




















-  Site Boundary
-  Primary Vehicular Access
-  Pedestrian, Cycle and Emergency Vehicle Access
-  Pedestrian and Cycle Access
-  Residential Development
-  Primary Street Infrastructure
-  Shared Surface Driveways
-  Amenity Open Space
-  Naturalistic Open Space
-  Attenuation Ponds
-  Watercourse
-  Tree Planting
-  Enhanced Woodland Planting
-  Pedestrian Route
-  Potential Bus Route and Stop
-  Proposed Area of Equipped Play
-  Pumping Station











FIGURE 20. ILLUSTRATIVE MASTERPLAN (edp4729_d028f)

4.3 Land Use and Amount

4.3.1 The Land Use Parameter Plan is based on the Illustrative Masterplan and establishes the key aspects of the proposal which are fundamental to delivering the application. It demonstrates how the site could be developed to deliver the following:

- 4.84ha of residential development providing up to 175 homes at an average density of 36 dwellings per hectare (dph). A mix of house types to comply with the current Housing and Economic Development Needs Assessment (HEDNA) mix and affordable housing as agreed with the Local Authority;
- 0.58ha of formal open space (in accordance with the requirement for Parks and Gardens, and Amenity Green Space);
- 1.34ha informal open space (in excess of the requirement for Natural and Semi-natural Green Space);
- 0.04ha children's play and young people provision;
- Allotment provision to be provided off site; and
- Associated infrastructure.

	Application Boundary	7.97 ha
Net Developable Area		4.84 ha
Open Spaces and Planting		
Illustrative Breakdown		2.36 ha
	Attenuation Basin (West)	0.12 ha
	Attenuation Basins (East)	0.28 ha
	Formal Open Space	0.58 ha
	Play Space	0.04 ha
	Informal Open Space	1.34 ha
Proposed Highway/Infrastructure		
	Land Required for Access	0.73 ha
	Other	0.04 ha

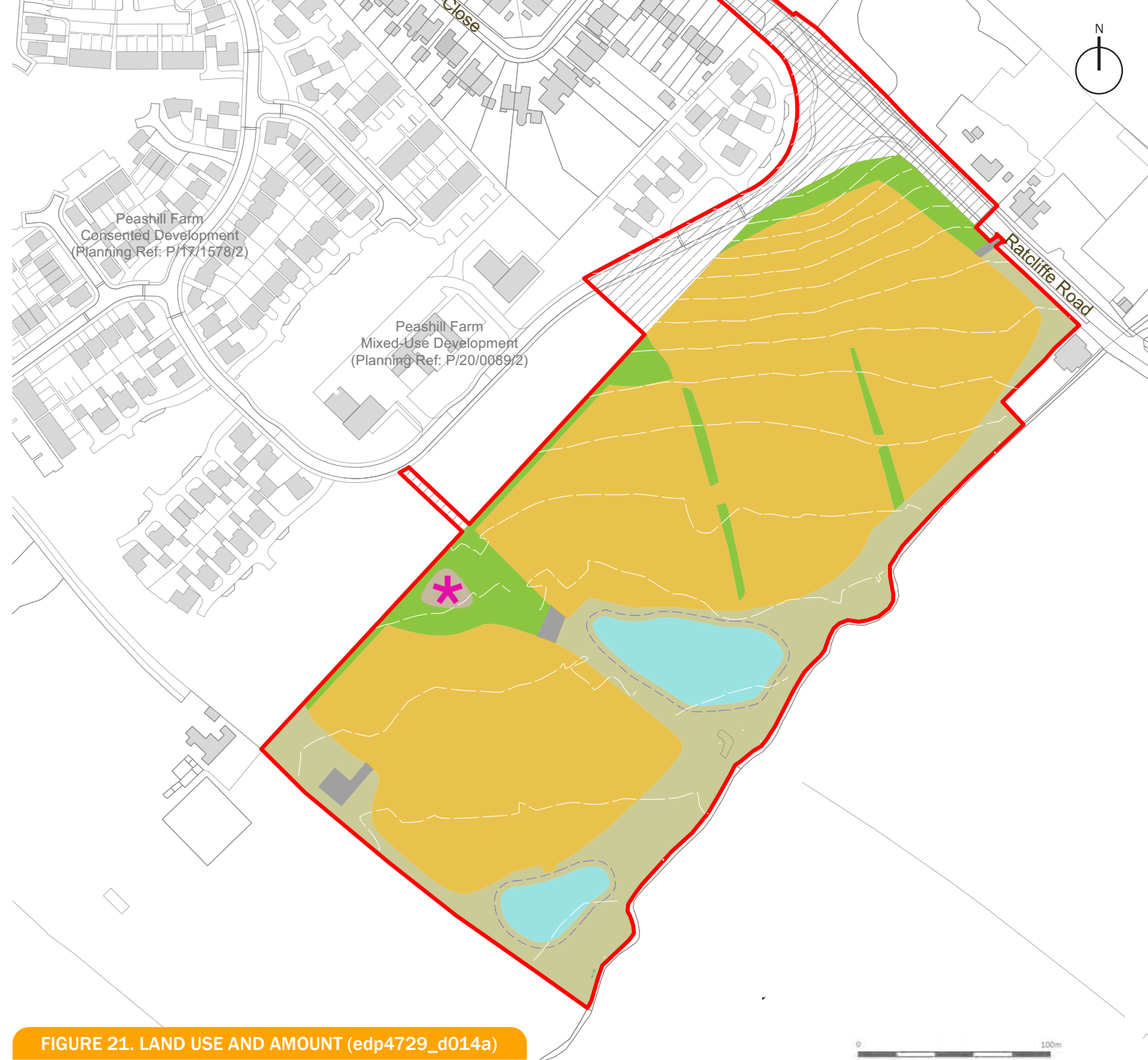








FIGURE 21. LAND USE AND AMOUNT (edp4729_d014a)

