



#### Areas for Context Appraisal

- 1 - Arnold's Crescent, and adj. streets
- 2 - Hall Lane, and adj. streets
- 3 - Phase One Brascote Lane

Site Study Area

Land off Brascote Lane

Land within applicant control



## Area One: Arnold's Crescent & adjacent streets

### Urban Form

- Net density is lower at around 25-30 DPH
- Morphology follows a typical cul-de-sac layout
- Building line varies, yet rhythm of forms is generally consistent and unbroken
- Carriageways are relatively wide, with larger turning radii, consistent with development built in post-war era
- Pockets of leftover green space, and large verges are notable along Arnold's Crescent

### Scale

- Typically 2 storey with some 1 storey homes across the area

### Typology

- Detached, Semi-detached and bungalows

### Plot / Landscape Details

- Parking is comprised of a mixture of frontage and in-curtilage, no formal on-street bays
- Delineation between public and private is clearly defined due to presence of generous front gardens and landscaped areas. Mixture of hedges, fencing and walling used as boundary treatment to define this.
- Simple architectural presentation of buildings. Materials predominantly multi-red and multi-buff brick, including weatherboarding. Brown roof pantiles used on gabled end roofs. Detailing is kept to a minimum.





Example frontage off of Hall Lane



Hall Lane Street Scene



## Area Two: Hall Lane & adjacent streets

Land at Hall Lane is located to the north-west of Newbold Verdon and is exemplary of a development constructed in the past 10 years.

### Urban Form

- Net density is higher at around 35-40 DPH
- Morphology is well connected and permeable
- Building line generally follows a formal pattern with minimal change
- Carriageways are narrower, than the majority of development within Newbold Verdon
- Connections to open space, and green pockets provided

### Scale

- Typically 2 storey, albeit some 1-storey examples.

### Typology

- Detached, Semi-detached and terraced

### Plot / Landscape Details

- Parking consists of a mixture of frontage and in-curtilage, with no formal on-street bays
- Delineation between public and private is clearly defined by hedges, fencing and walling used as boundary treatment
- Red brick is predominantly used, as well as render. Grey roof tiles used across a mixture of gable-ended, gable-fronted and hipped roofs. Architectural detailing is applied to most buildings, making use of porch canopies, narrow window headers, bay windows and brick detailing. Render is used to characterise key buildings



## Area Three: Brascote Lane (approved May 2024)



### Brascote Lane Parameter Plan

Not to scale

Access for the proposed development is proposed via the approved Brascote Lane development. Therefore, an understanding of the design characteristics and immediate context to the south is vital for the development of Land off Arnold's Crescent.

The approved scheme is for up to 239 dwellings comprised of the following indicative mix:

	1-bedroom	2-bedroom	3-bedroom	4+ bedroom
Market	5%	30%	45%	20%
Affordable (shared ownership)	20%	45%	30%	5%
Affordable (rented)	10%	50%	30%	10%

### Urban Form

- Minimum of 30DPH
- A permeable and well-connected layout suitable for the benefit of pedestrians and cyclists
- Clear building lines formed across the development, with perimeter blocks used to ensure active surveillance along all routes
- Carriageways vary from the wider primary route which runs through the centre of the Site, through to narrower secondary streets and edge lanes
- Strong green presence across the Site, with ample drainage infrastructure comprised of swales and basins

### Scale

- Typically 2 storey, albeit with use of 2.5 storey in areas

### Typology

- Detached, Semi-detached, terraced, and several maisonettes

### Plot / Landscape Details

- Parking is comprised of a mixture of frontage and in-curtilage, no formal on-street bays
- Delineation between public and private to be defined by landscaping and boundary treatment
- Red-brick to be predominant surfacing material, reflecting detailing in the wider area. Render also used to characterise key buildings. Grey roof tiles to be used.





## 2.4 Local Amenities & Connectivity

### Local Amenities

Newbold Verdon benefits from a range of facilities, the majority of which are located within a 1km distance of the Site:

- Primary school - 750m to the northwest;
- Convenience shopping - 500m to the northwest;
- Playing fields - 50m to the northeast;
- A medical practice - 1km to the northwest;
- Food and beverage offers - 500m to the northwest;
- Library - 500m to the north; and
- Church and community hub - 750m to the west.

