



Design and Access Statement

Proposed residential development at Station Road, Ibstock. Leicestershire.
For Richborough Estates Ltd.

Prepared by nicol thomas. October 2013.



nicol thomas

Contents

01. Introduction.

- 1.1 Introduction.
- 1.2 Site description.
- 1.3 Description of development.
- 1.4 Planning background.

02. Analysis.

- 2.1 Site context & facilities.
- 2.2 Access.
- 2.3 Settlement pattern and history.
- 2.4 Landscape.
- 2.5 National and local designations.
- 2.6 Residential context and vernacular.
- 2.7 Ecology.
- 2.8 Land use.
- 2.9 Topography and landform.
- 2.10 Agricultural Land Use Classification and ground conditions.
- 2.11 Flood risk & drainage.
- 2.12 Archaeology.
- 2.13 Landscape and visual.
- 2.14 Planning policy context.

03. Constraints opportunities and development design.

- 3.1 Summary of analysis.
- 3.2 Constraints.
- 3.3 Opportunities.
- 3.4 Design development. Stage 1 and 2 concept plans.

04. Consultation.

- 4.1 Consultation with North West Leicestershire District Council.
- 4.2 Consultation with Ibstock Parish Council.
- 4.3 Consultation with Leicestershire County Council.
- 4.4 Public consultation event.

05. The proposed masterplan.

- 5.1 Use and amount.
- 5.2 Proposed indicative masterplan.
- 5.3 Design principles.
- 5.4 Building heights and massing.
- 5.5 Affordable housing.
- 5.6 Layout principles & character areas.
- 5.7 Green infrastructure.
- 5.8 Drainage Strategy.
- 5.9 Adaptability.
- 5.10 Sustainability.
- 5.11 Community safety.
- 5.12 Access & connectivity.

06. Conclusion

- 6.1 Conclusion.

07. Appendices.

- 7.1 Site location plan.
- 7.2 Site ownerships plan.
- 7.3 Design constraints plan.
- 7.4 Proposed indicative masterplan.
- 7.5 Proposed landscape masterplan.
- 7.6 Proposed drainage strategy.
- 7.7 Extended Phase 1 Habitat survey plan.

1.0 Introduction

1.1. Introduction.

This Design and Access Statement has been prepared by Nicol Thomas on behalf of the applicant Richborough Estates Ltd. It should be read in conjunction with supporting drawings and documents which accompany the application for outline planning permission.

In accordance with the Town and Country Planning (Development Management & Procedure) (England) (Amendment) Order 2013, this document explains the proposed design principles and development concepts in respect of amount, layout, scale and access. It also seeks to

- Provide an assessment of the site and the wider context.
- Identify the constraints and opportunities which have shaped the design proposal.
- Summarise pre-application consultation sought with the Local Planning Authority, key stakeholders and the local community.
- To explain the evolution of the design and key issues which have influenced it.
- Define key development principles which set design standards and parameters for a future Detailed or Reserved Matters application.

This document has consulted the following documents:

- BFL12. Building for Life 12. The Design Council 2012.
- Design and Access Statements and how to write, read and use them. CABE 2006.



Aerial view of the site.

1.2. Site description.

The site falls within the administrative boundary of North West Leicestershire District Council. Located on Station Road, the site is situated on the western edge of Ibstock and centred on National Grid Reference SK400 100. The application site (identified by the red line boundary) comprises three pasture fields with a series of boundary hedgerows and a small area of woodland scrub and sits at the interface of the urban edge and open countryside. It forms part of the Ibstock County Farm Estate owned by Leicestershire County Council and is 16.38 acres (6.63 hectares) in size.

The northern boundary of the site is flanked by Ibstock Parish Council Allotments, beyond which there is residential development along Station Road. Station Road bounds the eastern site boundary which leads westwards towards the village of Heather and eastwards to the centre of Ibstock. A Bridleway and Public Right of Way run alongside the southern edge of the site via Station Road and provide links to Paget Farm, children's play and a recreation area. Open fields of arable and pasture land are located to the west of the site together with a collection of farm buildings, to which access is gained from Station Road via a farm track which crosses the centre of the site.

An additional parcel of land forms part of the development proposals, identified by a green line. This land is located south of the application site and also falls within Leicestershire County Council's control. The land is proposed to comprise new recreation space and woodland planting in line with the National Forest's strategic objectives. The land is 10.62 acres (4.30 ha) in size.

1.3. Description of development.

This Design and Access Statement is submitted to accompany the following description of development:

'Outline planning application with means of site access from Station Road, (internal access, layout, scale appearance and landscaping reserved for subsequent approval) for the erection of circa 142no. dwellings (Class C3), Public Open Space and associated earthworks to facilitate surface water drainage, landscaping, car parking, improvements to existing highways and other ancillary works'.

1.4. Planning background.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

"where in making any determination under the planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material consideration indicates otherwise".

In this instance, the Development Plan comprises saved policies of the North West Leicestershire Local Plan.

North West Leicestershire Local Plan (August 2002).

The Local Plan was adopted in August 2002 and covers the period to 2006. However, the majority of policies contained in the Local Plan have been 'saved' and therefore continue to form part of the development plan. The site is not allocated for any particular use in the Local Plan. It lies outside the settlement boundary of Ibstock within the countryside. Policies S1 and S3 of the Local Plan are therefore relevant. Policy S1 sets out a number of strategic aims to guide development in the



Site location.

District, one of which is to minimise built development in the countryside and protect the best and most versatile agricultural land. Policy S3 restricts development outside the Limits to Development only permitting proposals for agricultural, infrastructure and recreational uses. The following design policies contained in the Local Plan are particularly relevant:

Policy E2: Landscaped Amenity Open Space – requires development proposals to make provision for landscaped amenity open space in order to improve their visual character and general appearance and secure the retention of important natural features such as trees.

Policy E3: Residential Amenities – seeks to ensure that new development will not have a detrimental impact on the amenities enjoyed by the occupiers of existing nearby dwellings.

Policy E4: Design – states that new development should respect the character of its surroundings, in terms of scale, design, density, height, massing, material of construction, the spaces between and around buildings, and the street scene generally.

Policy E7: Landscaping – requires new development to make appropriate provision for hard and soft landscaping retaining and incorporating existing features where possible.

Policy F1: General Policy – requires new development within the boundaries of the National Forest to make appropriate provision for landscaping and tree planting.

Policy F2: Tree Planting – sets out a number of criteria that will be taken into account in assessing the appropriateness of landscaping and planting schemes submitted in support of development proposals.

Policy T3: Highway Standards – requires developments to make adequate provision for vehicular access and circulation including the provision of traffic calming (where



Above; local connections.

appropriate) as part of residential proposals.

Policy T12: Pedestrians and Cyclists – requires the provision of adequate pedestrian and cycle routes as part of new developments that fulfil a number of criteria listed under this policy.

Policy H6: Housing Density – sets out housing density requirements stating that housing developments on sites of 0.3 ha or more should achieve a minimum density of 40 dwellings per hectare.

Policy H7: Housing Design – sets out a number of design considerations which will be taken into account in determining a planning application.

Policy L21: Children's Play Areas – requires new housing developments of 10 or more dwellings to incorporate the provision of children's play areas and associated equipment except where all play space needs arising from the development can be adequately met by existing facilities within walking distance. Play areas should be situated in a visually

prominent location, be within reasonable walking distance of any point within the development and provide a range of play equipment suitable for children of different ages. The Council will require the payment of a commuted sum to cover the costs of maintaining the children's play areas for a period of 5 years.

Policy L22: Formal Recreation Provision – states that all major new development should make adequate provision for open space for formal recreation use.

New Local Plan.

North West Leicestershire District Council submitted its Core Strategy to the Secretary of State for examination in June 2013. The Inspector appointed to examine the Core Strategy raised concerns regarding the soundness of the Core Strategy in a letter to the Council in July 2013. His main concerns related to the Council's approach to identifying housing needs and the Core Strategy policies on housing land supply. Following the Council's response to the Inspector's letter in July 2013 and the opportunity to explore issues further at an Exploratory Meeting on 25 September 2013, the Council signalled its intention to withdraw the Core Strategy in a press release at the end of September. The withdrawal of the Core Strategy was ratified at the Full Council meeting on 29th October. As the Core Strategy has now been withdrawn, no weight can be attached to it.

Five year housing land supply.

The NPPF seeks to boost the supply of housing and states at Paragraph 49 that *"relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites"*.

The latest Five-Year Housing Supply Statement (April 2013) shows that the Council currently does not have a five-year housing land supply. The absence of a five-year housing land supply was recently confirmed at appeal.

Given North West Leicestershire's shortage of deliverable housing sites, it is considered that the Local Plan's policies with regard to the level and distribution of housing land are not up-to-date.

2.1. Site context and facilities.

Station Road is an established, predominantly residential street. It is a frequently used route which connects with Hinckley Road and the wider area of Ibstock to the south. It provides good linkages to Ibstock's local amenities many of which are predominantly found around High Street area; within 750 metres of the site and 2 kilometres of all local services in the town. Further information can be found in the Travel Plan which accompanies the application.

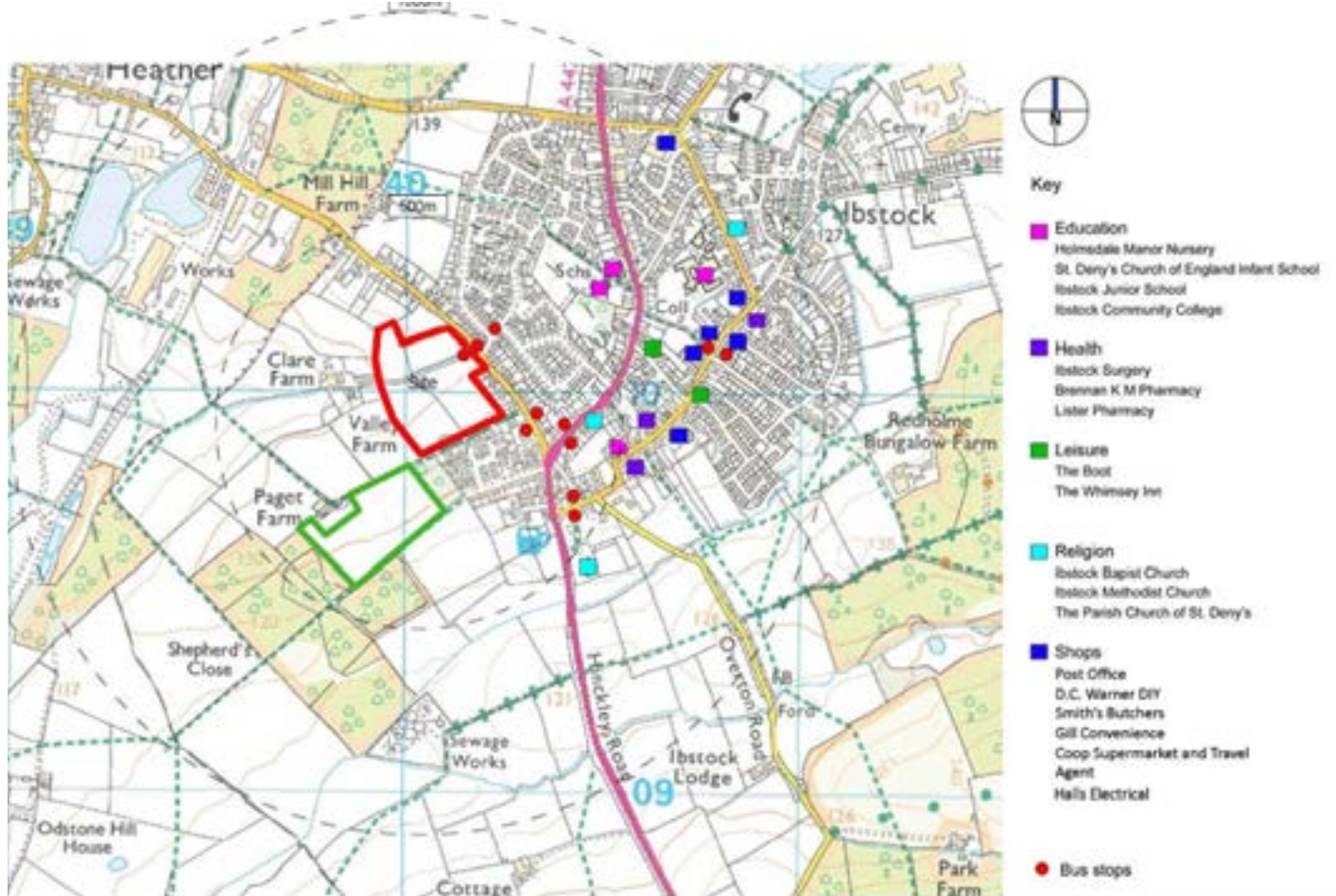
The closest primary schools to the site are St. Deny's Church of England Infant School (on Laud Close) and Ibstock Junior School (Melbourne Road). The site lies within the catchment area of both schools and also Ibstock Community College, which is located off Central Avenue.



Co-op on Ashby Road, north of the site.



Ibstock Junior School, Melbourne Road.



Post Office on High Street, Ibstock.



Doctors surgery on High Street.



Existing farm access and pumping station on Station Road.

2.2. Access.

The site is accessed via Station Road, which is a well used route that connects with Melbourne Road (A447) to the east and Main Street/ Newton Road in Heather to the west. Station Road is a predominantly residential street, having a speed limit of 30mph. It runs along the south-western edge of Ibstock and provides access to local facilities around the High Street area via Melbourne Road and Hinckley Road.

A single vehicular access serves two farms adjacent to the site. It crosses through the site at its lowest point alongside a mature hedgerow and a watercourse. The access is gated and located opposite Thorndale. A grassed verge in Highway ownership runs alongside the northern boundary.

A pumping station is located adjacent to the farm access, off Station Road. The pumping station is in the ownership of Severn Trent and does not form part of the application. A further access serving the allotments is located north of the site, also off Station Road.

Further afield, the highway network is accessible via the A42 junction 13 to the west and at Junction 22 of the M1 to the east, both via the A447 and the A511.

A Bridleway and Public Right of Way Q57 abuts the south-eastern boundary which is used for vehicular access by residents in Sunnyside and Paget Farm further to the south. The Public Right of Way extends to the wider landscape context and runs adjacent to the western site boundary, where longer distance views of Station Road and the site can be seen.



Access track across the site serving the adjacent farms.



Station Road footways and verges. The site is located to the left.



Allotment access off Station Road, adjacent to the site.



Public Right of Way adjacent to the south of the site.

Sustainable travel.

Bus.

The site is provided with a good level of bus service throughout the working week and on Saturday's, providing connections to Coalville and Hinckley. The closest serviced bus stops to the site are located on Thorndale which is north-east of the site, just a 205 metre walking distance from the centre of the red line site. Additional stops are located further north. Two bus stops are located on Station Road adjacent to the existing farm access into the site however these are presently not in use.



Existing bus stops along Thorndale, opposite the site.

Rail.

The site is located approximately 10 miles from Loughborough Railway Station and just over 12 miles from Leicester, East Midlands Parkway and Burton-upon-Trent Railway Stations.

Loughborough Station provides regular services to and from London, Derby, Sheffield and Nottingham, whilst Leicester Station provides services to Peterborough and Birmingham. Burton-upon-Trent provides very frequent services to Birmingham, Derby and Nottingham.

The cycle distance from the site to these stations is unlikely to offer an alternative for cycle/rail trips to longer distance employment destinations however Park and Ride facilities are available.



Access to Bridleway via Station Road.



Public Right of Way Q57, located to the west of the site.

Walking and cycling.

The site is a sustainable location being within walking distance of residential streets and local amenities. It fronts an existing footway on Station Road providing good opportunities to connect with the existing network.

A number of Public Rights of Way surround the site (see page 16). These include public footpath Q57 which runs parallel to the west of the site, passing through farmland and a public footpath/ Bridleway which runs alongside the south-eastern boundary and doubles as a vehicular access to dwellings in Sunnyside and Paget Farm.

National Cycle Route (NCN) 52 is located to the west of the site in Heather, connecting Coalville to Nuneaton. NCN 63 is located south of the site accessed via Overton Road connecting Leicester and Burton-upon-Trent.



