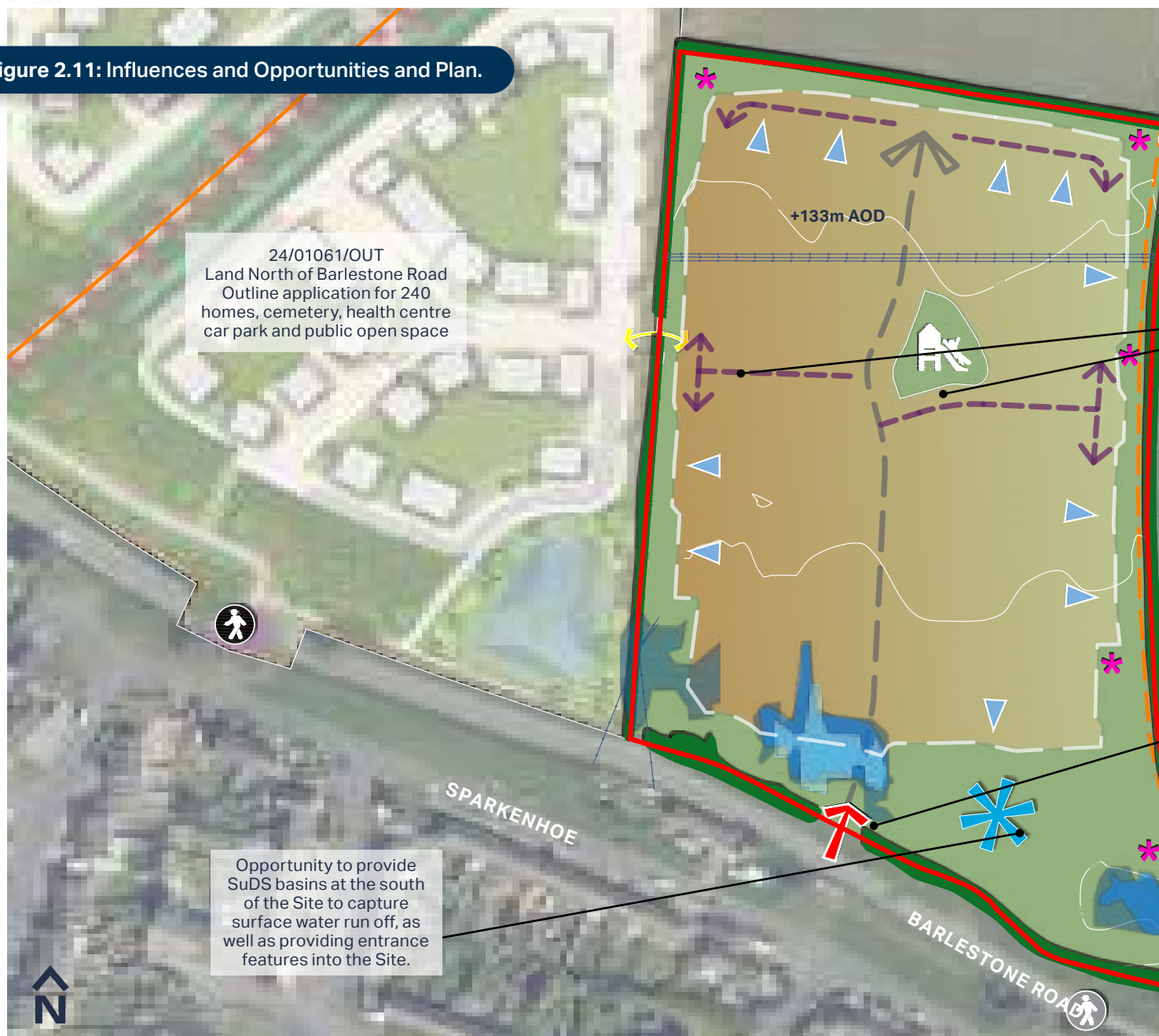
## INFLUENCES

- 

## CONTEXT

- 

### Figure 2.11: Influences and Opportunities and Plan.





## 2.10 SITE INFLUENCES & OPPORTUNITIES

The Influences and Opportunities Plans represents a summary of the key influences and opportunities that should be considered in the design of the masterplan proposals, as identified in the preceding sections. The principal influences and opportunities are as follows:

### Site Access and Connectivity

Vehicular access from the Site will be taken from Barlestone Road, a small amount of hedgerow will need to be removed to facilitate the access. A further active connections can potentially be provided from the western boundary into the proposed adjacent development.

### SuDS Features and Flood

Some limited areas of surface water flooding are present towards the Barlestone Road boundary of the Site. To help manage flood risk, a new SuDS feature should be provided in the southern part of the Site.