4.4 Density

- 4.4.1 The proposed development has an average density of 36 dwellings per hectare (dph), however, density varies across the site in response to location and setting. This approach creates a more varied character across the development, and provides a transition to the open countryside beyond. This approach seeks to maximise efficiency of land whilst responding appropriately to the edge of town character.
- 4.4.2 The plan illustrates how the density bands are distributed across the site. Areas are designated as either medium density (35-40dph) or lower density (30-35dph). Within each band there is some flexibility to allow for a more nuanced approach in detailed design stages and to comply with the HEDNA policy housing mix.
- 4.4.3 Medium density development is concentrated close to the north-western part of the site around the access roundabout, mixed-use centre and bus stop connections. This is in response to the greater accessibility and access to services, and to create a more vibrant character enclosing the public open space at the centre.
- 4.4.4 Lower density development is located along the south-eastern edge to create a softer settlement edge fronting the open space.

-  Application Boundary
-  Land Required for Access
-  Residential Medium Density
-  Residential Lower Density
-  Non-residential Area
-  Contours at 0.5m Intervals

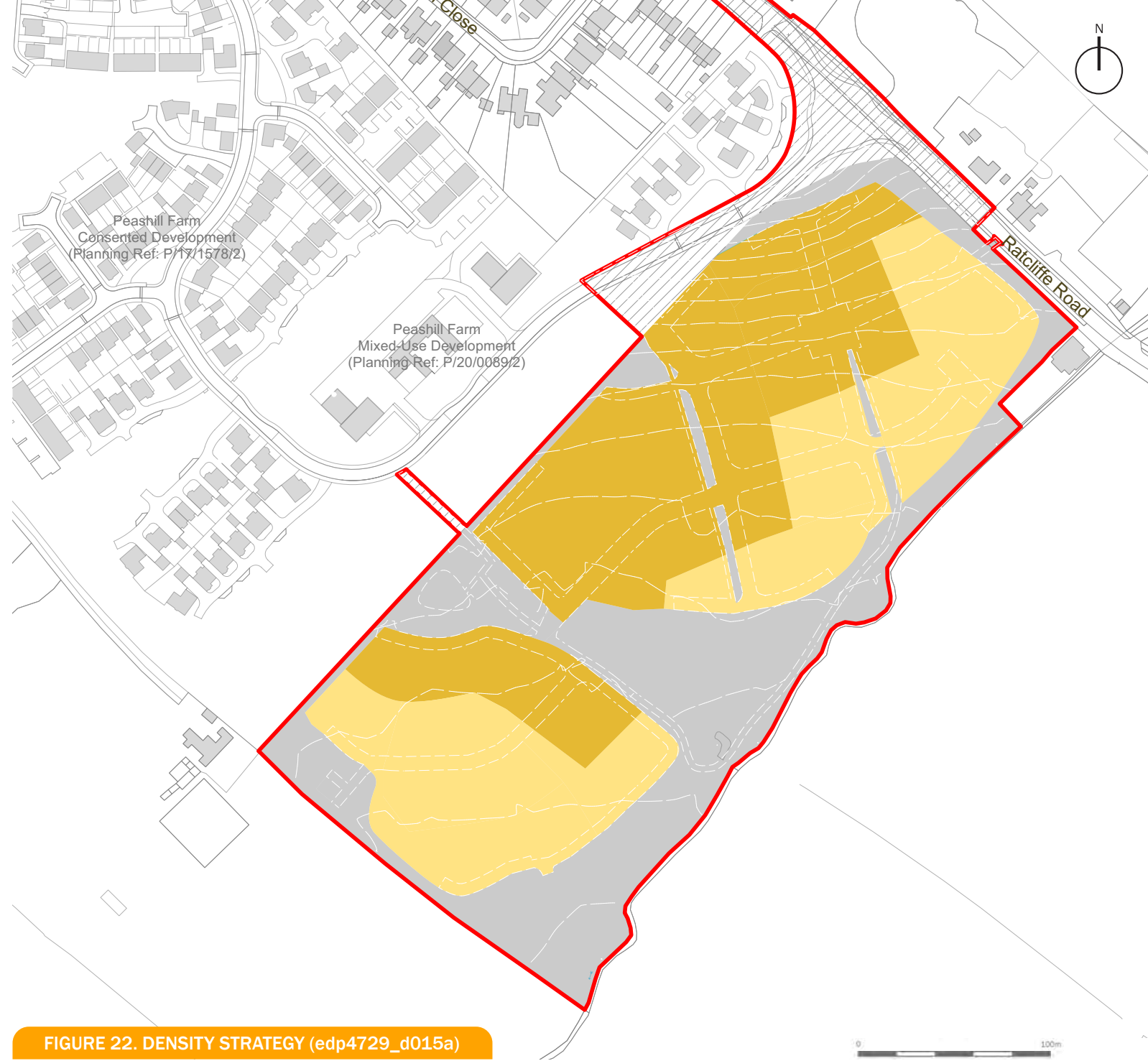








FIGURE 22. DENSITY STRATEGY (edp4729_d015a)

4.5 Building Heights

- 4.5.1 The building heights and scale of the proposed development is informed by the character and scale of the existing housing in Phase I and responses to the landscape context and topography.
- 4.5.2 The development will be predominantly two storeys in height, with an allowance of up to 2.5 storeys on key frontages facing the mixed-use centre and key public open space areas to the northern side.
- 4.5.3 The objective of this strategy is to create variety and interest in the urban form and street scene achieved through:
- Variation in height to mark key buildings or nodes within the townscape (refer to urban design principles plan); and
 - Variety of roof-form and response to gradient.
- 4.5.4 The Building Heights Strategy Plan sets the maximum roof height to ridge of the new building within the context of the existing topography.