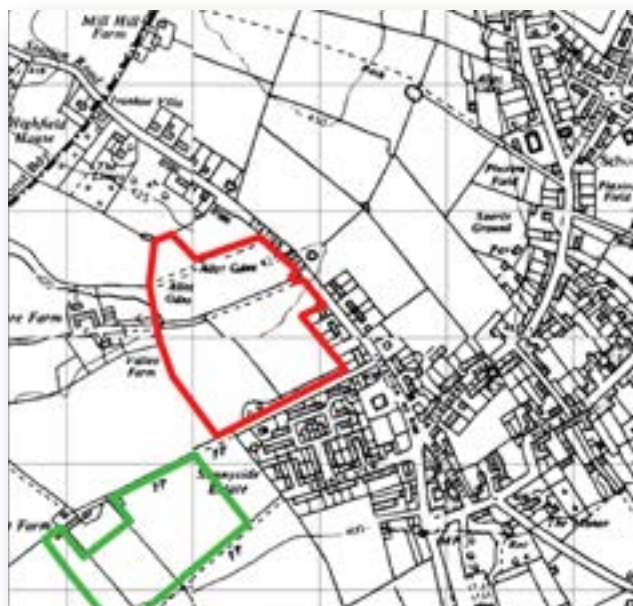
Existing bus stops opposite the site on Station Road. (Not in use at present).



The site in 1882-1883.



The site in 1903.



The site in 1966-1967.

2.3. Settlement Pattern and History.

Ibstock is a village of eclectic character comprising many different building styles, with an historic core around the Parish Church of St. Deny's at the junction of the High Street and Hinckley Road, which now forms the heart of the Ibstock conservation area with a number of listed buildings. The village has evolved and grown along with industrial development, post war expansion and further extension in the late 20th century.



Parish Church of St. Deny's.

The setting of the site has changed as the urban envelope of Ibstock has grown over the past 100 years.

Extracts from historical maps (left) show Station Road as a historical route leading into Ibstock and Valley Farm dating back to the late 19th century. The site originally sat within a landscape environment, visually detached from the urban area.

The western edge of Ibstock expanded significantly during the 1960's period with the introduction of the Sunnyside development to the south of the site and the addition of new dwellings to the north of Station Road. This changed the setting of the site with new urban areas visually containing its northern and southern edges.

The Parkdale and Thorndale area to the north of the site is thought to have been developed in the 1980's period, linking new development to the cluster of dwellings to the north of Station Road and beyond. The urban edge now fully contains the northern, eastern and southern edges of the site and is visible upon views seen from the Public Right of Way.

2.4. Landscape.

Landscape Characteristics of the Site and Setting.

The application site covers an area of approximately 6.63 hectares and comprises three fields which are currently improved/semi-improved grassland, bounded by managed hedgerows with a line of plantation woodland/scrub to the south. The site lies in a valley which creates a 'bowl-like' shape landform. The southern section is a broad ridge running northeast / southwest along the line of the Public Right of Way leading to Paget Farm. The lowest part of the site is on the western boundary. Valley Farm, Clare Farm and Paget Farm are situated to the west and the urban fringes of Ibstock are situated to the north, east and south.



Existing hedgerow running through the centre of the site.



Eastern site frontage alongside Station Road.



Central and northern site hedgerows.

Key Characteristics of the site and setting are:

- Improved/semi-improved grassland contained due to the nature of the undulating landscape which creates a bowl-like enclosure.
- Low lying landscape with low horizon.
- Limited hedgerow trees.
- Pockets of newly planted woodland.
- Beyond the site there are more open fields of arable and pasture use and a collection of farm buildings.
- Urban fringe characteristics of allotment use and pasture land close to Settlements.

Vegetation types.

The vegetation has been subject to a number of surveys: An Extended Phase 1 Habitat survey was carried out by BSG Ecology to determine the site's habitat value. Further detailed surveys for bats, hedgerows, breeding birds, badgers and great crested newts were carried out by Just Ecology. A Tree Survey to BS5837:2012 was carried out by Midland Forestry to identify all the trees on site and assess their condition and amenity value.

The land is pasture land comprising currently improved/semi-improved grassland. A woodland spinney and scrub is located along south-eastern boundary of the site which provides some ecological value and visual screening south of the site.

The majority of hedgerows on the site are well managed, dense, but species poor. Some are gappy which is typical of the Urban Fringe Landscape Character. Hedgerows form the majority of the sites' boundaries with an internal hedgerow running through the centre of the site along the length of the existing farm access/ track. This is the only hedgerow which contains hedgerow trees.

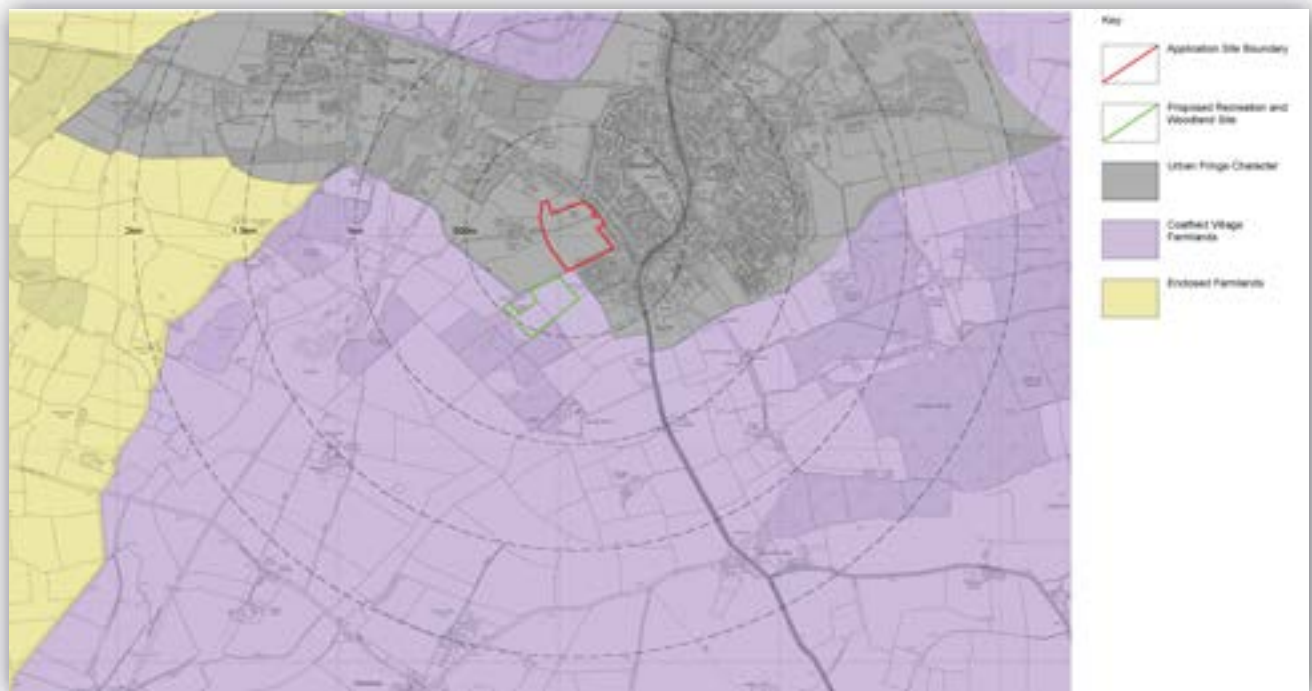
Hedgerows and trees.

The application site is not subject to any Tree Preservation Orders (TPO). A tree survey to BS5837:2012 has assessed the condition of the trees on site. This identifies:

- 7 trees, 1 tree group and 2 hedgerows of low quality.
- 17 trees, 1 tree group and 6 hedgerows of moderate quality.

No trees, groups or hedgerows were assessed as particularly high quality or of very poor quality. Species noted include Sycamore, Norway Spruce, Norway Maple, Pendunculate Oak, Beech, Ash, Elder, Crab Apple.

Whilst from an ecological perspective all hedgerows are considered species-poor, they are mostly well managed and dense. They are therefore likely to be of value to nesting birds and could provide commuting routes for badger and bats in the local area. Several of the mature trees may also be of value to roosting bats.



National Forest Landscape Character Area.

Landscape character.

Nationally, the site lies within the 'Leicestershire & South Derbyshire Coalfield' National Character Area 71 (NCA) as defined by Natural England. The key characteristics of this landscape type are:

- Urban influences are strongly evident. Settlement is typified by straggling towns and villages, with rows of traditional brick-built miners' cottages and new housing estates.
- Mining activity is a feature, with pockets of derelict land as well as areas of opencast coal and clay workings.
- The agricultural landscape is open and rolling with small woodlands and many gappy hedged fields.
- New woodlands are increasingly visible, particularly on former derelict spoil heaps.

Much of this landscape has a distinctive but rather disorientating character as new housing and woodland planting gives the impression of a landscape in transition.

County Character Area.

The Leicester, Leicestershire and Rutland Landscape and Woodland Strategy, 2001 is focused at a more local level than the Natural England assessment. The Strategy assesses the nature of the existing landscape and woodland of Leicester, Leicestershire and Rutland and describes eighteen distinctive landscape character areas within the three authorities' areas. The site lies within the landscape character type 'The Coalfield' (illustration above). The key characteristics of The Coalfield landscape type are:

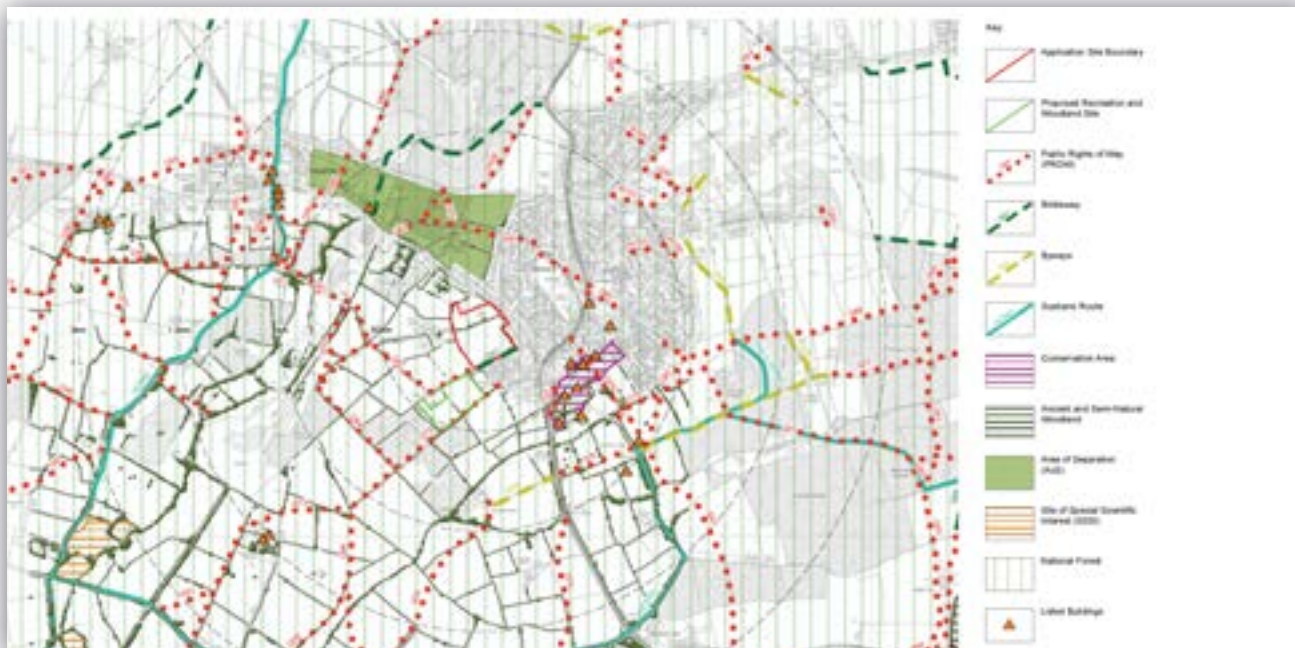
- Gently undulating landform.
- Visible effects of past and present coal and clay workings such as subsidence flashes, spoil heaps and former railway lines.

- Dense settlement pattern of former mining towns and villages which follow main roads.
- Groups of roadside cottages.
- Mixed farmland with low woodland cover.
- Hedges and hedgerow trees sometimes give a wooded effect locally.
- Localised concentrations of woodland

National Forest Character Area.

The National Forest Strategy was prepared in 1992 and identified the landscape character types and areas which are present within the National Forest. The landscape assessment identifies six landscape character areas, which are individually distinctive and form parts of wider landscapes that extend beyond the Forest boundary; and six landscape types, which are defined to a greater or lesser extent by woodland, agricultural, urban and industrial influences. The Forest's landscape character areas coincide with Natural England's Character Map of England. The application site is located within the Urban/ Urban Fringe Landscape type, the key characteristics of which are:

- Large, often sprawling settlements, new built development and occasional mineral workings are dominant.
- Major roads and railways are also prominent making areas busy with the noise and movement of traffic.
- Cropped farmland with gappy, poorly managed hedgerows and hedgerow trees often appears sandwiched between urban and industrial uses.
- Remnant pastures sometimes occur around settlements. These often have a strong hedgerow pattern, though hedges can appear overgrown and unmanaged.
- Urban trees, open spaces and new woodland planting contribute to the landscape setting of urban areas.



Above; Landscape Planning designations.

- Horse grazing, allotments and other non-agricultural activities add to the fragmented appearance.

The site also lies on the edge of 'Coalfield Village Farmlands' which surround Ibstock. However the additional off-site proposals lie within this character type. The key characteristics of the Coalfield Village Farmlands type are:

- The landscape has a rather fragmented character marked by red brick mining villages, isolated terraces of miners' cottages, opencast mineral workings (plus granite quarries in the Charnwood area), new built development and extensive areas of reclaimed land.
- Interspersed are tracts of open, gently rolling farmland, intensively cropped, with medium to large fields.
- New woodland planting is becoming increasingly prominent and helps to integrate new built development and mineral workings.
- Mature hedgerow trees are the main wooded features, but these are sparse and many show signs of dieback.
- The hedgerow pattern is in decline with many hedges defunct or low cut and gappy.
- Views are long with industrial uses and edges of settlements visible from some distance.

2.5. National and Local Designations.

Statutory Planning designations.

There are no Public Rights of Way (PROW) within or running through the site. There is however a well established network of footpaths within the vicinity and a Public Right of Way and Bridleway Q57 runs immediately adjacent to the southern edge of the application site, off Station Road. This route provides access to residential properties in Sunnyside and Paget Farm and joins the Sustrans Route NCN52 which runs through the village of Heather (see above plan).

Non-Statutory Planning Designations.

The settlement does not lie within the area of Separation that lies between Ibstock and Heather as defined in the adopted Local Plan. The site does however lie within the National Forest. This is the only designation on the site. Local policy requires new developments within the National Forest to contribute towards the creation of the forest by including provision of new tree planting and other landscape areas within them and/or elsewhere within the National Forest in accordance with National Forest Planting Guidelines.

Statutory and non Statutory Nature Conservation Designations.

There are no areas of Sites of Special Scientific Interest, areas of ancient woodland or ancient semi-natural woodland located within or near the site.

Statutory Cultural Heritage Designations.

The site does not lie within or adjacent to a Conservation Area. There are also no listed buildings within or near the site. For further information, please refer to the Landscape Visual Impact Assessment which accompanies this application.



Adjacent recreation space off the existing Bridleway, south of the site.

2.6. Residential context and vernacular.

Established residential areas are situated adjacent to the northern and eastern boundaries of the site. They can be characterised as three key areas as follows:



Thorndale, Parkdale, St. Deny's Crescent.

Location: North of the site.

Era: 1980-1990

Estimated net development density:

27 dwellings per net hectare.

Format:

Linear patterns which align streets. Minimal variation in housing footprint sizes. Continuous frontages.

Housing mix: Predominantly semi-detached houses. Some bungalows to the north.

Storey heights: 1 and 2 storeys.

Typical building separation distances

(across street section): Minimum 21 metres. See below.

Materials:

Orange and buff brickwork. Brown profiled concrete roof tiles. Upvc windows and doors. Render. Timber boarding.

