

Proposed Residential Development on land at
Land at Old Gate Road, Thrussington, Leicestershire, LE7 4TL
Design and Access Statement

August 2022



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Contents Amendment Record

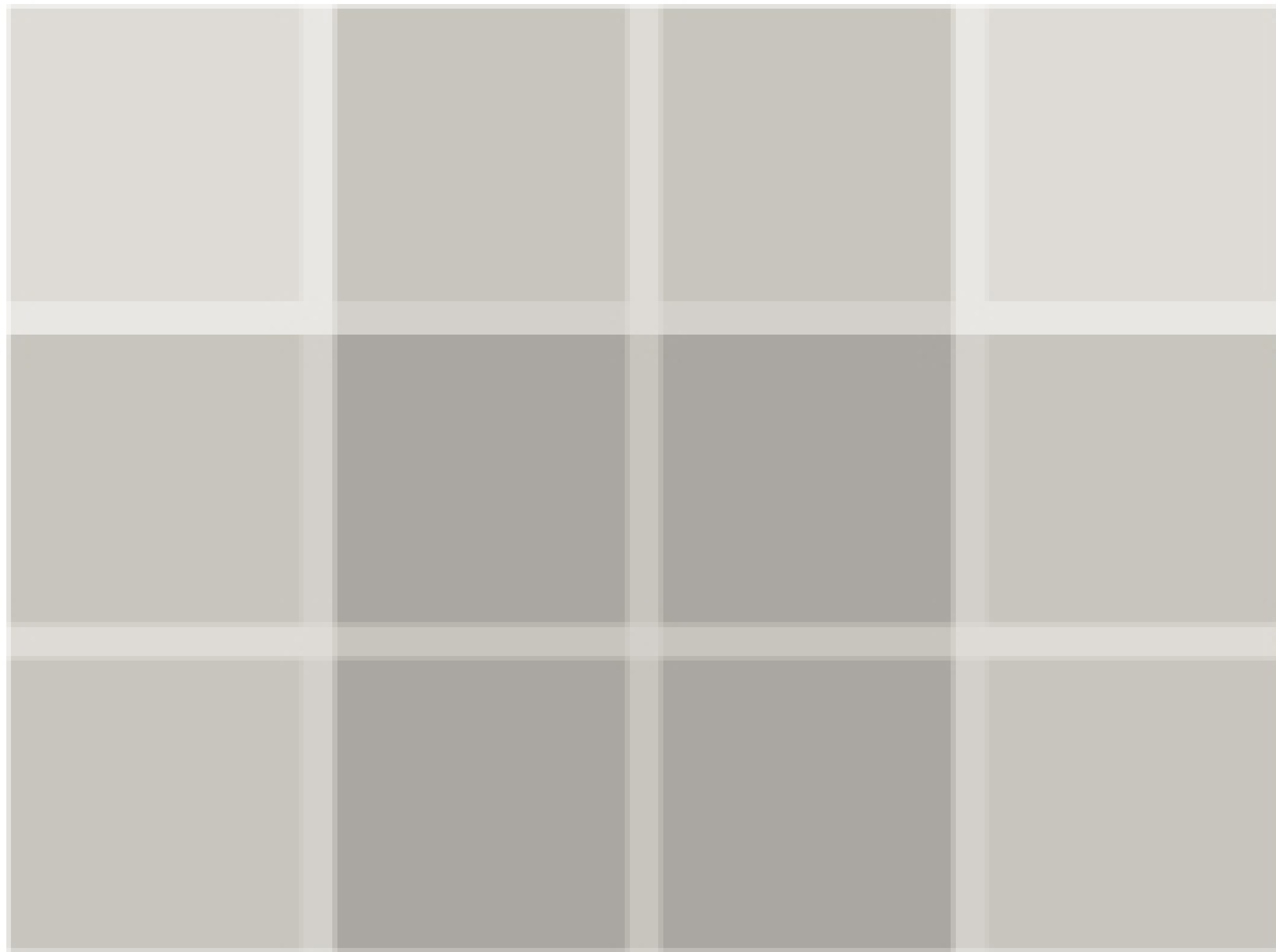
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01

Introduction



1.0 Introduction

1.1 Document Introduction

This Design and Access Statement has been prepared by John R Paley Associates in support of a planning application for residential development on land at Old Gate Road, Thruslington.

1.2 Purpose

This Statement responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development as far as possible at this pre-application stage.

1.3 Content

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes two aspects of access to the development:

Vehicular and transport links

Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access

How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

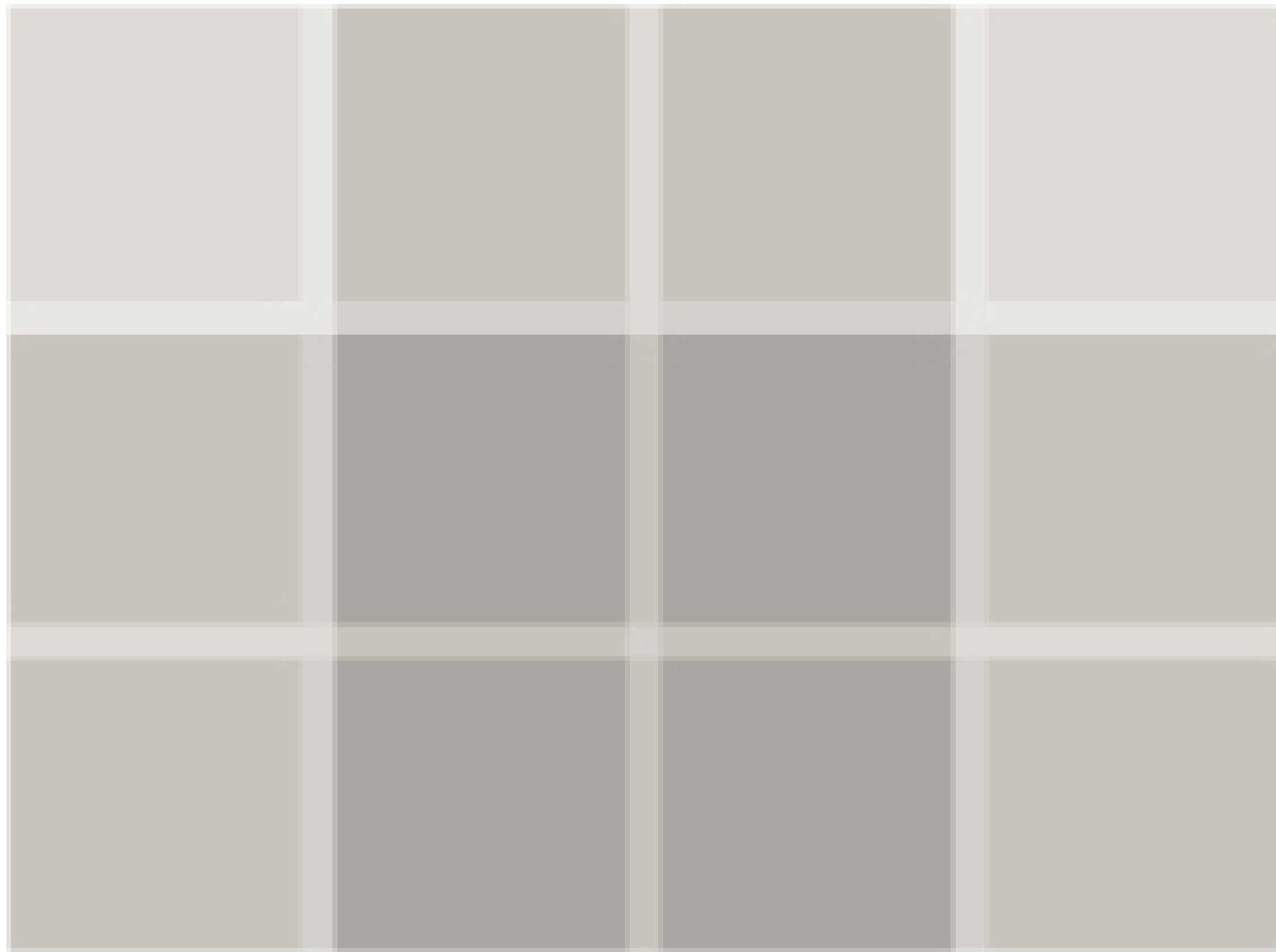
1.4 Brief

The following points summarise the brief at an early stage of the design process:

- Deliver a high quality design which is sympathetic to the existing property.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable

1.5 Aspirations

To achieve the brief through careful design and communication with the local authority without preconception of the possibilities for this site.



02

Development Framework

2.0 Development Framework

This section of the Design and Access Statement reviews both National and Local Planning policies in relation to the design aspects of the scheme.

While more recent changes to the planning system have confused certain areas of policy, Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) 2004 remains and states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise".

