

5.0 Masterplan & Design Appearance

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5.1 The Design Proposal

- 5.1.1 The application seeks permission for the provision of 165 houses with 25% of them affordable.
- 5.1.2 There will be a range of dwelling types and sizes within the development meeting local housing needs. All dwellings will be either single or 2 storey dwellings only.
- 5.1.3 The scheme has been designed around the creation of a new public open space containing a play area. An additional area of natural open space is located to the South of the site acting as a buffer between the development and the existing development on Navigation Drive.

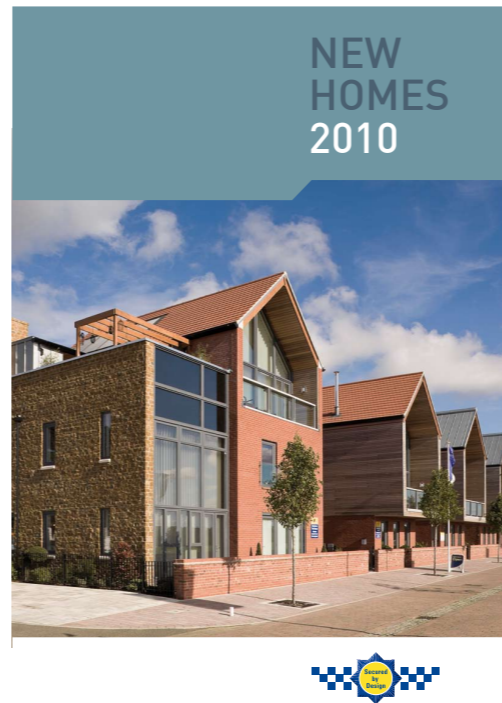
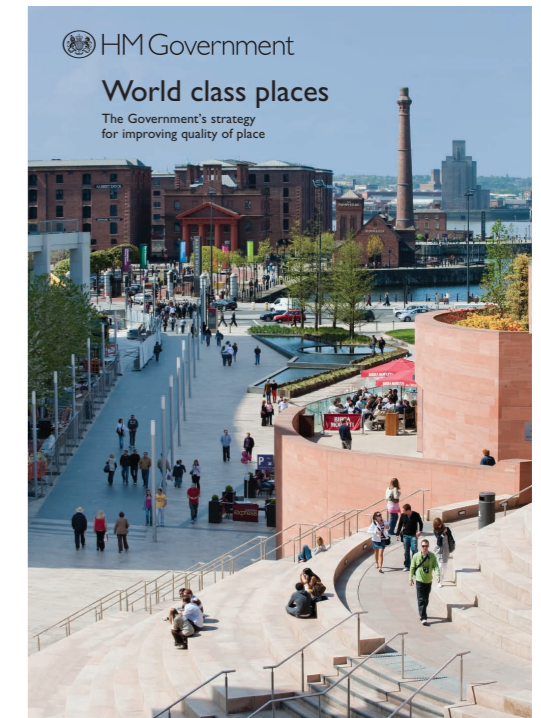
5.2 The Masterplan

- 5.2.1 The layout has been developed from the site constraints and includes the following;
 - Creation of an informal public open space and a good set back from the new development on Navigation Drive.
 - Retention of 4.45 hectares of public open space on the southern and western side of the development.
 - A strong linear run of properties running in a circular form to reflect the ground levels and to gain good views overlooking north-west Leicestershire.
 - The site plan encourages natural surveillance over the green areas, public footpaths and to each dwelling.
 - Encourages permeability through the site and towards the green open spaces for pedestrians
 - Provides a strong and welcoming connection between the site and Cork Lane.



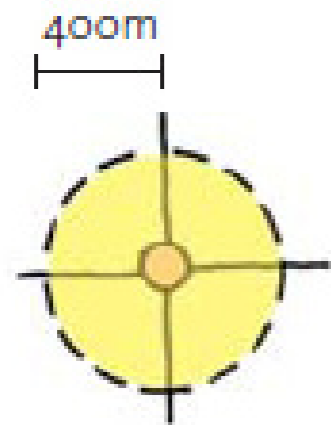
5.3 Design Guides & Documents

- 5.3.1 The design of the Glen Parva Masterplan has been informed with the use of several government guidance documents and policies. These have been key in designing a high quality masterplan for all residents, visitors and users of this new development.
- 5.3.2 The design of the development also responds to local policy requirements and local documents.

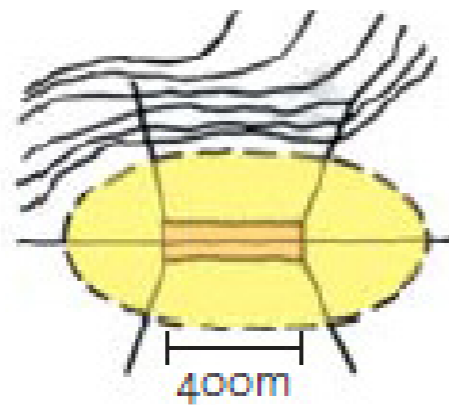


5.4 Character Areas

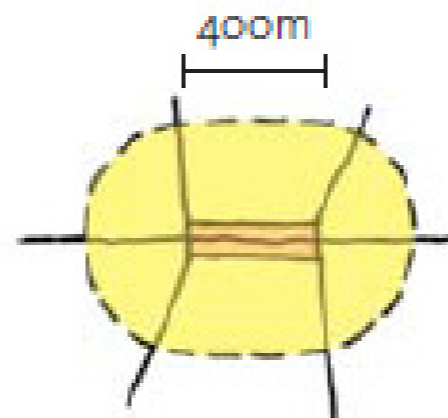
- 5.4.1 As mentioned earlier growth of the existing residential core, like many other settlements has been quite varied in terms of its layout and building style but there are some traditional design clues in terms of plan form and materials.
- 5.4.2 Whilst the development should not advocate imitation or historic solutions, it is important that the new development has some connection with local character and place making.
- 5.4.3 Illustration (f) below represents the approach which has been taken on this sloping site, with a focal point to the centre of the development which radiates outwards.
- 5.4.4 This part of Design Access Statement sets out the design principles that have been integrated into the masterplan design. Consideration of the green infrastructure has influenced the overall design.