Characteristics:

Traditional pitched roofs with shallow pitches and some chimneys. Boxed eaves, minimal window head and cill details and fenestration with both vertical and horizontal proportions.

Boundary treatments:

Mostly undefined or by changes of surface- some low level walls or hedges which demark centre lines between plots.

Car parking:

Frontage, within curtilage. Some on street parking. Some integral garages.



Thorndale street cross section. The site is a backdrop to end of street views.



Station Road.

Location: East of the site.

Era: 1900 +

Estimated net development density:

21 dwellings per hectare.

Format: Linear patterns which align streets.

Housing mix:

Predominantly detached houses. Some bungalows and scattering of terraces.

Storey heights: 1, 1.5 and 2 storeys.

Typical building separation distances

(across street section): 38 metres (which reinforces the principality of the road).

Materials:

Orange and red brickwork. Plain grey roof tiles, terracotta ridge tiles and dentil coursing. Brick and stone cills. Upvc and timber windows. Render.

Characteristics:

Dwellings are generally more characterful and unique in design. Includes steeper roof pitches (some with ornate barge boards) and shallower hipped roofs with dormer windows. Corbelled eaves and chimneys. Bay, casement and sash windows with vertical proportions and solidier coursing or brick arches. Some fanlights.

Boundary treatments:

Curtilages are defined by quality landscape and brickwork boundary walls. Grassed verges alongside the carriageway.

Car parking: frontage, some with integral garages or garages to the side. Most within dwelling curtilage. Some on street parking.

Station Road street cross section.



Sunnyside and Church View.

Location: South of the site.

Era: 1960-1970.

Estimated net development density: 26 dwellings per hectare.

Format: Linear, orthogonal housing patterns which align road layouts.

Housing mix: predominantly terraced and semi detached houses. Some bungalows.

Storey heights: 1 and 2 storeys.

Typical building separation distances (across street section): 18-21 metres.

Materials: Orange brickwork. Plain grey and red concrete roof tiles. Upvc windows. Render.

Characteristics: Residential area has some Radburn principles having some grouped garage courts and parking to rear of dwellings. Traditional pitched and hipped roofs, some with chimneys. Casement and top hung windows (some with brickwork arches) and ground floor bay windows. Flat roof canopied entrances - side entrances.

Boundary treatments: front curtilages are defined timber palisade/ hit and miss fencing and or hedging.

Car parking: Parking courts, rear parking spaces and on-street parking.



Church View street cross section.



2.7. Ecology.

There are no statutory designated sites of wildlife interest within 1 kilometre of the site. The nearest statutory site is Newton Burgoland Marshes which is approximately 2 kilometres to the west. There are also two wildlife sites within 1 kilometre of the site, which include Ibstock Cemetery Grassland and Ibstock Lodge Pasture and Stream. It is considered highly unlikely that these sites will be impacted by the proposed development.

Habitats.

An extended Phase 1 Habitat survey was carried out in 2012 to determine the site's habitat value. Further detailed surveys were undertaken in accordance with the findings of the Phase 1 Habitat survey. Specific habitats present on site or adjacent included:

- Improved grassland.
- Poor semi-improved grassland.
- Species-poor hedgerows.
- Broad-leaved woodland.
- Dense and scattered scrub.
- Standing water (2no. ponds).

As UK Biodiversity Action Plan (UKBAP) and Local Biodiversity Action Plan (LBAP) priority habitats, the hedgerows and pond were considered to be the most ecologically important habitats on or adjacent to the site.

Bats.

The site offers suitable foraging and commuting habitat for bats. The presence of common pipistrelles, soprano pipistrelles and Nathusius was confirmed by transect surveys, whilst the static bat detection surveys additionally confirmed presence of long eared bats, noctule, *Myotis* species and pipistrelles. In general, relatively small numbers of bats were encountered.

Great Crested Newts.

The existing hedgerow and woodland scrub provide some suitable terrestrial habitat for amphibians. Despite the presence of two ponds within the site, the presence of Great Crested Newts was not found during the great crested newt surveys. Common frog, tadpoles and smooth newts were however found.

Badgers.

Limited signs of badger activity were noted on site indicating that the site may be used for foraging and commuting purposes.

Birds.

Hedgerows, trees and scrub on the site provide potential nesting and foraging habitats for birds. 25 bird species have been recorded on site. Of these, dunnock, linnet and song thrush were considered to be breeding on site.

For further information, please see Appendix 7.7.



Standing water adjacent to existing farm access track.



Existing hedgerow running through the centre of the site.

2.8. Land Use.

The site consists of improved/semi-improved grassland used as pasture land. It is sub-divided into three fields by hedge-rows and a private track which serves Clare and Valley farm, adjacent to the western site boundary.

Established residential areas lie adjacent to the northern, eastern and southern edges of the site. Dwellings adjacent to the site and situated along the southern edge of Station Road abut the site with rear gardens and have direct inward views (see section 2.13).

Open arable and pasture fields lie to the west of the site, with farm buildings interspersed throughout the landscape. Allotments are situated adjacent to the northern site boundary and do not form part of the application.

A Bridleway and Public Right of Way Q57 abuts the southern boundary which is used as a vehicular access by residents of Sunnyside and Paget Farm.

A recreation area and equipped children's play area are located south of the site, accessed either via Church View or by the Bridleway.



View from centre of the site showing rising landform towards the northern boundary.



View from the south of the site showing rising landform each side of the central access track.



View from the north-west of the site showing the rising landform towards the existing Bridleway (horizon).

2.9. Topography and Landform.

The site lies within a valley creating a bowl-like enclosure. There is a moderate fall from the north-eastern boundary (131m AOD) and south-eastern boundary (134m) towards the centre of the site then to lowest point on the western boundary (122m AOD). Generally the farm access track runs along the bottom of this valley, with the valley sides rising each side.

2.10. Agricultural Land Use Classification and ground conditions.

Agricultural land is a finite resource. In recognition of this, the National Planning Policy Framework states; *'Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.'*

An agricultural Land Classification survey was undertaken in July 2013. This confirms the site comprises Grade II agricultural land and soils are generally sandy loams. The underlying bedrock is likely to be Mudstone and the superficial deposits are described as Clayey Sands and Gravel.

2.11. Floodrisk and Drainage.

Main Rivers

The River Sence is located approximately 1 kilometre west of the proposed development site and is at levels approximately 20 metres lower than the site.

Minor watercourses.

An unnamed watercourse flows through the centre of the site from Station Road toward Clare Farm. The watercourse is fed both by the discharge from a surface water sewer and by the greenfield run-off from the development site and does not have a significant base flow. An assessment of the capacity of the unnamed watercourse has confirmed that the site is not at risk from this source.

Ponds.

Standing water is located directly in the centre of the site adjacent to the southern side of the track with another pond located just outside the site adjacent to the northern boundary.

Groundwater Flood Risk.

The underlying bed rock and superficial deposits are largely impermeable. However the North West Leicestershire Strategic Flood Risk Assessment (SFRA) does not mention any groundwater flooding problems for the Ibstock area and the Preliminary Leicestershire County Council SFRA ground water flood risk map shows the area to be at low risk of groundwater flooding.

Flood risk from sewers.

A pumping station is located adjacent to the site, off Station Road, of Severn Trent ownership. The local Severn Trent surface water sewer discharges into the development site and does not pose a significant flood risk to a development proposal.



Pumping station located adjacent to the site off Station Road.



Existing ditch adjacent to the farm track access.



Extract from Environment Agency October 2013.

Flood zones.

Flood Zone mapping prepared by the Environment Agency identifies areas potentially at risk of flooding from fluvial or tidal sources without taking into account the presence of flood defences or structures such as culverts or minor watercourses. An extract from the mapping is shown above.

The site is shown to be located within Flood Zone 1 (Low Probability). The NPPF defines Flood 1 as zones that are identified as land assessed as having a less than 1 in 1000-year annual probability of river/tidal flooding.

2.12. Archaeology.

A desk based Archaeological Assessment has been undertaken and accompanies the application.

The application site consists of three fields, all of which were created during enclosure in the 1770s. However, it is likely that the land was used for pasture before the 18th century in conjunction with a rabbit warren located on land now used as allotment gardens. The likelihood of prehistoric, Roman and medieval remains is therefore low to very low.

Ibstock developed in a north-easterly direction and the first residential development adjacent to the application site did not occur until the mid-20th century. The potential for archaeological remains from the post-medieval period to the present day is therefore low.

There are no heritage assets on, or close to, the site and there is only a low possibility of prehistoric remains existing on the site and no evidence for remains from other periods. It is therefore considered that the proposed development will have a negligible heritage impact. The proposal therefore complies with the principle and policies of the NPPF and Policy E19 of the adopted Local Plan.

2.13. Landscape and visual.

Visually the site itself is well contained due to the existing bowl like topography, and effects of linked woodland and treed field/road boundaries beyond the site. Views into the site are predominantly restricted to close/mid distance views from public footpaths to the south and east and residential properties immediately adjacent to and overlooking the site from Station Road. There are no long distance views of the site due to the intervening topography and vegetation.

The impact of the proposals on the landscape and the visual amenity have been assessed in a Landscape and Visual Impact Assessment which accompanies this planning application. This identifies and concludes that for a development of this nature and extent, a degree of impact is inevitable and the assessed significance of these impacts on the landscape and visual baseline are within acceptable limits. The proposals in fact provide some significant benefits to the landscape and the visual context through the creation of new woodland which adds to the development of the National Forest.



The site is a backdrop to views from Thorndale opposite.



View of the site from the Public Right of Way to the west.



Views into the from existing houses on Station Road.



Limited views of the adjacent Bridleway in the east.



Glimpses into the west of the site from the Bridleway.

2.14. Planning Policy Context.

The masterplan and design principles set out within this Design and Access Statement have been prepared within a comprehensive policy and guidance framework provided at the National, Regional and Local Authority level. A review of the scheme against each of the relevant policy documents is included within the Planning Statement accompanying this planning application, but in summary the following have informed the design process.

National Planning Policy Framework.

The publication of the National Planning Policy Framework (NPPF) in March 2012 replaced the former suite of Planning Policy Statements and Guidance, and a number of Circulars. The relevant sections have been considered below.

Section 4 NPPF: Sustainable transport.

NPPF advises that in preparing Local Plans, LPA's should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of travel. The proposed development directly abuts the existing urban area and proposes a pedestrian/ cycle route which links to it ensuring that new homes are within short walking distances of existing bus stops, schools and local amenities.

Section 6 NPPF: Delivering a wide choice of high quality homes.

NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development and also that relevant policies for the supply of housing should not be considered up to date if the LPA cannot demonstrate a five year supply of deliverable housing sites.

The masterplan proposes a mix of dwellings types and tenures that will create a sustainable development, offer diversity and choice and satisfy North West Leicestershire District Council's requirement for the provision for affordable housing.

Section 7 NPPF: Requiring good design.

The Government's commitment to achieving good design is set out within the NPPF as: *"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."*

Planning applications should establish a strong sense of place; optimise the potential of the site to accommodate development; respond to local character; create safe and accessible environments and are visually attractive as a result of good architecture and appropriate landscaping.

The NPPF expects applicants to work closely with those directly affected by their proposals to evolve designs and take account of those views of the community. Proposals that can demonstrate this in developing design of the new development should be looked on more favourably. Section 4 of this Design and Access Statement explores this further and demonstrates consultation has been sought at an early stage with the Local Authority, key stakeholders,

land owners, the tenant of the adjacent farm and the local community.

Section 8 NPPF: Promoting healthy communities.

The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Planning decisions should ensure an integrated approach is taken in considering the location of housing, economic uses and community facilities and services. Our proposals explore the local context and surroundings in Section 2. The NPPF advises that the Government places great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Richborough Estates is committed to entering into a Section 106 agreement with the Council to secure contributions towards identified local school places that the development will give rise to.

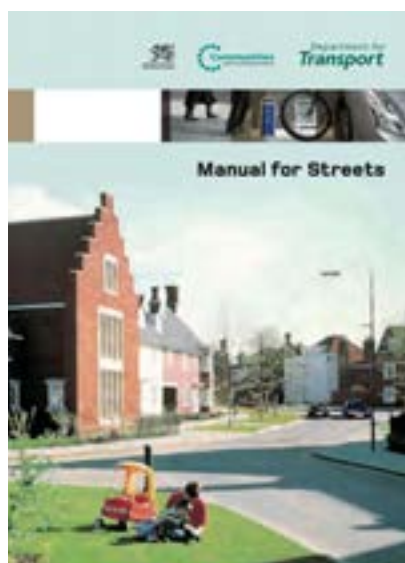
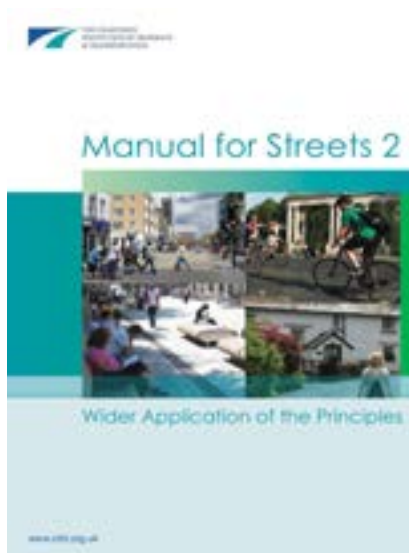
Section 11 NPPF: Conserving and enhancing the natural environment.

The NPPF advises that opportunities to incorporate biodiversity in and around development should be encouraged. The proposals seek to retain and supplement existing hedgerows and trees on site and create new, accessible and interlinked Public Open Spaces around them. Extensive green space is proposed in the parcel of land to the south of the application site, including new recreation space, a woodland planting and woodland walk. Green spaces maximise the sloped landform of the site to implement Sustainable urban Drainage in the form of water attenuation ponds.

North West Leicestershire Local Plan (August 2002).

The Saved Policies of the North West Leicestershire District Council are relevant to the proposals and the following policies have been considered during the design process:

Policy E3: Residential amenities.
Policy E4: Design.
Policy E7: Landscaping.
Policy E8: Crime Prevention.
Policy E9: Mobility.
Policy F1: General Policy (National Forest).
Policy F2: Tree planting. (National Forest).
Policy F3: Landscaping and planting. (National Forest).
Policy T3: Highways Standards.
Policy T8: Parking.
Policy T13: Cycle parking.
Policy H6: Housing density.
Policy H7: Housing design.
Policy H8: Affordable housing.
Policy L2: Informal recreation facilities.
Policy L21: Children's play areas.
Policy L22: Formal recreation provision.



Supplementary Planning Guidance.

The proposal has consulted the following Supplementary Design Guides/ Documents (SPG/ SPD):

Play area Design Guidance Note. North West Leicestershire Council. July 2002.

'Ourplace' Standards. North West Leicestershire Council. 2010.

The 6C's (Highways) Design Guide.

Layout of housing areas. Residential Development Guidelines. North West Leicestershire Council.

Affordable Housing Supplementary Planning Document. North West Leicestershire Council. January 2011.

National Forest Design Charter. Design Principles for the National Forest /Guide for Developers and Planners. The National Forest. 2009.

Design Guidance.

The aforementioned policy is supplemented by guidance documents including:

Building for Life (BFL12) Design Council. (2012).

The Urban Design Compendium- EP & The Housing Corp. (2000).

Manual for Streets, Department of Transport/ DCLG. (2007).

Safer Places. The Planning System and Crime Prevention. ODPM.

3.0 Constraints, opportunities and development of design.

3.1 Summary of analysis.

The findings of the survey, appraisal and technical work completed to date have established that the site is a suitable location for residential development which could be brought forward without giving rise to significant and demonstrable environmental effects. The site is in a sustainable location adjacent to the existing urban edge and is within walking or cycling distance of the local schools, amenities and public transport connections.

The survey, appraisal and technical work completed to date has established that there are no significant ecological, historic, highway or environmental constraints which would otherwise preclude development potential within the site.

The surveys also indicate that the site is relatively unconstrained with regard to nature conservation and ecology. Such nature conservation and ecological value as there is will be protected and enhanced by the retention of existing hedgerows and trees and by the creation of substantial areas of wildlife habitat. A proposed program of habitat enhancement and creation should result in a positive impact for nature conservation and ecological value at the local level, when implemented through an appropriate management regime.