The development plan comprises: -

- Charnwood Borough Council Local Plan
- Thrussington Neighbourhood Plan
- Thrussington Conservation Area Appraisal
- National Planning Policy Framework, March 2012

2.1.1 National Planning Policy Statement

National Planning Policy Framework, 2021

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

In Achieving well-designed places the NPPF states:

Paragraph 127. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

Paragraph 128. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of

change in each place, and should allow a suitable degree of variety.

Paragraph 130. Planning policies and decisions should ensure that developments: a) **will function well** and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) **are visually attractive** as a result of good architecture, layout and appropriate and effective landscaping; c) are **sympathetic to local character** and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) **establish or maintain a strong sense of place**, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an **appropriate amount and mix of development** (including green and other public space) and support local facilities and transport networks; and f) **create places that are safe, inclusive and accessible** and which promote health and well-being, with a **high standard of amenity** for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that **new streets are tree-lined**, that opportunities are taken to **incorporate trees elsewhere in developments** (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Paragraph 134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 135. Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such

as the materials used).

Access

At a national level, National Planning Policy Framework (2021) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

Paragraph 113 requires that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Paragraph 112 states applications for development should:

a) **give priority first to pedestrian and cycle movements**, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services,

within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) **address the needs of people with disabilities** and reduced mobility in relation to all modes of transport; c) **create places that are safe, secure and attractive** – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the **efficient delivery of goods, and access by service and emergency vehicles**; and e) be designed to enable **charging of plug-in and other ultra-low emission vehicles** in safe, accessible and convenient locations.

Safe and Inclusive Design

NPPF states at paragraphs 92 and 130 the following in respect of safe and inclusive design:

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

b) are **safe and accessible**, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of **attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which**

2.0 Development Framework

encourage the active and continual use of public areas (p.92).

Planning policies and decisions should ensure that developments: f) **create places that are safe, inclusive and accessible and which promote health and well-being**, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the **quality of life or community cohesion and resilience** (p.130).

The National Design Guide, 2019

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.



The focus of the design guide is on good design in the planning system, so it is primarily for: local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications; councillors, who make planning decisions; applicants and their design teams, who prepare applications for planning permission; and people in local communities and their representatives.

The 10 characteristics of well-designed places are:

Context – enhances the surroundings
Identity – attractive and distinctive
Built form – a coherent pattern of development
Movement – accessible and easy to move around.

Nature – enhanced and optimised.
Public spaces – safe, social and inclusive.
Uses – mixed and integrated.
Homes and buildings – functional, healthy and sustainable.
Resources – efficient and resilient.
Lifespan – made to last.

The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide.

The Design Guide states that a National Model Design Code, will be published setting out detailed standards for key elements of successful design.

The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.

Living with Beauty, 2020

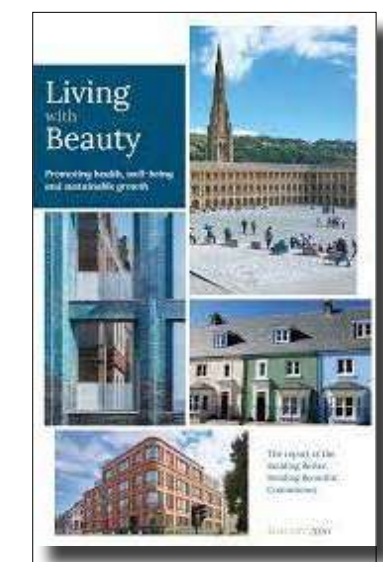
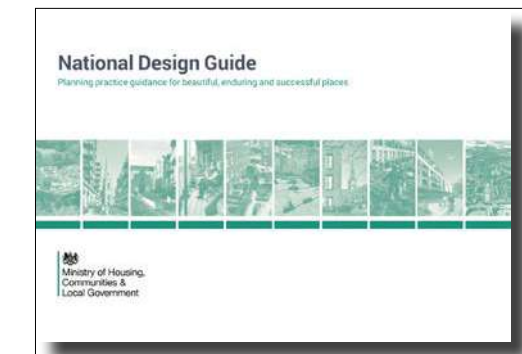
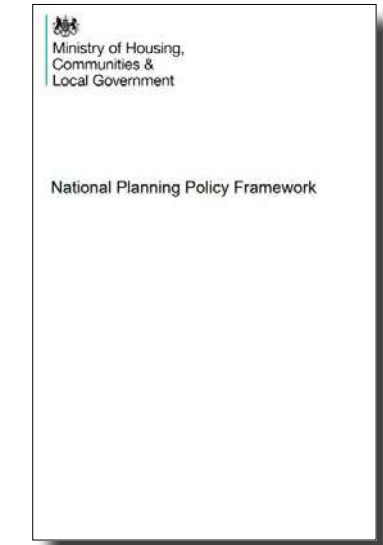
This report proposes a new development and planning framework, which will:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

The report advocates an integrated approach, in which all matters relevant to place making are considered from the outset and subjected to a democratic or co-design process. The report advocates raising the profile and role of planning both in political discussions and in the wider debate concerning how we wish to live and what kind of a country we want to pass on.

The report aims for long-term investment in which the values that matter to people – beauty, community, history, landscape – are safeguarded. "Hence places, not units; high streets, not glass bottles; local design codes, not faceless architecture that could be anywhere. We argue for a stronger and more predictable planning system, for greater democratic involvement in planning decisions, and for a new model of long-term stewardship as the precondition for large developments."

The report advocates a radical programme for the greening of our towns and cities, for achieving environmental targets, and for regenerating abandoned places. The emerging environmental goals – durability, adaptability, biodiversity – are continuous with the pursuit of beauty, and the advocacy of beauty is the clearest and most efficient way forward for the planning system as a whole.



2.0 Development Framework

character of Thrussington.

E3- Wildlife and Preservation

Small scale development which will preserve or enhance existing wildlife habitats and wildlife corridors around Thrussington, and allow for the creation of new wildlife features will be supported.

Any development which will negatively impact upon such assets or significantly reduce them will not be supported.

Where appropriate, new developments must not create barriers between existing important wildlife corridors or between corridors and wildlife sites and must contribute, where appropriate, to the creation of new or improved links.

E4- Landscape, Views and Conservation

Development which will adversely impact upon views listed below, and identified on Map 2 - Views and Vistas (E4), will be resisted unless demonstrated that the historic character and appearance of the surrounding landscape and built form is retained.

The following key views will be protected from inappropriate development:

- 3 – View south west from Old Gate Road
- 4 – View south east from Old Gate Road

H2 – Housing Mix

Small scale developments which deliver housing suitable for young people (2 and 3 bedroom starter homes) and the elderly (2 and 3 bedroom bungalows) will be supported, subject to compliance with other policies within the Development Plan, specifically H1.

Affordable housing where it is provided within the boundary of the proposed development site, should be designed to be indistinguishable from market housing.

T1 – Parking Provision

Where parking is proposed for residential development it should be provided on-plot in accordance with the following requirements:

- For dwellings providing up to 3 bedrooms - a minimum of 2 spaces is to be provided
- For dwellings of 4 bedrooms or more - a minimum of 3 spaces is to be provided

Where parking is provided, either in the form of garaging, carports or any other type of enclosed parking it should be of a scale (measuring internally a minimum of 3.5m wide by 6.5m long by 2.5m high) to accommodate a range of

modern vehicles.

T4 – Walking and Cycling

The Neighbourhood Plan seeks to protect and enhance all existing walking and cycling routes and Public Rights of Way across the Parish.

New developments which promote the use of sustainable transport modes and / or create new opportunities and new routes will be supported assuming all other criteria are met.

L2- Leisure and Recreation Activities

Recreational facilities will be protected from inappropriate redevelopment. Enhancement to existing or provision of new multifunctional open space, will be supported by the plan, provided that it retains and enhances biodiversity, does not harm neighbouring amenity, protects local character, and is well-surveilled.

The Plan will also seek the enhancement and delivery of footpaths

D1 - Protection of Heritage Assets

All new development must take account of its impact on heritage assets, both designated and non-designated.

Schemes which seek to ensure that heritage assets and key buildings remain in long-term active and viable use, and/or seek to bring existing heritage assets back into use in a manner sensitive to their heritage value, will be strongly supported.

D2 - Design and Development Character

New development should, at all times, promote high quality design and offer a positive, contextually responsive contribution to Thrussington's historic built environment and landscape. High quality design is vital to achieving this goal.

Development which makes sustainable use and consumption of energy and water within properties shall also be supported subject to compliance with other Development Plan policies.

Schemes should demonstrate how they have considered the relevant section of the Character Assessment and responded to the design guidance with respect to use of materials, architectural detailing, form and mass, plot size and provision of public and private space.

Contemporary and innovative design which respects its context and takes these factors into account will be supported.

Other Key Design Considerations

- Thrussington Conservation Area Appraisal" produced by Charnwood Borough Council and adopted March 2013

Thrussington Conservation Area was designated in July 1975. The boundary incorporates the village green which was at the core of the medieval village as well as buildings from the sixteenth century through into the twenty-first. It currently covers an area of 7.4 Hectares.