Note 1: Building heights are in metres, from finished floor level (FFL) to maximum ridge height.

Note 2: Residential FFLs are +/-2m variance from existing ground level aOD.

-  Application Boundary
-  Land Required for Access
-  Up to 2 Storey (max 10m)
-  Up to 2.5 Storey (max 11.5m)
-  Non-residential Area
-  Contours at 0.5m Intervals

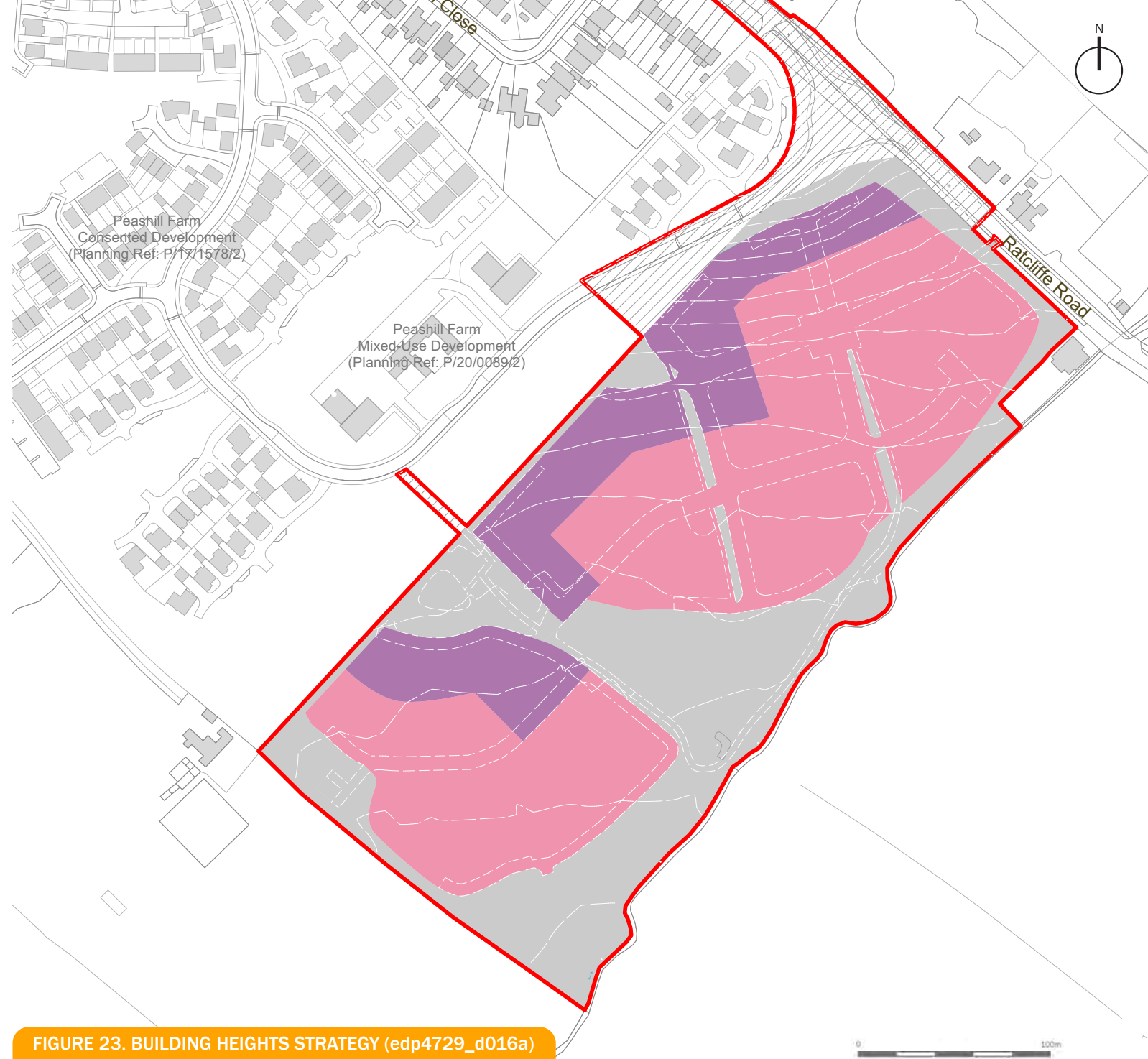


FIGURE 23. BUILDING HEIGHTS STRATEGY (edp4729_d016a)

4.6 Site Access Parameter Plans

4.6.1 This application is made in outline with all matters reserved except access.

Access Strategy

Primary Access (Figures 25 and 26)

4.6.2 The site is accessed via a new roundabout off Ratcliffe Road. A primary street serving both phases of development is taken off the new roundabout, and a turning off this primary street provides access for vehicles, pedestrians and cyclists into the Phase II development. ①

4.6.3 The roundabout and primary street infrastructure will be delivered as part of the Phase I scheme already under construction. Stantec have carried out traffic modelling on the junction and verified it has the capacity to manage the additional trips generated by Phase II of the development.