The site is a well-defined and partially contained parcel of green-field land having an edge of settlement location. When viewed from the wider perspective, the site's northern frontage is an open 'gap' between linear building lines that form the Station Road residential streetscape. Views of the site seen from the west are influenced by the existing urban edges which are visible on horizon views, part screened by vegetation.

It is considered that there are no significant constraints associated with providing access to the site by private vehicle. The site can be readily accessed from the local adopted highway network and there are opportunities to link the development to existing footpaths and to the Public Right of Way/ Bridleway that will promote inclusiveness and encourage sustainable modes of travel.

Analysis has however, identified a number of features and attributes of the site and the local environment, which a residential development proposal should address in order to minimise adverse impacts on the local environment. This section identifies these and shows associated how early designs have responded and evolved.

28

3.2 Constraints and considerations.

- The valley/ bowl like landform of the site and its sloped landform which rises each side of a central track.
- Elevated areas or 'high points' of the site situated on the northern and southern site edges.
- Existing central and perimeter hedgerows and water-course.
- Mature trees, woodland scrub and root protection areas.
- Views into the site from Thorndale and immediate views into the site from adjacent dwellings on Station Road.
- Existing services in the vicinity of the access track and a 15 metre 'no build zone' around the adjacent pumping station.
- Obligation to maintain vehicular access through the site to serve the adjacent farms.
- The need to provide 20% of the site as woodland planting in accordance with National Forest requirements.



Existing trees and hedgerows.



Overhead cables alongside the farm access track.

3.3 Opportunities.

- Extend the existing urban grain into the site as an extension of the existing residential area, lowering development densities towards the northern and western site edges.
- Continue the existing Station Road building line into the site. Extend existing building lines to complete 'housing blocks' so that streetscapes appear contiguous and are easy to read.
- Carefully position new housing blocks so that building separation distances respect adjacent houses and meet minimum required building separation distances. Create new linear streets which draw precedence from the immediate context and tier them with the sloped topography of the site.
- Use a range of housing patterns to underpin a series of character zones and engender distinctiveness, ensuring the development has an overall theme that positively reflects the local vernacular.
- Create a development which reflects the scale and pattern of the existing residential neighbourhood, including a mix of house types, patterns, sizes and heights. Locate loose, lower density patterns of houses in the northern and western areas of the site to create an improved and softer urban edge to the development which overlooks Public Open Spaces.
- Locate a green corridor through the centre of the site, retaining existing hedgerows and trees and maintaining east-west views across the site, visible from Thorndale.
- Create new, accessible and interlinked Public Open Spaces and play areas to promote social interaction between new and existing residential communities.
- Retain existing trees and hedgerows and provide new tree planting, sustainable forms of drainage and ecological areas to assist habitat enhancement and promote biodiversity.
- Promote sustainable modes of travel by creating a new network of pedestrian footpaths and a cycle route which links new residential streets and Public Open Spaces to existing streets, amenities and the Public Right of Way.
- Create a new road hierarchy that comprises shared surfaces and low key lanes and underpins a series of development character areas.



Stage 1 concept plan.

3.4. Design development.

Stage 1 concept plan (above).

Following site visit and survey work, initial concept sketches were prepared to translate early ideas and develop the following design principles:

- Access into the development via a new roundabout on Station Road. The roundabout is proposed to sit within the adopted carriageway (see page 58).
- A new pedestrian/cycle route which connects with the existing footway on Station Road and the Public Right of Way to the east.
- A range of street types and hierarchies to underpin development character areas.
- Development zones in the form of back to back patterns of housing, which create continuous frontages along streetscapes and Public Open Spaces.
- Variation in housing densities and footprint sizes to underpin character areas and create distinctiveness.
- Continuation of the existing urban area into the site, lowering development densities towards the northern and western edges.
- New Public Open spaces and woodland planting on perimeter site edges which double as green buffers in front of the wider landscape area to the west.
- Green corridors which retain east-west views across the site and existing trees and hedgerows.

Stage 2 early concept plan (opposite).

The concept plan and design principles are developed to form an early masterplan. This assists pre-application consultation with the Local Planning Authority, Leicestershire County Council, Ibstock Parish Council and the local community.

The masterplan proposes a development comprising 163no. dwellings, achieving a residential density of 36 dwellings per developable hectare. 4.27 hectares of Public Open Space is proposed. Additional features are introduced as follows:

- A green gateway upon arrival into the development which leads into a distinctive tree lined primary street.
- Development zones aligned to follow the sloped landform of the site and follow land contours so that buildings appear to 'grow out of the ground'.
- A clear road hierarchy comprising primary streets, secondary shared surfaces and tertiary lanes adjacent to green edges.
- Urban features such as focal point buildings, squares, crescents and courts to address junctures of character areas, views and existing trees.
- Condensed and structured patterns of housing to the south, where the landform is less steep. This draws precedence from Sunnyside. Loose, lower density patterns of housing to the west to create an appropriate edge of development in front of the wider landscape/ farmland setting.
- Lower massing (such as bungalows) located on the northern boundary to mitigate elevated landform.

- A green edge of Public Open Space to the west, to create a soft edge to the development. Includes attenuation ponds as part of a strategy for Sustainable urban Drainage.
- A green wildlife corridor through the centre of the site, retaining existing trees and hedgerows and bisecting with green edges.
- New allotments and new areas of recreational space to the south as an extension of the existing recreational area.
- Woodland planting to the south to meet (and surpass) National Forest planting requirements and soften longer distance views of the development.
- Areas of natural play scattered along the green edge, so that they are easy to access and within a short walking distance of new and existing residential areas.
- A road arrangement which safeguards a vehicular access to the adjacent farms through the development.

4.0 Consultation.

The applicant and appointed design team have sought pre-application advice on a number of levels as follows:

A meeting with Senior Planning and Policy Officers was held at North West Leicestershire District Council on 23rd August 2013. The purpose of this meeting was to discuss the principle of development, in the context of the planning policy framework and the council's position with regards to their 5 year housing land supply of deliverable housing sites.

Early site analysis and survey work had been undertaken and the stage 2 indicative masterplan (see page 31) was presented to Officers to demonstrate key design concepts of the proposals. Feedback was also received from the Urban Designer as follows:

- Consideration should be given to a tighter built form around focal squares/ spaces.
- Parking spaces be broken up with tree and landscaping every three bays or so.
- Strengthen the principal street with tree planting to create a strong avenue character.
- Integral garages should be avoided in prominent locations
- The entrance green should be developed as a strong feature with more mature tree planting and a larger green
- Corner buildings to be 'L' shaped.
- The logical circular route and route hierarchy should comprise highway not private drives.

The early stage 2 masterplan was also circulated to Ibstock Parish Council on 5th September 2013. The Parish Council have been kept informed of the development proposals, timescales and the public consultation event.

A meeting was held with Leicestershire County Council Estates and the tenant Farmer of Valley Farm on 15th October to discuss the feasibility of providing an alternative access to the farm. Richborough Estates and the County Council are committed to looking at the possibility of providing an alternative farm access arrangement. Unless or until a satisfactory alternative farm access can be identified and agreed, it is intended to provide the farm access in accordance with the submitted masterplan.



Extracts from the Public consultation exhibition.



4.4. Public Consultation Event.

Richborough Estates held a public exhibition on Thursday 26th September between the hours of 2pm and 7.30pm at Ibstock Miners Welfare Club. The venue was within easy access being located approximately 1 mile from the site, with ample parking facilities.

The purpose of the exhibition was to present and discuss the emerging proposals with the local community and obtain feedback on the proposed development. The exhibition venue was recommended by the Parish Council as a suitable venue to host the event. Leaflets publicising the event were delivered by hand to 785 residents 10 days prior to the event.

Approximately 89 people attended the exhibition. The exhibition comprised a series of exhibition boards which displayed the survey work undertaken by the design team, the proposed (stage 2) concept plan and summary proposals in respect of drainage, highways and landscape. Members of the design team and representatives from Richborough Estates were on hand to discuss the proposals and answer queries. A feedback form was provided for attendees to provide responses to the exhibition.

The majority of respondents objected to the proposed development or expressed concerns about the proposals. Results in response to the feedback form were as follows:

No clear preference for the type of housing provided was indicated however the majority of residents preferred to see the provision of family homes and some bungalows.

No clear preference for well designed features of the development, such as open space, footpaths/ cycle links, landscaping and woodland planting was given, however landscaping and woodland planting received the highest degree of support.

In respect of improvements to local infrastructure and services, education and transport infrastructure were considered to be of greatest priority, highlighting health care facilities, bus services and the need for fencing around the allotments.

Whilst the majority of responses highlighted nothing positive with the proposed scheme, a number of residents liked the design of the scheme and the amount of Public Open Space. Asked what concerns respondents had about the scheme, frequent comments were as follows:

- Inadequate healthcare provision.
- Capacity of local school
- Increase in traffic generation and inadequate infrastructure.
- No housing need considered.
- Impact on views and house prices.
- Proposed roundabout on Station Road.
- Development on a greenfield site.
- Increase in residents within the area.
- Number of houses already in Ibstock.

Additional items suggested by respondents included provision of bungalows, sufficient parking, provision of sports facilities and creation of wildlife and green spaces.

Further information can be found in the Statement of Community Involvement (SCI) which accompanies the application.

5.0 The development proposal

This section of the Design and Access Statement provides a comprehensive description of the design concept and principles which underpin the proposed masterplan. It provides information in respect of:

- Use and amount.
- Layout
- Scale
- Landscaping
- Appearance
- Access

The level of detail is appropriate to the issues relative to the context and scope of the application for outline planning permission and subject to consent, will underpin a subsequent Reserved Matters or Detailed planning application.

5.1 Use and amount.

Residential.

The masterplan proposes a residential development of approximately 142no. dwellings. This equates to a residential density of 29 dwellings per net developable hectare, which is guided by Policy H6 (Housing Density) and reflective of existing residential densities observed in section 2.

The masterplan proposes a range of dwelling types and sizes that will create a residential development which has balanced communities and is sustainable. This includes bungalows at the request of the local community. New households will help to sustain local shops, businesses and services. The masterplan also includes a number of smaller dwellings which generates a higher development density. Higher density areas of the development are proposed to be located in the heart of the development, tucked behind new lower density streets on site edges.

It is envisaged that a range of dwelling types and sizes be provided in the form of 2 bedroom bungalows and 2, 3, 4 and 5 bedroom family houses as terraced, semi-detached and detached dwellings. The proposed indicative masterplan which accompanies the application proposes the following market mix:

19%/22no.	2 bedroom houses.
31%/ 35no.	3 bedroom houses.
46%/ 53no.	4 bedroom houses.
4%/ 4no.	5 bedroom houses.
Total	114no. dwellings.



Affordable housing.

In accordance with policy H8 (Affordable Housing), 20% of the development is proposed to be offered as affordable housing. This equates to the provision of 28no. dwellings. Following pre-application discussions with the Local Planning Authority, the proposed affordable housing mix and tenure is as follows:

75% social rented dwellings (21 no.)	
14%/ 3 no.	2B/4P bungalows.
57%/ 12no.	2B/4P houses.
29%/ 6no.	3B/5P houses.
25% shared ownership/ intermediate dwellings (7no.)	
29%/ 2 no.	2B/4P bungalows.
29%/ 2no.	2B/4P houses.
42%/ 3no.	3B/5P houses.
Total	28no. dwellings.

Subject to consent, the exact housing mix will be determined through a subsequent future Reserved Matters or Detailed planning application.



Public Open Space.

In accordance with requirements of Policies F2, L21 and L22, the masterplan proposes extensive new Public Open Spaces which surpass both policy and National Forest requirements.

Within the red line boundary of the site, landscaped Public Open Space is proposed along the western and southern boundaries. This provides a soft 'green edge' to the development and addresses the wider landscaped context. Public Open Space is designed to incorporate new areas of themed natural play which will be accessible to both new and existing residents via a new network of pedestrian footpaths and the existing Public Right of Way. New housing frontages are designed to overlook Public Open Spaces so that natural surveillance is achieved at different times of the day and safe places are created.

A wildlife corridor is proposed within the centre of the site which retains existing ditch, hedgerows and trees and maintains east-west views across the site. It bisects with the green edge to the west so that green spaces are continuous and interlinked.



Within the site edged green and located to the south, new adult/ youth recreation space is proposed adjacent to the existing recreation area and will be accessed via the existing Bridleway or footways within the development. In accordance with Policies F1,F2 and F3, a new woodland and walk is also proposed within this area which meets and surpasses National Forest planting requirements.

The total amount of proposed Public Open Space is 14.88/ 6.02 hectares of which;

Within the red line boundary:
4.26 acres/ 1.72 hectares (includes attenuation ponds).

Within the green line boundary:
10.62 acres/ 4.30 hectares.

The total area of proposed woodland planting is 6.74 acres/ 2.73 hectares. This equates to 41% of the red line boundary and greatly surpasses the minimum 20% National Forest forest green infrastructure requirement.



5.2 Proposed indicative masterplan (overleaf).

The proposed indicative masterplan indicates a possible form for the development. This Design and Access Statement details the underlying development principles to ensure a high quality scheme is delivered.

Subject to consent, the proposed masterplan does not preclude alternative layouts as part of a subsequent Reserved Matters or Detailed planning application, providing the underlying principles established in this document are satisfied and the delivery of quality within the built environment remain creative. Key points are as follows:

- A green gateway and new vehicular access into the site via a new roundabout off Station Road.
- A new network of pedestrian footpaths and a dedicated pedestrian/ cycle route which connects to existing streetscapes and the adjacent Bridleway.
- A distinctive tree lined primary access road or avenue which underpins a new road hierarchy. Linear infrastructure to address rising landform and achieve as lower road gradients as possible.
- A series of inter-connected development zones which extend the existing urban area into the site, follow land contours and tier with the sloped landform. Each zone comprises a mix of housing types and tenures. Many of the new streets will have a linear appearance, in keeping with nearby streets and housing patterns.



The proposed masterplan.

- Varied housing patterns and residential densities to support a series of 'character areas' within the development. Some condensed housing patterns and urban and/or landscape features to engender distinctiveness and assist legibility and address the meeting of different character areas.
- Higher density, orthogonal patterns of housing towards the south-east of the site, which draw precedence from structured housing patterns in Sunnyside. These are enveloped by loose, shaped and lower density patterns on the northern and western edges to create an appropriate edge of development and complement Public Open Space.
- Lower storey massing on elevated areas of the site to the north.
- New housing frontages adjacent to the Bridleway to increase natural surveillance.
- Tree planting in rear gardens to create a series of 'landscape layers' strategically placed at high, medium and low contours of the site to soften views of new building mass.
- Interlinked areas of Public Open Space. A soft 'green edge' of Public Open Space along the southern and western boundaries, retaining existing hedges and trees and providing opportunities for attenuation and wildlife ponds as part of a strategy for Sustainable urban Drainage.
- A new wildlife corridor retaining the existing watercourse, hedgerows and trees and safeguarding openness and views across the site on an east-west axis.
- New woodland planting, woodland walk and recreation area to the south, accessed via the existing Bridleway and new footways within the development.
- Provision of a new roundabout off Station Road into the development.
- Wider entrance roads and linear routes to safeguard access through the development for larger vehicles associated with the adjacent farms.
- Creation of a new, distinctive street hierarchy providing easily recognisable routes that balance the street as a space alongside its function as a movement corridor and complement development character areas.
- Provision of new buildings and creation of focal point features, character spaces and arrival points to achieve legibility and assist way-finding through the development. Provision of active frontages to encourage natural surveillance and safe streets and amenity spaces.
- Car parking and cycles storage provision in accordance with 'The 6C's Design Guide'.

Provision of amenity space.

'Planning policies and decisions should aim to ensure that developments; optimize the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of the developments and support local facilities and transport networks'.

5.3 Design Principles.

The proposed indicative masterplan has been shaped by the site assessment. It works on a series of urban design principles to deliver a high quality development which addresses the criteria of National Planning Policy Framework as follows:

Accessibility and promoting sustainable forms of transport.

'Plans and decisions should take account of whether the opportunities for sustainable modes of transport have been taken up depending on the nature and location of the site to reduce the need for major infrastructure and safe and suitable access to the site can be achieved for all people'.