The purpose of this appraisal is to examine the historic development of the Conservation Area and to describe its present appearance in order to assess its special architectural and historic interest. This document sets out the planning policy context and how this appraisal relates to national, regional and local planning policies. The main part of the report focuses on the assessment of the special interest of the Conservation Area:

Thrussington Conservation Area Character Appraisal – Adopted March 2013

- Location and setting describes how the Area relates to the historic village and surrounding area;
- Historic development and archaeology sets out how architecture and archaeology are related to the social and economic growth of the village;
- Spatial analysis describes the historic plan form of the village and how this has changed, the interrelationship of streets and spaces, and identifies key views and landmarks;
- Character analysis identifies the uses, types and layouts of buildings, key listed and unlisted buildings, coherent groups of buildings, distinctive building materials and architectural details, significant green spaces and trees, and detrimental features.

These elements are brought together in a summary of the special interest of the Conservation Area. The document is intended as a guide for people considering development which may affect the Conservation Area. It will be used by the Planning & Regeneration Service in their assessment of development proposals.

03

Site Context Analysis

3.1 The Development Site

Thrussington is one of a string of settlements which lies in the Wreake Valley, north of Rearsby and between the villages of Ratcliffe on the Wreake and Hoby. It is close to the Fosse Way (now the A46) and is approximately 9 miles from both Loughborough and Leicester.

Historically, Thrussington is an example of an ancient planned settlement which makes use of a green as the central space in the village and represents the historic and present core of village life. The key roads through and out of the village remain virtually unaltered, with new roads extending out from the centre to facilitate modern developments. In general, the village as it is seen today has not been drastically altered in shape, with new buildings and roads respecting the shape and plan of the historic village.

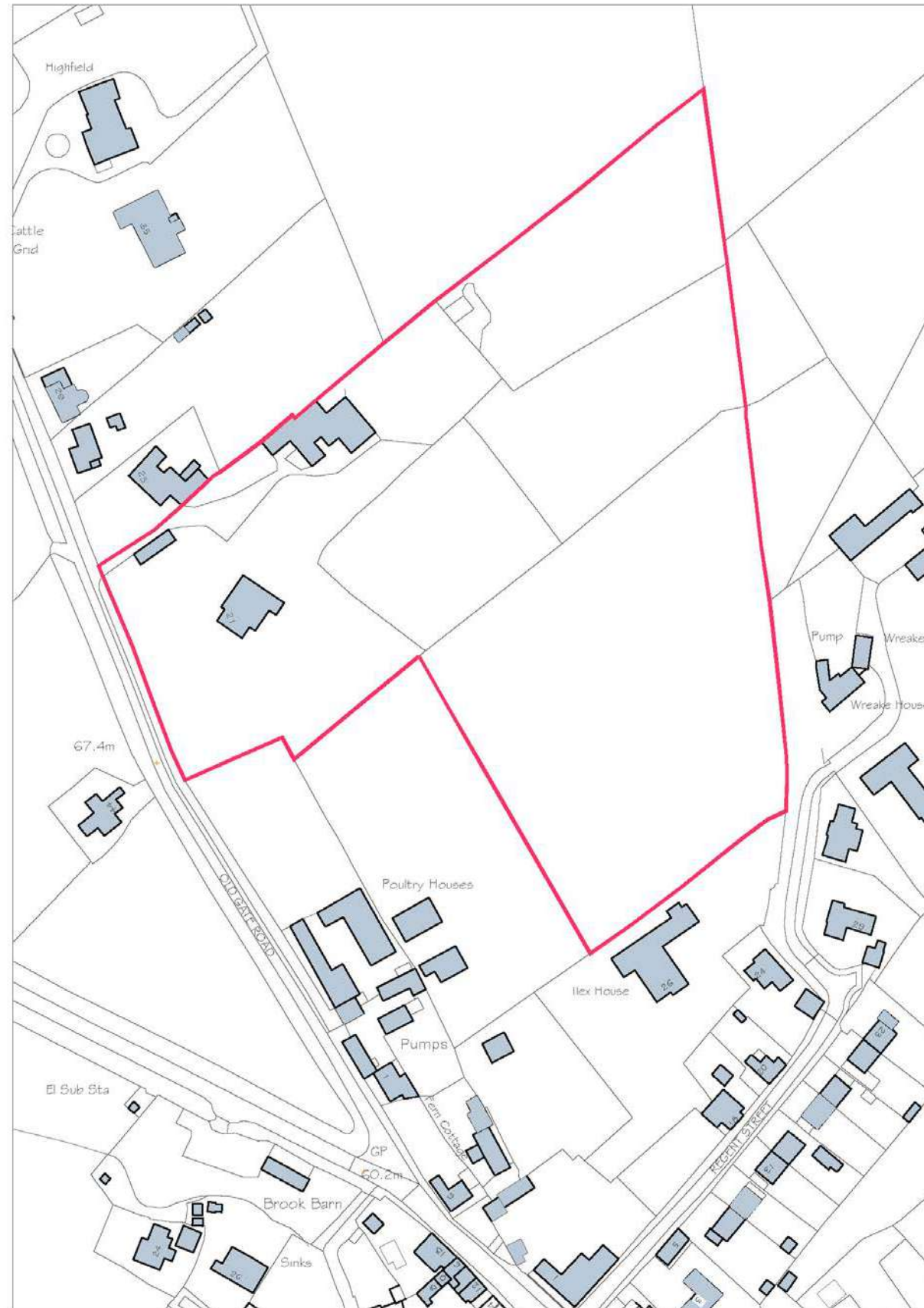
The biggest change to the plan form of the village since the 1900s is the infilling of the open spaces and farmland close to the centre of the village. Over one hundred dwellings have been created since 1960 through the conversion of farm buildings and building on paddocks and gardens. Several buildings have been converted into single dwellings. The farmhouses themselves however have been retained and make distinctive features nestled between new developments. The buildings themselves are generally close to or on the roadside, with only recent buildings utilising verges or driveways to the front.

A significant portion of the village developed from the mid-1700s, a result of the combination of the two fires, flourishing industry in terms of framework knitting, the canal network and agricultural developments following the 1789 Enclosure Act. Changes in lifestyles and occupations have been etched onto the fabric and forms of the buildings as they evolved and adapted to meet new fashions and changing economic situations.

The village makes use of interesting topographical changes which greatly contribute to its character, as well as its development over time. The Green is situated at a lower level to the surrounding area and from within this space, the built environment is visible from every angle. Roads adjoining The Green, especially Seagrave Road, Regent Street, Hoby Road and the area of The Green to the left of The Star Inn are sited so that they slope towards the central space of the green. The contrast between the two spaces is heightened by the tight, enclosed nature of the streets compared to the open green space of The Green. The exception to this is Rearsby Road where the properties backing onto Church Lane are considerably higher than the road and set back.

Planning History

There is no planning history associated with this development site.



3.2 Character Appraisal

The Thrussington Character Appraisal provides a comprehensive analysis the most pertinent points for the consideration of this development is identified below:

The village is composed of an attractive mix of buildings from the medieval to the modern. The most important area within the Conservation Area is the area of the green and its surrounding buildings.

Generally, the buildings are of two or three storey, built close together to form continuous rows and aligned parallel to the streets. Notable exceptions are Manor Farm, Bridgeland and 9 Seagrave Road which are perpendicular to the road. This positioning hints at their farming history as the associated farmland would have been to the side of the buildings, stretching out into the countryside to the rear.

The character of the village is formed by this collection of buildings representing different periods in time sitting harmoniously next to each other. There is a pleasing contrast between the more historic properties scattered between the terraced cottages.

Overall, Thrussington consists of 3 dominant areas of character:

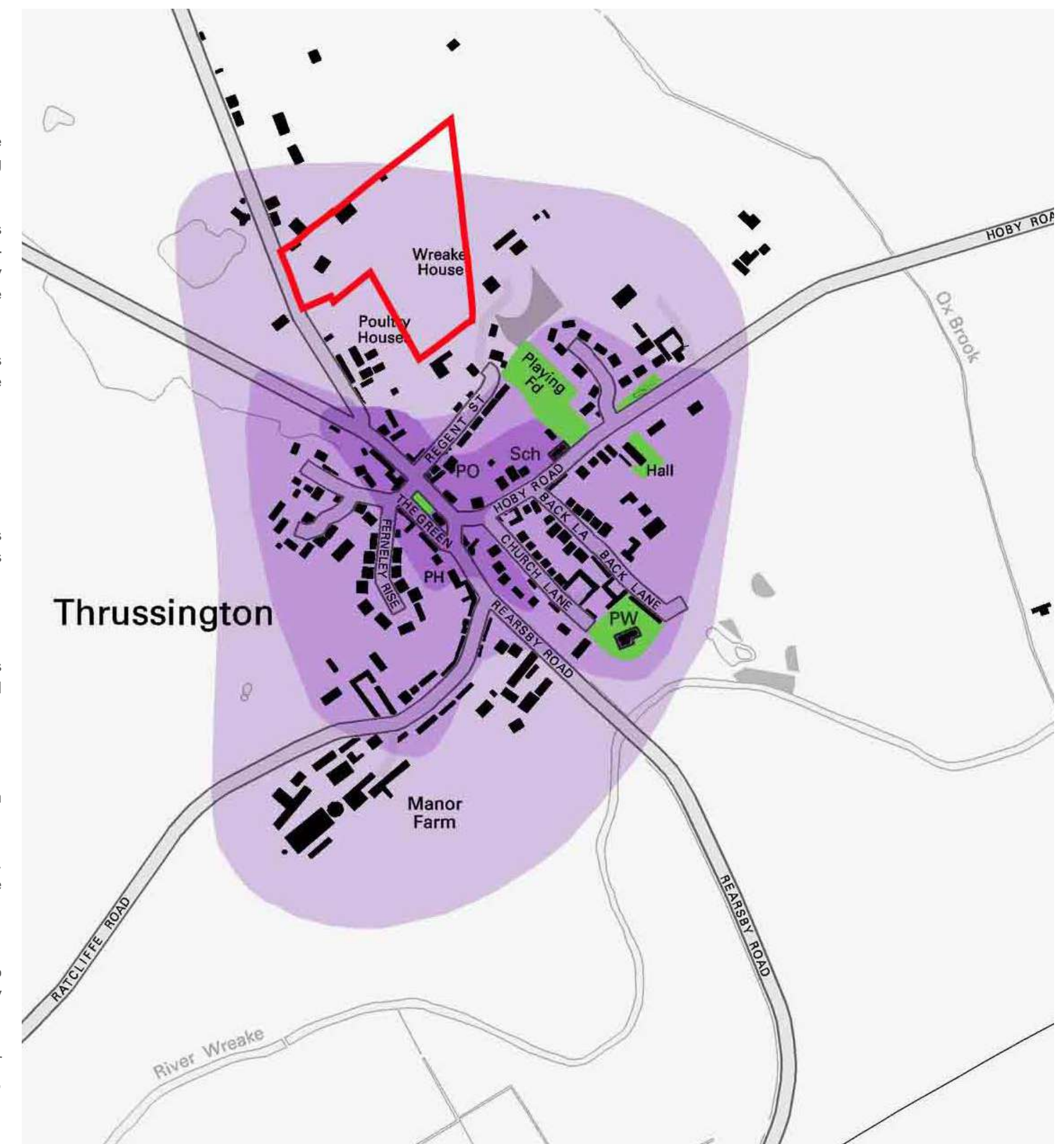
- **Ring 1:**
This is the core of Thrussington, comprising of much of the conservation area. This area contains the oldest buildings in Thrussington and oozes traditional village charm and appeal. Characteristics of many of these buildings include thatched roofs, cottages and Georgian windows.
- **Ring 2:**
Ring 2 consists of newer dwellings. These range in type and scale and are located in various cul-de-sacs around the 'core'. Housing typologies range from smaller bungalows, to renovated farmhouses, and modern semi-detached housing developments.
- **Ring 3:**
This Ring is typically characterised by large areas of open farmland, with some sporadic farm buildings, most of which are located to the southwest and north of Thrussington.

Upon entering Thrussington, there are continuous views of fields on either side of the road. Due to the downward sloping nature of the topography, when entering from the north, views are offered southwards across the village.

View coming into Thrussington from the East: This view is defined by farm buildings with no indication of the village to come. The landscape is very open either side of the road, followed by more mature trees upon entering.

View from the West: Due to the sloping entrance, some roof tops can be seen and a higher density of dwellings shown by chimneys. There are fields on either side, set back by grass lines, and dotted with mature trees.

View from the south leaving the village of Rearsby towards Thrussington there is the iconic village view of the 13th Century Church and the old bridge over the River Wreake. The road has fields either side that act as a floodplain.

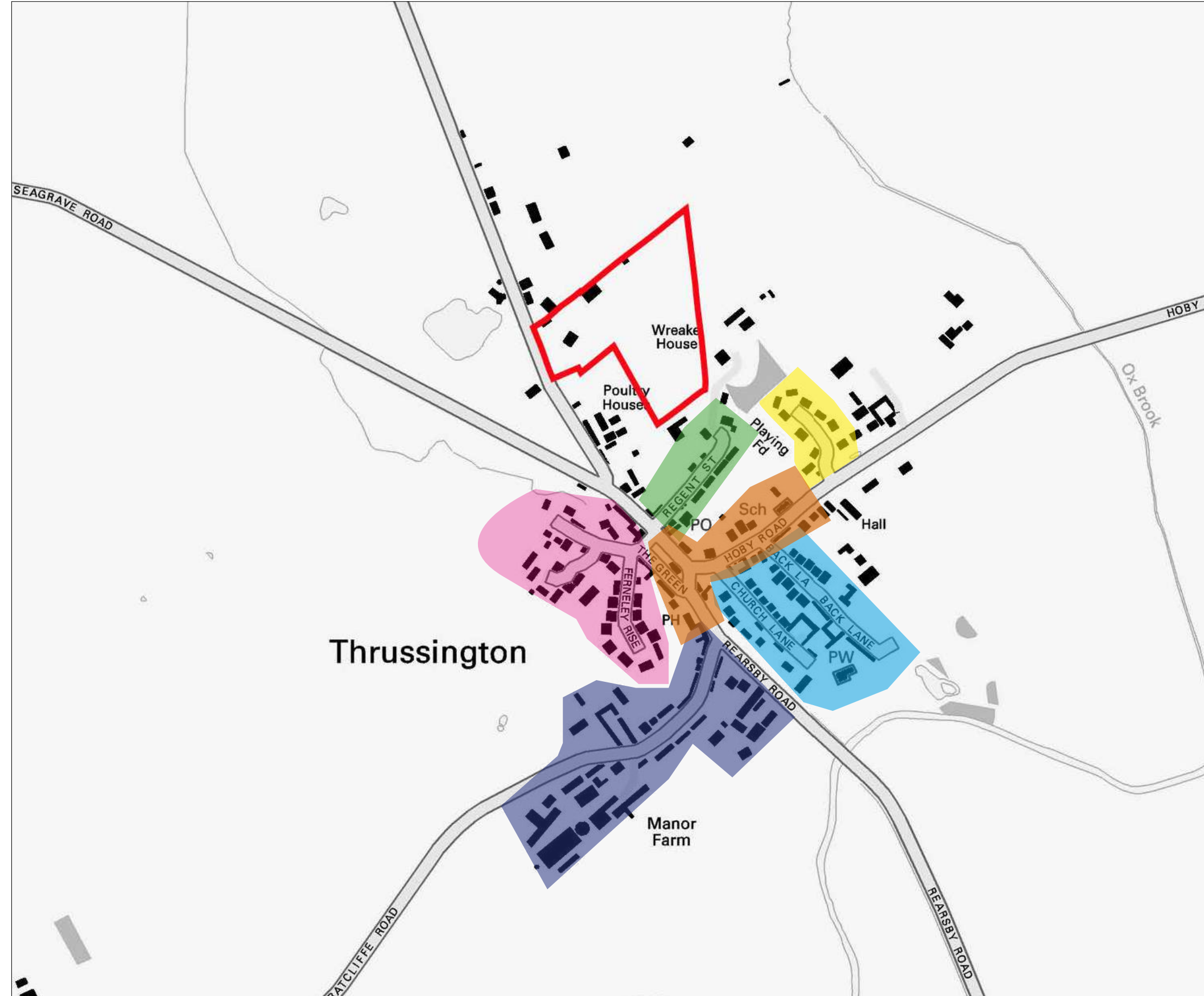


3.2 Character Appraisal

The character areas that have been identified within the Character Appraisal are identified below:

- Glebeland Close
- Church of the Holy Trinity
- Regent Street
- The Upper Green
- Ferneley Rise
- Ratcliffe Road
- Thrussington Core

This section of the statement therefore provides an assessment of those areas as a means of understanding the settlement and informing the new development.



3.2 Character Appraisal

Glebeland Close

Description

This area consists of a hidden cluster of 11 large 2-storey dwellings, with outhouses and garages. They are located on a curved road with speed bumps - both speed calming measures.

The dwellings feature pitched roofing and large front entrances with off -street car parking.

There is some variation in the palette and brickwork of the dwellings, and the dwellings are unaligned, which altogether enhances the overall character of the cul-de-sac.

Townscape Analysis

Glebeland Close is a cul-de-sac, which offers a strong sense of enclosure and peacefulness. Additionally, the properties have front boundaries and private driveways, which are well kept and enhance the natural environment and aesthetic appeal of Thrussington.

Glebeland Close is of relatively low density, with properties that boast large boundaries. There are an assortment of building materials, all of which are respectful of the traditional features within the village which have been replicated in a modern style.

The properties on Glebeland Close all share a similar mock-Victorian style of traditional yellow and red brick with dormer windows.