### Adjacent Development

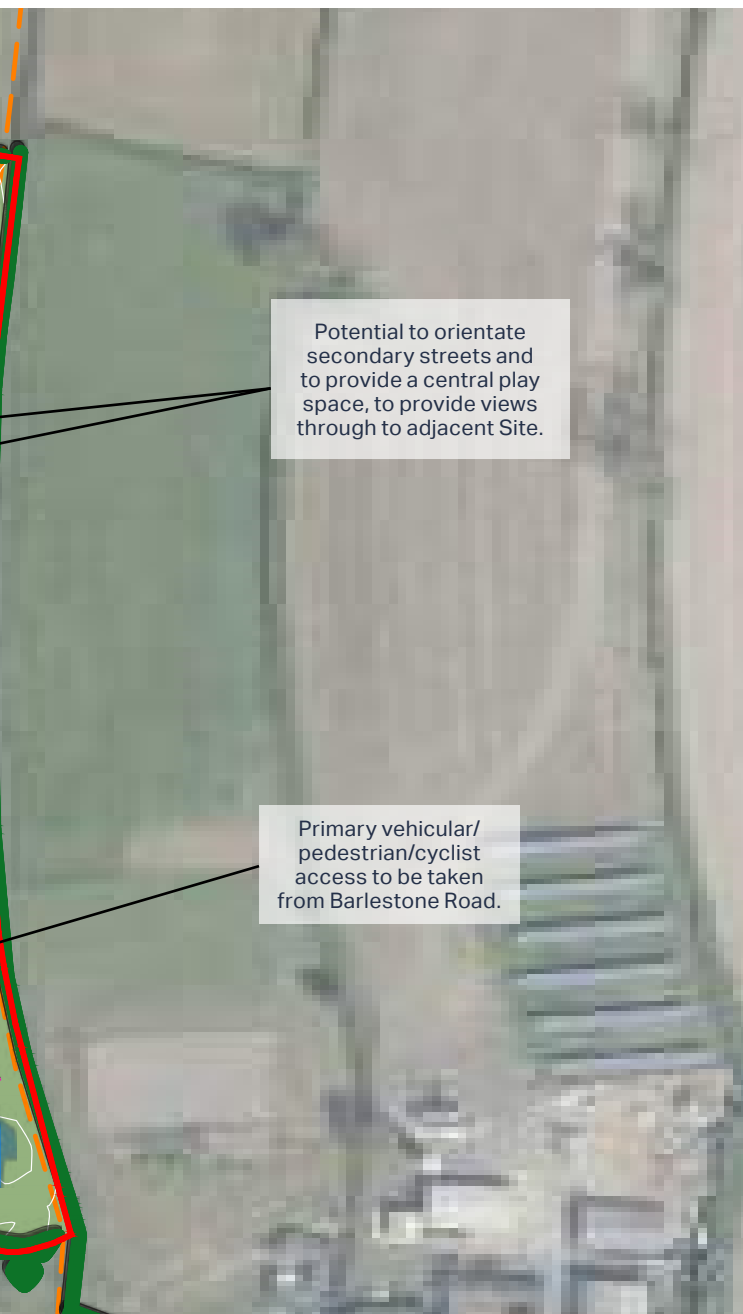
The proposed development to the west of the Site presents an opportunity to inform the masterplan design. A secondary street could be aligned to create visual connection between the two developments, fostering a sense of continuity. Additionally, a pedestrian and cycle link along the western boundary could provide direct connectivity between the Sites, supporting active travel and integration.

### Public footpath

Public footpath S13/ 1, that runs along the Site's internal eastern boundary should be retained in its current alignment and enhanced within a green corridor. Several natural play trail features will enhance this route further and provide play on the way opportunities.

### Children's Play

The opportunity exists to provide a central green, so it is easily accessible from all areas within the new development and to provide a community focal point. The opportunity also exists to provide several trim trail features along the existing public footpath the proposed recreational routes.





# 3.

## Masterplan Concept.

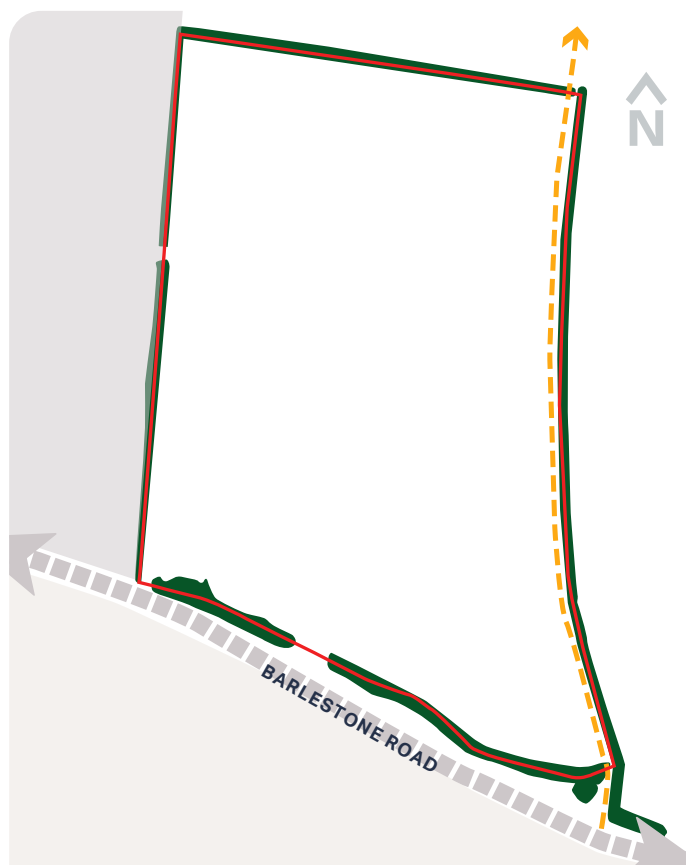
This chapter establishes the overall masterplanning concept for the proposed development.







