



PEASHILL FARM PHASE II

DESIGN & ACCESS STATEMENT - SEPTEMBER 2021

PROJECT TEAM



Developer



Masterplanning, Landscape, Ecology, Arboriculture and Heritage



Planning, Highways, Drainage and Utilities

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1 OVERVIEW

1.1 Document Purpose and Structure

1.1.1 This Design and Access Statement (DAS) has been produced on behalf of Barwood Development Securities Limited, and forms part of the Outline Planning Application material for development proposals at Peashill Farm, Phase II.

1.1.2 In line with requirements set out within the national Planning Practice Guidance (Paragraph: 031 Reference ID:14-031-20140306), the purpose of this Design and Access Statement is two-fold:

- To explain the design principles and concepts that have been applied to the proposed development; and
- To demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

1.2 Development Description

1.2.1 The development comprises an *‘Extension to Peashill Farm development for residential development of up to 175 dwellings with associated accesses, landscaping and open space’* at Peashill Farm, Phase II. All matters are reserved for future approval except access’.

The document is structured as follows:

Section One: Overview

Section One sets out the structure and purpose of the Design and Access Statement and describes the applicant’s over-arching vision for the site.

Section Two: Context

Section Two sets out the strategic and local context in terms of connectivity, local facilities and local character to demonstrate the sustainability of the site location and inform the design proposals.

Section Three: Evaluation

Section Three provides a site assessment and a summary of the findings of technical studies undertaken by the consultant team across a range of disciplines, which accompany the planning application. Evaluating the technical studies, a comprehensive constraints and opportunities plan sets a robust basis for the design process.

Section Four: The Proposal

Section Four sets out in detail what the development proposals comprise. As this application is made in outline, clear differentiation is made between elements of the proposals that are ‘fixed’ and those that are ‘illustrative’.

Section Five: Conclusion

Section Five provides a summary of the key features and benefits of the proposals.



FIGURE 1. SITE LOCATION PLAN

1.3 Development Vision



Deliver high quality homes

A range of housing, compliant with the policy (HEDNA) housing mix, will be provided. This will include market and affordable homes, ranging from smaller flats to larger family homes.



Knit into the existing character of the place

The high quality environment established through Phase I of the development will be continued, with new development integrating sensitively with the existing development character and landscape context edging the open countryside.



Create a happy and healthy community

Green open spaces and high quality public realm will help foster a sense of community and encourage healthy living and improved wellbeing. A children's play space is proposed, and a further play space is located in Phase I, along with community and commercial buildings opposite.



Retain and enhance green infrastructure

The watercourse along the south-east boundary forms a wetland character with retained vegetation which, along with new areas of native hedgerow, tree/woodland planting, and wetland/wildflower meadows.



Connect to a sustainable transport modes

Footpaths and cycleways connect through the Phase I area to provide easy access into the village and to local facilities. Local bus services are within walking distance and there is potential to re-route the Kinchbus into the site in future.

VISION STATEMENT

Peashill Farm, Phase II will provide high-quality new homes that integrate sensitively with the Phase I development, the existing village and the surrounding landscape context.

Planning approval of Phase I demonstrated the sustainability of the site's location and established a distinctive, landscape-led placemaking approach. A community and commercial hub forms the interface with Phase II.

Set within an attractive network of open spaces, including woodlands, wetlands and meadows, Phase II would form a logical extension and continue to deliver high quality new homes within a characterful living environment. Provision of high quality walking and cycling routes will create a well connected and sustainable extension to the community at Peashill.

2 CONTEXT

2.1 Site Location and Strategic Context

- 2.1.1 Sileby is well-located in terms of its regional connectivity, benefiting from good connections to a number of important cities and towns. Sileby is located in the borough of Charnwood, between Leicester and Loughborough, and is also close to Nottingham, Coventry, Birmingham and Derby.
- 2.1.2 Sileby is located within the confluence of the Soar Valley and the Wreake Valley, and this unique landscape of rivers, canals, meadows and lakes forms a strong identity to the region.
- 2.1.3 The settlement pattern in the area consists of a number of small to medium sized villages and towns including Barrow upon Soar, Mountsorrel, Quorn, Ratcliffe-on-the-Wreake, Seagrave and Cossington. The population of the civil parish of Sileby at the 2011 census was 7,835.