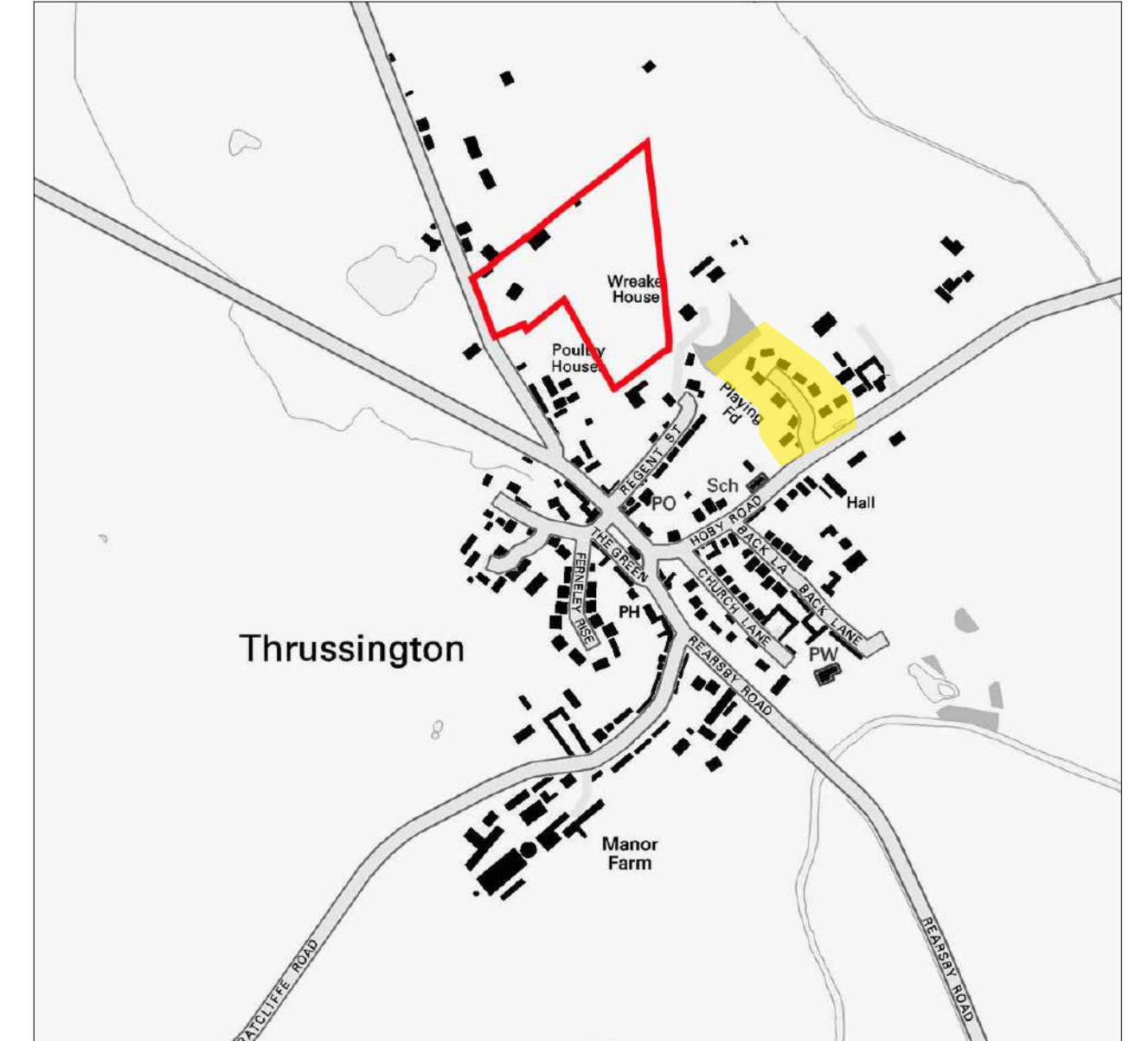
Landscape and Open Space Analysis

This character area experiences a steep gradient travelling northwards, resulting in gardens on a gradient.

Due to the location of the dwellings on the outskirts of Thrussington, many of the dwellings have views and vistas of nearby fields.

There are semi-mature shrubs and green-edged footpaths, that define boundaries between the road and private housing, presenting a welcoming and soft boundary.

Overall, the character area is peaceful and hidden, surrounded by farmland and open land.



3.2 Character Appraisal

Church of the Holy Trinity - Description

A residential area consisting of both Back Lane and Church Lane; both of these Lanes share a similar diverse break-up of character, from traditional farmhouses upon entering the lanes from the main route, to newer redbrick semi-detached housing, and back to older buildings within the conservation area and the Church that joins both lanes at the bottom.

Back Lane is initially enclosed by vegetation, followed by a small community of dwellings of a uniform style. The character is then redefined by a row of small cottages. This lane has long-distant views stretching to open hills beyond Thrussington.

Church Lane is narrow, and the right hand side features backs of housing with car parking, the lack of frontage on this section of the lane limits the potential for natural surveillance.

Towards the end of the lane, there are visually appealing large farmhouses and the main entrance to the church, which is unexpected given the arrival from Church Lane.

Townscape Analysis

This area is an extension of the historical core where the church and surrounding buildings will have existed at the same time. The church is the most dominant and architecturally significant building in the settlement. It is a grade II listed building from 1877 that has been restored.

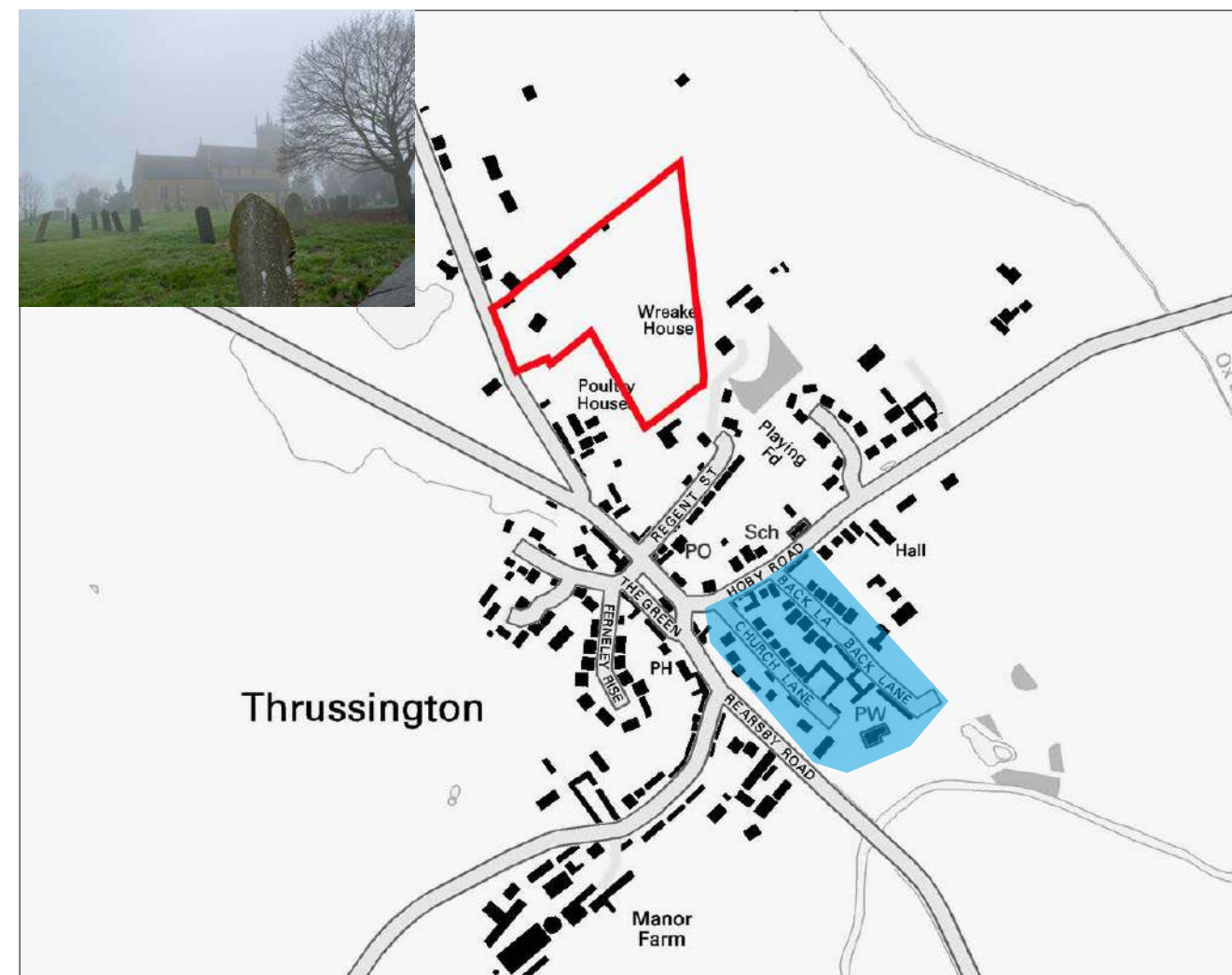
The church is located on the outskirts to the South East of the village and benefits from uninterrupted views across the countryside and River Wreake. The Church can only be accessed by foot via the entrance on Church Lane, there is also a cycle lane joining Back Lane to the end of Church Lane.