Nodal neighbourhood



Neighbourhood across a slope



Street neighbourhood

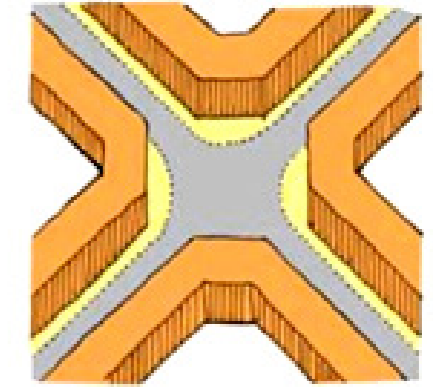
5.5 Density

- 5.5.1 The density will vary across the site to reflect the relative sensitivities of the surroundings.
- 5.5.2 Higher density towards the centre will result in more active frontages and will create a greater sense of place and strengthen identity within the core of the site.
- 5.5.3 The edges of the development will be lower density and allow the edges of the development to gently flow into the public and natural open spaces.
- 5.5.4 The density illustration on the following page shows how this has been achieved and the density levels from high, medium and low.

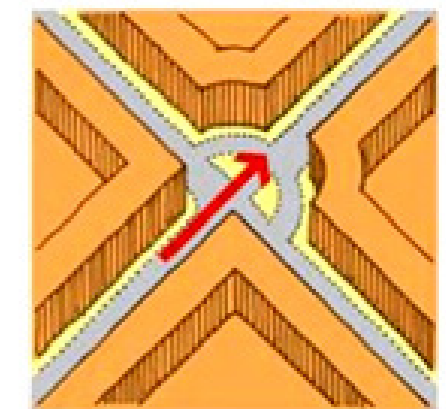
5.6 Storeys and Building Heights

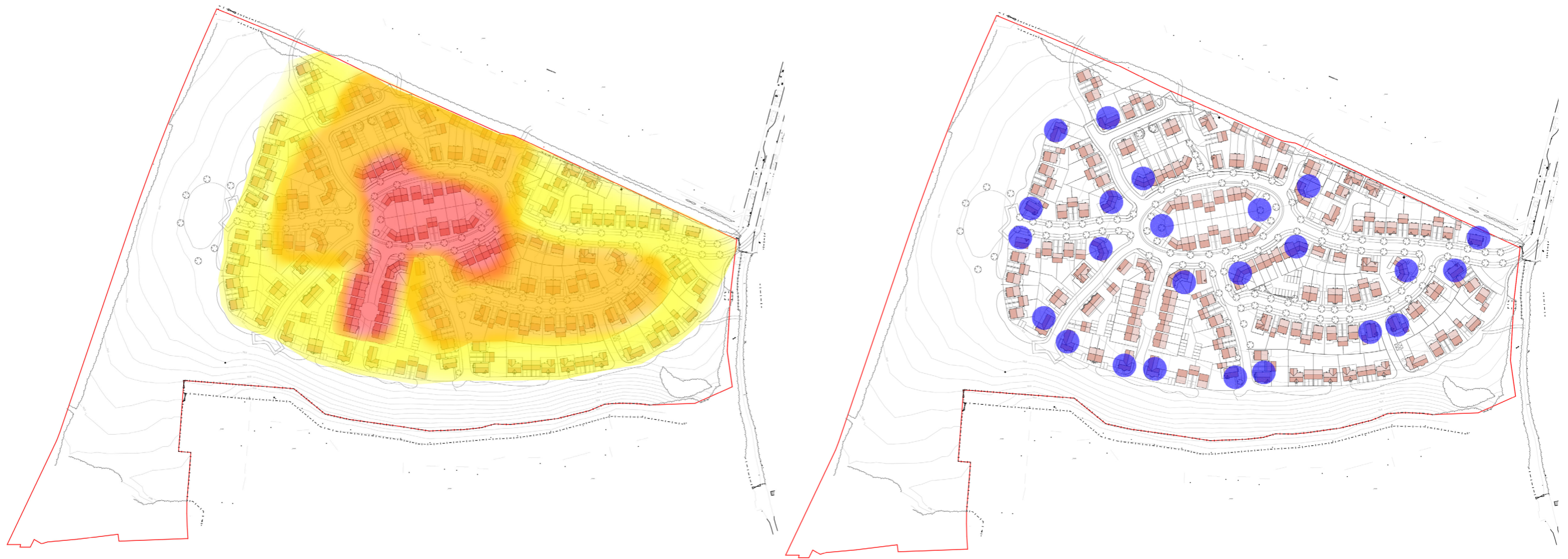
- 5.6.1 The development will generally consist of two storey dwellings and the urban design principles illustrated below will be utilised to create soft corners.

Rotating the building line to create a square on the diagonal.