- Creation of convenient, safe and direct pedestrian routes for residents to access local facilities and nearby schools.
- A dedicated pedestrian/cycle route to improve the north-south connectivity of the site to the wider context.
- Use of the Bridleway to access new recreation facilities to the south.
- Provision of strategically placed green infrastructure which provides a network of inter-connected, accessible, safe and usable open spaces for new and existing residential communities to share.
- Provision of Public Open Space along the western boundary to provide a soft 'green edge' to the development and address wider landscape setting. The green edge will include a series of new natural play areas and comprise wildflower meadows, attenuation ponds and native tree planting to create an attractive, ecologically rich open space. The green edge will be easy to access via a new network of pedestrian footpaths which will connect with new streets and the existing Bridleway. Existing hedges are proposed to be retained and supplemented to clearly define the extent of public realm and the adjacent farm.
- A new wildlife corridor within the centre of the site, retaining the existing ditch, hedgerows and trees. This will be an accessible space, with housing frontages offset each side so that natural surveillance is achieved. Its location within the centre of the site will create openness and safeguard views of the site seen from Thorndale opposite.
- A new recreation area to the south of the site, to read as an extension of the existing play area off the Bridleway and Church View.
- Woodland planting, native tree planting and landscape layers which soften views of new built form.



- Use of new landscape to realise development character areas including features such as tree lined streets or avenues, grassed 'crescent verges' and ensuring that existing trees are inclusive, considered features of the development as backdrops to internal views.

Response to context.

'Planning policies and decisions should aim to ensure that developments; respond to local character and history and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation'.

- Continue the existing urban edge into the site as an extension and lower development density towards the western and northern edges to complement green edges and address the wider landscaped setting.
- Locate loose patterns and lower density development adjacent to northern and western edges to complement green edges and long distance inward views into the development.
- Continue the Station Road building line and com-

plete housing 'blocks'. Create new linear streets and shared surfaces which draw precedence from the existing linear residential streets Thorndale and Station Road.

- Offset new development from existing dwellings on Station Road using extended rear gardens which surpass minimum distances as specified in Supplementary Planning Guidance 'Residential Development Guidelines'.
- Locate bungalows along the northern boundary, where landform is elevated. Limit the development to a maximum height of 2 storeys.
- Conceal site constraints through good design and make best and efficient use of land.
- Use a range of house types, sizes and elevational designs along new residential streets which create diversity and character, tied together with a theme that is reflective of the local vernacular – particularly Station Road, which is more characterful.
- Use of varied streetscape cross sections and housing patterns to realise character areas and engender distinctiveness.
- Provision of some larger plot sizes which influence lower density patterns and offers flexibility for residents to adapt or extend their dwellings at a later date.

Promoting healthy communities.

'Planning policies and decisions should aim to achieve places which promote safe and accessible environments containing clear and legible pedestrian routes and high quality public spaces which encourage the active and continual use of public areas'.

- Provision of new Public Open Spaces and natural play areas which are open, overlooked, safe, accessible and encourage interaction between new and existing residential communities.
- New boundary treatments and supplementary hedgerow planting to clearly define the extent of Public Open Space and private farmland along the western site boundary.
- Provision of new footways and a dedicated pedestrian/ cycle link to connect the site to the wider residential context, local facilities and nearby schools.
- To create sustainable, balanced communities, provision of a mix of housing types, sizes and tenures that are dispersed across the development.
- Provision of a mix houses and habitable room types along street frontages and in front of Public Open Spaces to assist natural surveillance at different times of the day.
- Distribution of affordable housing throughout the development in manageable clusters to create balanced

and healthy communities.

- Offsite improvements to the existing equipped play area off Church View.

Promotion of biodiversity.

'The planning system should contribute to and enhance the natural and local environment by; minimizing impacts on biodiversity and providing net gains in biodiversity contributing to the Government's commitment to halt overall decline in biodiversity'

- New development zones and infrastructure positioned to minimize hedgerow and tree loss.
- Interlinked green spaces.
- Retention of existing trees within a new wildlife corridor in the centre of the site to assist wildlife commuting and provide a potential roosting site for bats.
- Provision of bat tiles or bat bricks to be installed within new houses on the development and bat and bird boxes on mature trees and new woodland planting areas in suitable locations.
- A green edge comprising wildflower areas, and large, medium and small scale tree planting as part of a strategy to filter long distance inward views of the development.
- Use of sloped landform and provision of new attenuation ponds as part of a Sustainable urban Drainage strategy.
- An attenuation pond designed also to be a wildlife pond, with new marginal and aquatic planting to provide good habitats for amphibians and invertebrates.
- A reptile/ amphibian hibernacula.
- New woodland planting and a woodland walk in land edged green to the south.



5.4 Building heights and massing.

The masterplan proposes new building heights of not more than 2 storeys (up to 10 metres to ridge) and includes a number of bungalows along the northern boundary, adjacent to the existing allotments. This is primarily in response to the elevated landform and inward views seen from the west, observed in section 2 of this document.

In accordance with Supplementary Planning Guidance 'Layout of housing areas', new dwellings are proposed to abut or be adjacent to existing houses along Station Road and achieve minimum building separation distances not less than 22 metres. This approach assists the development to read as an extension of the existing urban area.

Each street will use a range of housing footprints sizes, styles and patterns to realise character areas within the development.

In higher density streets, shared surfaces and courts, building lines and separation distances are proposed to be structured, continuous and condensed so that building mass encloses spaces. This is particularly accentuated in the junctures of character areas. Lower density streets and lanes located on perimeter site edges and next to green spaces will be of visual contrast having articulated roofscapes, varied massing, larger gaps between buildings and wider separation distances.



5.5 Affordable housing.

Policy H8 (Affordable Housing) requires that new residential developments of 5 or more dwellings in Ibstock will be required to contribute towards affordable housing at a rate equivalent to a target of 20% of the total dwellings provided. This equates to a total of 28no. dwellings, further details of which can be found in section 5.1.

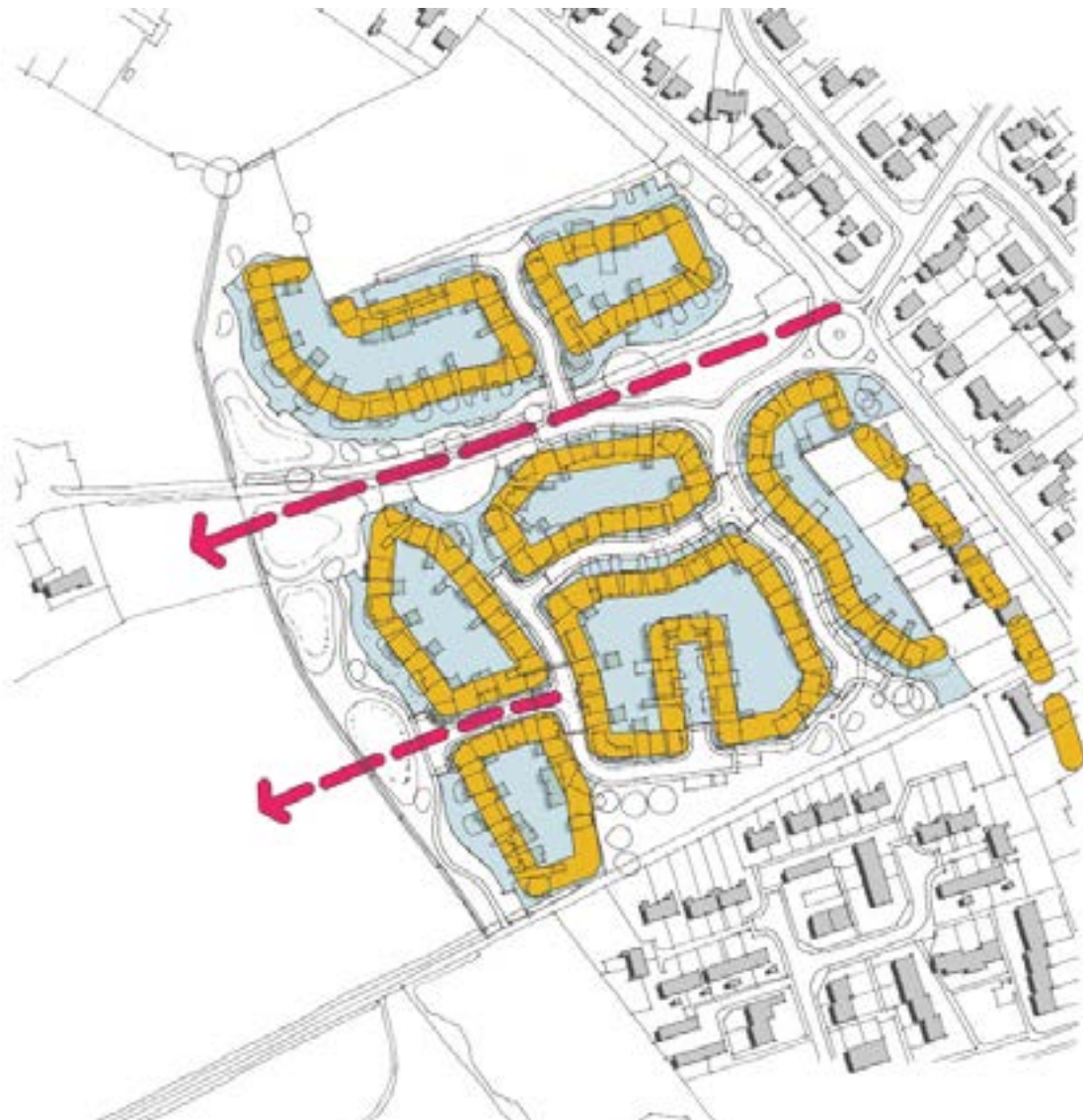
In accordance with the Affordable Housing Supplementary Planning Document (2011), affordable housing is proposed to be distributed within the development, benefitting from new linkages to the wider context, local schools and public transport connections. The proposed tenure mix is based on the Council's Strategic Housing Market Assessment (SHMA) and comprises 75% social rent and 25% intermediate housing as mix of different property types and sizes, including bungalows.

Affordable housing is proposed to be located in distinct, manageable blocks or groups not more than 12 dwellings, generally comprising a mix of house types and tenures. Affordable dwellings are designed to meet the appropriate standards of Design and Quality Standards such as Housing Quality Indicators, Lifetime Homes, Secured by Design and Code for Sustainable Homes. They will be tenure blind, avoid concentration in one area and the creation of unbalanced communities.

A preliminary BFL12 Assessment accompanies the application in addressing the Council's 'Ourplace' Standards. Subject to consent, details dealing with the final appearance and siting will be submitted as part of a Reserved Matters or detailed application through further consultation with the Local Planning Authority and local community.

5.6 Layout principles and character areas.

'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovations, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness' NPPF

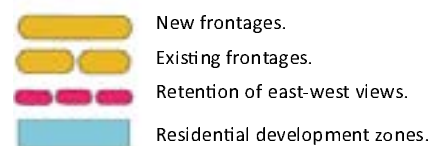


In accordance with Policy H7 (Housing Design), the development is proposed to have a distinctive layout and structure which draws upon characteristics of the local residential vernacular. The structure of the layout has a strong functional rationale, which is informed by views, existing landscape components, site constraints and the aspiration to create a new, integrated environment.

The development is proposed to be subdivided into a series of character areas which address the site's urban and landscaped surroundings. Housing patterns and densities, landscape and spaces between buildings will vary so that the development has visual interest and distinctiveness that creates recognisable spaces and focal points.

Each character area will consist of one or more development zones or 'housing blocks' which generally comprise back to back arrangements of houses of varying shapes, sizes and densities, dependent upon their location within the site. Housing blocks ensure that frontages are outward facing so that new streets and open spaces are overlooked and natural surveillance is achieved. The use of block principles provides some flexibility for designers to enable

Above; development zones and retention of views.



detailed layouts to be advanced, providing they achieve the principles within this Design and Access Statement. Each block aspires to achieve the following:

Ownership:

A clear distinction between public and private realm is achieved through use of high quality boundary treatments, varying front garden depths treatments and locations of car parking.

Landscape design:

A range of high quality hard surface materials should be used to enhance higher density areas of the development, such as courts and shared surfaces. Soft landscaping in such areas will include structured patterns of trees and low level planted bays and defensible planting along housing frontages and grouped car parking. In contrast,

housing blocks towards site edges will have loose, shaped patterns of housing and have stronger landscape themes that engender more of a leafy feel to new streets and open spaces. Features can include avenues, crescents and green edges and should include grassed verges and tree planting, deeper front garden spaces, greens and new hedgerow and/or shrub planting to clearly define frontages and create defensible spaces.

Parking:

A range of parking scenarios should be provided which complement character areas. Along the green edges car parking spaces and garages should be mostly set to the side of dwellings (with some integral garages and frontage parking) in order to be subservient to building lines and avoid car dominated frontages. This defines building lines and promotes landscaped frontages which realises the aspired 'leafy' feel to new streetscapes. Along shared surfaces, grouped parking located in front or to the side of plots will help to engender a more condensed/ courtyard feel to these higher density areas of development which will be further realised by reduced building separation distances across frontages or streetscapes. Further details of parking typologies can be found in section 5.12.

Privacy:

In accordance with 'Layout of Housing Areas' Supplementary Planning Guidance (2009), the masterplan proposes minimum 22 metres back to back separation distances and 14 metres between fronts and gables. In instances where new development is proposed adjacent to existing dwellings these requirements will often be surpassed. Such distances will ensure usable rear garden spaces that can accommodate refuse and cycles storage and in some instances, facilitate later adaptation or modification of the building envelope, whilst maintaining a usable rear garden space.

Security:

'Housing blocks' will ensure that buildings will face the public realm with habitable doors and windows to give natural surveillance of new streets and Public Open Spaces. This often requires dual aspect or cranked dwellings to effectively turn corners and define junctures between character areas. Additional features such as gable windows should be provided to improve areas of passive surveillance where grouped car parking is located and address key views and internal vistas.

Servicing and storage:

Provision of adequate space for refuse, recycling and compost bins within rear garden spaces. All plots will have suitable access to frontages for weekly collection and in circumstances where this is not possible, communal collection points will be located within private drives or narrow lanes.

Street design:

The depth and length of each housing blocks varies, but generally has a linear influence which draws inspiration from existing streetscapes Station Road and Thorndale. The location and position of development zones and building patterns is also influenced by the sloped landform of the site and patterns of existing housing.

The masterplan proposes that all corner locations are ad-

dressed with dual aspect dwellings or 'L shaped' buildings. Prominent gables should not be blank and rather, incorporate fenestration, detail or changes of materials.

To realise visual connections with the context, a number of new streets are orientated towards outward views of the wider landscape context to the west. Where this is not the case, and in higher density character areas, internal views within the development will be met with focal point dwellings or landscape features. Details of the proposed character areas are as follows:

Avenue.

Continuous building lines located along a new linear street which is accessed via the proposed roundabout. The format of this street draws precedence from the Station Road streetscape and is designed to continue existing linear streetscape and building lines so that the development reads as a logical extension of the existing urban area.



The Avenue will be a distinctive and recognisable street, comprising 2 storey detached and semi detached houses which flank each side. Dwellings are proposed to be offset from the eastern boundary to respect views from existing dwellings. Front to front building separation distances across the central street will range from 18– 21 metres.

Car parking and garages are generally proposed to be set to the side and rear of houses and within the curtilage of each plot so that street elevations are not cluttered or dominated by parking. Along its length, the Avenue will have a 2 metre wide grassed verge and be tree lined so it has a distinctive landscaped, leafy feel. Continuous, landscaped boundary treatments will be used to provide a clear distinction between public and private realm.

Residential streets.

Linear patterns of housing which align road patterns. Residential streets are located within the centre of the development and generally comprise semi detached and detached dwellings positioned closer towards the back of pavement, with car parking mostly set to the side. Front separation distances range from 14 – 21 metres with a number of dwellings centered as backdrops to address internal street views and end of vistas.

Shared surfaces and courts.

Structured and linear building lines comprising predominantly of semi detached and a small number of terraced 2 storey dwellings. Shared surfaces and courts draw precedence from existing structured patterns of housing found in Sunnyside. They are located in the heart of the development, generally aligned to follow land contours or on less sloped areas of the site and are tucked behind residential streets and green edges. Dwellings are positioned to overlook courts with frontages, set close to the back of pavement with narrower front garden spaces that function as defensible space.