Both of these cul-de-sacs become very narrow approaching the Church. The winding and narrow nature of Church prevents cars from parking, increasing walking and village life.

The properties towards the south of Church Lane and Back Lane share a similar character to the church. They offer a smooth transition as the character area changes between the Church and more modern housing.

Landscape and Open Space Analysis

Although the Church is isolated from the rest of the settlement, it is an iconic part of the village and can be seen from many points due to its location in the South of the village and the topography of the village which slopes downwards towards the South. The materials are limestone, ironstone and slate roofing.



3.2 Character Appraisal

Regent Street - Description

This housing type is a series of simple and uniform semi-detached houses aligned along one side of the street. Large properties, both old and modern "bookend" these properties.

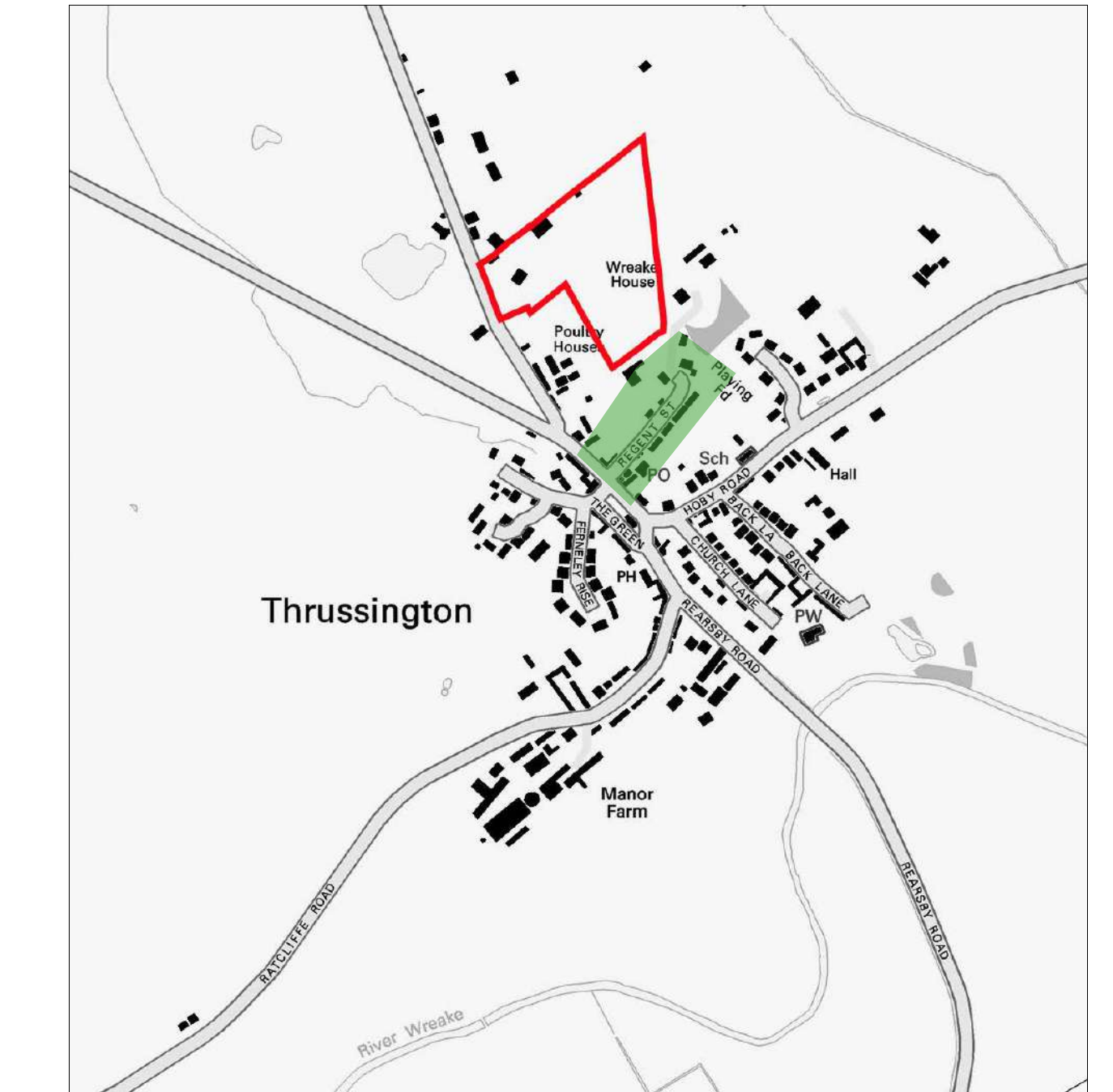
Townscape Analysis

The layout of this character area has a high degree of symmetry consisting of 8 semi-detached properties. There is a relatively high density compared to the surrounding large detached properties on the same road.

The properties are designed in a typical 1950 style, with neutral-coloured rendering. This small character area has a striking contrast with the surrounding areas, this contributes to the rich variety of housing within Thrussington.

Landscape and Open Space Analysis

The topography of this character area is level. The properties are located on a quiet cul-de-sac and back onto a small road separating a school and other properties. Due to their location and height, there are no distinctive views or vistas that span far or into the countryside from this character.



3.2 Character Appraisal

The Upper Green

Description

These cul-de-sacs consist of large, detached housing that slopes downwards towards the centre. The dwellings are set sporadically, creating a winding routes, and over strong vernaculars in terms of their attractive character and varying palettes and roofscape.

All properties in this area have on street parking and large curtilage in proportion to the size of the house. The northern cul-de-sac in the character area leads to a view at the end into the open countryside; the dwellings here also use low fencing to mark the boundary of properties, achieving an open community atmosphere.

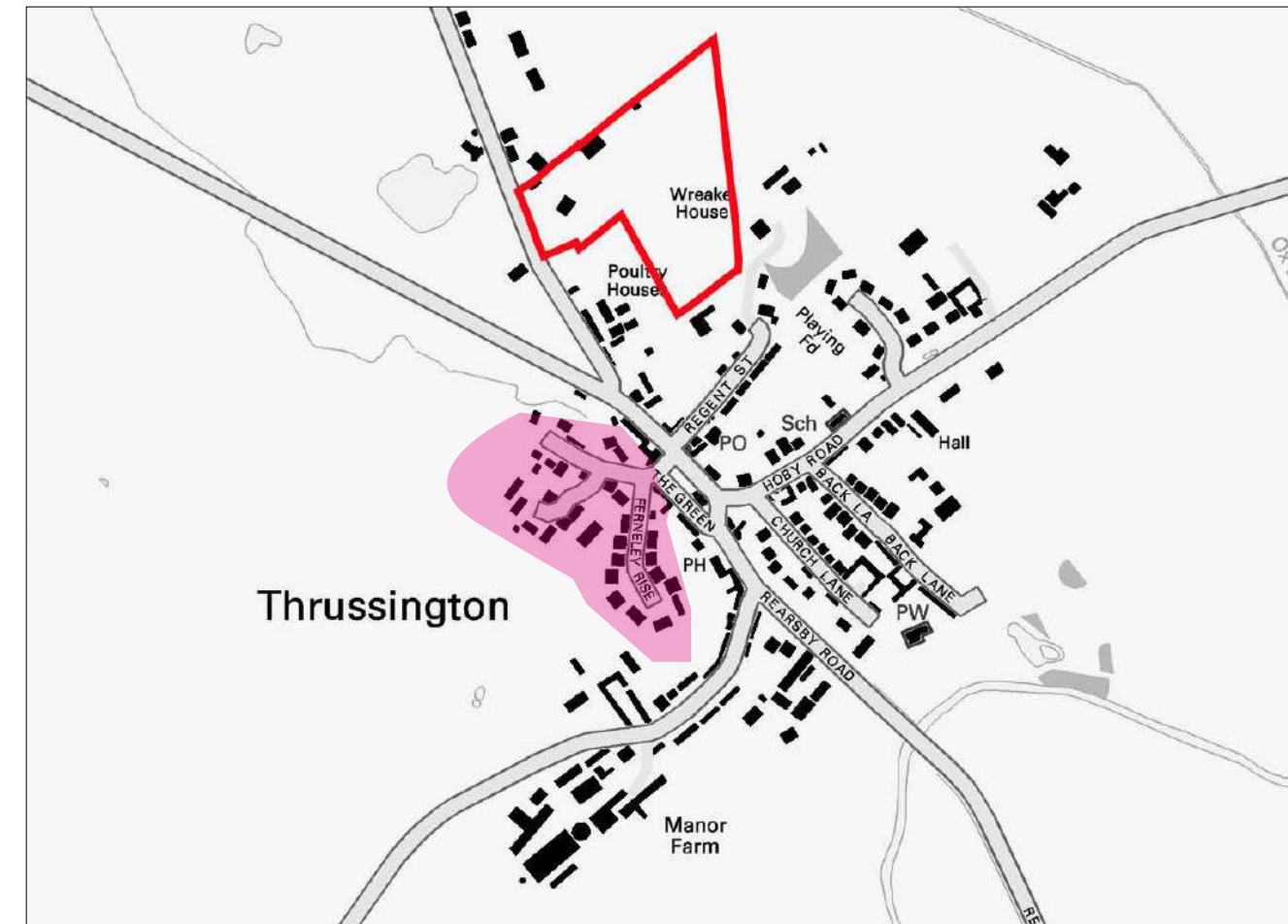
Townscape Analysis

The properties in this character area are sporadically located and range in density and scale. The residential lanes are winding and houses vary in rendering and brickwork style.