Asymmetrical building line emphasises particular directions






Site Density

-  High density (34 dwellings p/ha)
-  Medium density (26 dwellings p/ha)
-  Low density (21 dwellings p/ha)

Prominent Corner Points

-  Denotes prominent corner points and houses within the masterplan



Focal Points



Denotes Focal/Key points of the masterplan

Affordable Housing and Bungalows



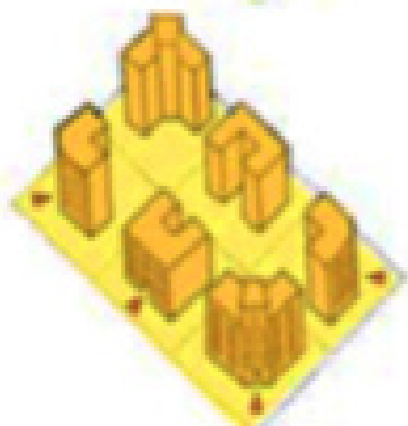
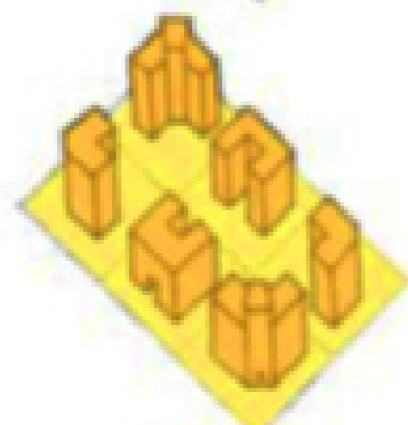
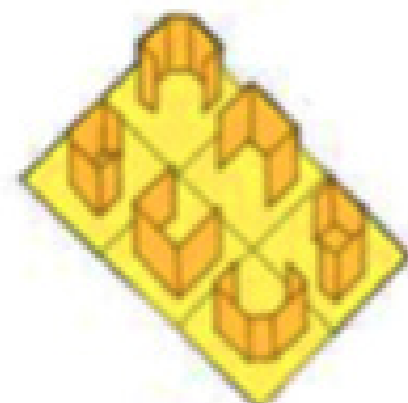
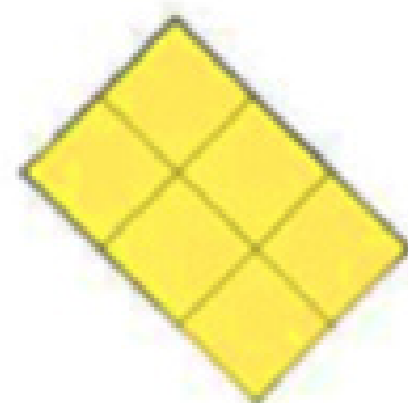
Affordable Housing