Additional Access Points

4.6.4 A further emergency vehicular access is located on Ratcliffe Road, to the south of the main roundabout. This provision is to cater for any eventuality where the main access point cannot be used. ②

4.6.5 A further footpath/cyclepath connection is formed to the north-west of the site, linking into the footpath network of Phase I and providing onward connections to the village centre and bus routes. ③

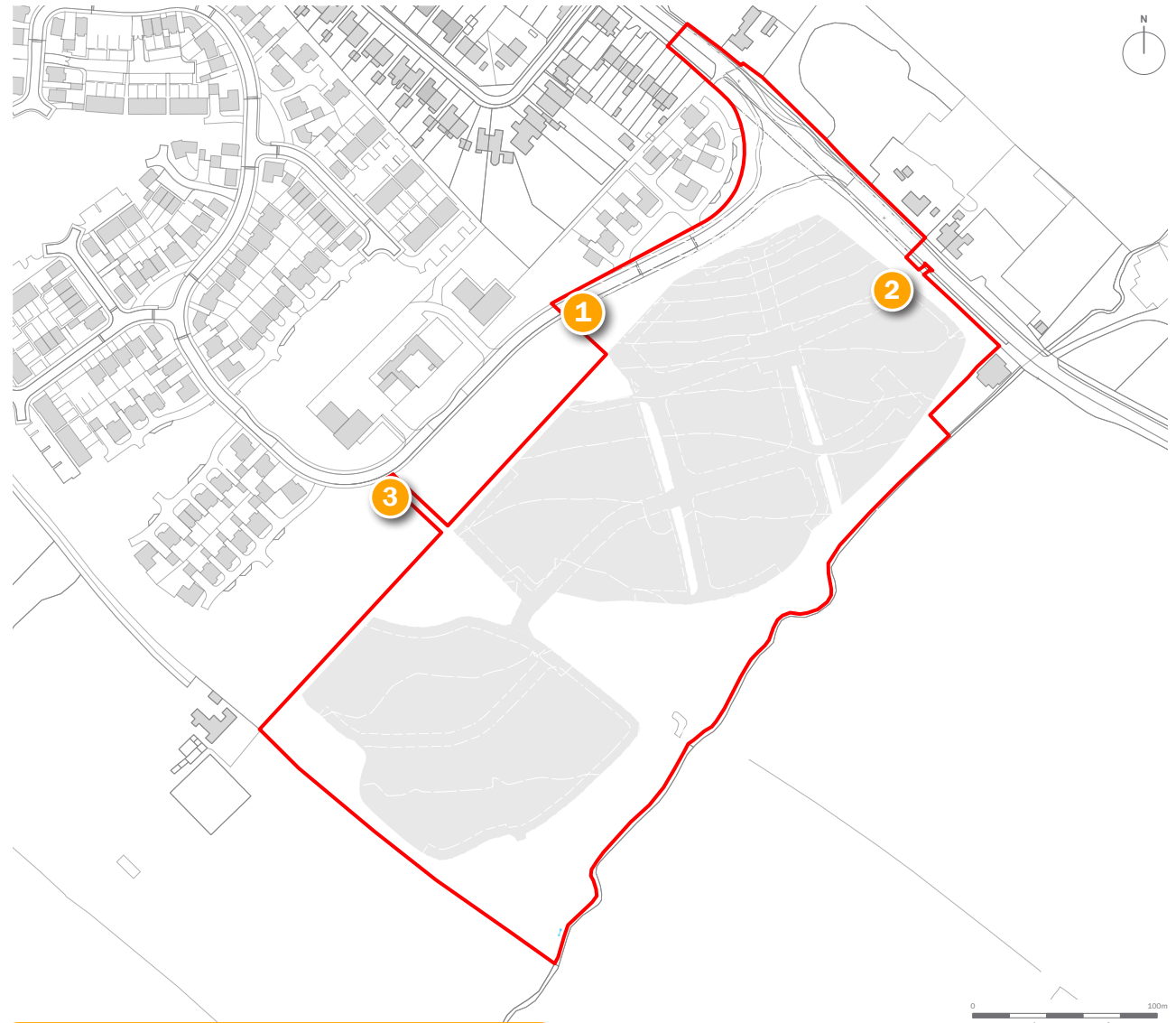


FIGURE 24. ACCESS POINTS (edp4729_sk009b)











-  PROPOSED CARRIAGEWAY SURFACING
-  PROPOSED FOOTWAY / REFUGE ISLAND
-  PROPOSED VERGE
-  CROSSOVER
-  PROPOSED TACTILE PAVING (BUFF COLOURED)
-  OVER RUN AREA
-  HIGHWAY BOUNDARY
-  BOLLARD



FIGURE 25. PRIMARY ACCESS PLAN (FROM STANTEC)

4.7 Street Hierarchy

Street Hierarchy

4.7.1 Although the internal street network for the scheme is not fixed at this stage, considerable thought has been given to the structure, form and connections of the movement network to assist in defining the character of development and delivering routes that reflect current and future desire lines. Indicative street sections are shown opposite.

4.7.2 The structure of the blocks follows the pattern of development set in Phase I, with a simple main route through the centre of the block network, with spurs of secondary streets located off this, leading in to private drives.

Public Realm/Green Streets

4.7.3 The inclusion of street trees and wider green verges within the street scene adds an additional layer of variation to the street network. Trees within hardstanding are envisaged along many of the primary and secondary streets, whilst wider green verges are planned for the green streets that form visual connections to the countryside to the south.

Pedestrian and Cycle Provision

4.7.4 The site has been designed to allow for good access and permeability for pedestrians and cyclists to create a comprehensive network.

4.7.5 Two connections link into the Phase I development, giving convenient access to the play space, mixed-use facilities at Peashill Farmhouse and beyond to bus connections and the village centre in Sibleby.

4.7.6 Paths are routed through the green infrastructure framework, such that most routes are car-free and within attractively landscaped open space.

Parking Strategy

4.7.7 The proposed cycle and car parking provision on site will be determined at the Reserved Matters stage and will be in accordance with local requirements and anticipated demand, whilst maximising opportunities to encourage residents not to drive.