Rail Connectivity

- 2.1.4 Sileby has a regular rail service on the Nottingham to Leicester route (also known as the Ivanhoe Line) providing quick and convenient travel to major employment hubs. Sileby railway station is easily accessible from the site between 15 and 20 minutes walk.
- 2.1.5 A summary of the key rail connections and journey times from Sileby are listed below:
- Leicester: hourly service – 15 minute journey time (calling at Syston and Leicester); and
 - Nottingham: hourly service – 35 minutes (calling at Barrow-upon-Soar, Loughborough, East Midlands Parkway, Beeston and Nottingham).
- 2.1.6 Connections on to other destination via Leicester include to London St Pancras International (1hour 50 minutes), Birmingham New Street (1hour 30 minutes) and Manchester Oxford Road (3 hours).

Highway Connectivity

- 2.1.7 The site has excellent links to strategic road transport networks via the nearby A6 and A46 linking directly to the M1 to the west. The A6 connects Leicester with Loughborough, and Sileby is located just 2km from this key link. Some of the major destinations and their journey times are listed below:
- Leicester: 13.5km – 20 minutes;
 - Loughborough: 10.5km – 15 minutes;
 - Nottingham: 35km – 30 minutes;
 - Coventry: 63km – 45 minutes; and
 - Birmingham: 87km – 1 hour.

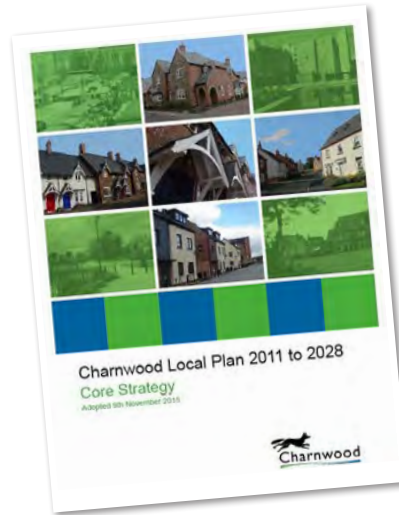


FIGURE 2. STRATEGIC CONTEXT

2.2 Planning Policy Context

2.2.1 This section sets out the policy context with specific relevance to masterplan and design matters. A more detailed Planning Statement is submitted with this application, covering the wider planning policy context and need for the proposed development. It includes an assessment of how the proposals accord with relevant national, regional and local planning policies.

2.2.2 A review has been undertaken of relevant national and local design policies, guidance and references, which has helped to set the context for development at Peashill Farm, Phase II.



Charnwood Local Plan 2011–2028: Core Strategy (2015)

2.2.3 The Local Development Plan for the site is the Charnwood Local Plan (2011-2028): Core Strategy (2015), which is the current local policy document. The following policies are of relevance:

- CS2 - High Quality Design: The proposed development will be required to: respect and enhance the character of the area; function well and add to the quality of the area over its lifetime; provide attractive and safe public and private spaces; and provide well-defined, legible and accessible streets and spaces;
- CS9 - Town Centre and Shops: The Borough intends to make a significant contribution to the regeneration of Shepshed by supporting new developments that improve accessibility

to the centre through signage, pedestrian and cycle routes, enhanced public transport and highway improvements;

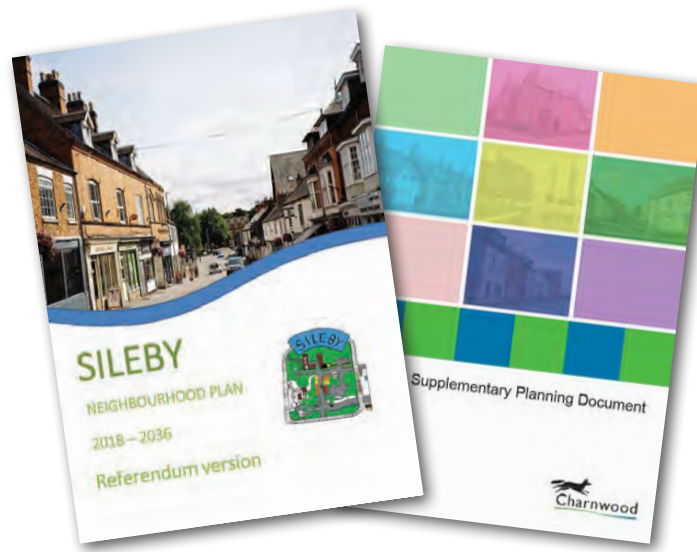
- CS11 - Landscape and Countryside: Development proposals will be required to protect the landscape character (of the Charnwood Forest Landscape Character Area (LCA)) and to reinforce sense of place and local distinctiveness;
- CS12 - Green Infrastructure (GI): The GI assets will be protected and enhanced for their community, economic and environmental values. The Urban Fringe Green Infrastructure Enhancement Area will be protected by enhancing the network of green infrastructure assets through strategic developments;
- CS13 - Biodiversity and Geodiversity: Development proposals will be supported where they protect biodiversity and geodiversity and where they enhance, restore or re-create biodiversity, considering protected species and ecological networks;
- Policy CS 15 - Open Spaces, Sports and Recreation: Proposed developments will be required to meet the strategic standards and to deliver quality open spaces; and
- Policy CS 17 - Sustainable Travel: Proposals will be required to provide walking, cycling and public transport access to key facilities and services, with safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network.