Bungalows



Affordable Bungalow

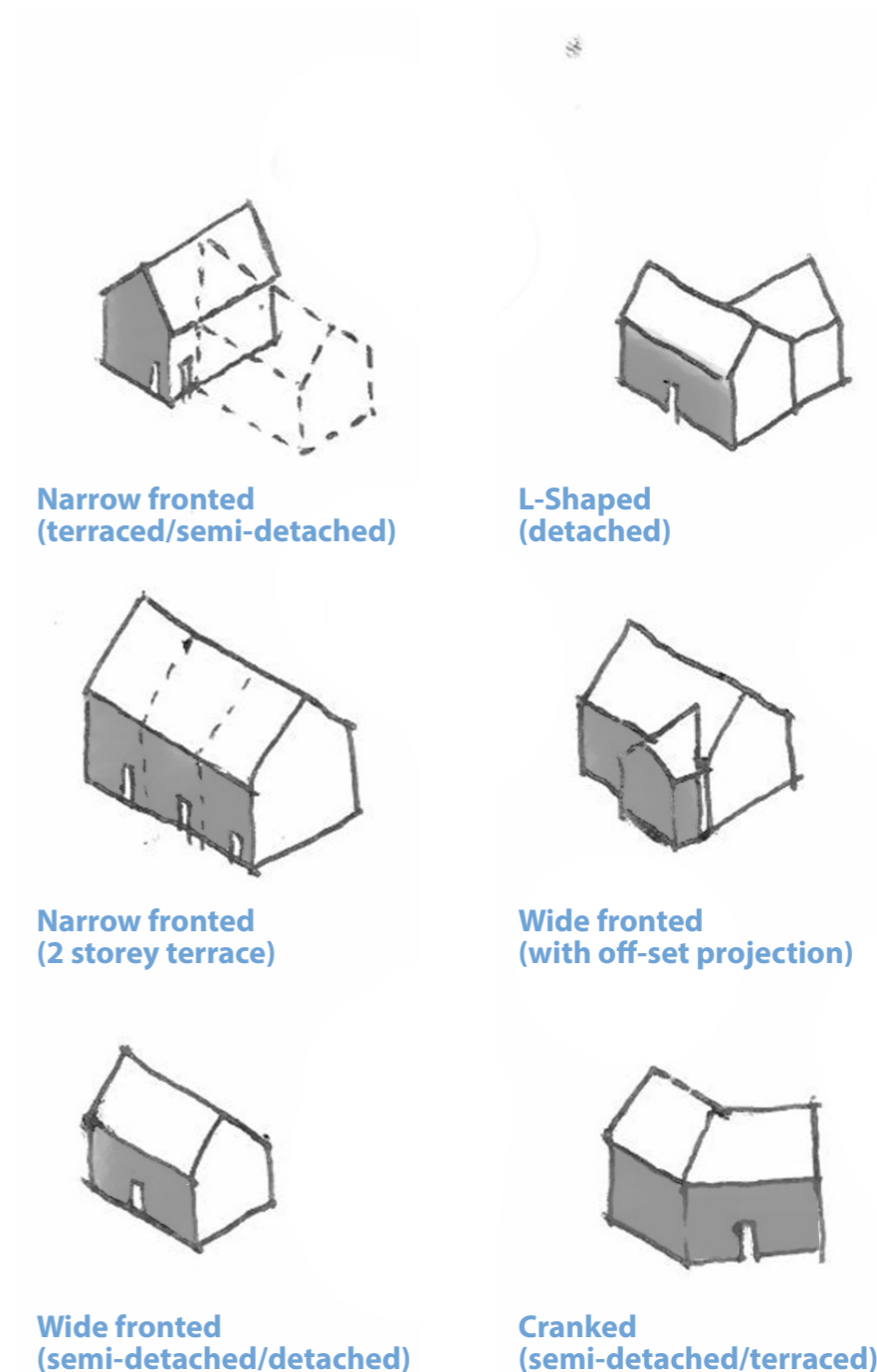


5.7 Urban Blocks

- 5.7.1 In broad terms, the street network can be based around development blocks in two forms: regular or irregular.
- 5.7.2 A regular block structure, such as the Victorian layout of terraced housing, is often represented by long and narrow rectilinear blocks, with narrow plan dwellings, small frontages and on street parking.
- 5.7.3 An irregular layout generally comprises of a variety of block sizes, being more organic in character.
- 5.7.4 A balance between the two, in the form of a 'distorted grid', can combine the primary benefit of a regular structure – ease of navigation through the site –with the benefits of an irregular layout, such as traffic calming, mixture of active frontages, variation of views across the site.
- 5.7.5 Smaller parcel and plot sub-divisions (illustrated by the right-hand column in the left diagram) facilitate a greater diversity of forms and uses, and a more active street frontage.

5.8 House Types

- 5.8.1 The illustrations on the right represent examples of the types of houses and the scale the masterplan is currently looking to deliver. This is not a complete list of the different house types.
- 5.8.2 The local authority has outlined the house types they would like to see on the site and this consists of bungalows and 2, 3, 4 & 5 bedroom houses. This has been discussed in detail in Planning Application Requirements, which has informed the selection of house types.
- 5.8.3 The illustrations on the right show an examples of the house types that have been used on this masterplan, mainly consisting of single and 2 storey properties.
- 5.8.4 The design appearance of the houses is discussed in more detail later on in this DAS.



5.9 Street Hierarchy

- 5.9.1** The road network is designed such that these are layered
 - Primary Distributor
 - Secondary Distributors
 - Access Roads
 - Cul de sacs / Private Drives
- 5.9.2** Access roads have been designed as 'places', not just roads by integrating squares and courtyards, intertwining landscaping to break up the hard surfaces of roads and parking.
- 5.9.3** The diagram on the right illustrates the concept of the road, pavement and landscape layout for the masterplan in terms of integrating it as usable space by residents, rather than just a space to get from A to B.
- 5.9.4** The next page illustrates sections of the various hierarchy of roads, avenues and private drives used for this development.

Primary Routes / Avenues

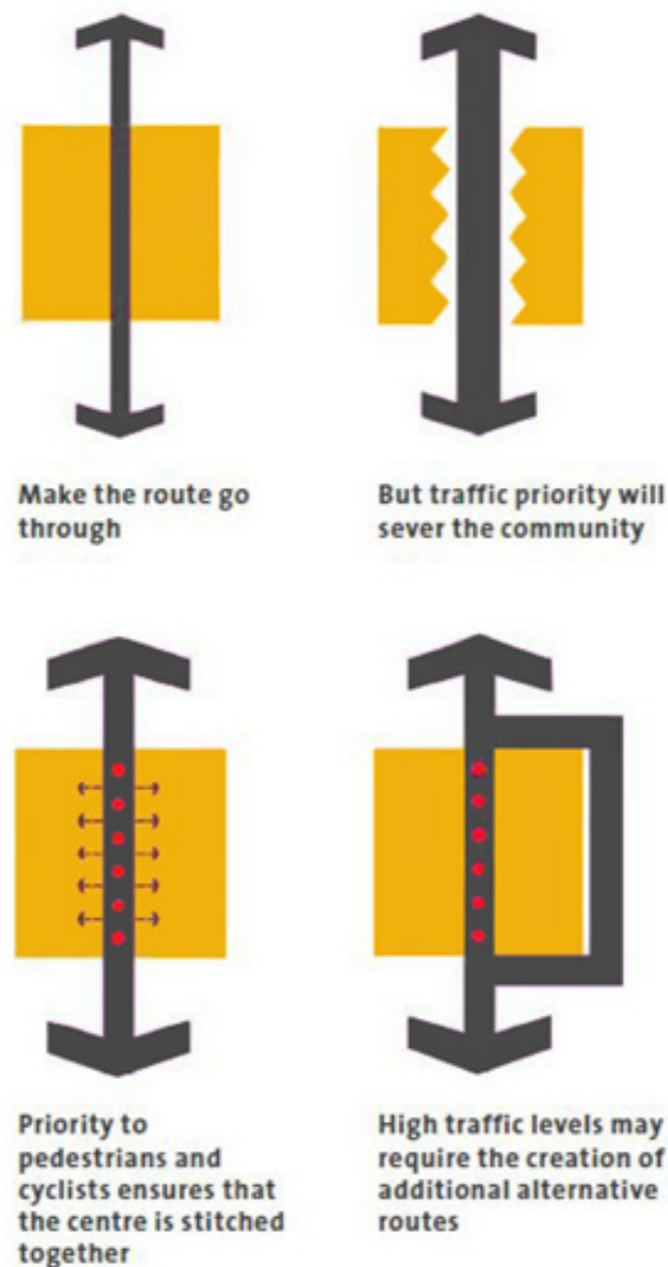
- 5.9.5** Main residential avenues, including road, footpaths, cycle tracks, generous landscaping.
- 5.9.6** 5.5m main access road with a 2m wide landscape strip and with a 2m wide footpath on either side.
- 5.9.7** Wide pedestrian crossings where necessary with lights and landscaping to help define the crossing zone.
- 5.9.8** The scheme will incorporate regular crossings to avoid the main roads becoming boundaries, segregating one urban area from others.