Most of the properties in this area are large, boasting spacious front and rear gardens and driveways. Although the area is fairly dense with housing, the non-uniform placement of housing minimises the visual impact of the built form on the environment.

Landscape and Open Space Analysis

Both cul-de-sacs slope down southwards to the 'core' of Thrussington. The random placement of housing on the hill enhances Thrussington's quaint village appearance. The winding and unexpected routes present a spacious feeling within the conservation area.



Ferneley Rise

This is an area of relatively dense bungalows on a hill, these properties are of a uniform style and positioning, and each has a front garden. The positioning of the properties create a linear view and a low roof-line towards 2-storey properties at the top of the cul-de-sac. Overall, there are rich tree lines and open space that break up the road and the pavement, giving an impression of more space.

Townscape Analysis

Ferneley Rise is a quiet cul-de-sac and features a selection of detached uniform bungalows with large front gardens and plenty of car parking. The bungalows are relatively simple in terms of their architectural style; they are characterised by red brick and dark tiles with limited detailing that replicates the heritage of the area. However, the streetscene and atmosphere of this character area is greatly enhanced by the abundance of vegetation and trees along the public walkway, as well as well-kept, inviting front gardens. The properties located in this character area contribute to the mixture of housing within Thrussington offering attractive and spacious accommodation close to the 'core' of the settlement

Landscape and Open Space Analysis

Ferneley Rise gently slopes downwards, leading out of the cul-de-sac and into the 'core' of Thrussington. A number of dwellings to the West of the cul-de-sac benefit from views across fields from rear gardens.



3.2 Character Appraisal

Ratcliffe Road

Description

This area is defined by 3 distinct characters.

The character is broken up by different ages of housing; there are a row of distinguishing Georgian terraces that are set immediately to the edge of the road, followed by a lower density of new housing, and then by a cluster of renovated farm buildings.

Townscape Analysis

Ratcliffe Road consists of an area of dense terraced housing. These terraced cottages lie at the North end of Ratcliffe Road and are tightly built close to the roads edge, which is narrow, especially with the provision of on-street car parking.

The density gradually dissipates travelling further west out of Thrussington.

Ratcliffe Road presents an interesting and diverse vernacular, with highly detailed traditional terraced cottages facing newer, more modern red-brick semi-detached housing.

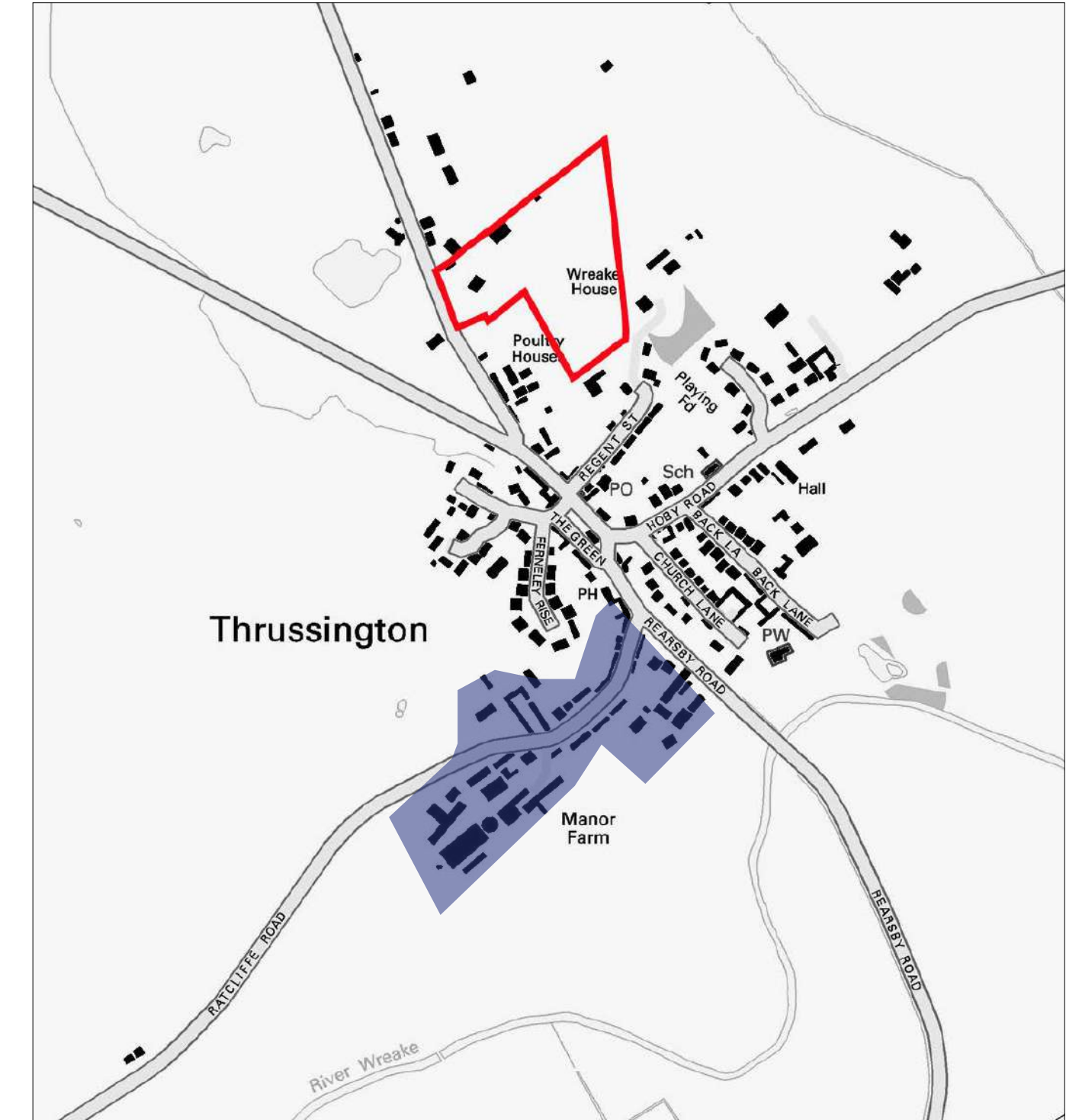
Materials

The red-brick semi-detached housing contrasts greatly with the neutral rendering and cobbles of the terraced cottages opposite.

To the far southwest of Thrussington, within this character area, is an area of newly converted traditional farm buildings. This is a high quality complex called 'Homestead Farm'. Although the farm buildings share a more modern aesthetic, it is clear that they aim to retain traditional characteristics due to the choice of material and colour scheme used.

Landscape and Open Space Analysis

Ratcliffe Road is one of the main Gateways into Thrussington, and provides a tunnel of varying townscape vernaculars. The Road offers a charming view down the sloping bend when passing the row of traditional cottages into the core of Thrussington.



3.2 Character Appraisal

Thrussington Core

Description

The area defined as Thrussington Core occupies the some of the most historical buildings in the settlement. It is also where the main arterial routes meet (Hoby Road, Seagrave Road, Ratcliffe Road and Rearsby Road). This area consists mainly of traditional small terraced cottages, village shops, a central green and a number of public houses.

Townscape Analysis

Generally, there are very limited services and facilities in Thrussington due to its scale and population size. The historical core is where the majority of public conveniences are located, such as Thrussington's village store, a beauty salon and two public houses (The Star Inn and The Blue Lion).

This character area has a (comparatively) fairly high density due to the concentration of terraced dwellings built around the central green. The area becomes less dense moving further from the core and housing becomes less cramped and more sporadic.

The use of gables on the side of houses that face onto the road breaks up the line of housing along the road and almost compartmentalises the street into sections, further enriching the non-uniform character of the area.

Quality of Environment

The natural environment is well kept and highly visible in this part of Thrussington. The Central Green is welcoming, maintained and open. Where there are opportunities for front gardens, they are well presented and feature an array of planting. There is public planting that can be seen entering the historical core from different angles; there is a colourful flower bed at the junction between Hoby Road and The Green Road as well as a war moment surrounded by flowers on The Green.

Many of the traditional terraced houses and the public houses feature hanging baskets and climbing plants on external walls. The environmental consideration in this area create a welcoming and aesthetically appealing atmosphere.