### 3.1 LAYOUT PRINCIPLES



#### 1. A Logical location for new homes

Located adjacent to the existing settlement edge, the Site can be seen to sit within a sustainable location where it will benefit from its close proximity to the existing facilities and services within Newbold Verdon, as well as those further afield in Leicester.

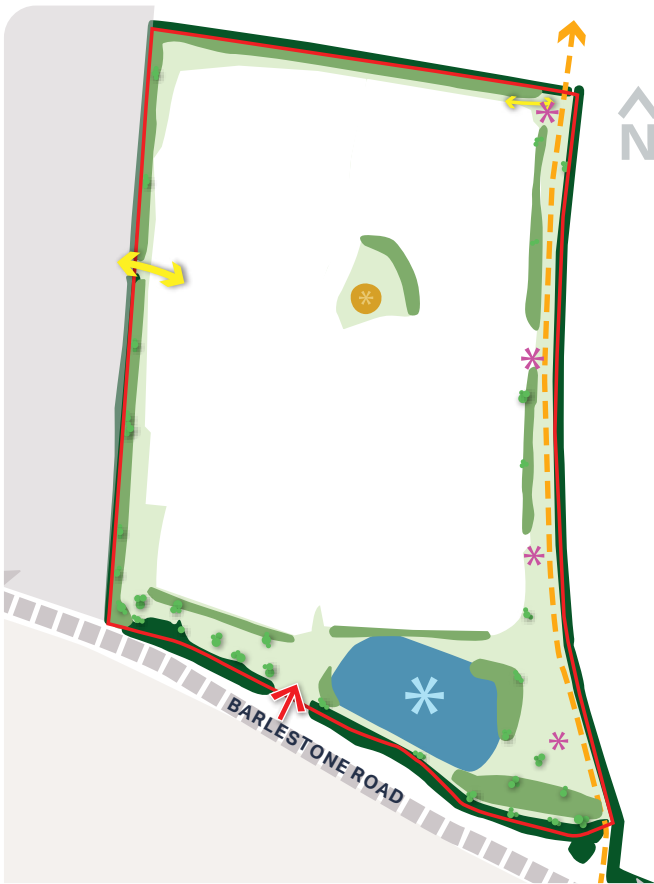


#### 2. Enhancing the Site's green infrastructure and managing flood risk

Existing vegetation is to be retained and enhanced where possible. A large green buffer along the Site's southern boundary should be provided to create a verdant entrance into the new development. New hedgerows will screen views of the new homes from the on-site public footpath. SuDS features, in the form of an attenuation basin, will be used to control surface water during periods of heavy rainfall, whilst also providing opportunity for aquatic plants to flourish, adding to the ecological diversity on the Site. This will be located in the southern part of the Site, which in turn will create an attractive and memorable gateway to both the development and the wider village.



Figure 3.1 - 3.4: Layout Principles Plans.



### 3. Children's play and connectivity

A new connection to the land to the west will create the basis for a development that maximises connectivity with its surroundings. These will be connected by new routes for walking and cycling to promote active travel and enhance connectivity with the local area. Given the low-traffic nature of the internal streets, they will also be suitable for cycling. Children's play in the form of a Local Area for Play (LAP) in a central green space, and several natural play trail features located along the public footpath, will be provided on Site. New connections to the public footpath will be provided.



### 4. New Homes and streets

The new residential area has been sensitively located to respond to the opportunities and influences the Site presents. The homes will be orientated to overlook and provide surveillance to new areas of open space; and to provide active frontages along the main transit routes.





# 4.

## The Masterplan.

This chapter presents the proposed masterplan.








4.1 THE DEVELOPMENT FRAMEWORK PLAN

The Development Framework Plan (Figure 4.1) has been shaped by the robust and clearly defined masterplan design principles established in the preceding chapter. Amongst other things, this includes retaining and enhancing existing on site green infrastructure and retaining and enhancing the public footpath.


The Site’s green spaces will strengthen the new residents’ connection to nature and their surroundings, supporting healthier, happier lifestyles and an enhanced sense of wellbeing. For example, the existing public footpath will be enhanced with natural play trail features to encourage active travel and play. Elsewhere, the new SuDS feature and surrounding green spaces will provide valuable habitats for local wildlife, whilst also creating attractive green spaces for residents to enjoy.


At the detailed design stage, a vibrant mix of private and affordable homes will be delivered, complementing the multi-functional green infrastructure to support the creation of a thriving, inclusive community. This approach will promote a strong sense of place, ownership, and identity, grounded in an understanding of the Site’s context and character.


The Development Framework Plan provides a strong foundation for detailed design at the reserved matters stage, enabling the creation of a visually attractive development that is sympathetic to the local character and reinforces a distinct sense of place. In doing so, the proposals align with the requirements of **Policy 16: Housing Density, Mix and Design** from the Core Strategy DPD, and **DM10- Development and Design** from the Site Allocations and Development Management Policies DPD; as well as the design aspirations set out in the NPPF.