Secondary Avenues

- 5.9.9** These streets will lead off the Main Avenues and provide access to residential areas.
- 5.9.10** Width of the secondary avenues will consist of a 4.8m road with a 2m wide footpath on either side.
- 5.9.11** Shared surfaces within these roads can act as traffic calming measures, with the pavement and road both on the same level.
- 5.9.12** Building lines and landscaping can also act as natural traffic calming measures.

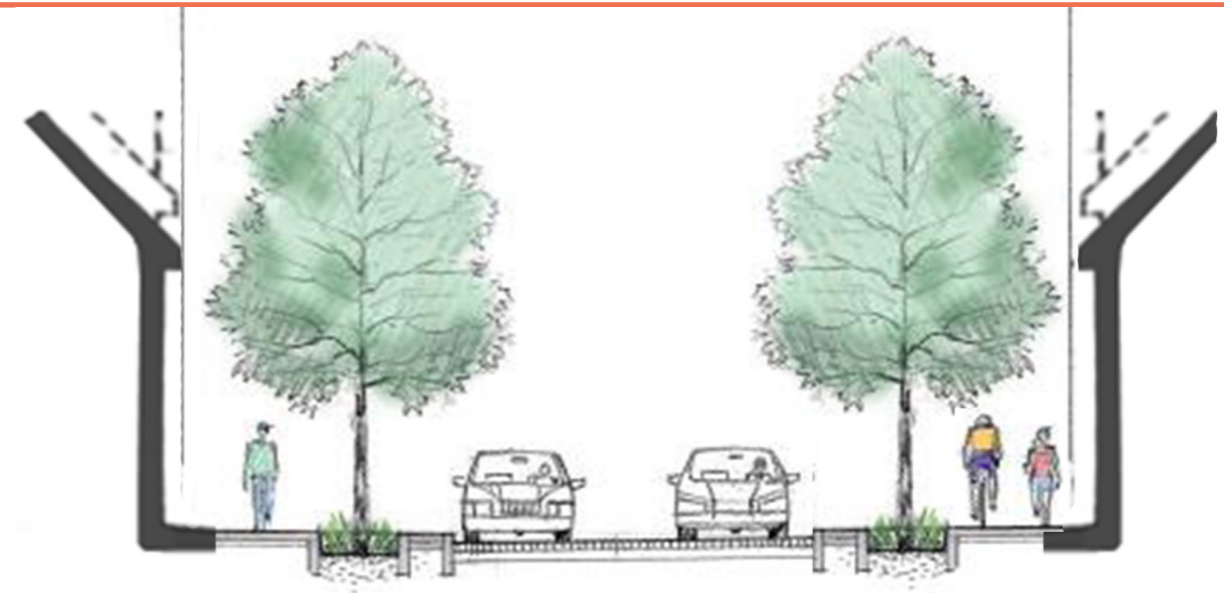
Private Drives

- 5.9.13** These areas are dedicated to residents only, giving access to parking adjacent to dwellings.
- 5.9.14** They may be delineated by a change in surface, clearly distinguishing them from roads and enhancing traffic calming further still.
- 5.9.15** They will form access to communal parking zones or individual designated parking bays.

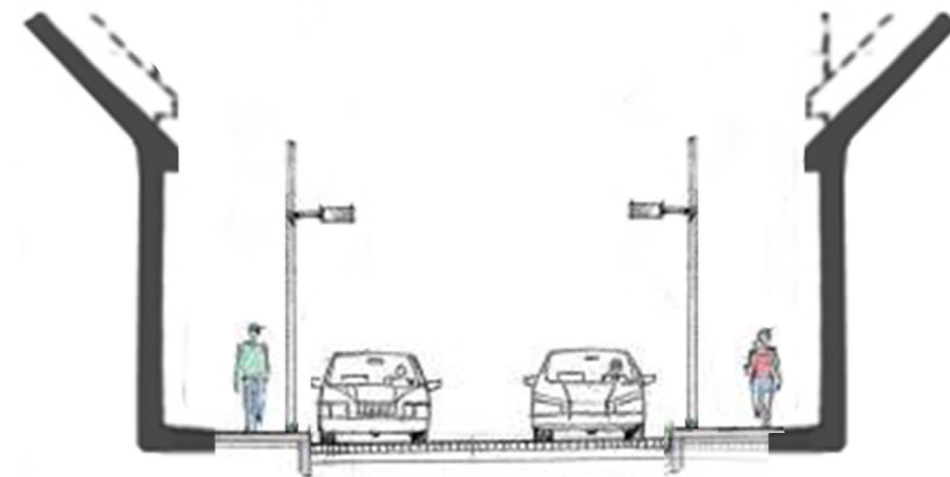


5.10 Parking Strategy

- 5.10.1** Parking levels in high density areas, i.e. in the central core to be kept out of sight and therefore we have provided communal parking over designated owner parking with rear courtyards that are well-overlooked by residents.
- 5.10.2** The communal car parks will allow for tree planting to break up all parking areas (bottom right plan in the diagram below).
- 5.10.3** For parking within owner cartilage, cars are proposed to be parked at the side rather than the front of properties wherever possible.