The National Design Guide: Ten characteristics of well designed places

2.2.4 The following policies from the pre-submission Local Plan are of relevance:

- DS5 - High quality design;
- SC1 - Service centres;
- H1 - Housing mix;
- H2 - Housing older people;
- H3 - Internal space standards;
- H4 - Affordable housing;
- H6 - Self-build/custom housebuilding;
- CC1 - Flood risk management;
- CC2 - SuDS;
- CC4 - Sustainable construction ;
- CC5 - Sustainable transport;
- CC6 - EV Charging points;
- EV1 - Landscape;
- EV6 - Biodiversity;
- EV7 - Tree planting;
- EV8 - Heritage;
- EV9 - Open spaces, sport and recreation;
- EV11 - Air quality;
- INF1 - Infrastructure and developer contributions; and
- INF2 - Local and strategic road network.



The Sileby Neighbourhood Plan 2018-2036

2.2.6 The Sileby Neighbourhood Plan was Made on 16th January 2020 by Charnwood Borough Council. Neighbourhood Plan policies have full weight and we need to have full regard to them in our masterplan and all supporting reports. Of particular relevance are:

- G2 Design;
- H3 Housing Mix;
- H4 Affordable Housing;
- Natural/Historic Environment;
- Schools; and
- Transport.

Charnwood Design Supplementary Planning Document 2020

2.2.5 This Design Supplementary Planning Document communicates what the Council considers to be high quality design in Charnwood and, in doing so, provides applicants greater clarity on how their proposals can meet the policy requirements in the adopted Charnwood Local Plan Core Strategy.

Other Design Guidance and Initiatives

- National Design Guide and Model Design Codes;
- Manual for Streets – Guidance is available for practitioners involved in the design, planning and approval of new residential streets and modifications to existing ones;
- Sileby Conservation Area – Character Appraisal – 2007 Charnwood Borough Council;
- Building for Life 12 – a government-endorsed industry standard for well-designed homes and neighbourhoods. An assessment has been undertaken on this in section 5.13; and
- Secure by Design – a police initiative to guide and encourage those engaged within the specification, design and build of new homes, to adopt crime prevention measures.

2.3 Peashill Farm - Phase I Development

- 2.3.1 Phase I (P/17/1578/2) received outline consent in 2018. Subsequent to that, reserved matters applications were submitted by Davidsons Homes (Refs:P/19/1683/2 and P/19/2162/2) and were approved for a total of 201 dwellings in October 2020. The development is now under construction.
- 2.3.2 The design for Peashill Phase I, also known as Ratcliffe Gardens, includes extensive green infrastructure, allotments, a future extension area for the cemetery, woodland and landscaping, a combined Local Equipped Play Area (LEAP) and Neighbourhood Equipped Play Area (NEAP) and a mixed-use hub including community and commercial buildings featuring the conversion of the existing farmhouse.
- 2.3.3 Phase II development will front onto the southern boundary of Phase I helping to contain and animate the mixed-use hub. Proposed areas of open space on Phase II will form a continuation of the cohesive and connected green infrastructure proposed on Phase I. The Phase II development would make efficient use of existing access infrastructure from Ratcliffe Road.
- 2.3.4 P/20/0089/2 – Reserved Matters approval granted on 02 September 2020 for the farm buildings complex to include offices within the refurbished house and outbuildings, and new commercial and community buildings.