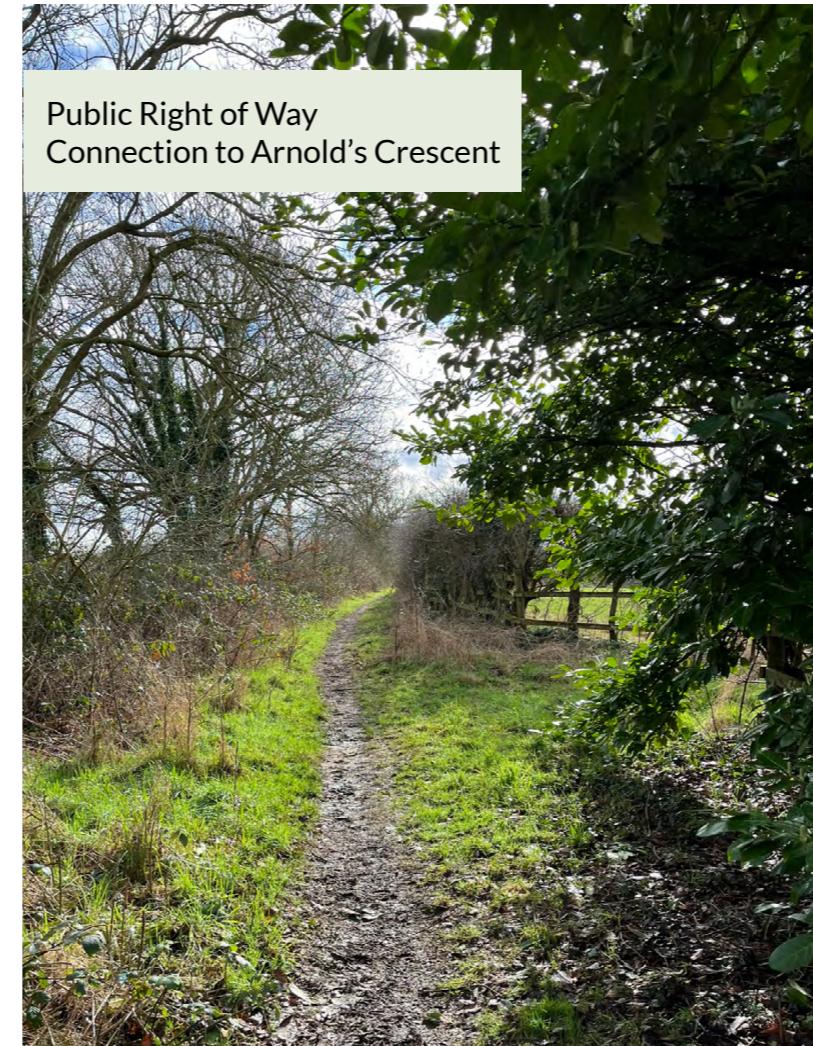
### Connectivity

Newbold Verdon features strong transport links by foot, cycle, bus, and vehicles.

By car, the Site will be accessed via the Brascote Lane development which is accessed via Brascote Lane to the west. Brascote Lane routes to the centre of Newbold Verdon and Main Street shortly to the north then on towards the B582 / B585 north of the settlement. This is the main route towards larger settlements in the vicinity of Newbold Verdon, the M1 (10km to the east / circa 15 minutes) and Leicester (15km to the east / circa 25 minutes).

The Site benefits from a direct north to south public right of way along its eastern boundary. Sitting within the Site's red line boundary, this connects the Site to Barbara Avenue and Alan's Way shortly to the north. Providing quicker on-foot connections to Newbold Verdon's centre (750m / circa 5-10 minutes) and amenities.

By bus, the nearest stops to the Site are located at Main Street, circa 700m to the north of the Site (via the Public Right of Way). From here hourly services are provided to adjacent settlements including Market Bosworth, Desford and Leicester.