Primary Routes / Avenues



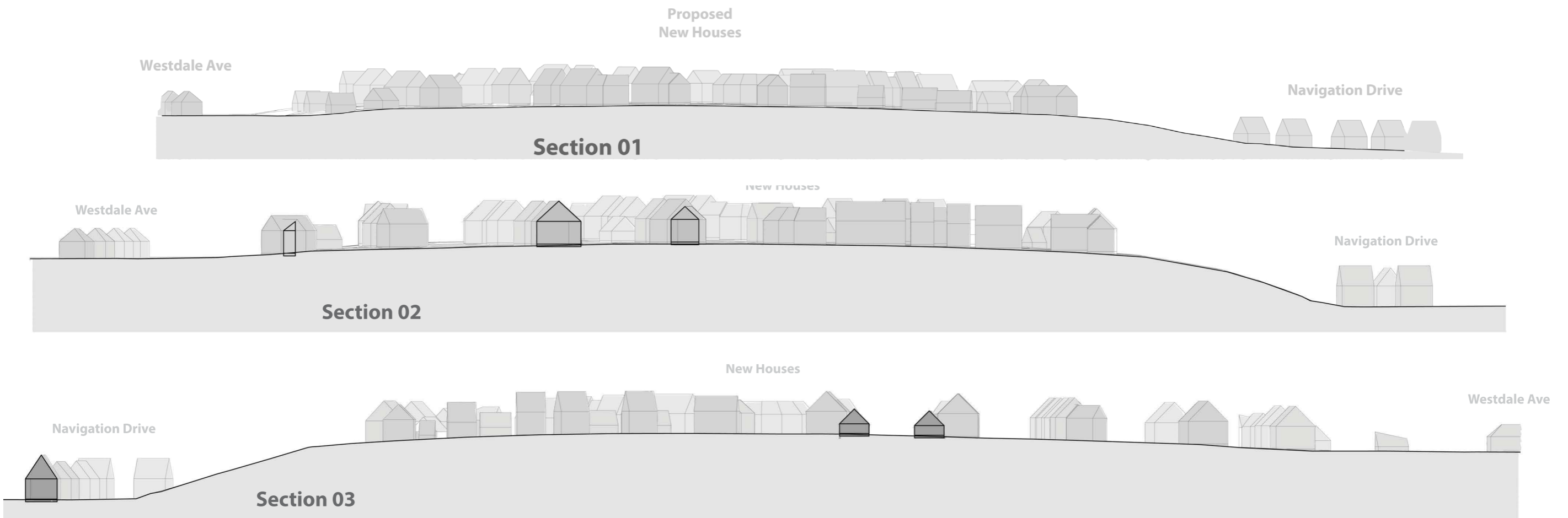
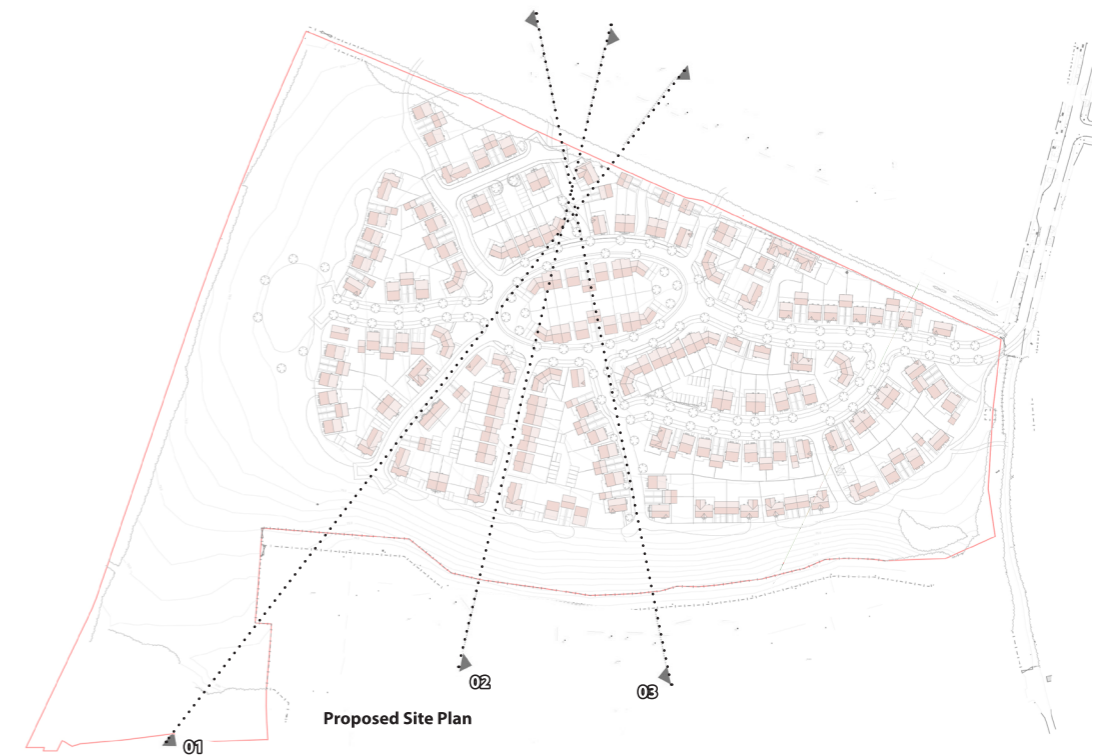
Secondary Avenues



Private Drives

5.11 Development Scale

- 5.11.1** The adjoining housing development along Navigation Drive on the southern boundary is predominantly 2.5 storey dwellings, but these are at a lower level in relation to this development, hence we have mainly opted for 2 storey dwellings for this development.
- 5.11.2** Significant locations such as corner plots will have greater prominence to aid visual cohesion of the development.
- 5.11.3** 2 Storey dwellings are generally 4.5m-5m wide x 6.5-8m deep with typical eaves heights of 4.8m and ridge heights between 8-8.5m.
- 5.11.4** The site sections below illustrate the development in context with Navigation Drive and Westdale Avenue. The darker grey illustrates the closer developments to the section line and the lighter grey denotes the development furthest from the section line.