 Site boundary: **Aprx. 3.0ha**

DEVELOPMENT

 Developable area: Aprx. 1.99ha  
**(Up to 67 homes @ 34.5dph)**

 Indicative frontage orientation

 Children’s play area (LAP)

ACCESS & MOVEMENT

 Primary vehicular/pedestrian/ cycle access

 Tree lined primary street with green verge

 Secondary streets


 Pedestrian link


 Existing public footpaths


 Proposed drop curb crossing

 Proposed footway/cycleway

GREEN INFRASTRUCTURE

 Proposed new grassland, wildflower, hedgerow and tree planting

 Natural play trail features

 Existing vegetation


 Sustainable Drainage system (SuDS) basin





Figure 4.1: Illustrative Development Framework Plan.

24/01061/OUT

Outline application for 240 homes, cemetery, health centre car park and public open space.

Opportunity for the new development's secondary street orientation to be influenced by the adjacent proposals.

A central play area will provide a focal point to the development, natural play trail features along the existing public footpath and proposed recreational routes will diversify the play options on Site.



SuDS basin to be located at the lowest point of the Site to deal with surface water run off from the new development and also to provide a green entrance to the Site and Newbold Verdon



## 4.2 ILLUSTRATIVE MASTERPLAN

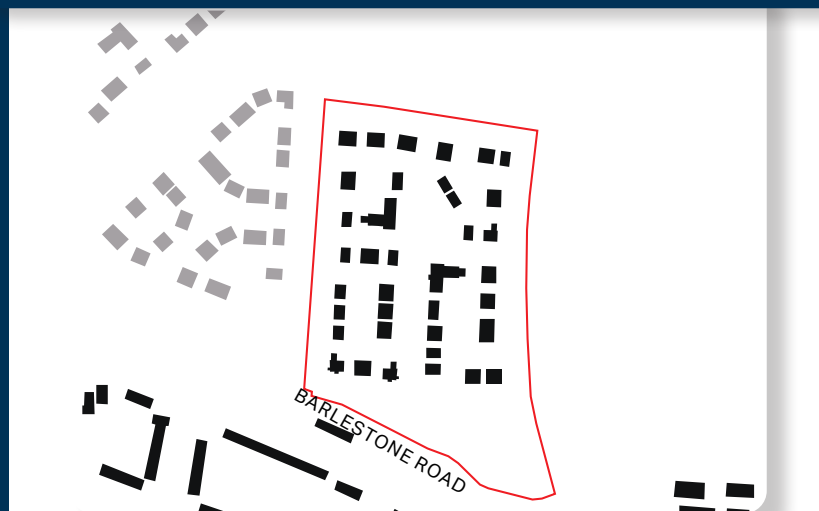
The Illustrative Masterplan (Figure 4.2) is based upon the Development Framework Plan and has been prepared to demonstrate in more detail the general design principles that will be adopted through the development of the Site.

It is important to note that the layout of the development is a Reserved Matter. However, the Illustrative Masterplan, together with the information contained throughout this Design and Access Statement, communicate the key design principles that a subsequent reserved matters application should reflect to respond to the in-depth analysis of the Site and its surrounding context.

The Illustrative Masterplan, along with the figure-ground diagram (Figure 4.3), demonstrates how the proposed development would form a logical extension of the existing settlement.



Figure 4.3: Figure-ground of proposed development and adjacent proposals







LAP

SuDS

BARLESTONE ROAD





### 4.3 USE AND AMOUNT

#### Residential Development Area – Up to 67 homes (1.99 hectares)

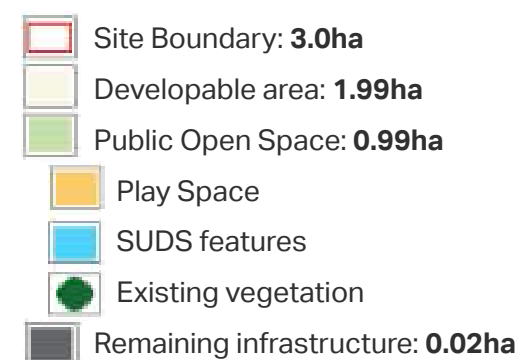
The outline planning application provides for up to 67 new homes and a proposed residential development area measuring 1.99 hectares.

**Policy 15: Affordable Housing** from the Core Strategy DPD states that “at least 480 affordable dwellings [from the 2090 to be provided in the borough from 2006 to 2026] will be provided in rural areas”. Therefore the policy sets out that in rural areas the target for affordable housing is 40% provision.

#### Green Infrastructure – 0.99 hectares

A generous proportion of the Site will comprise green infrastructure to form a connected and accessible network of public spaces. The green infrastructure equates to **33%** of the total Site area, and will provide a high quality and attractive setting for the new homes. At **0.99 hectares**, the amount of green infrastructure proposed exceeds the quantity standards set out in **Policy 19: Green Space and Play Provision of the Core Strategy DPD**.

Further information on the green infrastructure provision is provided in **Chapter 6: Green Infrastructure**.