Primary Street

2.3m	3m	5.5m	2m	2.3m
front garden	shared cycle/footway	carriageway	footway	front garden



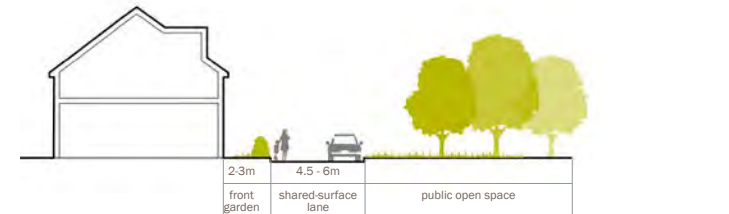
Green Street

2.3m	2m	5.5m	2.5m	2m	2.3m
front garden	footway	carriageway	verge	footway	front garden













Secondary Street

2.5m	5m	2.5m
front garden	shared-surface	front garden



Edge Lane/Private Drive

2.3m	4.5 - 6m	public open space
front garden	shared-surface lane	

-  Application Boundary
-  Land Required for Access
-  Access Street
-  Primary Street
-  Secondary Street
-  Edge Lane/Private Drive
-  Pedestrian Route
-  Green Street
-  Non-residential Area
-  Contours at 0.5m Intervals

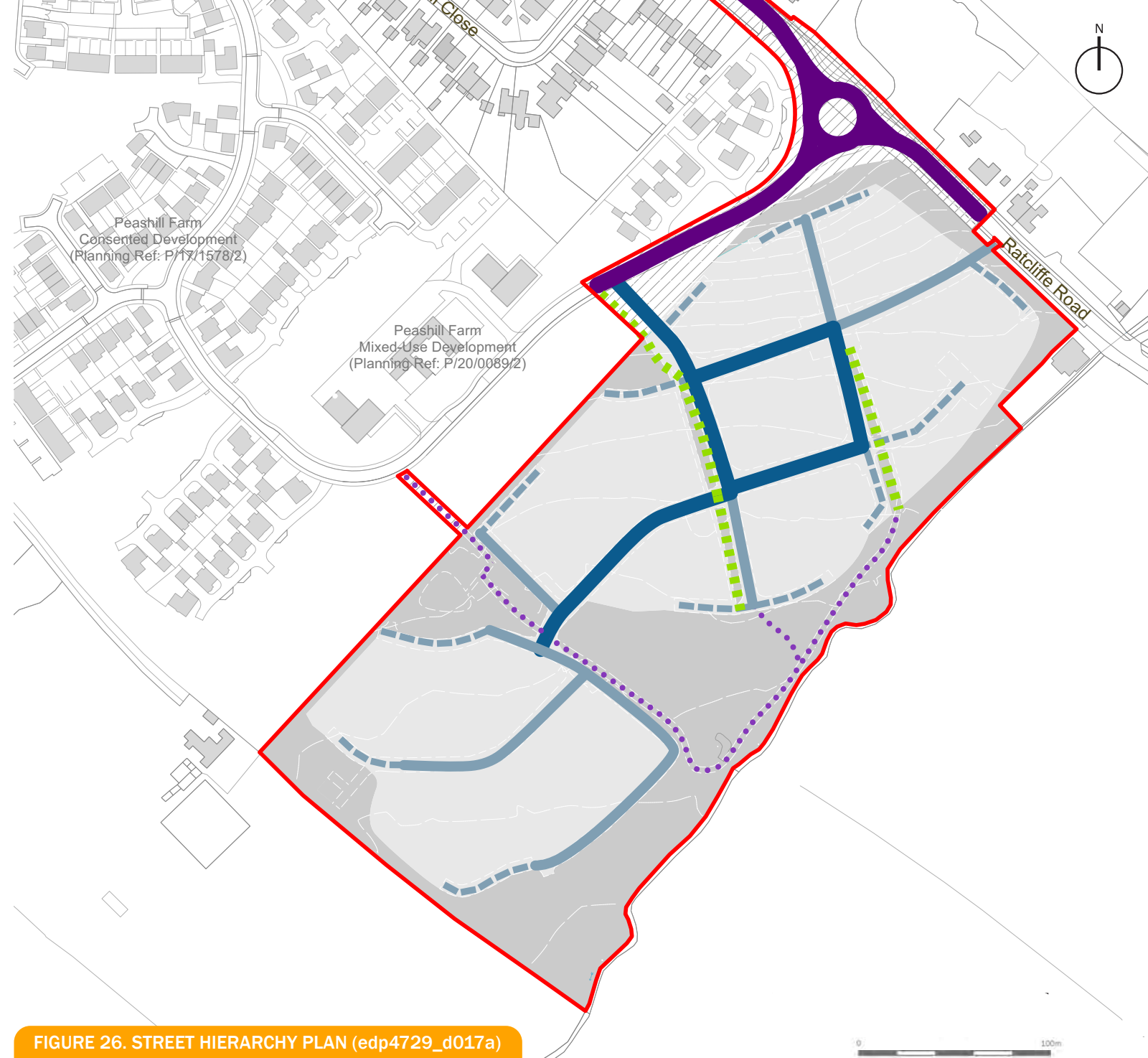


FIGURE 26. STREET HIERARCHY PLAN (edp4729_d017a)