# 03 Site Assessment

## 3.1 The Site

The proposed development sits within the Phase Two Study area which comprises a 6.86ha area to the north of Phase One. The wider application boundary covers 13.77ha and includes the point of vehicular access from the Brascote Lane in the west. This proposed development forms a second phase following the approved Phase One, 'Brascote Lane', to the south. Two points of vehicular access will be formed from the Brascote Lane development into the development proposals.

The Site comprises a single parcel of farmed land to the south and east of Arnold's Crescent. The site slopes gently downhill from north east to south west. It benefits from established hedgerows and tree cover along each of its boundaries, as well as several mature trees within the Site. A public right of way runs along the eastern edge of the Site, within the Site boundary, and behind an established hedgerow. This connects up to Barbara Avenue and Alans Way in the north. Beyond the Public Right of Way, open greenfields and Alans Way Playing fields are glimpsed through established vegetation.





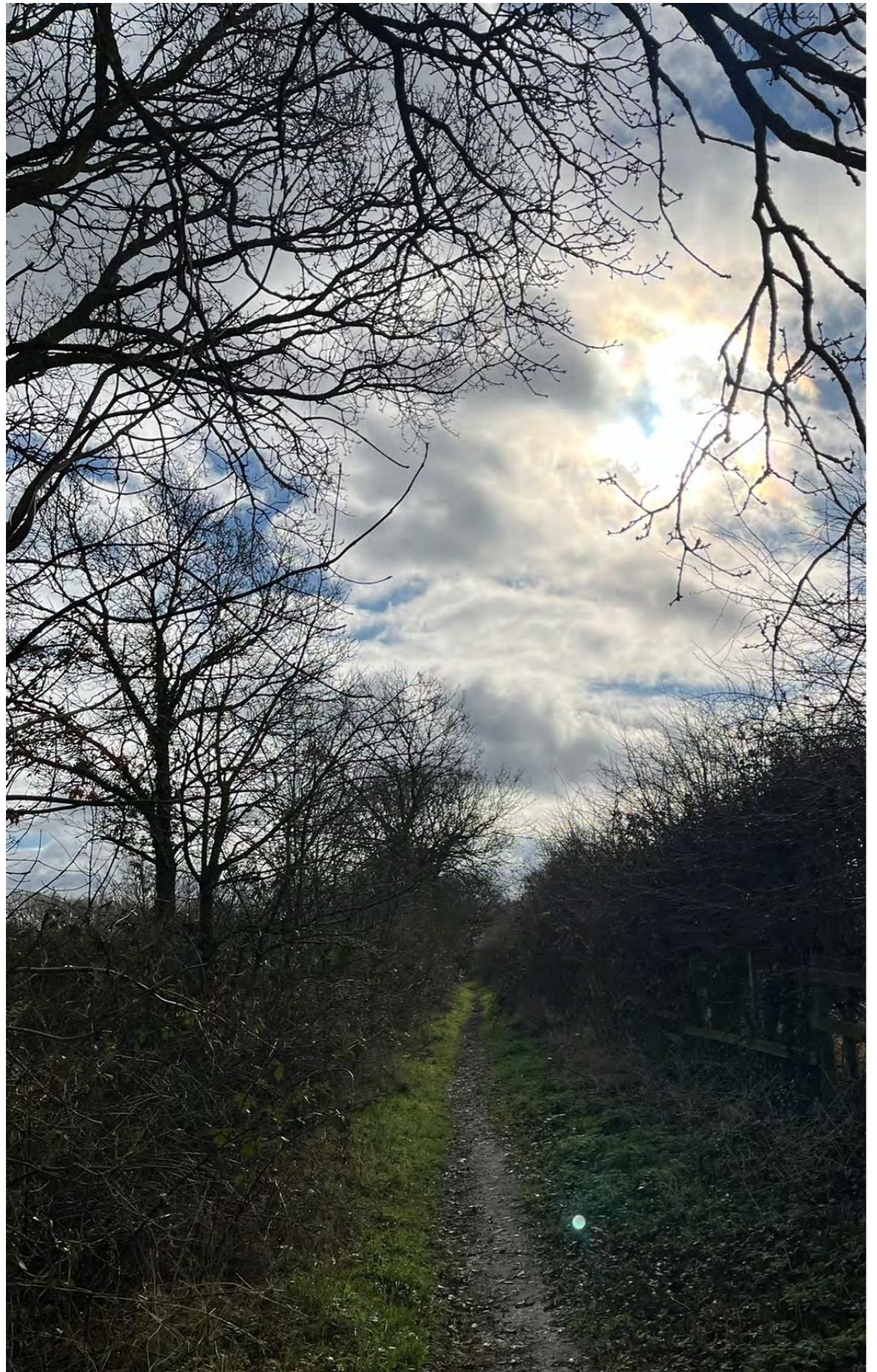
Site in the context of  
Newbold Verdon  
Not to scale