**Figure 4.4: Land Use Plan.**



#### 4.4 BUILDING HEIGHTS AND DENSITY

The new homes will be predominantly 2 storeys in height to reflect the prevailing scale of development in Newbold Verdon. However, the considered and careful use of a very small amount of 2½ storey homes will assist in creating the basis for a varied and interesting roofscape.

Overall, the development achieves an average net density of up to **34.5 dwellings per hectare (dph)**. In accordance with **Policy 16: Housing Density, Mix and Design** developments in rural areas must meet a minimum density of 30 dwellings per hectare. Critically, this DAS demonstrates that the proposed form and quantum of development can be brought forward with due regard to the Site's opportunities and influences.





# 5.

## **Access.**

This chapter illustrates the proposed access and movement strategy for vehicular and non-vehicular movements. It also outlines the parking strategy.







## 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.

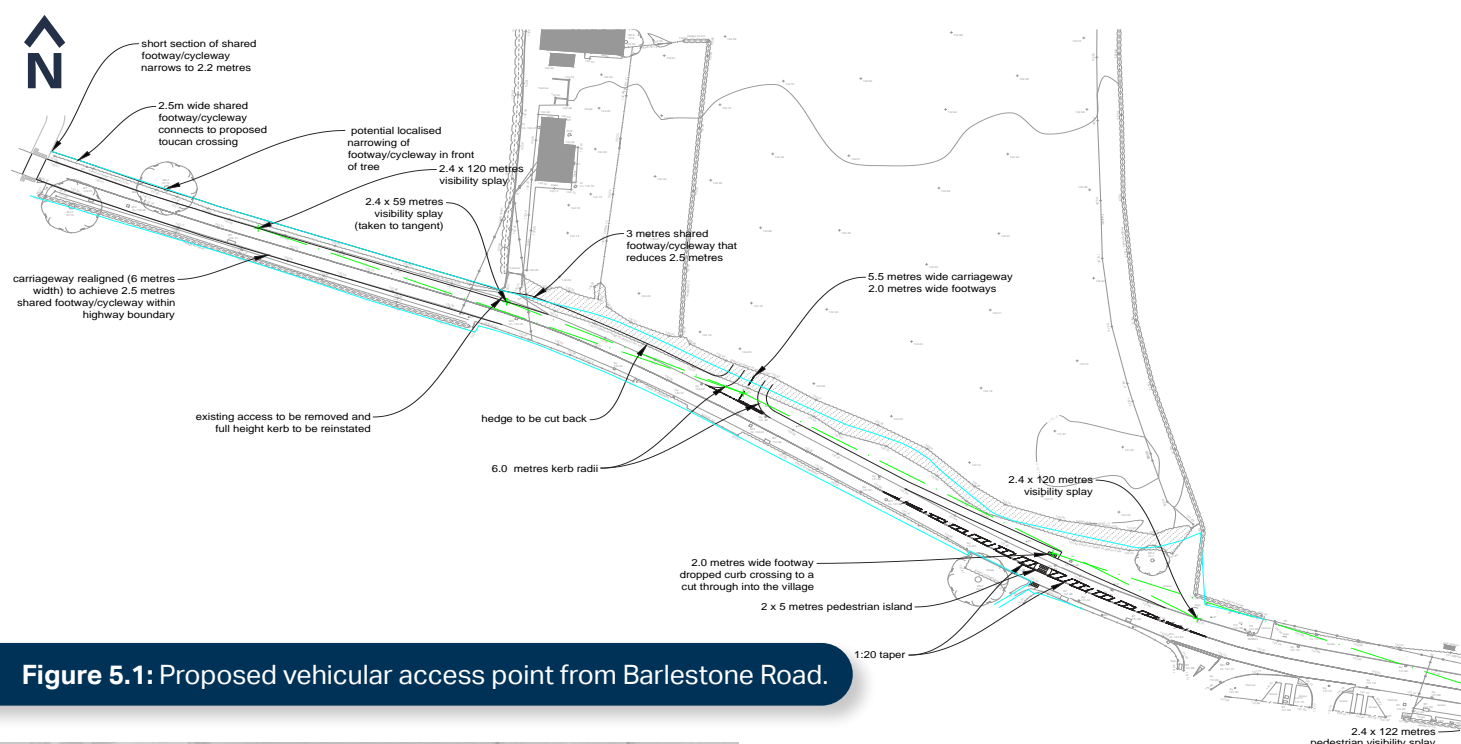


Figure 5.1: Proposed vehicular access point from Barlestone Road.



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:

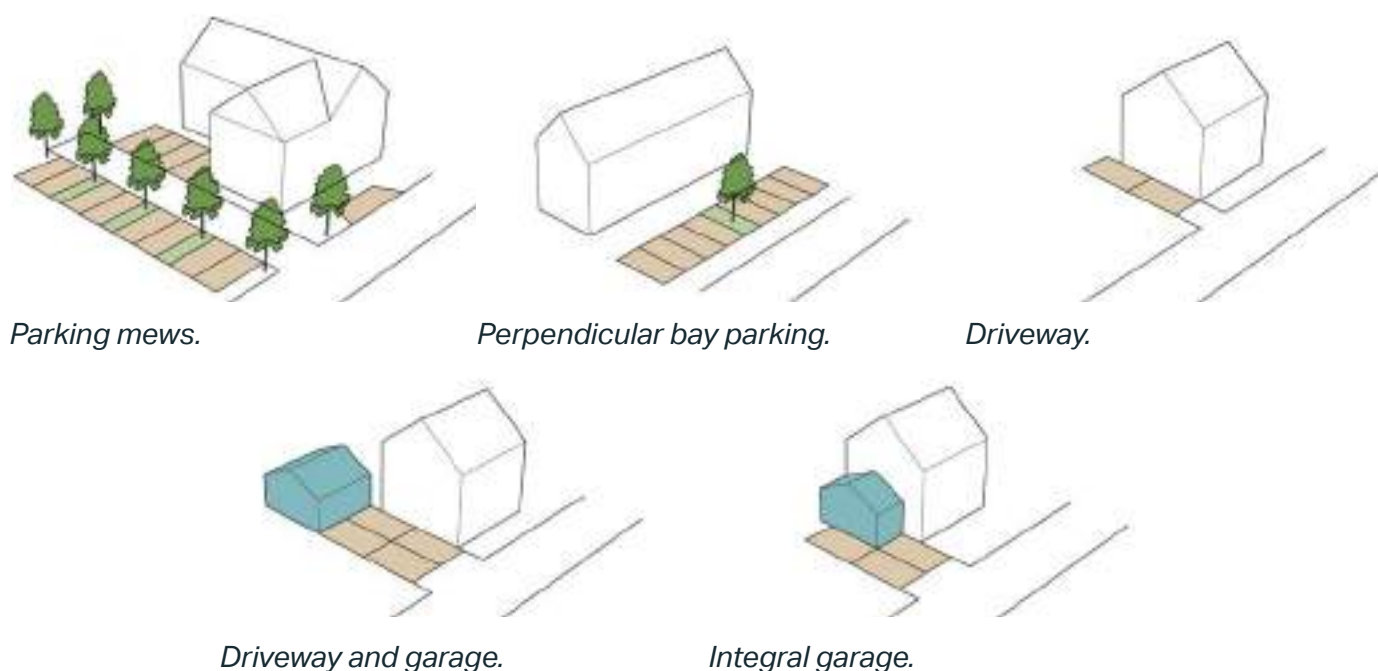
- **Minimise the visual impact of parked cars on the streetscene.**
- **Provide residents and visitors alike with safe and convenient access to their vehicles.**
- **Ensure that the parked cars do not obstruct pedestrians and cyclists.**
- **Where provided, garages are to be physically well-related to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

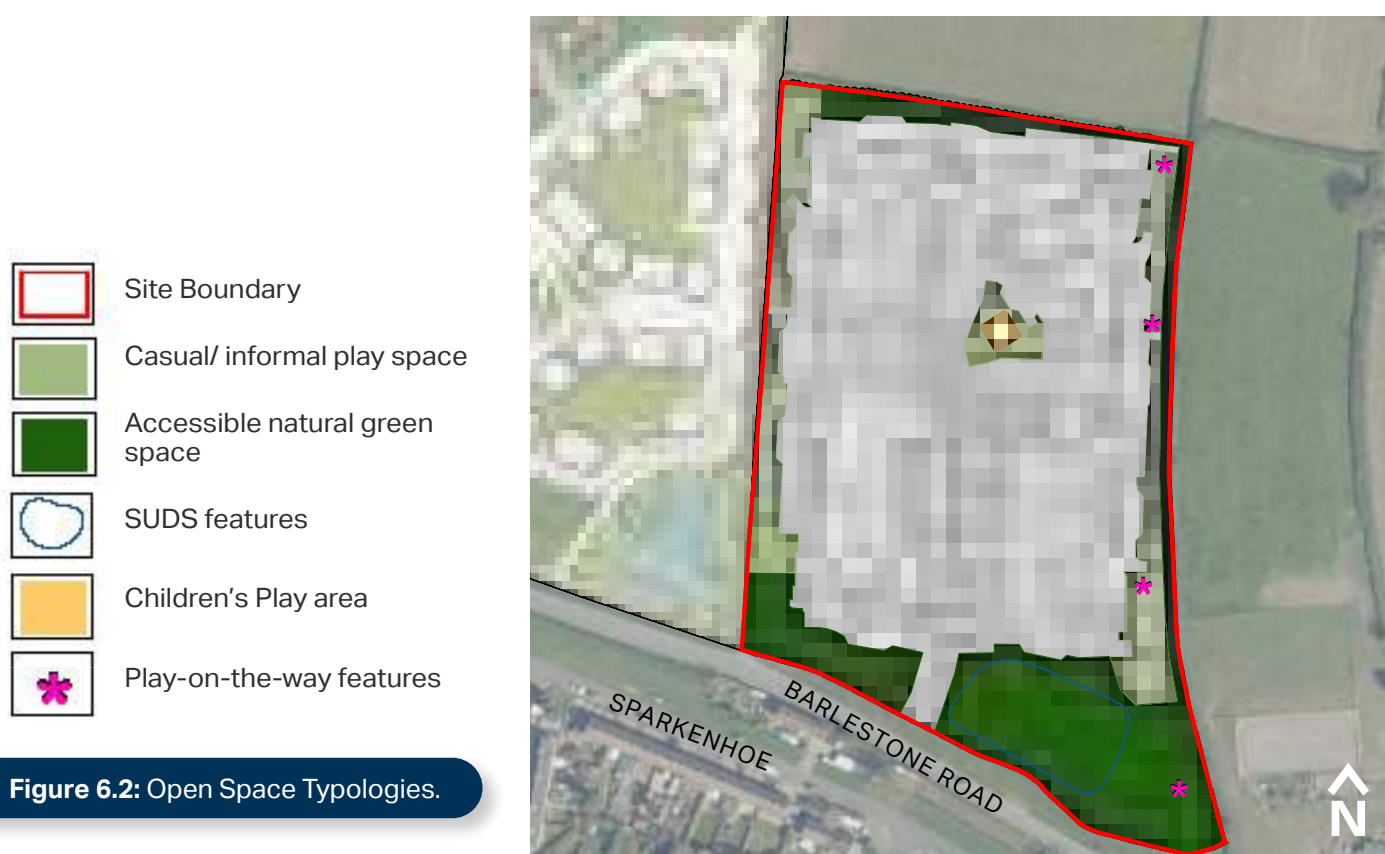
The masterplan has been designed to provide a generous amount of public open space, offering opportunities for socialising, play, and recreation within easy reach of both the proposed new homes and existing homes surrounding the Site. These varied open spaces will foster social interaction, promote physical 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/1,0000 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)	<b>Total Public Open Space includes:</b> 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	
<b>Total</b>		<b>0.18</b>	<b>0.96</b>	