5.12 Illustrative House Types

- 5.12.1** Appearance is a matter to be decided at the detailed design stage. However, the following is a general approach:
- 5.12.2** The existing arrangement of housing along Westdale Avenue road consists predominantly of semi-detached housing accessed off the main road, with a few bungalows that break the pattern. Accordingly the proposed layout emulates this formation with the housing positioned along the main access road, with some of the housing accessed via private drives. The house types will assist in creating a more interesting elevation.
- 5.12.3** Within the site the housing has been designed with a formal circular layout in relation to the contours on the site but mainly runs from north-west to south-east in a circular formation. This allows the housing layout to maximize the views out of the site towards the west and south (over Navigation Drive). The layout is such to minimise overlooking over the public right of way or neighbouring houses but also give certain degree of surveillance over the access paths. This then leaves the western side free as public open space and the southern bank of the site as natural public open space.
- 5.12.4** The predominant materials in Glen Parva are facing brickwork in a variety of brick and buff with a few rendered houses amongst. Roofs tend to be concrete roof tiles and occasional slate.
- 5.12.5** Architectural detailing will tend to be traditionally based with pitched roofs and chimneys, brick soldier heads, bay windows. The recent housing development on Navigation Drive has brick cills to the windows and no chimneys and have approached some dwellings with part render/brick etc.
- 5.12.6** At the public consultation there were discussions regarding the appearance of the houses. The general consensus was that a traditional approach is appropriate, however a Parish Councillor suggested a modern aesthetic would be favoured.



Illustrative view



2 Bed Houses



3 Bed Houses



4 Bed House

Note: Illustrative examples of house types



Illustrative view



Illustrative view

5.13 Landscape Design & Structure



Application 12/0865/1/OX
Proposed extension of brewery, including meadows for grazing and improved public access and connectivity

Potential to upgrade existing public footpath to accommodate cyclists and pedestrians

Glen Hills Nature Reserve

The extension and or addition of additional land to public open space along the Grand Union Canal and River Soar will **improve** the visual amenity, **increase** biodiversity, **prevent** development in flood zones, **provide** better connectivity for cyclists and pedestrians and **safeguard** land for wildlife.

The location of the proposed development site abuts an existing cycle route, the **Guthlaxton Trail**, leading from Leicester to Market Harborough. The Guthlaxton Trail form part of the National Cycle Network which is supported by Sustrans.

Potential to extend the Guthlaxton Trail through the proposed public open space, along the western site boundary.

Potential to enhance the cross valley connectivity, by providing a link between existing public routes to the east and west of the Grand Union Canal. Lock 36 of the Grand Union Canal will provide a potential crossing point.











A long term goal for the local authority should be the repair of the former railway bridges crossing the Grand Union Canal and River Sence to allow for a direct and safe cycling link to Leicester, thus reducing pressures on the traffic and the environment.

GLEN PARVA



The Green Wedge strategy is part of an ongoing liaison with Leicester County Council and in particular the Green Infrastructure Division (Stepping Stones).

KEY

-  Site Boundary
-  Green Wedge
-  Existing Park / Green Space
-  Potential Park / Green Space Extensions
-  Existing Cycle Route
-  Potential Cycle / Pedestrian Route Improvements
-  Potential Informal Footpaths
-  Disused Railway Corridor used as Cycle path
-  Disused Railway Corridor
-  Potential Extent of Flooding

NARBOROUGH

Jubilee Park

GRAND UNION CANAL

RIVER SENCE

Northfield Park

Vision for Blaby's green space strategy:

"To provide green spaces that make a positive contribution to the quality and diversity of the local environment and to the health and well-being of our residents. Our green spaces can be used, valued and enjoyed by everyone."

5.13 Landscape Design & Structure

- 5.13.1** The site is higher than the land to the south and west and is open to long distance views across the Soar Valley in these directions. Land to the west slopes more gently downwards and is screened by existing hedges associated with an adjacent bridleway. Land to the north is on approximately the same level and is screened by existing hedges beside a public footpath.
- 5.13.2** There is currently no public access to the site and it is surrounded on three sides by existing development.
- 5.13.3** The proposed landscape treatment seeks to enhance the existing vegetation and provide increased biodiversity. Additionally, long range views of the development across the river corridor will be filtered by the proposed tree planting.
- 5.13.4** The absence of vegetation over much of the slope adjacent to the southern boundary means it is clearly visible in long distance views. Proposed planting of poplars, native trees and shrub planting on the slope will reduce the visual impact and integrate the proposed development into the existing context. Species have been selected to reflect views currently available from the site. Native species have been selected wherever possible to provide ecological enhancements and address an existing lack of biodiversity. This arises from a combination of the longer term site history and current usage.
- 5.13.5** The public open space is predominantly located along the western and southern boundaries. This area will contain the attenuation feature, local play area and proposed extension of the Guthlaxton trail, part of the Sustrans cycle network. Pedestrian access to the site will provide improved interconnectivity with adjacent developments and public rights of way, allowing the development to be integrated into the existing context.

- 5.13.6** In the wider context the site and in particular the proposed cycle path, is well situated to connect to existing infrastructure and provide an important link to potential future expansion of the Sustrans network. Proposed enhancements are being conducted in consultation with the Stepping Stones Project, which has been running since 1992 and represents a partnership working in the parishes surrounding Leicester that aims to improve greenspace and make high quality Green Infrastructure available to all.