Site Study Area

Land off Brascote Lane



The Site - Viewed from east to west



Public Right of Way - Running to the east of the Site



The Site - Viewed from east to west



The Site - Viewed from south-west to north-east



## 3.2 Access & Highways

A Transport Assessment has been undertaken by Hub Transport Planning to demonstrate a technical understanding of the pertinent transport and highways matters related to the development of the Site.

### Accessibility

On-site observations have indicated that the existing highway network in the vicinity of the site is operating well within capacity, with minimal queues and delays on the network. Surrounding residential estate roads are subject to a 30mph speed restriction.

This site is in a suitable location in transport terms, with local facilities within comfortable walking distance and sustainable transport infrastructure and services present; the proposed development will deliver 2.0m wide footways tying into the existing footway along Brascote Lane.

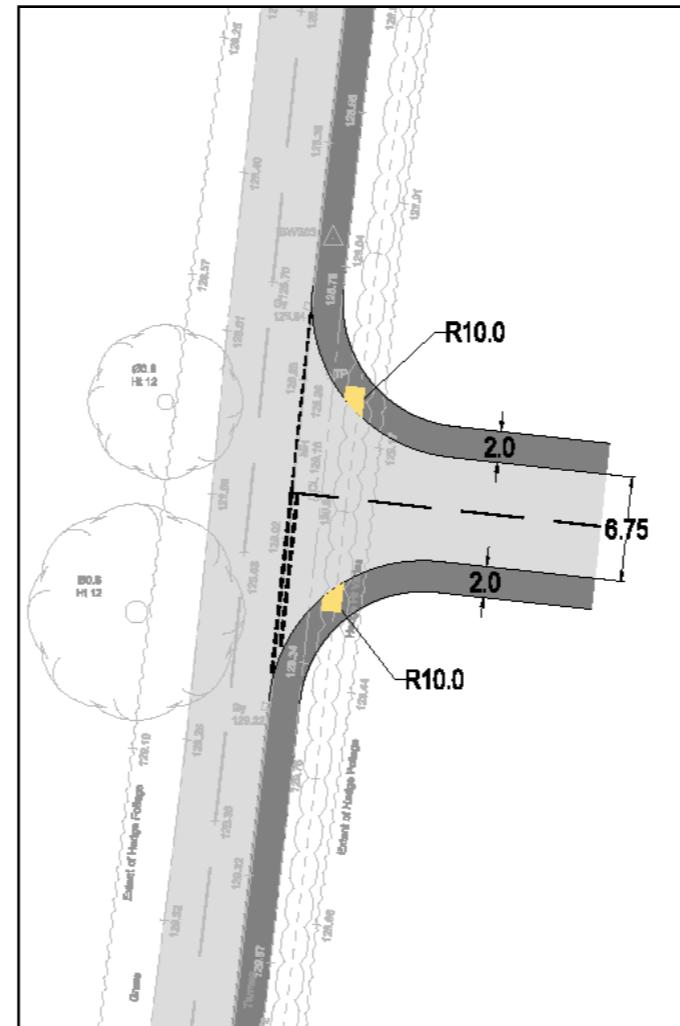
The site benefits from being close to bus stops, with Main Street served by a good bus service for the surrounding urban area of Leicester and giving access to Market Bosworth a Key Rural Centre like Newbold Verdon. Leicester Railway Station is accessible from the site, allowing multi-modal (bus/rail and car/rail) connections to be made to regional and national destinations. The 153 bus service provides a 51 minute journey to Leicester throughout weekdays and Saturday, making it a feasible option for commuting and other journey purposes.