4.8 Urban Design Strategy

- 4.8.1 The location of built form is derived from the areas of linear of parkland, which are a continuation of the Phase I landscape structure, and the connecting green landscape elements which run between. Within this landscape structure, a network of permeable streets defines the development blocks.
- 4.8.2 The layout has the benefit of providing a considerable number of dwellings which front onto green space. Along much of the south-eastern development edge, these green edges are envisaged to have a lower density, less uniform, frontage treatment, so as to provide a softer edge to the development.
- 4.8.3 In contrast, many of the units fronting the north-western development edge are shown as having a more continuous, urban frontage, in keeping with their location in close proximity to existing built form on Phase I. A denser development edge here will provide definition and vibrancy to the spaces surrounding the mixed-use community centre.
- 4.8.4 To aid legibility through the network of permeable streets, nodal points are highlighted and marker buildings are shown at these key locations. These are envisaged to be dwellings with a higher architectural specification which draw the eye and add variety to the street scene, often with double aspect frontages to animate the corners on these streets.
- 4.8.5 Key vistas through the development are highlighted. The location of the route network and the position of the built form ensures the retention of these key vistas, and in doing so, helps to embed the development within its surroundings.
- 4.8.6 A number of locations for focal buildings are proposed to further aid legibility and terminate views along key streets. In addition, two focal trees are proposed to add definition to key green spaces. These are envisaged as larger species with visual interest that will be planted with sufficient space to grow into larger more dominant specimens over time.
- 4.8.7 Green planted verges line the green routes, which form a connection between areas of green space and add verdancy to the street scene. There will be the opportunity here for avenue planting within soft landscape with the potential for introducing seasonal colour. This would be in contrast to the more upright, fastigate street trees planting along the other internal routes, thus adding variety and enhanced legibility to the internal route network.













-  Application Boundary
-  Land Required for Access
-  Marker Building
-  Focal Building
-  Key Urban Frontage
-  Lower Density Frontage
-  Key Vista within Development
-  Nodes
-  Focal Tree
-  Green Route
-  Non-residential Area
-  Contours at 0.5m Intervals



FIGURE 27. URBAN DESIGN STRATEGY PLAN (edp4729_d020a)



4.9 Green Infrastructure Strategy

- 4.9.1 A multi-functional GI strategy has been developed to ensure the design meets local and national policy criteria, and creates an attractive place to live.
- 4.9.2 The GI strategy considers the landscape framework of Phase I and connects to this network, integrating existing site features such as the ditch and watercourse. An ecologically driven design is proposed with water landscapes along the south-eastern edge, including shallow SuDS basins with wet meadows and wildflower areas to promote birds, bees and other species. An enhanced woodland edge is also created along this boundary to strengthen the existing wet woodland planting.
- 4.9.3 Green corridors are a feature of Phase II, providing visual connections to the wider countryside and bringing trees into the streets. These will consist of 5m wide wildflower meadow verges with feature trees to provide seasonal colour. Two community/amenity greens are located on the north-western side of the development, with houses forming a definition to the open space and positive outlook to Phase I. The southern space contains the LEAP and the northern space contains the bus stop and waiting facilities.

Open Space Standards

- 4.9.4 A review of Charnwood's Open Spaces Strategy 2018-2036 sets out the open space provision requirements. The table below compares the requirements against what is proposed on plan.

Type of Space	Policy Requirement	On Plan
Parks and Gardens/- Amenity Green Space	0.57ha	0.58ha
Natural and Semi-natural Green Space	0.81ha	1.34ha
Children's Play & Young People	0.10ha	0.04ha + off-site contribution
Allotments	0.13ha	off-site contribution
Total	1.61ha	1.96ha

- 4.9.5 In addition to the above provisions, an area of 0.4ha will be attenuation area that will also provide ecological value and contribute to the sense of openness, with potential for these to be designed as dry features that allow for informal recreational usage.
- 4.9.6 A Local Equipped Area of Play (LEAP) has been provided. This is in addition to the LEAP provided in Phase I. As such it is anticipated that the LEAP would have a different type of play provision to

give more choice to residents. For example, it could be more focussed on younger children's play and be designed as a more natural play feature, whereas the Phase I LEAP is focussed on older children. This would be agreed at Reserved Matters Stage in coordination with Phase I delivery.

Biodiversity

- 4.9.7 In line with emerging policy, a Biodiversity Impact Assessment (BIA) has been carried out. Full details are found in the Ecology Appraisal.
- 4.9.8 The site has a low baseline level of biodiversity due to its agricultural use. Existing green infrastructure assets such as the hedgerow and trees around the perimeter of the site will be retained and protected through construction.
- 4.9.9 These existing green corridors will be enhanced through additional woodland, scattered tree planting, hedgerow and scrub planting and wetland and wildflower meadows.
- 4.9.10 The SuDS ponds will be designed and managed to enhance biodiversity, through the profiling of the edges to allow for a diversity of aquatic, marginal and wetland habitats to form.




-  Application Boundary
-  Land Required for Access
-  Existing Retained Vegetation
-  Enhanced Woodland Planting
-  Green Verges
-  Formal Amenity Green Space
-  Informal Natural Green Space
-  Supplementary Hedgerow Planting
-  Fastigate Street Trees
-  Avenue Planting
-  Native Large Canopy Trees
-  Feature Tree
-  Existing Watercourse
-  Existing Ditch
-  Attenuation Basin
-  Residential Area
-  Contours at 0.5m Intervals



FIGURE 28. LANDSCAPE STRATEGY PLAN (edp4729_d019a)



4.10 Sustainable Drainage

- 4.10.1 Stantec have carried out a technical assessment of the flood risk based on the hydraulic modelling of the ordinary watercourse forming the site's south-eastern boundary. This has resulted in a refinement of the extent of the associated flood plain, shown on Figure 29 opposite.
- 4.10.2 As per the drainage strategy approved for Phase I of the development at Peashill Farm, the proposed surface water drainage strategy for the Phase II development area is to maintain the existing drainage regime by discharging surface water generated by the development at green field run-off rates, to either the existing watercourse bounding the southern edge of the site or the ditch bisecting the site.
- 4.10.3 Due to topography, this area will be drained as two separate drainage catchments with a suitable attenuation feature provided in each catchment. This is principally due to the retention of the field drain bisecting this area.
- 4.10.4 Surface water attenuation serving the development is located outside the 1 in 100 year plus climate change flood extent.