\* 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**.





### 6.3 CHILDREN'S PLAY

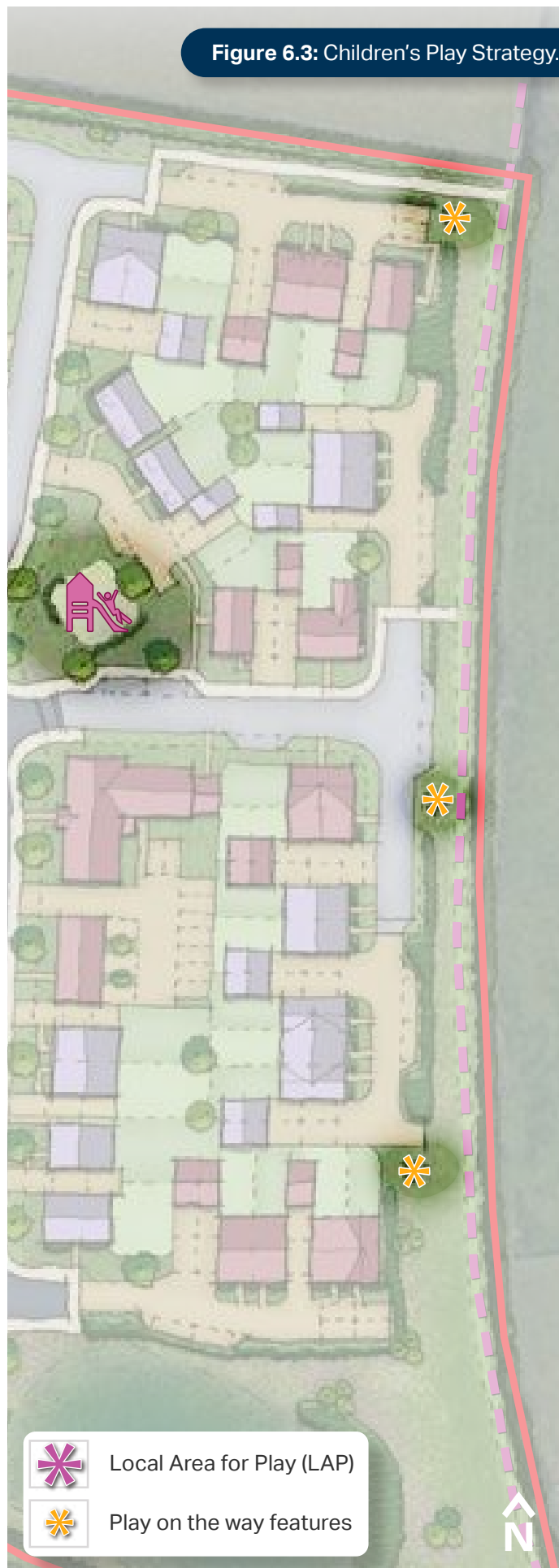
The green infrastructure proposals comprise one Local Area for Play (LAP) and several natural play trail features. The LAP will have an activity zone of 100sq.m and the natural play features 50sqm each, to provide a total of 300sq.m of equipped children's play space. This will exceed the amount of children's 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.