Safe and suitable access to the site for all modes will be provided via a priority T-junction with Brascote Lane. The development will provide footway links to the existing footway along Brascote Lane and also to the PRoW to the east of the site giving more direct access from Phase 2 towards the village centre, with improvements provided on a short section northwards to Alan's Way.

The assessment concludes that the development proposals would not have a detrimental impact on the surrounding highway network and are sustainably located and accessible.

### Access Design

The Site will be accessed via two vehicular points of access from the approved Brascote Lane development to the south. The Brascote Lane development is accessed via a single point of access from Brascote Lane to the west.



↑  
N **Brascote Lane Vehicular Access  
Provided by Hub**  
Not to Scale



↑  
N **Vehicular Access Strategy**  
Not to Scale

Brascote Lane Vehicular Access  
Access into Phase Two application site

### 3.3 Heritage Assessment

A Heritage assessment has been carried out for the Site by RPS. They conclude that there are no heritage constraints to the site's residential development and it is unlikely that the site will contain any archaeological remains that will need to be preserved in-situ or to be designed around. Given the results of the trial trenching to the immediate south of the site the need for further trial trenching on-site can be secured by an appropriately worded planning condition.

### 3.4 Air Quality

An air quality assessment was carried out by BWB for the Site. This sets out the process for conducting a qualitative construction phase assessment and detailed operational road traffic impact assessment at the appropriate time.

### 3.5 Noise Pollution

A noise scoping study conducted by BWB indicated that there are considered to be no noise sources for which further investigation and full noise assessment would be required at the Site. This information has been presented to the Environmental Health Officer of the local planning authority.



↑ N      **Listed Buildings in the Vicinity of the Site** Not to Scale



## 3.6 Topography

A topographical survey was carried out by BWB to map the levels of the Site, and its features.

This shows the gentle change in levels across the Site from the high point in the north east to a low point in the south west.

## 3.7 Flooding and Drainage

A flood risk assessment and drainage strategy have been undertaken by BWB to determine the impact on the proposed development.