Davidsons Homes - Phase I street scene



Proposed development at mixed-use site including office, commercial and community buildings



Marketing signage for Phase I



Gateway development under construction



Artist's impression of the proposed community/commercial building at Peashill Farmstead

3 EVALUATION

3.1 Site Location and Strategic Context

- 3.1.1 Sileby is well located within the region, benefiting from good connections to a number of nearby cities and towns, namely Leicester, Loughborough, Nottingham, Coventry, Birmingham and Derby.
- 3.1.2 A regular rail service on the Nottingham to Leicester route (the Ivanhoe Line) provides quick and convenient travel to major employment hubs. Sileby railway station is easily accessible from the site approximately 18 minutes (1.5km) on foot or 5 minutes by cycle. The site is within 10 minutes walk of the nearest bus stop, providing a regular hourly (half hourly at peak times) service between Loughborough and Leicester.
- 3.1.3 Walking access to the nearest bus stops through Phase 1 is under 10 minutes. Barwood is actively pursuing with Trent Barton a re-routeing of the Kinchbus 2 bus service either locally along Wellbrook Avenue or to the site. The potential to divert this service is currently under review in light of the impact of the Covid 19 pandemic

3.2 Local Connectivity and Facilities

- 3.2.1 Sileby has a wide range of convenience shopping, local services and schools. Attractive walking and cycling routes provide access to the village centre, approximately 18 minutes walk or a 5 minute cycle away (1.5km) making the site highly sustainable. Closer to the site, a local shopping centre is located approximately 10 minutes walk away, at the junction of Ratcliffe Road and The Banks. This local centre has a convenience store/off-license, butchers shop, a Boots pharmacy, a post office, a newsagents, a pub (The White Swan) and a hair salon.
- 3.2.2 A children's play area is located next to the site in Phase I along with a large network of green open space for informal play. Sileby Memorial Park is located a short walk from the site and provides a wider range of amenities including play activities, a skate park and is also home to Sileby Town football club and other formal playing fields.
- 3.2.3 Two doctor's surgeries are located nearby – Highgate Medical Centre being closest at around a 10 minutes walk. Sileby has two primary schools – Sileby Redlands Community Primary School and Highgate Community Primary School. Pre-school and nurseries are also located in the village. Sileby falls within the catchment for the Humphrey Perkins Secondary School in Barrow-upon-Soar.

-  Site boundary
-  Residential
-  Public open space
-  Shops, services and entertainment
-  Primary Schools
-  Church/Cemetery
-  Medical Practice
-  Employment/Light industrial
-  Mixed-Use Area
-  Agricultural land
-  Primary street network
-  Station
-  Public Rights of Way
-  Walking Isochrones
-  Bus routes
-  Potential re-routed bus route
-  Bus Stops
-  Walking Route to Bus Stop

DESIGN CONSIDERATIONS

- Layout to form logical connections into Phase I to facilitate convenient pedestrian and cycle links to bus routes and village facilities; and
- Layout to address open space surrounding proposed mixed use centre.