-  Application Boundary
-  Land Required for Access
-  Existing Watercourse
-  Existing Ditch
-  Attenuation Basin
-  Non-residential Area
-  Contours at 0.5m Intervals
-  1 in 1000 Year Flood Extent
-  1 in 100 Year Flood Extent
-  8x12m Pumping Station with 15m Offset



FIGURE 29. SUSTAINABLE DRAINAGE STRATEGY (EXTRACT FROM PBA FLOOD RISK ASSESSMENT)



4.11 Sustainability Strategy

4.11.1 At this Outline Application stage, emphasis has been placed on addressing the sustainability of the scheme in three respects:

- Social - to engender a healthy, facilitated and motivated new community;
- Economic - to support the sustainability of the local community; and
- Environmental - to protect the environment and its resources.

4.11.2 The proposal aims to make a positive contribution by:

- Placing the proposed development in an accessible location;
- Making the most efficient use of land;
- Providing a layout that gives the opportunity to create a valued built and natural environment;
- Protecting and enhancing natural habitats and local surroundings through the development process; and
- Accommodating a sustainable water management strategy.

4.11.3 It has been proven that health and well-being are improved by access to open space, and the design encourages people to walk, cycle and use the green infrastructure network to exercise and relax.

Social Sustainability

- The site is within a 15 minute walking and 5 minute cycling distance of existing local amenities and train station;
- The strong landscape framework will enhance the character and increase the sense of social well-being gained from green space enjoyment.
- Creation of new open spaces and dwellings that overlook these will increase the sense of social wellbeing gained from green space enjoyment;
- Provision of affordable and family housing, with potential to extend or expand properties, will encourage families to live here longer and become part of the local community. Bungalows provided for downsizers help create a mixed community;
- Provision of a range of home sizes and tenures allows a broad social mix to develop to strengthen local communities; and
- Inclusive design principles - about making places that everyone can use - have been followed, and will be further explored in detail at the Reserved Matters stage.

Economic Sustainability

- The proposal augments the local population at a modest scale. This can be to the benefit of the viability of local facilities, and increases the diversity of work force catchment;

- The new mixed-use centre (in the adjacent development) will create job opportunities for people and businesses to support the local economy; and
- Construction of the development will create job opportunities for people and businesses to support the local economy.

Environmental Sustainability

- Ecology will be enhanced and new biodiverse areas created;
- Landscape and visual assessments have informed the masterplan from the start, and mitigation is built in to guard against any adverse impacts and to blend development naturally into its context;
- It is proposed that all dwellings on this site will be designed and constructed to achieve the building sustainability benchmarks that are now set and enforced through the Building Regulations (the level to be achieved will be determined by the date by which Building Regulations applications are submitted); and
- Measures may include incorporating options for solar electricity generation or water heating, and maximising natural day-lighting through the construction of the dwelling – to be determined at Reserved Matter stage.

4.12 Safety and Security

A range of current guidance and planning policy has been considered in the update of the Masterplan. There are a number of areas where the Illustrative Layout has been designed to 'design out crime', and there are some considerations that will be taken into account during the detailed design stages. The principles are summarised as follows:

- Front boundaries between private and public space will be clearly defined;
- Communal areas have been designed to allow informal surveillance from nearby dwellings with safe routes for users to come and go to reduce the potential to generate crime, the fear of crime and anti-social behaviour;
- Vulnerable areas, such as exposed side and rear gardens, need more robust defensive barriers by using walls or fencing to a minimum height of 1.8m. There may be circumstances where more open fencing is required to allow for greater surveillance. Trellis topped fencing can be useful in such circumstances;
- Dwellings should be positioned facing each other to allow neighbours to easily view their surroundings and thus make the potential offender feel vulnerable to detection;
- Side elevations adjacent to the public realm will be articulated with windows to ensure informal surveillance;
- A mix of dwellings, enabling greater potential for homes to be occupied throughout the day giving increased opportunity for natural surveillance, community interaction and environmental control;
- Whilst rear access footpaths are a requirement in most cases (to allow bins to be stored off-street), gates will be provided where necessary to prevent intruders gaining access;
- Clear street naming and house numbering underpins legibility and the demarcation of public and private space;
- The design and layout of dwellings and their curtilage will minimise the potential for features such as boundary walls, sheds, ground floor extensions and balconies, to be used to gain access internally and thereby compromise security and safety;
- In the limited locations where rear parking courts may be employed, they will be designed in such a way that they are semi-private, with clear demarcation to indicate that they are not part of the public realm, e.g. by using piers, gate posts, dwellings that have drive through access;
- The design of green infrastructure will be designed to respond to the need for passive surveillance of the public realm and where necessary reinforce security;
- The design and location of street lighting needs to be co-ordinated carefully with the proposed green infrastructure for each character area as well as being to adoptable standards; and
- The landscape architect and lighting engineer must co-ordinate their plans to avoid conflict between lighting and tree canopies and to satisfy the technical requirements for public lighting, 'dark sky' policies and light pollution.

4.13 Building for Life Assessment

Introduction

4.13.1 Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live. The following assessment uses a fixed set of 12 questions that are scored using a traffic lights system. Some questions relate to detailed design issues, and this has been highlighted in the responses below.

4.13.2 The assessment concludes that the proposed scheme is of a high urban design quality, achieving all green scores.

1. Connections - Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

The scheme is designed to integrate and extend the Phase 1 development via an extensive network of pedestrian routes within green open space. The scheme has two direct pedestrians to the north that continue to link to the town centre and other local shops and facilities.