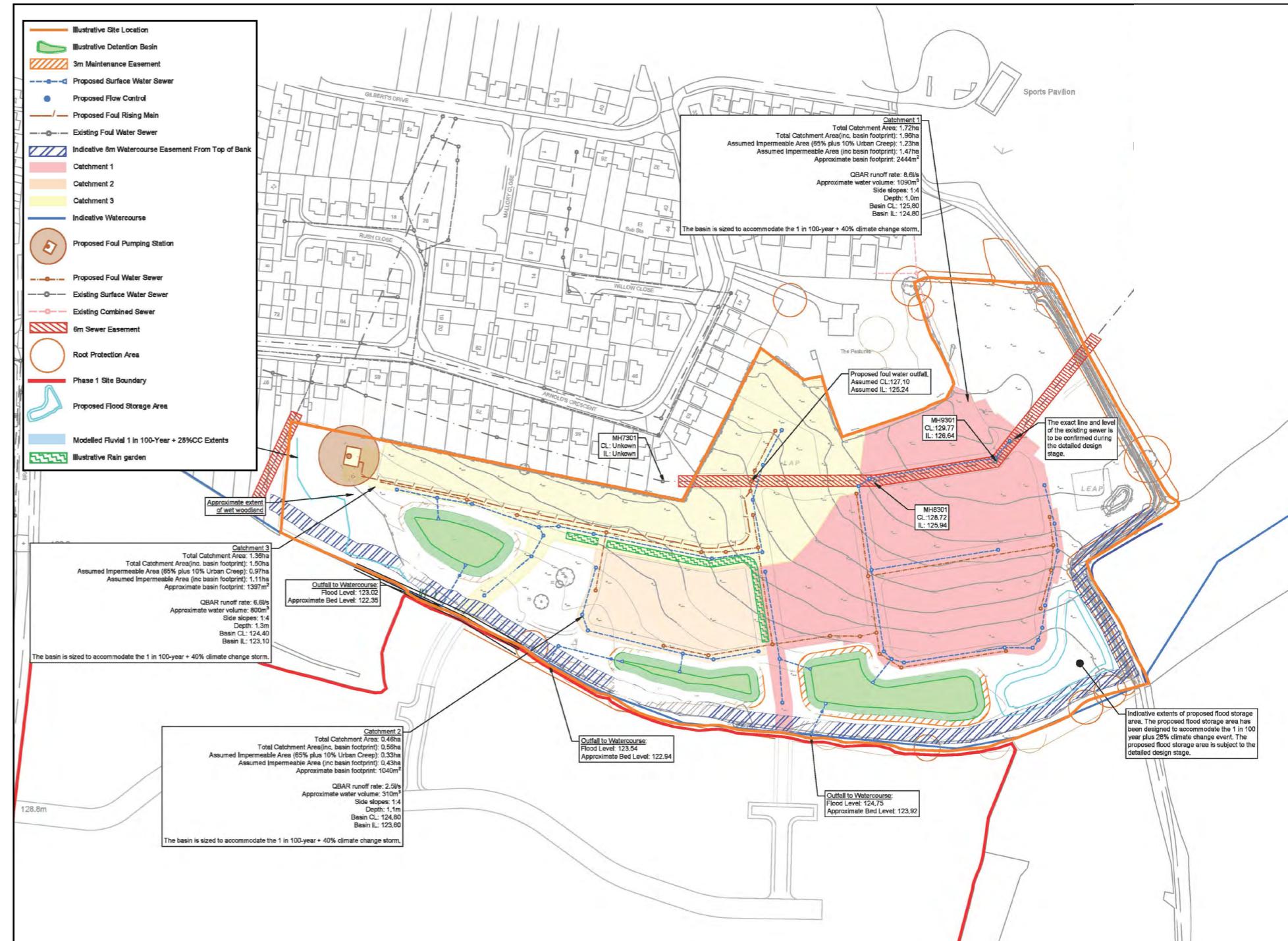
### Flood Risk

The flood risk assessment finds that the proposed development is not at significant flood risk, subject to the recommended flood mitigation strategies being implemented.