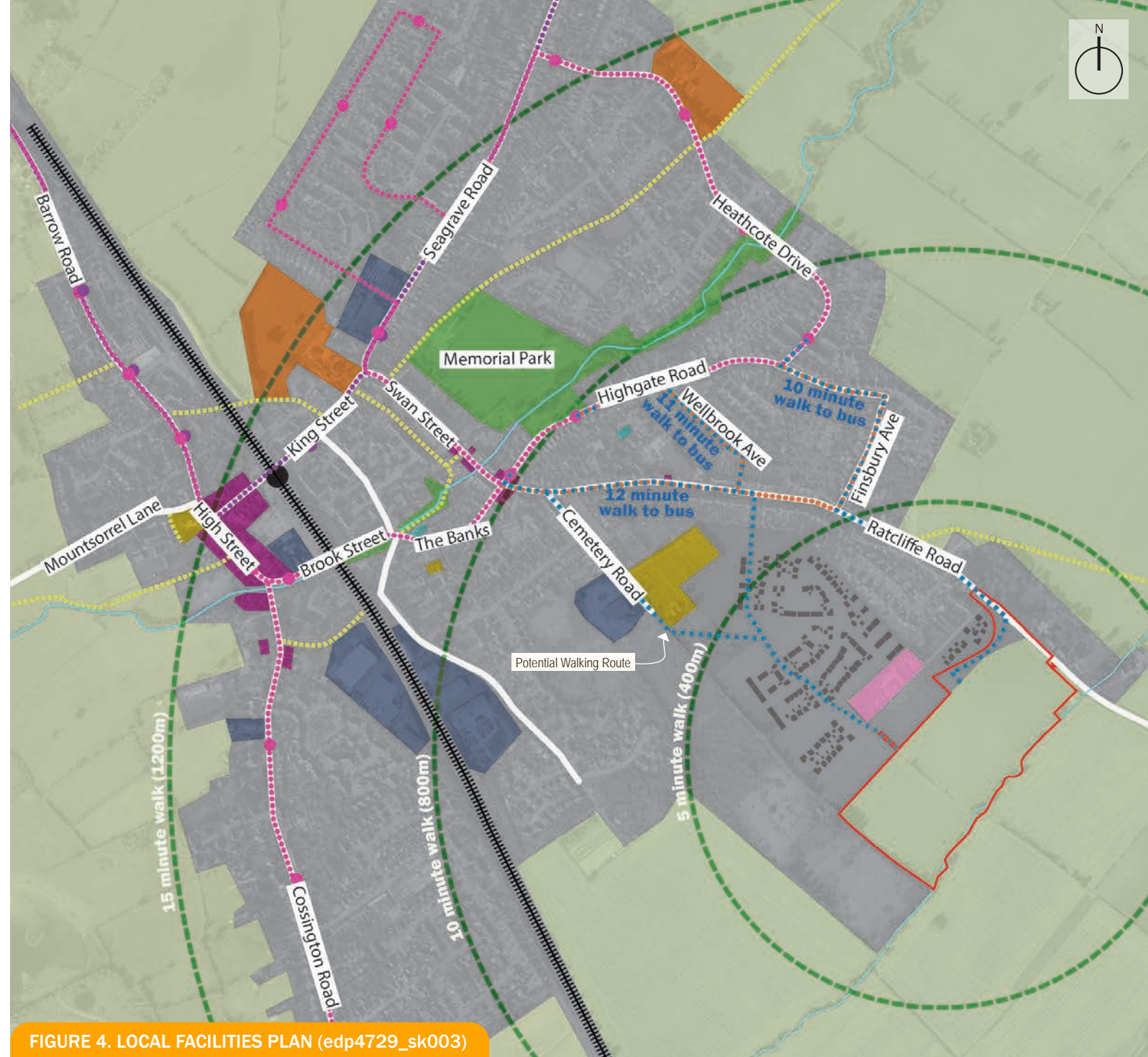


FIGURE 4. LOCAL FACILITIES PLAN (edp4729_sk003)

3.3 The Site and its Boundaries

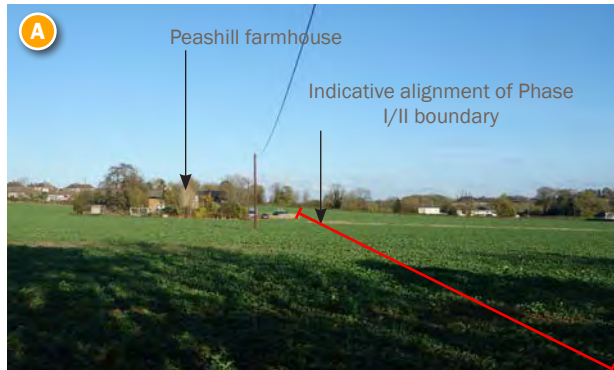
- 3.3.1 A detailed assessment of the site has been undertaken to inform design decisions on how development will relate to its context with Phase I and other existing features on site. The topography, neighbouring land uses, access points, boundaries and landscape assets have all been considered in detail.
- 3.3.2 The Phase II site comprises of 7.97 hectares (ha) of agricultural land, located to the west of Ratcliffe Road. It lies to the south-east of Peashill Farm Phase I and would be accessed off Ratcliffe Road via the road link into Phase I which is currently under construction.
- 3.3.3 Phase I is under construction and the built context is shown in image E. Images A to D were taken prior to the commencement of construction, but the Phase I boundary has been shown for context.

- At location **A** the photograph is taken on the boundary between Phases I and II and shows the existing Peashill farmstead. The fields are in arable use;
- Location **B** is in the southern corner of the site and the lowest point. The land gently falls from the farmhouse towards the watercourse to the south. The photograph shows the vegetation along the watercourse on the south-east boundary. The internal part of the field is mainly featureless other than the ditch and some associated vegetation;
- Location **C** shows the existing farm buildings at Peashill Farm which are planned for conversion into mixed-use;
- Location **D** is the north-eastern corner of the site near Ratcliffe Road. The site gently slopes down in to the site; and
- Location **E** is taken from higher ground from c.200m away. Phase I development under construction is visible on the frontage and earthworks on the upper part of the site. Phase II land is partly concealed within the valley.



DESIGN CONSIDERATIONS

- Design should consider carefully how development addresses the boundaries, to ensure that mature hedgerows and trees can be retained where possible, and in order that a positive edge is created;
- Design should note the scale of adjacent development and address the context appropriately; and
- Development should seek to integrate with the existing green infrastructure and field network that exists where possible, or create compensatory and buffer planting if not.