Score: 

2. Facilities and Services - Does the development provide (or is it close to) community facilities, such

as shops, schools, workplaces, parks, play areas, pubs or cafes?

An analysis and assessment of local facilities has taken place to determine their accessibility. This is shown in Figure 4.

The site is located within a 18 minute walk of the centre of Sileby and the shops, services, facilities and railway station located there. More local convenience shopping, doctors surgery and other food and drink establishments are more closely located on Swan Street, c.10 minutes walk away.

Phase 1 development and the mixed-use centre development within that scheme provides extensive open space, a NEAP and community and commercial buildings on the doorstep.

The scheme itself includes open spaces network linked to the Phase 1, a children's play area (LEAP) and potential for a bus stop hub at the entrance.

Score: 

3. Public transport - Does the scheme have good access to public transport to help reduce car dependency?

There is potential to extend the existing Kinchbus route to stop near the site on Ratcliffe Road or enter the development, with a new bus stop, shelter and bus bay.

High quality walking and cycling routes are provided, offering a valid alternative to using the private car for short trips in what is a small town.

4. Meeting local housing requirements - Does the development have a mix of housing types and tenures that suit local requirements?

An illustrative masterplan has been produced that has flexibility to deliver the policy housing mix. In the case of Phase I a HEDNA mix was employed, and the expectation and commitment being made is that the same will be required of Phase II. Proving design will be carried out at Reserved Matters stage.

Score: 

5. Character - Does the scheme create a place with a locally inspired or otherwise distinctive character?

A landscape-led masterplanning approach has been taken, to retain and enhance the strong green infrastructure network of the site, respond to topography and create a network of attractive landscape spaces that integrate the development into the distinct sense of place of the site.

A series of green corridors is proposed that. In terms of the architectural character, whilst this is a reserved matter it is intended that the housing will have a traditional style similar to that of Phase I, and include a variety of natural materials and features that are found in the local area.

Score: 

6. Working with the site and its context - Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site

orientation and microclimate?

The masterplan is sensitively integrated into its environment. It responds to topography through the orientation of blocks along contours, and the alignment of the street network to navigate the sloping terrain. Existing green infrastructure is retained along the sites western, southern and eastern boundaries, and protected to form an attractive green setting to the development as well as provide a network of habitat corridors. Enhanced natural open space will include wetlands, suds ponds, meadow grasslands and extensive hedgerow and tree planting.

Score: ●

7. Creating well defined streets and spaces - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The built form and landscape have been designed in tandem to create a strong route hierarchy that integrates trees and greenery. The primary street network has been designed with strong building frontage to define the corridor, along with a varied massing for visual interest and locating key buildings on corners and termination points of key views.

An urban design principles diagram has been set out, together with the heights and density strategies to define a varied character between the higher density frontage towards the mixed-use centre and a lower density softer development edge to the south-east.

Score: ●

8. Easy to find your way around - Is the development designed to make it easy to find your way around?

The scheme is designed very simply with a single main vehicular access and a primary street that connects through the centre of the scheme. Green streets and corridors connect through the site providing a visual bearing to make it very easy and straightforward to navigate.

Score: ●

9. Streets for all - Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

All residential streets will be designed with pedestrian and cycling priority either through separate foot and cycleways or clearly defined and safe shared surface routes. The primary network includes 2m wide pavements on one side, whilst the secondary roads will be shared surface to encourage slower traffic speeds and pedestrian priority. A network of traffic free walking and cycling routes is proposed alongside the main street network.

Score: ●

10. Car parking - Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?

Car parking will be provided at a rate compliant with Charnwood Parking Standards, or as agreed at Reserved Matters application stage. Parking for both private dwellings and overall visitor parking will be provided.

It is the intention to provide a variety of parking solutions to ensure parking does not dominate the public realm. Front and on-street parking will be well integrated into the overall streetscape design with appropriate scale landscaping.

Score: ●

11. Public and private spaces - Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Private residential space will be clearly defined on a plot by plot basis, through clear boundary and landscape treatments to ensure that ownership and responsibility for such space is self-evident.

Public open spaces will be well defined through quality hard and soft landscaping, and will be easily accessed from development areas for maintenance purposes. Following best practice urban design principles housing fronting open space will assist with natural surveillance to create a safe community.

Score: ●

12. External storage and amenity space - Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

This is a reserved matter to be resolved later, however, a tracking exercise has been carried out to ensure the blocks are accessible with a refuse truck.

Score: ●

5 CONCLUSION

5.1 Overview of Proposals

- 5.1.1 This Design and Access Statement supports an outline planning application (with all matters reserved except for access) that seeks permission for 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.
- 5.1.2 This document has demonstrated that a high-quality, responsive and sustainable development is achievable and deliverable at Peashill Farm, Phase II. The technical studies supporting this application demonstrate that the site has no physical constraints to providing high-quality residential development.
- 5.1.3 Peashill Farm, Phase II presents an opportunity to deliver up to 175 new homes, including affordable provision and bungalows, in a sustainable location near to local shops, services, schools and other community facilities.
- 5.1.4 Phase I demonstrated a precedent for growth in this sustainable location, and the proposals for Phase II have been carefully considered to respond sensitively to the town and landscape context, integrating fully with Phase I.
- 5.1.5 The over-arching vision for the site is to create a high-quality residential development that would form a consolidated settlement edge to the south-east of Sileby. Its development would create a desirable, attractive place to live, successfully integrated within its landscape setting.
- 5.1.6 The development would extend the network of green spaces set out in Phase I, with enhanced woodland planting along the corridor of the stream forming a development edge which sensitively integrates with its surroundings.



Examples of high quality housing delivered by Barwood

BARWOOD LAND

The Environmental Dimension Partnership

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