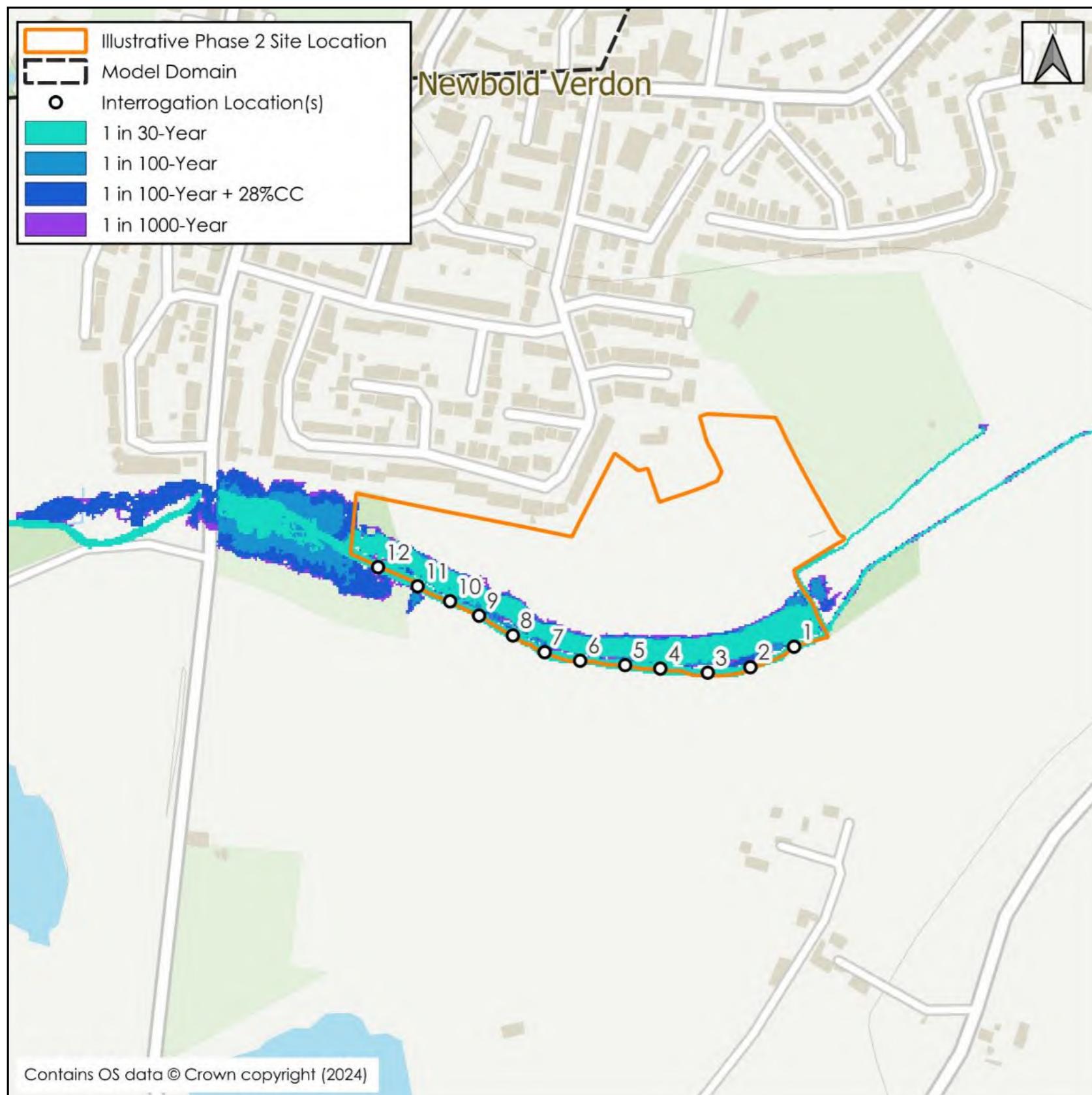
### Drainage Strategy

To mitigate the impact of the proposed development on the current runoff regime, it is proposed to incorporate surface water attenuation and storage as part of the development proposals. It is proposed to drain foul water from the proposed development separately to surface water.

The proposed drainage strategy provides 3 no. drainage basins, as well as rain gardens within the Site.



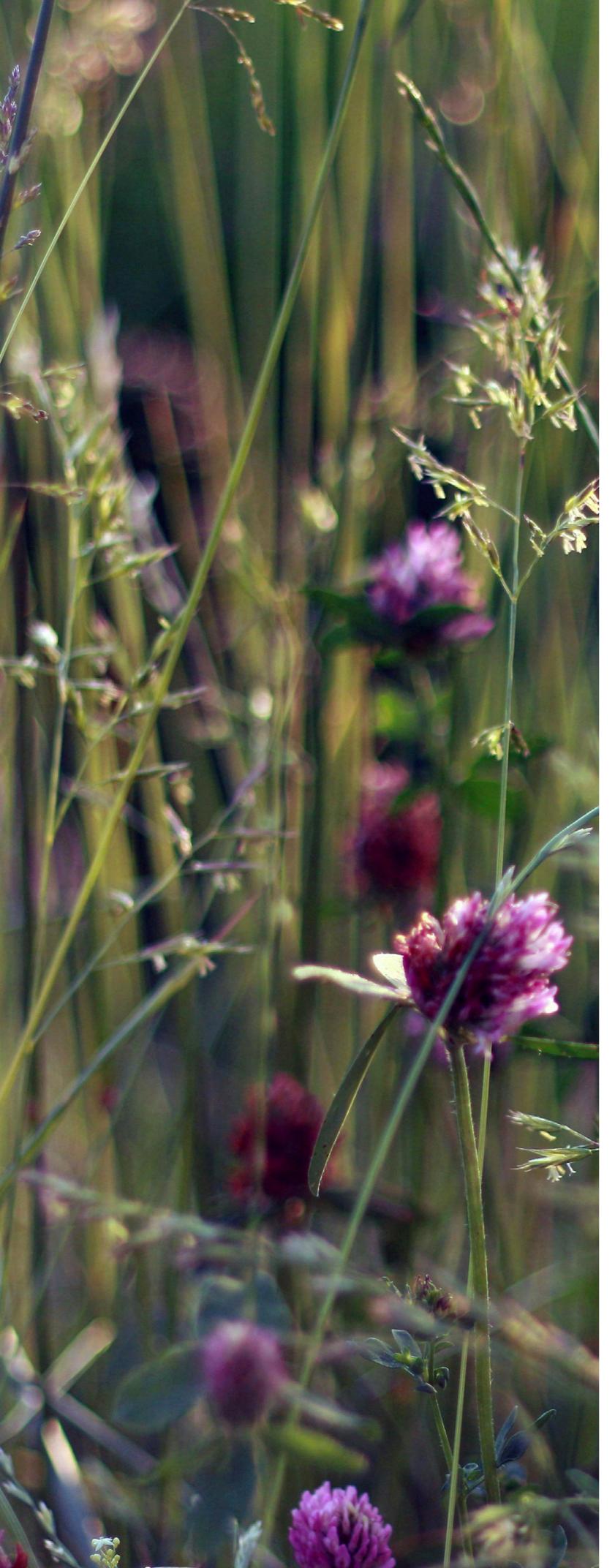
 **Drainage Strategy Plan**  
Provided by BWB | Not to Scale