Building separation distances across the street section are proposed to be more condensed (ranging from 12 – 19 metres) in order to reinforce the higher density patterns of housing, create enclosure and promote a courtyard feel around the shared surfaces which serve them. Car parking is generally located to the front or to the side of dwellings in grouped bays with structured arrangements of tree planting and soft landscaping between them. Streets will generally be paved, incorporating car parking and reading as continuous surfaces.



Green edges.

Loose, shaped patterns of larger detached 2 storey houses, having the most generous separation distances, large plots, wider gaps between plots and deeper landscaped front gardens. Dwellings are located off 'low key' lanes (often paved private drives) or crescents with garaging and parking set to the rear or side so as to be subservient to housing frontages. Loose patterns of tree planting are designed to complement these low density areas of housing so that lanes have a landscaped or open bias. Green edges are located adjacent to Public Open Spaces and/ or wildlife corridors and their frontages will achieve natural surveillance.



Junctures.

These spaces demark the meeting of character zones; ie: the residential street meeting the shared surface. These instances occur mostly at corners and as a response, are defined by a group of dwellings in the form of cranked, 'L' shape and dual aspect dwellings which continue building lines and effectively 'turn the corner'. Junctures will read as squares having symmetrical housing patterns, condensed building separation distances and changes in materials.





Above; character areas.

Whilst appearance is reserved, character areas and architectural design principles are proposed that will set a guide for future design. Following an assessment of the existing residential contexts within Ibstock, the make-up of character areas can comprise the following:

Building component	Avenue	Residential street/ shared surfaces and courts.	Green lanes/ edges.
Dwelling types	Semi detached and detached houses.	Semi detached and detached houses. A small number of terraces.	Detached houses and bungalows.
Dwelling heights	2 storeys.	2 storeys.	1 and 2 storeys.
Building lines	Consists of frontages set back from road ranging from 2 - 6 metres. Linear, continuous and structured building lines which aligns a tree lined street. Larger gaps between dwellings due to side car parking. Extends the Station Road building line into the development. Structured patterns of houses which draw precedence from Thorndale and Station Road. Some tighter patterns of houses to address character area junctures. Dual aspect dwellings on corner locations to address streetscape.	Consists of frontages. Linear building lines positioned close to highway or parking spaces in front. Narrower gaps between dwellings. Geometric, orthogonal residential patterns. Tighter front to front building separation distances. Some tighter patterns of houses to address character area junctures. Dual aspect dwellings on corner locations to address streetscape.	Consists of frontages. Low density, generally shaped housing patterns which loosely follow narrow lanes and private drives. Deeper, wider plots. Wider gaps between buildings. Deeper front gardens. Overlooks Public Open Spaces and have open, landscaped aspects.
Characteristics	Linear streets. Aligned by grassed verges and trees. Parking and garages generally set to the side or rear of dwellings to promote car free, uncluttered frontages.	Buildings positioned closer together, enclosing spaces. Linear building lines. Some gable/ eaves line articulation to emphasise building line and streetscape pattern, less so along shared surfaces and in courts. Planted bays and structured tree planting between car parking spaces.	Less formal arrangements of housing having open aspects and stronger landscape bias. Less repetition in house type design. Parking and garages mostly set to the side of dwellings (within curtilage) to promote car free, uncluttered frontages.
Roof design	Traditional pitched roof design with front gables to provide articulation to eaves line and address corners (dual aspect dwellings). Chimneys. Hipped roofs to reduce ridge heights. Deeper bargeboards and some extended roof overhangs.	Traditional pitched roof design. No hipped roofs. Minimal roof overhang. Chimneys.	Traditional pitched roof design with gables to articulate ridge and eaves line. Some hipped roofs to minimise ridge heights along northern edge.
Doors and Windows	White Upvc casement windows. Front doors to have varying colours/ styles.	White Upvc casement and sash windows. Front doors to be cottage style of varying colours.	White Upvc casement and sash windows – with window bars. Front doors to have varying colours/ styles.
Features	Pitched and flat roof porch canopies. Dentil coursing. Brick corbelling. Square and splayed bay windows. Cill and head details (brick soldier coursing/ tile creasing) Terracotta tile hanging.	Pitched and flat roof porch canopies. Dentil coursing. Brick corbelling and dentil courses to eaves. Brick cill and head details.	Pitched and flat roof porch canopies. Brick plinths. Dentil coursing at various levels. Brick corbelling and tile creasing. Square and splayed bay windows Cill and head details with keystone features and arches.
Front boundary treatments	To be open and landscaped using low level hedgerows at back of pavement. Tree planting in carriageway verges.	Low level landscape – in most cases as defensible space. Some front railings, dependent on set back from highway/ car spaces. Some shared front footpaths.	Hedgerows and low level landscape. Knee rails in front of Public Open Spaces.
Materials	Red/ orange blended facing brick. Ivory colour render at junctures or corners. Reconstituted stone. Terracotta. Red and grey roof tiles. Generally tarmac road surfaces with some pavements at junctions or squares.	Red/ orange blended facing brick. Ivory render to promote focal point buildings at ends of internal views. Grey roof tiles. Variation in quality hard landscaping materials (pavements and setts).	Red/ orange blended facing brick limited use of render. Reconstituted stone. Terracotta tile hanging. Grey and brown roof tiles. Variation in high quality landscaping materials.

Each character area will contain its own individual design elements, making it distinct from other areas. It will include built form principles which are realised by changes in height, set -backs, landscape treatments, architectural detailing, colour and use of materials.

The boundaries between character areas are not set in stone and will naturally evolve as part of a detailed design process. The definition between the character areas will be subtle and tied together with an overall development theme that is realised through density, use of materials and landscape.

Subject to consent, details of the proposed elevational design will be submitted as part of a subsequent Reserved Matters or a Detailed application.

5.7. Green Infrastructure.

'Planning policies and decisions, in turn should aim to achieve active places which promote safe and accessible developments, containing clear and legible pedestrian routes and high quality public open space, which encourage the active and continual use of public areas'. NPPF



Above; Green infrastructure.

Public Open Space.

New Public Open Spaces are provided in accordance with Policies F1, F2, F3, L21 and L22. They will encourage social interaction between new and existing communities and be within a short walking distance of them. The masterplan proposes four interlinked areas of Public Open Space as follows;

Red line area:

- A landscaped 'green edge' comprising wildflower planting, new tree planting and themed natural play areas along the western and southern boundaries.
- A wildlife corridor across the centre of the site.

Green line area:

- Youth/adult recreation area.
- Woodland planting and woodland walk.

The location of Public Open Space has been influenced by the following:

- Policy requirement to provide new Open Spaces and integral play areas that are easy to access (within 240 metre straight line distance), well surveilled and safe.
- The need to create a soft edge along the western boundary which addresses the wider landscape setting and clearly distinguishes the residential development from the adjacent farmland.
- In addressing contextual observations, retain openness and a green gateway into the development so that the site continues to be a green backdrop to views from Thorndale.
- The need to maintain visual connections with the urban and landscape context through orientation of new streets and location of outdoor spaces.
- The existing ditch, hedgerows and trees and the aspiration to enhance them as part of a network of new Public Open Spaces.
- Use of the natural rising landform of the site to assist a strategy for Sustainable urban Design and encourage ecological habitats and biodiversity with new planting, wildflower meadows and a new wildlife pond.

Green edges.

The green edge will be a linear space varying in depth from approximately 16 – 50 metres. Its location along the western site edge will complement lower density development in creating an appropriate, low density development edge in front of the wider landscape setting.

The green edge will be overlooked by housing frontages. Lanes which serve them will be low key and informal and avoid bright external lighting close to ecological habitats. The green edge will be a safe place with areas of natural themed play that are overlooked by dwellings. Natural surveillance will be achieved.

The green edge will comprise new native tree planting



to filter views of the development (seen from the adjacent Public Right of Way to the west) and include wildflower and grass species such as *Betonica officinalis* (*Stachys officinalis*) *Filipendula ulmaria*, *Gallium verum*, *primula veris*, *runex acetosa*, *Agrostis capillaries*, *Alopecurus pratensis* and *Festuca rubra* to promote a suitable wildlife habitat. Existing hedgerows are proposed to be retained and supplemented along the western boundary, together with (at the tenant farmer's request) a post and wire fence to clearly demark the adjacent farmland being of private ownership.

A series of attenuation ponds are also proposed to be located within the green edge which work with the natural sloped land form. One pond will also work as a wildlife pond with new marginal and aquatic planting. This, together with a new hibernacula will provide good habitat for amphibians and invertebrates.

The green edge will be an accessible space in which new streets and footpaths link to. This will ensure that green space is within a short walk of existing and new residential communities.

Wildlife corridor and green gateway.

The wildlife corridor is located across the centre of the site and bisects perpendicularly with the green edge to the west. This forms a distinctive 'T shape' area of Public Open Space in the heart of the development, its continuity assisting wildlife commuting. The location of the wildlife corridor is influenced by the existing ditch, mature trees and hedgerows which presently flank the existing farm access track.

The wildlife corridor retains an openness within the centre of the development which extends towards the Station Road site frontage and forms a green gateway. The corridor

safeguards east-west views across the site seen from both the Station Road streetscape and Thorndale opposite.

The proposed masterplan utilises existing hedgerow breaks in which to slot new streets to serve development zones. This allows the corridor as an area of Public Open Space to be overlooked by low key housing frontages, where bright external lighting will be avoided.

The wildlife corridor will retain existing trees and hedgerows and any gaps are proposed to be in filled. All hedgerows are proposed to be widened or thickened using a species mix comprising; hawthorn, field maple, blackthorn, hazel, crab apple, dog rose and wild cherry. Existing trees will be retained as habitats of value to birds and bats, notably the Ash trees as potential roosting sites for bats. New tree planting will use native species such as; oak, hazel, field maple, elder, elm willow and fruit trees such as crab apple, pear, plum and cherry.



Woodland planting and woodland walk.

In accordance with Policies F1, F2 and F3, a new woodland is proposed within the land edged green located to the south.

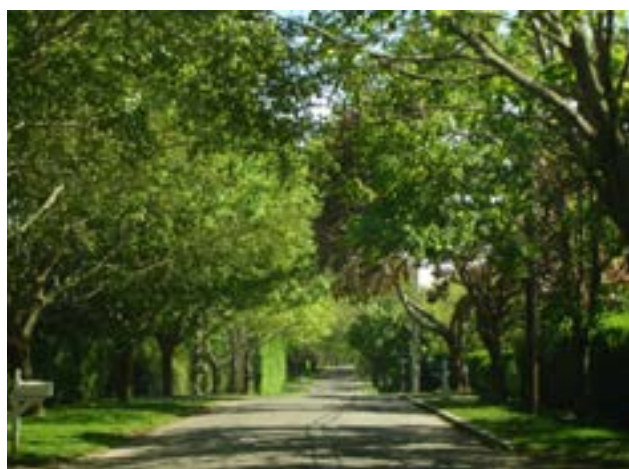
The new woodland is proposed to be located along the landform ridge line. It will be densely planted area of native species that will provide foraging resources for badgers and other wildlife and have meadow planting. A new woodland walk is proposed to lead to this area via the existing Bridleway or by new footways within the development's green edge. The proposed area of woodland planting is 6.74 acres/ 2.73 hectares, which equates to 41% of the red line site area. This significantly surpasses the 20% National Forest green infrastructure requirement.

New woodland planting is proposed to typically comprise *Acer campestre*, *Acer pseudoplatanus*, *Betula pendula*, *Cornus alba*, *Corylus avellana*, *Pinus sylvestris*, *Prunus avium*, *Quercus robur* and *Sambucus nigra*.

Character areas.

New green spaces and development zones are positioned around existing landscape features to ensure they can be inclusive elements of the development and be enhanced. Additional new landscape is proposed within new development zones to complement each character area and create a sense of place as follows:

- A new distinctive crescent of houses within the green edge character area orientated around existing trees and hedgerows. A focal point or landmark tree is proposed within the centre of the green.



- A distinctive tree lined avenue using species such as *Carpinus betulus* and *Tilia cordata* ('streetwise').
- Use of ornamental tree species within rear garden spaces to create a series of 'landscape layers' at low, medium and high areas of the site that will rise above new massing and roofscapes and in time, soften views of built form.
- Structured lines of trees, defensible frontage and bay planting to reinforce the orthogonal housing patterns within the shared surface and court character areas.
- Loose patterns of new native tree species along the green corridor to filter views of the development seen from the adjacent Public Right of Way.

Outdoor play space.

The requirement for the provision of children's play areas and formal recreation space for a residential development has been calculated in accordance with policies L21 and L22 and the Play area Design Guidance Note as follows:

Policy requirement:

2.43 hectares of outdoor play space per 1000 population of which;

- 1.8 hectares (or 75%) youth/adult use
- 0.6 hectares (or 25%) children's use of which 0.2 hectares (or 33%) should be provided with play equipment.

Calculated outdoor space requirement:

2.49* persons per household x 142no. dwellings = 354no. persons.

0.00243 hectares x 354no. persons = 0.86 hectares outdoor play space requirement of which;

- 75% or 0.65 hectares youth/ adult use.
- 25% or 0.21 hectares children's use (of which 0.06 hectares should be provided with play equipment).

*Based on 1991 census average household size in North West Leicestershire of 2.49. In accordance with SPD.

Proposal:

The masterplan proposes a total of 14.88 acres or 6.02 hectares of Public Open Space of which;

- 1.57 hectares youth/adult recreation area (within site edged green).
- 0.03 hectares children's (natural) play (within site edged red).

The total amount of Public Open Space equates to an **over provision of 5.16 hectares.**

Should planning consent be forthcoming, Richborough Estates is willing to enter into a Section 106 agreement which, to secure the provision and management of the on-site Public Open Space and subject to negotiation, provide a contribution towards the improvement of the existing equipped childrens' play area on Church View.



5.8. Drainage Strategy.

Surface water drainage.

The Flood Risk Assessment demonstrates that the proposed development is not at significant flood risk, subject to the recommended flood mitigation strategies being implemented. The identified risks can be found in Flood Risk Assessment (FRA) which supports the outline application.

As the site is currently undeveloped, the construction of a residential development would add a large area of impermeable surfacing that will result in an increase in surface water runoff. The level of runoff discharged from the site will need to be controlled to a minimum to maintain current Greenfield runoff rates in accordance with Environment Agency guidance.

The proposed surface water strategy proposes:

- Reduced discharge rates from the development site to greenfield QBAR.
- Storm water attenuation storage via a series of cascading ponds within Public Open Space along the western boundary.
- Surface water drainage as a Sustainable urban Drainage System (SuDS) treatment train. It is recommended that run-off from vehicular areas pass through at least 2 SuDS elements.
- Use of permeable paving in new streets, lanes and driveways.

For further information, please refer to Appendix 7.6 and BWB consulting drawings and documents which support the application.

5.9 Adaptability.

'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making better places for people'. NPPF

The development will achieve sustainable building construction techniques in line with current Building Regulations. The development will also seek to:

- Encourage sustainable modes of travel and reduce walking distances via a new pedestrian/ cycle route and network of pedestrian footpaths which connect to the wider residential context, local facilities, schools, recreation spaces and woodland.



- Promote habitat enhancement and creation through the retention and supplementation of existing hedgerows, new woodland planting, provision of a new wildlife pond, a hibernacula and the provision of a new wildlife corridor including native wildflower, shrub and tree planting.
- Improve energy efficiency through siting, design and orientation of dwellings and provide dual aspect dwellings which achieve good levels of natural daylight.
- Provide a percentage of dwellings that have space to be used as an office and facilitate working from home.
- Use water conservation measures such as low flush w.c's, water saving taps and water butts.
- Use simple traditional construction detailing and materials to achieve a robust and high quality build and use of building materials which are capable of being recycled.



5.10 Sustainability.

New development offers flexibility in order to respond to future changes in lifestyle and demography as follows:

- Some larger plot sizes and garden lengths to provide homeowners the opportunity to extend dwellings whilst maintaining proportionate and usable garden space.
- Roof pitches that facilitate future loft conversions.
- Where possible, roof pitches with aspects 30 degrees of south to provide the opportunity for homeowners to retrospectively fit roof mounted energy panels.
- Percentage provision of development dwellings designed to Lifetime Homes and Code for Sustainable Homes being capable of adaptation to meet the needs of people with a disability or mobility problems.