3.4 Topography

- 3.4.1 The character of the site terrain is described as gently undulating land, which rises from the south to a high point at the northern corner of the site.
- 3.4.2 Gradients are steepest within this northern corner (63m above Ordnance Datum (aOD)) at approximately 1 in 20. The incline levels out towards the southern corner (55.5m aOD).
- 3.4.3 The masterplan will respond appropriately to the site's topography and the bearing this has on views, layout on gradients, sustainable drainage strategies and the distribution of open space.
- 3.4.4 A dry ditch running north-west to south-east bisects the site and impacts on the stormwater drainage regime, creating two catchments. Since the attenuation storage cannot be redistributed between the two features, a separate feature will be required on either side of the ditch, in order to negate the need for a surface water network pipe to go beneath the ditch.

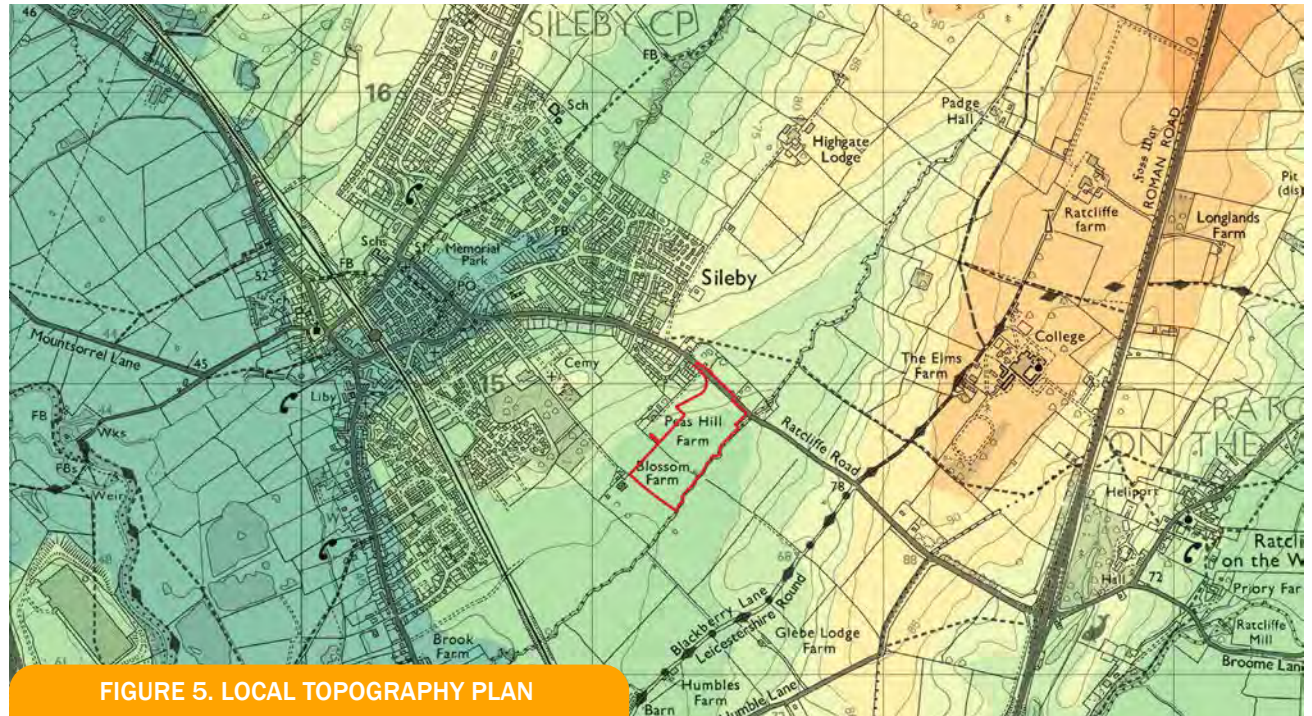


FIGURE 5. LOCAL TOPOGRAPHY PLAN



DESIGN CONSIDERATIONS

- Locate areas of stormwater attenuation at low point, closest to existing watercourse;
- Separate surface water attenuation features on either side of existing dry ditch; and
- Masterplan layout to take into account steeper levels in the northern corner of the site.