KEY					
	SITE BOUNDARY		PROPOSED SHRUB		PROPOSED WETLAND MEADOW
	EXISTING VEGETATION		PROPOSED HEDGE		PROPOSED PLANTING OF NATIVE WHIPS
	PROPOSED TREES		PROPOSED WILDFLOWER MEADOW		GRASS



5.14 Community Safety

- 5.14.1** The proposed masterplan ensures wherever possible, to provide natural surveillance of public and semi-private spaces through the following measures:
- Orientate buildings so that their front elevations face the streets, open space and footpath links.
 - Provide active frontages to streets through principle doors and habitable room windows opening onto streets, open spaces and footpaths.
 - Provide habitable room windows, and, where possible, doors in gables of residential properties to address the corner of the two streets.
- 5.14.2** The proposal includes different zones of private and public spaces and this is clearly defined to:
- create defensible space
 - ensure public areas have definable boundaries and clear functions
 - utilise surface and/or boundary treatments
 - to signal the transition between public, semi private and private space
- 5.14.3** Car parking provision on the development is designed to ensure vehicles are secure and overlooked:
- Provide car parking provision either in cartilage or within designated spaces that are visible from a habitable room window of that property.
 - Provide, where necessary for the layout, carefully designed, rear parking areas that are perceived as semi-private parking areas.
- 5.14.4** All pedestrian and vehicle areas will need to provide good lighting to:
- Reduce the fear of crime and create a safe place for pedestrians and vehicles
 - Install lighting that is fit for purpose, does not impact on residential amenity and is an appropriate scale for the street.
- 5.14.5** Ensure there is an adequate maintenance regime around the development, both public and private to;
- encourage a sense of ownership and to minimise neglect and anti-social behaviour.
- 5.14.6** Ensure there are adequate security systems in place for the proposed dwellings in terms of:
- the use of house alarms
 - good quality door and window locks.

6.0 Sustainability

6.1 Environmental Sustainability

6.1.1 The development will be designed to respond positively to Blaby District Council's Policy CS21 and will seek to operate the following Sustainability Strategy:

- The development is sustainable in terms of its layout, where its radial form will seek to exploit the opportunity for solar energy with pitched roofs principally facing in southerly directions, in accordance with Policy CS1 and Policy CS5.
- The landform is elevated and has very little overshadowing from other development and trees. This will suit solar energy generation and potentially wind energy, in accordance with Policy CS1 and Policy CS5.
- The development will seek to use sustainable materials, sourced locally and minimise the embodied energy in the materials used.
- The affordable housing on the development will seek to achieve Code for Sustainable Homes Level 3; the remaining dwellings will meet the minimum requirements of Building Regulations Part L. The requirements of Part L of the Building Regulations are about to be increased making the properties even more thermally efficient.
- The surface water design will accommodate the use of SUDS techniques, where possible, reducing surface water run-off from the development.
- The dwellings will be specified with water reducing appliances in accordance with the Building Regulations so as to reduce water use and encourage water saving techniques.
- Sustainable waste management in terms of storage and disposal will be included as part of the construction of the Development, diverting construction waste from land fill and reducing the energy and water consumption of the build.

6.2 Socio-Economic Sustainability

- 6.2.1** This additionally sets out the economic, social and environmental components to sustainability.
- 6.2.2** The proposal is economically sustainable in that it represents a viable development in terms of employment and training opportunities for the local residents and businesses. The development will create jobs during the construction period and after.
- 6.2.3** The proposal is socially sustainable because it embodies the housing requirements set out by the Local Authority both in terms of market and affordable dwellings.
- 6.2.4** The quality of the environment that will be created will also enhance the local community, and the residents will have easy access to a wide range of local facilities and services, within Blaby Town Centre and Fosse Shopping Park. Access to various services is easily available via public transport.
- 6.2.5** The Transport Assessment assessed the impact of the proposed development on the local sustainable transport infrastructure. The trip generation for the sustainable modes of transport has been calculated in the Transport Assessment and the sustainable trips predicted from the proposed development are summarised in table below.

Proposed More Sustainable Trip Numbers						
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
On Foot	6	15	21	11	5	17
Train	5	12	17	9	4	13
Car Passenger	4	10	15	8	4	12
Bus	3	7	10	5	3	8
Bicycle	1	1	2	1	1	2
Motorcycle	1	1	2	1	0	1

- 6.2.6** The proposal is environmentally sustainable not least because it will make efficient use of a former quarry site, which was last used as a landfill. It will also employ sustainable energy principles, and use sustainable waste management techniques in the construction phases.

6.2.7 This requires sustainable development that accords with development plan policies to be approved without delay. The conclusions above identifies that the proposal is sustainable and does comply with relevant development policies, or is capable of doing so where certain details will only be resolved in future reserved matters submissions.

6.2.8 The scheme complies with the Local Authority sustainability strategy.

7.0 Access

7.1 Access and Circulation

- 7.1.1 Earlier in the statement the street hierarchy was discussed and sections illustrated these, within this section the hierarchy is illustrated within the masterplan.
- 7.1.2 The existing entrance to the site will be the only access point for the development, which is currently on the southern corner of Cork Lane to clearly define the point of entry.
- 7.1.3 The principle access road type will be a 5.5m access road with a 2.0m wide verge and 2.0m wide footpath on either side of the road. This will be the case with the 3 main access roads to the front of the site while the other roads will be 4.8m wide with a 2.0m footpath on either side.
- 7.1.4 The third road type will be private drives and courts. These will give access to the perimeter blocks of accommodation and will minimise the impact of roads on the proposal.
- 7.1.5 Pedestrian access routes have been indicated to connect with the existing pedestrian access route on the north boundary of the site.



8.0 Conclusion

8.1 Conclusion

- 8.1.1** This proposed development takes into consideration the surrounding residential areas to the north and south of the site, as well as the overall area. In addition this statement illustrates the design process for the site in terms of the physical, social and economic context.
- 8.1.2** The proposed masterplan illustrates the key principles adopted for the development, landscape design and architectural style, which is intended to confirm Manor Oak Home's commitment to build a high quality development which is considerate to the local context.
- 8.1.3** The masterplan makes effective use of the available land and will promote better access to the current public rights of way and surrounding areas.
- 8.1.4** The appearance of the illustrative dwellings reflects a mixture of house types that are reflective of the character of Glen Parva, which will be both affordable and private sale.
- 8.1.5** The landscape strategy will be key to the development, which seeks to enhance the existing landscape and encourage existing habitats and wildlife.

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