5.11. Community safety.

Government policy makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. This policy is set out in the document 'Safer Places: The Planning System and Crime Prevention' (February 2004, ODPM and the Home Office) and Manual for Streets.

The guidance is based on seven attributes of sustainable communities particularly relevant to crime prevention. These attributes have emerged from in-depth research into crime prevention and urban design practice and theory. The seven attributes of sustainable communities relevant to crime prevention are:

Access and movement: places with well defined routes, spaces and entrances that provide for convenient movement without compromising security;

Structure: places that are structured so that different uses do not cause conflict;

Surveillance: places where all publicly accessible spaces are overlooked;

Ownership: places that promote a sense of ownership, respect, territorial responsibility and community;

Physical protection: places that include necessary, well-designed security features;

Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times; and

Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

A key aspect of creating a safe and secure development will be to look at detailed areas with the Local Authority's Crime Prevention Design Adviser as the development is progressed through a Detailed or Reserved Matters application. At this stage the specific ways in which the proposals accord with the seven attributes relevant to crime prevention as follows:

Access and Movement.

All routes are designed to be well defined and overlooked by new development and active frontages. All routes are proposed to be direct and necessary allowing access to properties, Public Open Spaces and leading to facilities and residential areas within the wider context. The minimal number of terraced units within the masterplan designs out the need for rear alleyways or routes that aren't overlooked or without purpose.

Structure.

The development will sit adjacent to and be accessible by the existing residential communities. The proposal promotes social interaction between new and existing communities by providing a dedicated pedestrian/cycle route and network of new pedestrian footways which will lead to

new Public Open Spaces, recreation and play areas, existing streets and the adjacent Public Right of Way. New housing frontages are proposed to overlook open spaces to achieve natural surveillance. No conflicting uses are therefore proposed.

Surveillance.

The movement network (vehicular, pedestrian and cycle routes) and all Public Open Spaces will be well defined and overlooked by surrounding development. Parking areas for private houses will be located predominantly to the front and side of dwellings. No rear parking courts are proposed. Parking spaces will be visible from the dwellings that they belong to or be overlooked by others – this will increase opportunities for passive surveillance.

Ownership.

The distinction between public and private space will be clearly defined by physical means such as high quality boundary (screen) walls, fences, railings, hedges/ low level planting and surface treatments. Properties will face into streets allowing residents to get to know their neighbours and recognise their cars etc – engendering a sense of personalization and community spirit. Locating parking within the curtilage of the plot helps private parking to be defined. Where groups of on-street parking spaces are proposed, private and visitor car parking will be more clearly defined. Areas where parking is not permitted will be protected by physical means such as level changes, grassed or landscaped verges, changes in hard surfaces, timber bollards or knee rails.

Physical Protection.

All buildings will be secured to the relevant standards as set out in Building Regulations or by the Local Planning Authority. Subject to consent, the option to exceed these standards will remain open to the applicant as part of a subsequent Reserved Matters or detailed planning application.

Activity.

Public Open Space will be accessible and continuous having active uses throughout most of the day. All new Public Open Spaces and areas of natural play are proposed to be appropriately lit (whilst addressing sensitive hedgerows and wildlife corridors nearby) and overlooked by new housing frontages that will promote natural surveillance and discourage anti-social behaviour. Frontages will be active, having canopied entrances, external illumination and a mix of habitable and non-habitable room windows at both ground and first floor level.

Management and Maintenance.

A good quality public realm will be provided, stimulating human activity and influencing the behaviour of users. Dwellings within the site that are privately owned will be maintained by the individuals who own or occupy them. Affordable dwellings will be grouped in clusters of not more than 12 dwellings facilitating ease of management by public or private companies.

The majority of roads and footways will be designed to adoptable standards (based on Manual for Streets and County Guidance) however some lanes will fall within private ownership. Public Open Spaces are proposed to be maintained by an appointed management company and attenuation ponds offered for adoption.

5.12 Access and connectivity.

'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, development should be located and designed where practical to; give priority to pedestrians and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and, where appropriate establishing homezones'. NPPF



The masterplan proposes a structured and well connected movement network which connects with Station Road to the east and the Bridleway to the south. This ensures that the development reads as an extension of the existing residential area and ensures that it is accessible by all users. The network passes through a series of character zones and Public Open Spaces which in turn, assists a simple and direct road hierarchy.

Vehicular access to the development is proposed to be via a new roundabout junction formed with Station Road and Thorndale. Following discussions with Leicestershire County Council, and on the basis that the new access will serve the adjacent farms, a new primary road will extend into the site and be 6.75m in width. 2 metre wide footways will align this road and connect with the footway on Station Road.

The primary road will extend to the south-east of the site in the form of an avenue. The avenue carriageway reduces to 5.5 metres with new trees planted in 2 metre wide grassed verges. The verges will define a new pedestrian/cycle route which is proposed to run along the length of the avenue and connect with the existing Bridleway to the south.

The primary road will underpin a hierarchy of new streets of varying widths and styles in accordance with the principles of Manual for Streets (MFS) and (MFS2) and will complement each character zone. The hierarchy of streets will comprise primary, secondary and tertiary routes, and are summarised on page 57 and in the table below.

The arrangement and orientation of streets is largely influenced by views and the sloped landform or contours of the site as development zones are placed to minimise the extent of land re-grading. Most streets will therefore have a linear bias, using the length of the road to achieve as shallow road gradients as possible. Steepest gradients are envisaged to be not greater than 1 in 12 in the centre of the development, where landform is most steep and will level to 1 in 30 at junctions.

Farm Access.

The masterplan safeguards an access road through the development to the adjacent farm via the proposed roundabout. The access will be of private ownership and can be gated. It



Above; extract from highways plan showing extent of highway maintainable at public expense (adopted highway).



will be solely for farm use and accessed via the primary road.

Richborough Estates and the County Council are committed to looking at the possibility of providing an alternative farm access arrangement. Unless or until a satisfactory alternative farm access can be identified and agreed, it is intended to provide the farm access in accordance with the submitted masterplan.

Road types and hierarchy.

	Primary Street.	Secondary Street.	Tertiary Street.
Type	Avenue	Residential street and shared surface.	Lane or court.
Width	6.75 – 5.5 metres wide.	Maximum 5.5 metres wide.	Max width 5m. Min 3.7m
Footways	2 metres.	2 metres, where not in shared surface.	N/A – shared surface.
Verges.	2 metres	N/A.	N/A.
Pedestrian cycles route	3.0metres wide pedestrian/ cycle link connecting to Station Road and the Bridleway.	N/A.	N/A.
Service zone	Within footway or verge.	Where applicable, 2 metres.	N/A.
Format	Cul-de-sac. Linear format. Some changes in materials/ surfaces at junctions Turning head in accordance with County requirements.	Linear streets often as shared surfaces. Changes in materials and surfaces. Turning head in accordance with County requirements. Refuse collection points integrated into streetscapes to assist servicing.	Cul-de-sac. Low key lanes leading to dwellings as private drives. Serving a maximum of 25no. dwellings. Changes in materials and surfaces. Refuse collection points integrated into lanes to assist servicing. Turning areas integrated into streetscape to refuse/ emergency vehicles turning.

Emergency and rescue access, servicing and refuse storage/ collection.

Rear garden spaces are designed to be of sufficient size to accommodate refuse wheelie bins, water butts and composters. Each dwelling will also have access for wheelie bins to be collected from driveways via the adopted road. In tighter courtyard/ shared surface spaces and along private drives, dedicated wheelie bin collection points are proposed to be built into the streetscape and be located within a 30 metre travel distance from dwellings. Collection points are also located so that they are within 25 metres of the waste collection vehicle, in accordance with 6.8.9 of Manual for Streets and H6 of the Approved Building Regulations. They will be defined with timber bollards to prevent vehicle parking or obstruction.

In accordance with Section B5, 16.2b of The Approved Building Regulations, new roads and lanes within the development will safeguard vehicle access for a pump appliance to dwellings with a top storey of up to 11m above ground level. In accordance with 11.5, fire and rescue services should not have to reverse more than 20 metres from the end of an access road. The masterplan proposes turning heads and recessed driveways on private drives which avoid dead end access routes that are more than 20 metres in length.



Parking typologies.

Name	Type	Allocation	Description	Comments	Character area.
Parking court/ groups.	Off plot	Yes	Groups of parking bays located off the public highway providing convenient access to dwellings. Located close to the dwellings in which they serve.	Convenient access to parking both of the street and from the dwelling. Good surveillance from neighbouring properties. Interspersed by planting bays and tree planting.	Shared surfaces and courts, green edge.
Hard standing.	On plot	Yes	Parking bays located to the side of the dwelling.	Located off highway and generally located to the side or front dwellings within plot. Can be joined to neighbouring parking bay.	Avenue, residential street, shared surfaces and courts, green edges.
Attached/ integral garage.	On plot	Yes	Private garage adjoining the dwelling.	Can provide access into dwelling. Set back from highway to create additional parking spaces in front and be subservient to building lines.	Avenue, residential street and green edges.
Detached garage.	On plot	Yes	Private garage adjoining the dwelling.	Set back from highway to create additional parking spaces in front and be subservient to building lines.	Avenue, residential street and green edges.

Parking typologies.

A range of parking typologies are proposed to complement housing density, size and the character area they are located within - this is summarised in the table above. Along primary residential streets, car parking is generally located to the side or front of dwellings. This is primarily to avoid frontages that are cluttered or dominated by parked cars and promotes a 'leafy feel' with landscaped front gardens along streetscapes. Parking spaces and garages are sited so that there is sufficient space for users to enter and exit the vehicle and the distance from the car to the parking space to the home is kept to a minimum and is level or gently sloping.



In secondary streets such as shared surfaces, car parking is generally located to the front of dwelling and limited to small groups arranged between planted bays, soft landscaping or trees. In these instances, private parking spaces will

be clearly defined and be closely overlooked by the respective dwellings they serve. Tertiary/ lower category streets such as lanes are designed to have a low priority and informal feel and car parking is therefore designed to be located in between dwellings so as to be subservient to building lines, open spaces and sensitive open edges.

In accordance with Policy T13, each plot will have sufficient garden space to accommodate a shed or sufficient space within the garage to securely store cycles.

Parking provision.

The proposed parking provision for the development has been calculated in accordance with the 6C's Design Guide which advocates use of the DCLG document 'Residential Car Parking Research'.

The DCLG document calculates car parking requirements taking into account car ownership levels, sizes, types and tenures of dwellings and whether or not car spaces will be allocated. An indicative calculation of the likely parking requirement has been calculated using forecast car ownership data for the North West Leicestershire District Council area up to 2026. This information can be found in the Transport Assessment which supports the application. Accordingly, and in accordance with Policy T8, the masterplan proposes the following parking provision:

17no. 2 bedroom dwellings x 1no. allocated spaces
= **17no. spaces.**

24no. 2 bedroom dwellings x 2no. allocated spaces
= **48no. spaces.**

44no. 3 bedroom dwellings x minimum 2no. allocated spaces
= **88no. spaces**

53no. 4 bedroom dwellings x minimum 2no. allocated spaces
= **106no. spaces.**

4no. 5 bedroom dwellings x 2 minimum no. allocated spaces
= **8no. spaces.**

Total minimum allocated parking: 267no.
spaces or average of 1.9 spaces per dwelling.

Actual no. of allocated parking spaces:	295no.
(including allocated visitor parking).	

The total development requirement has been calculated as 325no. spaces. The shortfall of 30no. parking spaces is proposed to be met by on-street parking. Garages are not included within the proposed parking provision.

6.0 Conclusion



6.1 Conclusion.

This Design and Access Statement and the proposed masterplan set out a series of underlying development principles which, subject to consent, will ensure a high quality scheme is maintained and delivered as part of a subsequent Reserved Matters or Detailed planning application.

- The site is a logical site to extend the existing urban area of Ibstock. It follows field patterns and is a sustainable location, being situated close to existing local facilities.
- The development can positively address the site constraints, will be sustainable and successfully integrate with existing urban and wider landscape contexts.
- The proposals can be delivered without having an adverse effect on the highway network and provide linkages to new Public Open Spaces and play areas.
- The proposals positively address site constraints without having an adverse effect on the urban and landscape settings and ecological interests.
- The proposed masterplan considers and positively responds to existing residential areas and densities, whilst proposing a range of house types, sizes and tenures that will offer flexibility and choice, promote balanced residential communities and create a sustainable development.
- The masterplan surpasses policy requirements in respect of Public Open Space and woodland requirements and proposes new areas of natural play that will be easy to access and well overlooked.
- The proposed masterplan responds to local community and Local Planning Authority feedback via a comprehensive pre-application consultation process. Since early designs have evolved, the development proposal has reduced in quantum and density, includes a number of bungalows and provides extensive recreation space and woodland.

Character.

The proposed development will be a place with its own identity, having a theme that positively harmonises with the local vernacular. It will have character and distinctiveness which respectfully addresses existing urban patterns, massing and densities and landscaped settings.

New streets are positioned so that outward views are safeguarded to the urban and landscape context and visual connections are achieved.

The development will have a strong landscape theme in the form of a central green gateway, a tree lined avenue and soft green landscaped edges. Extensive woodland and recreation space is proposed which surpasses Policy requirements.

Continuity and enclosure.

Public and private realm will be clearly defined. The development will connect to the existing movement network, improve connectivity and provide new routes or linkages that will promote sustainable modes of travel to access local amenities, schools and recreation spaces.

Public Open Space will function as a shared space encouraging social interaction and will be overlooked with housing frontages so that natural surveillance is achieved. Streets will be orientated towards green spaces to reinforce the setting of the site and the importance of pedestrian linkages to Public Open Spaces.

Ease of movement.

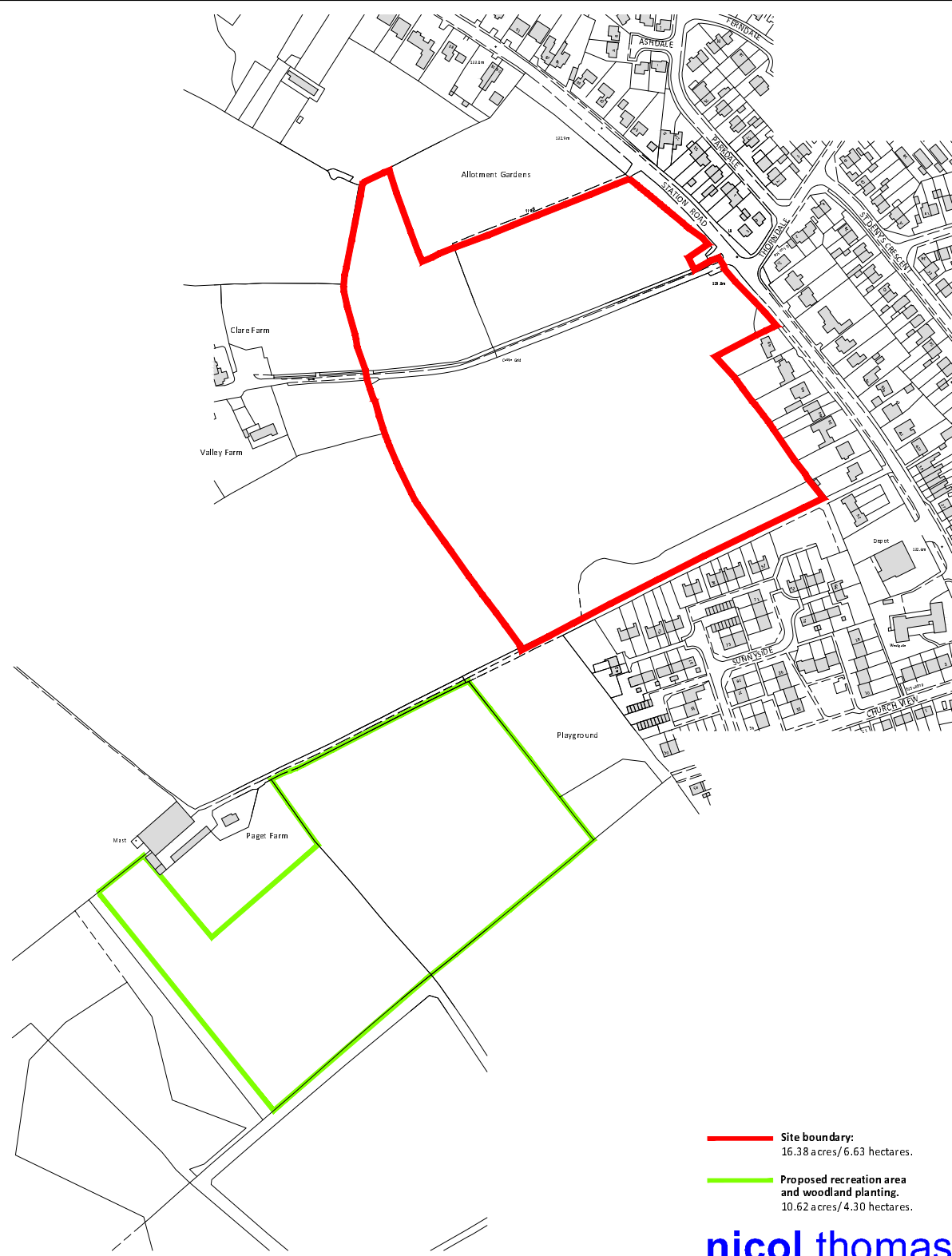
The development will have a clear and simple road hierarchy and the movement network will pass through character zones and open spaces. The development will appear as an extension of the existing streetscape which the existing road infrastructure has been designed to facilitate.