FIGURE 6. SITE TOPOGRAPHY PLAN

3.5 Landscape and Visual Appraisal

Landscape Character

- 3.5.1 The landform of the site shares similar characteristics to the valley feature in which the settlement of Sileby is situated. Industrial activities are located on the side of the valley adjoining settlements; for instance, the gypsum works to the north-west of Sileby, with further industrial activities situated off Cemetery Lane (disused now) and to the west of Sileby village centre. Agriculture predominantly consists of a mix of arable and pasture fields; some near the site are horse-grazed. The River Soar passes in a north/south orientation to the west of Sileby and its corridor contains urban elements such as the sewage works near Farnham Bridge Farm as well as more positive elements such as Cossington Meadows Nature Reserve.
- 3.5.2 There are a number of smaller villages located on higher ground, including Seagrave to the north-east, Cossington and Ratcliffe on the Wreake to the south and the larger settlements of Rothley to the west and Barrow upon Soar to the north-west. The valley is a transport corridor containing the Midland Mainline railway as well as the A6, which forms a physical and sometimes visual barrier across the landscape. Vertical features include electricity pylons and associated overhead cables, which are common across the valley. There is little evidence of them in the vicinity of the site; however, there are a number of communications masts that are visible, usually above tree lines.

Landscape Designations

- 3.5.3 A summary of the prevailing environmental designatory status of the site is summarised below and on the adjacent plan:
- The site is not within any nationally or locally designated landscape;
 - The site does not contain any nationally designated ecological habitats;
 - No trees are subject to tree preservation orders; and
 - The site is not crossed by any public right of way (PRoW), the Leicestershire Round Long Distance Footpath is located approximately to the south.

Topography

- 3.5.4 The topographical context of the site is influenced by the undulating nature of the valleys and ridges that characterise the surroundings of Sileby. The site is on landform that is undulating downwards in a southern direction toward the watercourse. With the development on the Phase I underway, the whole quantum of the site is not readily visible in one view line when seen from within Sileby itself, or even from the Phase I in its entirety.