# 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

<b>Natural Connections</b>	<ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ New active travel connections will connect to the on-site public footpath.</li> <li>✓ 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.</li> <li>✓ A connected network of green spaces will link existing and new habitats, safeguard existing wildlife corridors, and create new movement corridors for nature.</li> <li>✓ The Site's existing trees and hedgerows will be retained within the public realm, safeguarding their future retention and management.</li> </ul>	
<b>Walking, cycling and public transport</b>	<ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ At the detailed design stage, the streets will be designed to 20mph design speeds.</li> <li>✓ At the detailed design stage, many of the streets will be designed to form shared surface streets.</li> </ul>	
<b>Facilities and services</b>	<ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ 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.</li> </ul>	
<b>Homes for everyone</b>	<ul style="list-style-type: none"> <li>✓ A range of house types, sizes and tenures are to be provided to meet local needs and create a broad-based community.</li> <li>✓ Provision will be made for 40% affordable homes in accordance with Policy 15: Affordable Housing of the Core Strategy DPD.</li> <li>✓ 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.</li> <li>✓ At the reserved matters stage, innovative designs for homes will allow home working to reflect work from home trends.</li> </ul>	







## DISTINCTIVE PLACES

<b>Making the most of what's there</b>	<ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ Existing features, such as the Site's hedgerows and topography are used as to inform and shape the design proposals.</li> <li>✓ 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.</li> <li>✓ The SuDs feature will form a key and integral part of the green infrastructure, delivering both landscape and ecological enhancements.</li> </ul>	
<b>A memorable character</b>	<ul style="list-style-type: none"> <li>✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality.</li> <li>✓ The DAS outlines how the public spaces will create the physical conditions for activity to happen, bringing the community to life.</li> <li>✓ At the detailed design stage, the new homes will be designed to respect local character through choice of building materials and detailing.</li> </ul>	
<b>Well defined streets and spaces</b>	<ul style="list-style-type: none"> <li>✓ All streets will benefit from having active frontages.</li> <li>✓ The streets and green spaces are to be well-defined using buildings and landscaping to enclose and define spaces.</li> <li>✓ At the detailed design stage, the homes will be designed with front doors facing the streets and green spaces.</li> <li>✓ Dual-aspect homes on street corners will have windows serving habitable rooms.</li> <li>✓ The design proposals are based upon well-defined perimeter blocks.</li> </ul>	
<b>Easy to find your way around</b>	<ul style="list-style-type: none"> <li>✓ The principal streets will be distinguishable from the more minor streets using street tree planting and higher densities.</li> <li>✓ Signage along the recreational routes will aid waymarking.</li> </ul>	



## STREETS FOR ALL

<b>Healthy streets</b>	<ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ At the detailed design stage, new and existing landscaping will provide layers that add sensory richness to the place – visual, scent and sound.</li> <li>✓ The new homes will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood.</li> </ul>	
<b>Cycle and car parking</b>	<ul style="list-style-type: none"> <li>✓ The emphasis will be on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner.</li> <li>✓ The DAS sets out how adequate car parking should be provided to avoid the issue of parking overspilling onto the street.</li> <li>✓ At the detailed design stage, each home with off-street parking will be provided with electric car charging facilities.</li> </ul>	
<b>Green and blue infrastructure</b>	<ul style="list-style-type: none"> <li>✓ The development's connected network of green spaces will maintain movement and feeding corridors for wildlife.</li> <li>✓ The network of connected traffic-free routes running through the green spaces will encourage physical activity, social interaction, and active travel.</li> <li>✓ 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.</li> <li>✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis.</li> <li>✓ Natural surveillance opportunities are maximised from the adjacent homes and new traffic-free routes for walking.</li> </ul>	
<b>Back of pavement, front of home</b>	<ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ At the detailed design stage, waste storage and utility boxes will be well integrated.</li> <li>✓ In places deeper front garden spaces will create opportunities for social interaction.</li> </ul>	



# 8.

## Conclusion.

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







## 8.1 CONCLUSION

This planning application marks a major step forward in the exciting opportunity that the development of the Site at Land north of Barlestone Road, Newbold Verdon represents. This DAS has been created to demonstrate how the masterplan proposals for the site embody a high-quality, sustainable, and dynamic new development.

In summary, the development proposed by Wheeldon Brothers 1867 Ltd will deliver:

### HIGH QUALITY NEW HOMES



A well-considered and sensitively designed new neighbourhood for up to **67 high quality new homes, 40% of which will be affordable.**

### ECONOMIC GROWTH



**Economic growth** of the local area through the construction of 67 new homes and support for existing services and facilities.

### AN ATTRACTIVE & DESIRABLE PLACE TO LIVE



An **attractive** and **desirable** place to live, and for recreation and leisure that positively responds to the Site's existing landscape structure and Site's relationship with its surrounding context.



## HEALTH AND WELLBEING



A place that encourages **healthy lifestyles** for existing and new residents through the provision of **0.96 hectares of accessible green spaces** that are within easy walking distance of all homes.

## A STRONG COMMUNITY



A range of high quality and multi-functional open spaces, such as a central green with children's play area, that encourage social interaction and healthy lifestyles.

## DISTINCTIVE CHARACTER



A place that has its own distinctive character by **sensitively relating** to its context.

## A RANGE OF HOMES



**A range of house types, sizes and tenures** to create a balanced community.

## INTEGRATED DEVELOPMENT



A place with a clear street hierarchy and offers traffic-free connections to the wider village to create an **integrated and sustainable development**.

## ACTIVE TRAVEL



Retention and **increased connectivity** of the on-site public footpath will provide opportunities for active travel.



LAND NORTH OF BARLESTONE ROAD,  
**Newbold Verdon**



DESIGN & ACCESS STATEMENT | NOVEMBER 2025