Character areas, landscape features and building patterns will create focal point features that will create assist legibility through the site. The development will be easy to move around and will provide new pedestrian and cycles linkages to improve connectivity to the wider context.

Legibility.

The development will have a sense of place, a clear image and will be easy to read. Similar patterns that are prevalent in the local residential context will be used. Focal point features and Public Open Spaces will address views, key locations, create identity and assist way finding through the development.

Proposed residential development at land off Station Road, Ibstock. For Richborough Estates Ltd.

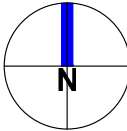


- **Site boundary:**
16.38 acres/6.63 hectares.
- **Proposed recreation area and woodland planting.**
10.62 acres/4.30 hectares.

nicol thomas

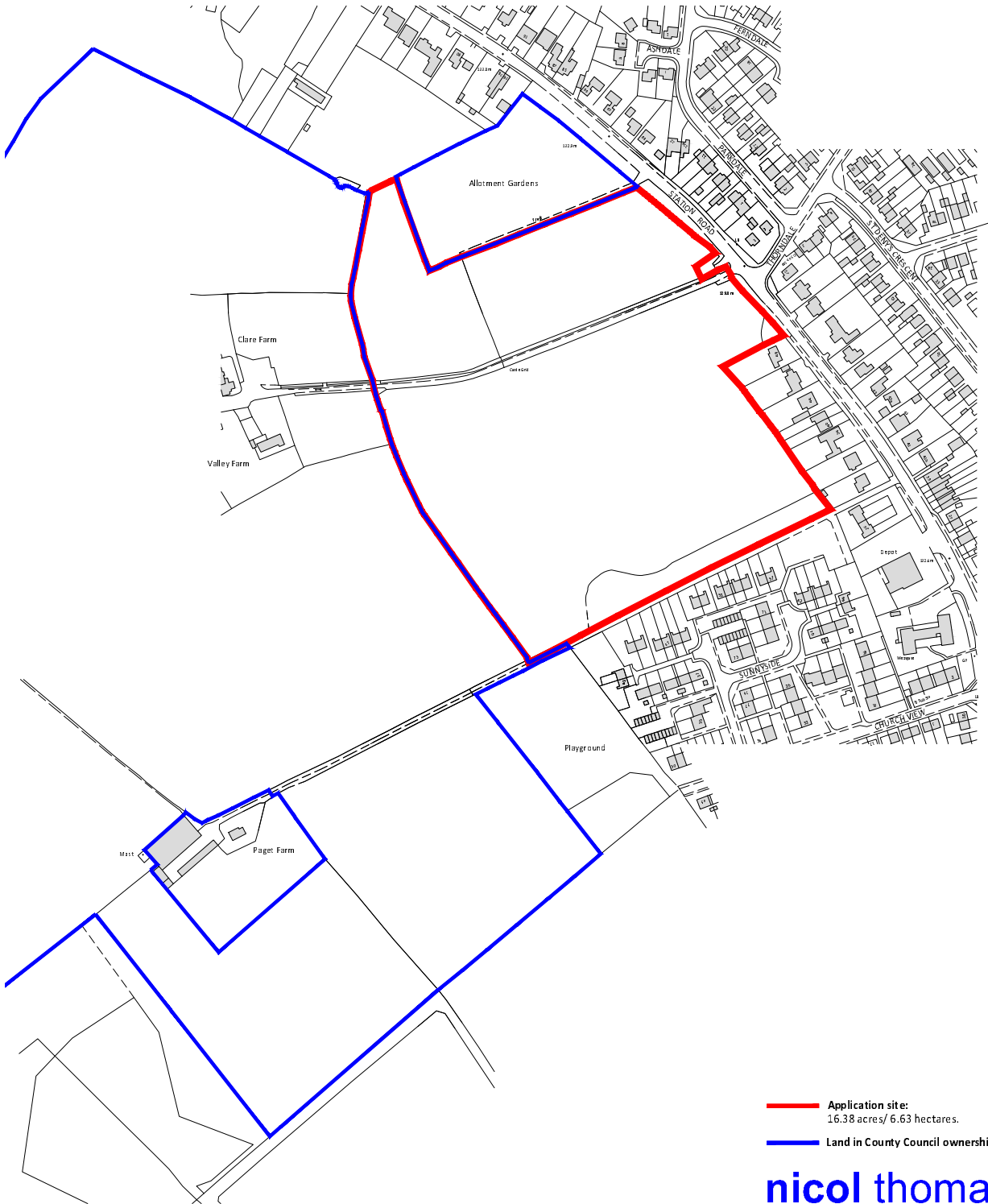
Revision	Date	Details
B	29.08.13	Red line boundary updated in accordance with B5741-PL-003. Blue line boundary added.
C	29.10.13	Land in other ownership added in accordance with site plan rec'd 29.10.13
D	30.10.13	Land south of site edged green. To MJ comments.

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Client:	Richborough Estates Ltd.		
Job:	Station Road, Ibstock, Leicestershire.		
Drawing title:	Site location plan.		
Drawing Number (job number)	B5741	PL 002	Revision: D
Scale:	1:2500 @A3		
Date:	29.06.2013		
Drawn by/checked by:	GJ		

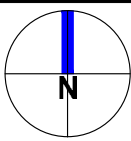
Proposed residential development at land off Station Road, Ibstock. For Richborough Estates Ltd.



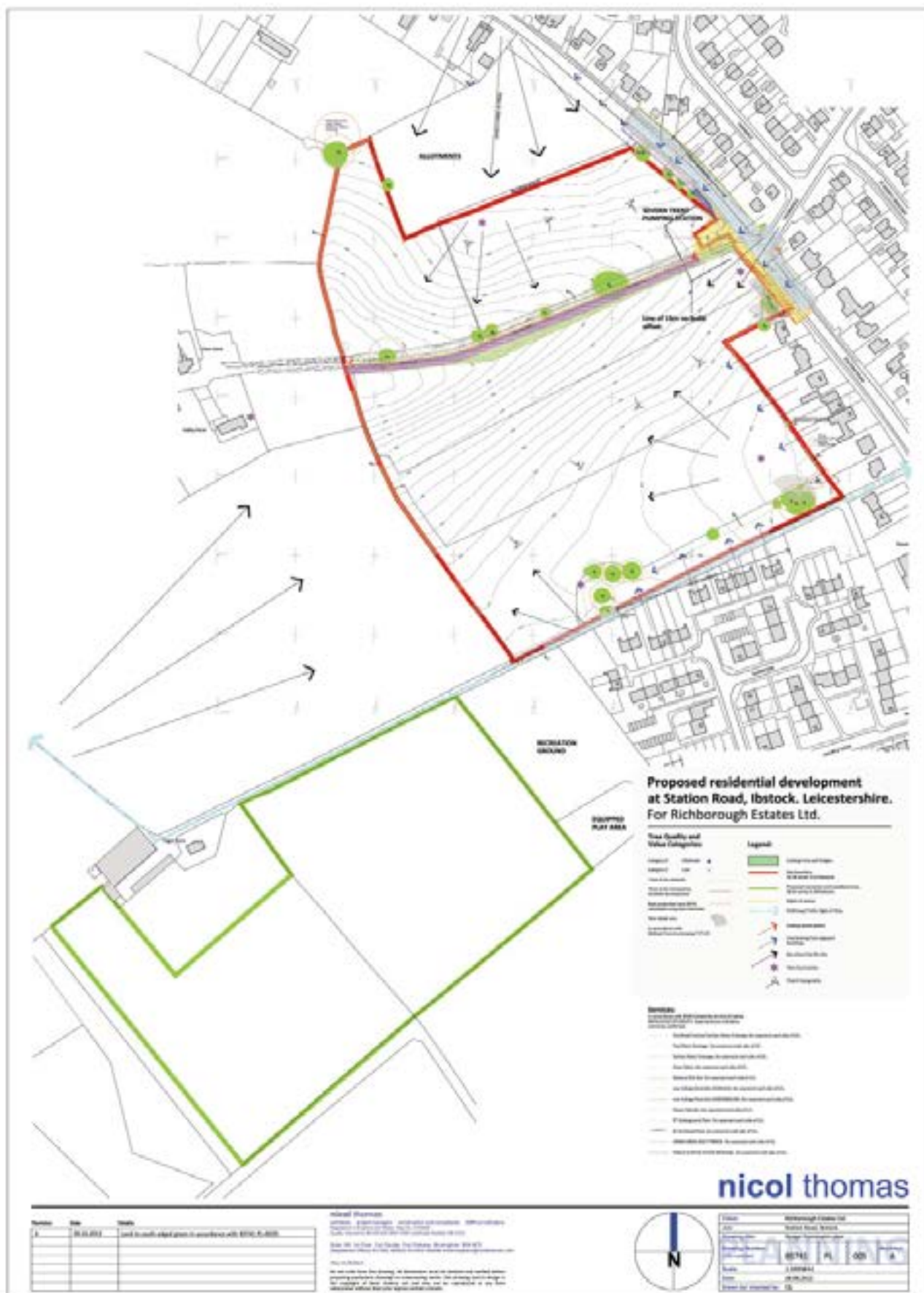
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Revision	Date	Details

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Job:	Station Road, Ibstock, Leicestershire.		
Drawing title:	Site ownerships plan.		
Drawing Number: (Job number)	B5741	PL	007
Scale:	1:2500 @ A3		
Date:	29.10.2013		
Drawn by/checked by:	CJT		



7.3 Design Constraints plan.

Proposed masterplan

Accessibility.

- ① **Accessibility.** Provide a new vehicular access into the development via a new traffic roundabout off Station Road.
- ② Create a new road hierarchy comprising a range of street types such as avenues, courts and lanes.
- ③ Safeguard a private vehicular access serving the adjacent farms.
- ④ Where possible, align new infrastructure with land contours to minimise erosion and gradients. In steeply sloping areas, some road gradients will be approximately 1 in 14. Junctions will be limited to 1 in 30.
- ⑤ Promote sustainable modes of travel via new pedestrian footways to connect to new and existing residential areas. Public Open Spaces and woodland.
- ⑥ Provide a new north-south pedestrian/cycle route, connecting with Station Road and the existing railwayway.

Green infrastructure and landscape.

- 7 **Green infrastructure and landscape.**
retain existing trees and hedgerow within a new wildlife corridor. Enclose the corridor with a woven Road to Ryem 'Screen gateway' into the development and retain trees west across the centre of the site.
 - 8 Provide new Public Open Space and themed areas of natural grassland, within the western boundary which will act as a 'Soft gateway' into the development and retain trees.
 - 9 **Attenuation ponds** as part of a Sustainable Urban Drainage Strategy.
 - 10 New woodland planting and recreation area to the south, accessed via the existing driveway or footpath, within the new development.
 - 11 Retention and supplementation of existing hedgerows.
 - 12 Retention of existing trees (some as focal point) and new trees and landscaping 'landscape buffers' to join edges of new built form.
- Development.**
- 13 **Use of existing Station Road** for tree canopy and the development, retaining existing trees.
 - 14 A distinctive tree lined avenue having an identifiable landscape theme.
 - 15 Use of a range of housing densities and patterns to engender variation and distinctive edges. The development is subdivided into three types of landscape area which respond to existing urban and landscape surroundings.
 - 16 Distribute urban features such as squares and crescents to add legalibility and move on one space to another.
 - 17 Lower development densities towards the northern and southern boundaries and complement new Public Open Spaces and green edges.
 - 18 **Align development** towards the contours (to the buildings) and streetscapes **new** with the landscape of the site and avoid dominant street relationship.
 - 19 Orientate new access to the west to take views of the wider landscape context into account.
 - 20 Lower sloping heights along northern edges to address elevated landscape.



Proposed no. of dwellings:	Approximately 142no.								
Proposed no. of affordable dwellings:	28no (20%)								
Net average residential density:	29 dwellings per hectare.								
Maximum storey height:	2 storeys.								
Proposed Public Open Space:	14.88 acres/ 6.02 hectares of which:								
	<table border="0"> <tr> <td>New woodland:</td> <td>6.74 acres/ 2.73 ha.</td> </tr> <tr> <td>(40% of net developed)</td> <td></td> </tr> <tr> <td>Recreation area:</td> <td>3.88 acres/ 1.57 ha.</td> </tr> <tr> <td>Natural play:</td> <td>0.08 acres/ 0.03 ha.</td> </tr> </table>	New woodland:	6.74 acres/ 2.73 ha.	(40% of net developed)		Recreation area:	3.88 acres/ 1.57 ha.	Natural play:	0.08 acres/ 0.03 ha.
New woodland:	6.74 acres/ 2.73 ha.								
(40% of net developed)									
Recreation area:	3.88 acres/ 1.57 ha.								
Natural play:	0.08 acres/ 0.03 ha.								

Schedule of accommodation:

Market housing: 80%:	Affordable housing: 20%:
19% 22m, 2b/2st houses.	Rented 75%:
31% 35m, 3b/2st houses.	14% 3m, 2b/4P bungalows.
46% 53m, 4b/2st houses.	57% 12m, 2b/4P houses.
4% 4m, 5b/2st houses.	29% 6m, 3b/5P houses.
Total: 114 n.a. dwellings.	
	Shared ownership: 25%:
	29% 2m, 2b/4P bungalows.
	29% 2m, 2b/4P houses.
	42% 3m, 3b/5P houses.
	Total: 28m dwellings.

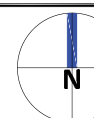
Legend:

- Legend:**
- Site boundary, 16.38 acres/6.63 ha.
 - Proposed recreation and woodland site, 10.62 acres/4.30 ha.
 - Proposed attenuation ponds.
 - Proposed woodland.
 - Existing trees.
 - Proposed Public Open Space and new landscape.
 - Proposed new development.
 - Proposed focal point buildings.
 - NP Themed natural play areas.
 - Proposed pedestrian cycle route.

This drawing is based upon
B5741-PL-005A Design Constraints plan and B5741-PL-006B

[illegible]

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Client:	Richborough Estates Ltd.		
Job:	Station Road, Bostock.		
Drawing title:	Proposed indicative masterplan.		
Drawing Number (Job number)	B5741	PL	008
Scale:	As per main title 1:1000@A1		
Date:	30.10.2013		
Drawn by (initials and name)	SLA		



LEGEND	
	Broadleaved plantation woodland
	Deerwood
	Scattered scrub
	Improved grassland
	Poor semi-improved grassland
	Pond
	Dry ditch
	Hard standing
	Fence
	Species-poor intact hedge
	Species-poor distant hedge
	Species-poor intact hedge with trees
	Species-poor unarranged hedge
	Tree with leaf potential
	Badger set
	Target site reference
	Road line bow ridge

7.7 Extended Phase 1 Habitat Survey plan.