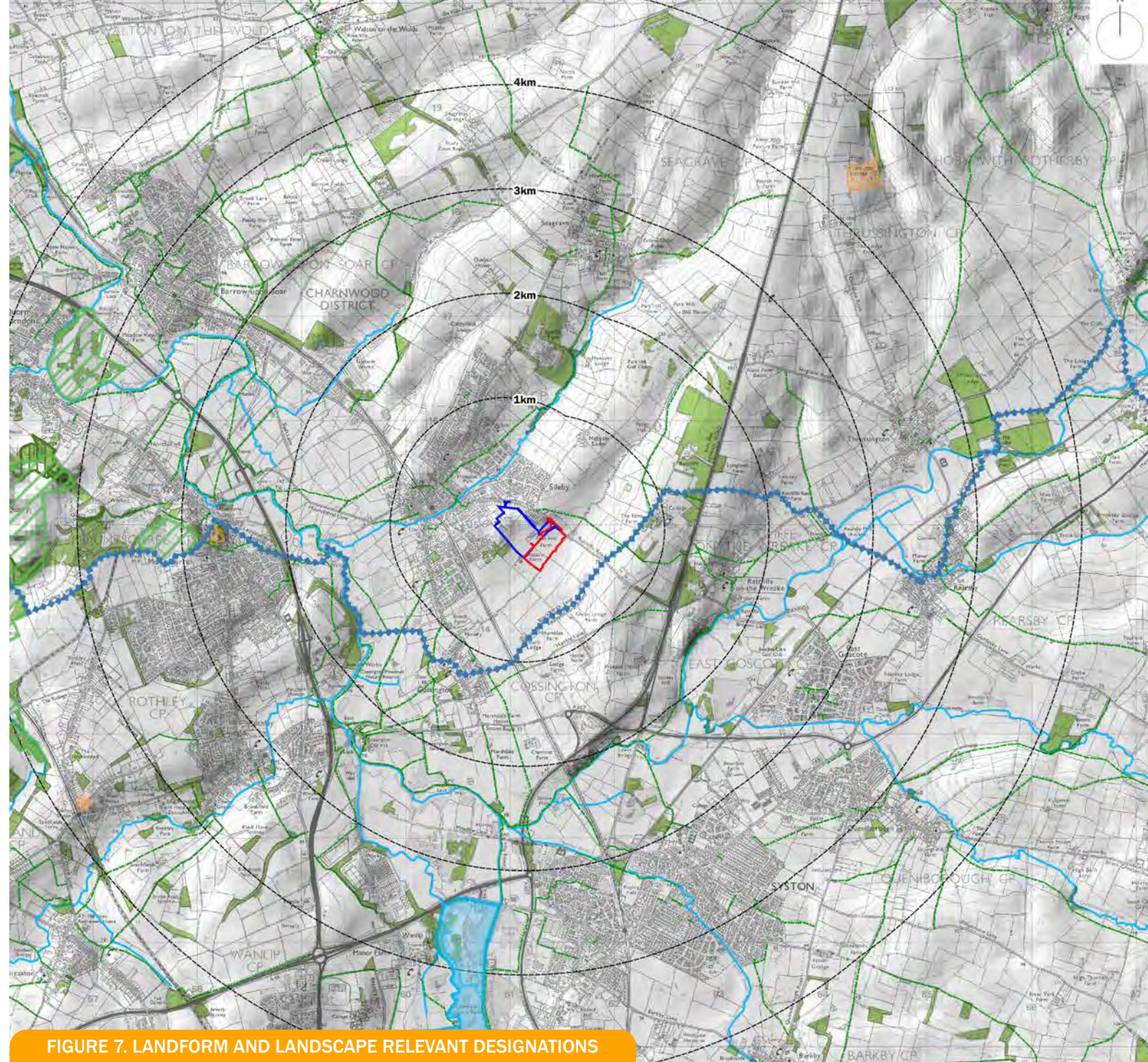
Vegetation

- 3.5.5 Vegetation across the area typically consists of hedgerows that form a strong network across the arable landscape to the east and south. Hedgerow trees, tree belts associated with watercourses and some shelter belts associated with farm complexes add variety to the overall framework of vegetation. There are a number of public rights of way crossing the landscape, in particular to the south and south-east.

Summary

- 3.5.6 Following consideration of the public landscape character information and EDP's own field-based assessments, it is considered that the site is assessed as being undesignated countryside with some distinctive landscape features, i.e. agricultural land use and valley like landform. It is considered that there are no significant landscape detractors such as gravel extraction activities, overhead pylons and cables and no main roads within the limit of or abutting the site, i.e. the A6 or A46.

-  Site Boundary
-  Phase 1 Scheme Under Construction
-  Range Rings (at 1km intervals)
-  Country Parks
-  Scheduled Monuments
-  Site of Special Scientific Interest
-  Public Rights Of Way
-  Ancient Semi-Natural Woodland
-  Plantation on Ancient Woodland Site
-  Leicestershire Round Long Distance Footpath
-  National Forest Inventory
-  Water Courses



DESIGN CONSIDERATIONS

- Continue the landscape structure of Phase I with stripes of planting to break up the massing of development.

FIGURE 7. LANDFORM AND LANDSCAPE RELEVANT DESIGNATIONS

Visual Matters

3.5.7 In undertaking the desktop assessment, and in preparation for EDP's own field-based assessment, a broad area of search was defined using a GIS-based computer programme that predicts the Zone of Theoretical Visibility (ZTV) of the site based on bare earth landform only. It is considered that the visual envelope for the site is limited by the undulating landform of the valley feature that Sileby is situated within, and by small valleys and ridges as one progresses away from the site into the wider landscape. The site itself is located on the southern valley side on the outskirts of Sileby. Accordingly, medium distance views are limited to the high ground to the south and southeast of the site. The site will only be seen from the north from the adjacent Phase I development, from the south and south-east the site is partially visible across open countryside (within the valley feature), as well as from the Leicestershire Round walking route and PRoW to the east and south-east of the site (as these routes pass along the ridgeline of an outlying valley).

3.5.8 A field assessment found that the Zone of Primary Visibility (ZPV), i.e. the visibility of the proposal itself from surrounding ground-level viewpoints, is limited, as summarised below:

- Views from residential built form bordering the site from Ratcliffe Road - the proposal would be readily discernible due to location adjoining the site to the north, north-east and east of the site;
- Views from nearby roads travelling past the site within close range - the proposal would be seen from Ratcliffe Road to the south-east as it approaches Sileby against the backdrop of the Phase I scheme currently under construction;
- Views from residential areas currently under construction situated to the north of the site (situated within short range of the site) - as these areas are situated on the northern side of the valley topography;
- Views are limited by interlying topography, field hedgerows and hedgerow trees and tree groups within the wider landscape; views are filtered to the east, south east and south of the site; and
- Views from the west and south-west of the site are screened by the combination of the existing railway line (Leicester to Loughborough main line), tall tree and hedgerow vegetation and the undulating topography.

Summary

3.5.9 In summary, several features combine to form barriers to views from the wider landscape to the south, south-east and west of the site. These include: intervening valley land forms; mature landscape features surrounding Sileby, along the valley corridor northeast of Sileby and along the river Soar to the west; built form in Sileby and mature landscape features along the main roadways. In combination with the proposed landscape strategy development will not demonstrably extend the settlements visual envelope.