**Modelled Surface Water Flood Risk**

Provided by BWB | Not to Scale





## 3.8 Landscape

A Landscape Visual and Impact Appraisal (LVIA) has been undertaken by Tyler Grange to determine the potential visual impact of the proposed development on the surrounding landscape.

### Landscape Context

The village edge of Newbold Verdon directly adjoins the Site's northern boundary and has a nucleated form. The landscape to the south and west of the Site is currently agricultural in use, gently undulating, and with field boundaries typically consisting of hedgerows with hedgerow trees - albeit the agricultural land to the immediate south will be replaced in due course by the residential development of Phase 1 which would in turn sandwich the site between built form. Alan's Way Playing Fields and Cricket Ground are present within a well treed boundary to the east. Blocks of woodland are present within the wider landscape surrounding the Site, and fields have a tendency to be large in size and irregular shaped giving the wider landscape an open and vast character. A large solar farm and quarry are located near Cadeby circa 830m and 1.4km to the south-west of the Site respectively, but otherwise development within the area surrounding the Site is formed of clustered settlements and sporadic farms.

The landscape setting of the Site comprises principally pasture farmland with occasional arable fields, the settlement extents of Newbold Verdon, allotment gardens, recreation grounds and numerous blocks of woodland, which combine to create a well vegetated feel to the locality.

### Landscape Assessment

When considering the landscape and visual effects of development it is important to recognise that any change to a greenfield site will result in adverse landscape and visual effects. The extent of the effects and degree of conformance with the local context need to be taken into consideration. In addition, the effects need to be put in the planning balance with all other economic, social, and environmental effects of the development.

The development will change the Site, however that change will be consistent with and will complement the existing townscape to the north (and south in Phase 1) in terms of use, pattern, grain, and appearance and will also include the creation of areas of POS which will contribute to the character of the landscape locally and connect to nearby recreational facilities such as Alan's Way Playing fields to the east and the 'Country Park' of Phase 1 to the south. There will be some loss of hedgerow/tree belt vegetation along the southern Site boundary to facilitate vehicular access, but the landscape masterplan layout (presented in Section 5 of this DAS) shows there is an intention to ensure replacement planting which far exceeds the loss in terms of quantum.

Both the landscape and visual effects are very limited in geographic extent, and all effects are therefore localised to the Site and its immediate context, affecting only a very small number of private residents, and users of only short sections of a small number of the public footpath routes surrounding the Site. This is mainly due to the composition of the landscape that surrounds the Site and the southern reaches of Newbold Verdon, which features gentle undulations, mature hedgerows and hedgerow trees defining fields, and frequent blocks of woodland. The development represents an opportunity to provide a characteristic settlement rounding off between Arnold's Crescent Properties and the Phase 1 development to the south, that can provide enhancements to the landscape on Site through the creation of a network of public open spaces throughout the Site, and new recreational links to existing popular walking routes and recreational facilities.

Overall, the proposed development and defined Development Parameters will not result in unacceptable effects on the landscape or visual resource. The findings of the LVIA identify that the visual envelope of the Proposed Development is highly localised and that longer term effects will be largely minor.