Materials

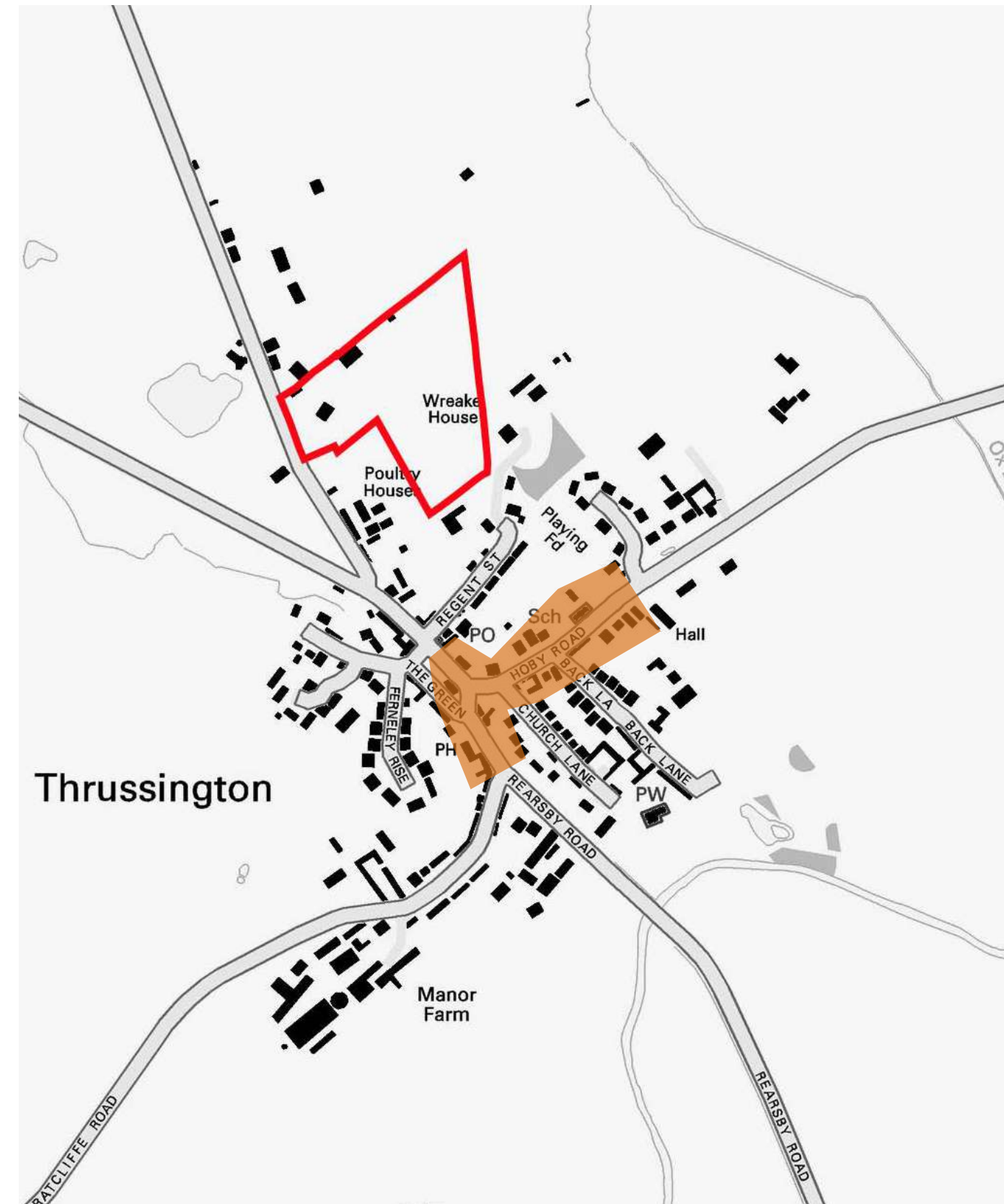
The most predominant material used across the historical core area is red brick walls and dark slate roofing as well as a couple of traditional thatched roofs. Approximately half of the buildings feature cream or pastel coloured rendering, the majority of which are painted and allows the original brickwork to be seen, although some are plastered or pebble-dashed.

Framed doorways, window detailing, shutters and pitched porches are also a popular feature of the terraced cottages.

Landscape and Open Space Analysis

The topography of the historical core area is relatively level with a steady incline heading northwards. The incline increases in gradient travelling out of the historical core northwards on Seagrave Road and Old Gate Road.

Due to the high density of two storey buildings within the area and the relatively flat topography, there are limited views and vistas. However, most of the minor and major roads in Thrussington lead to The Green which can be seen when approaching on these roads so that the view of the green square can be seen.



3.2 Character Appraisal



3.3 Open Space and Key Green Spaces

A distinctive feature of the Thrussington village scape are the isolated pockets of space that have been retained as you move through the village.

These include the following:

- The green space to the front of 9 Seagrave Road,
- Green bank outside 30 & 32 The Green,
- Planted space to the left of The Old Vicarage by The Green and
- The grassy space nestled by 30 Ratcliffe Road and Manor House.

The Green and many buildings are built on to the street, reducing the number of green verges or front gardens.

The wider landscape of the surrounding countryside is often not visible from within the village although there are pleasing occasional glimpses through gateways or across buildings.

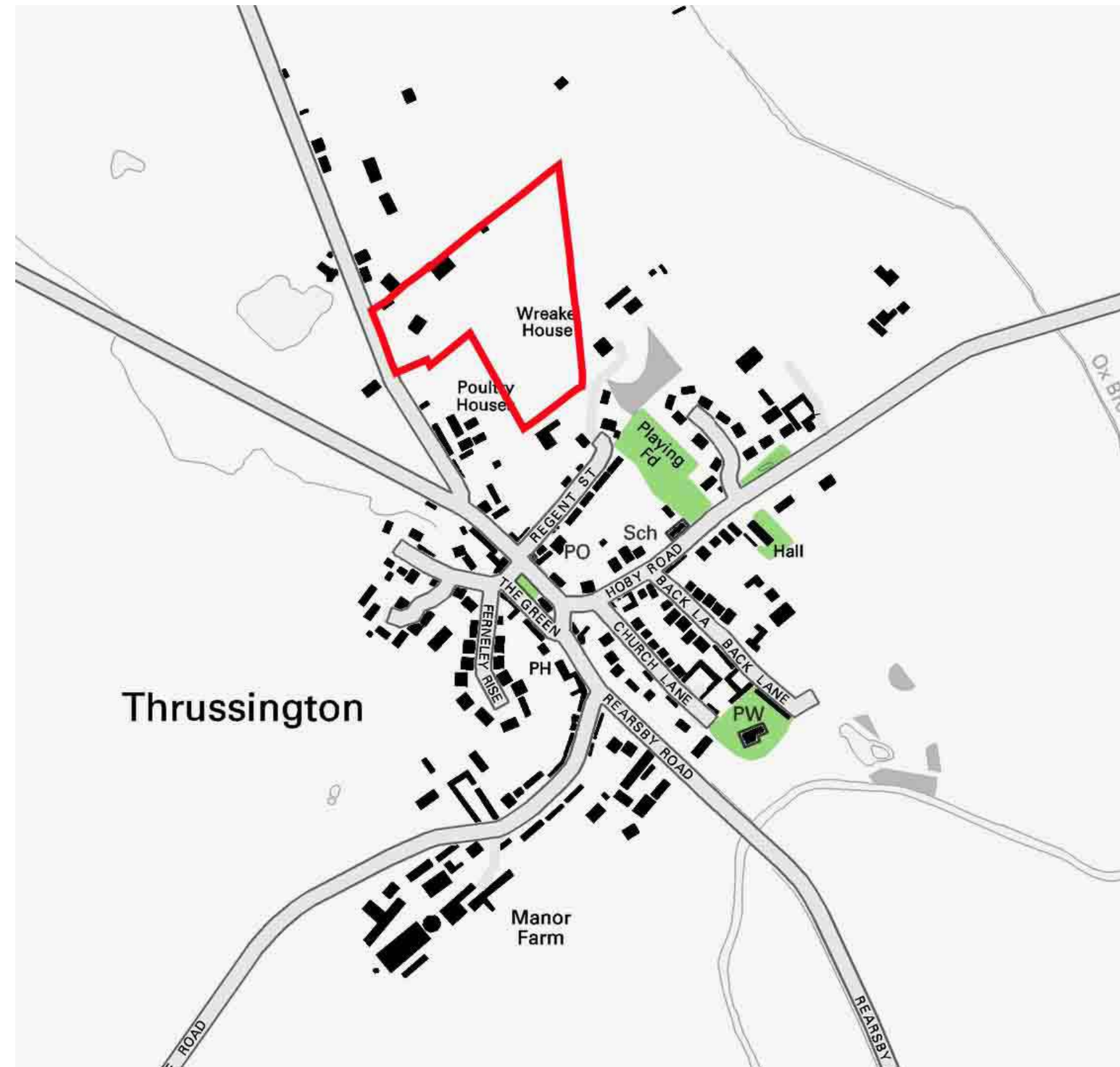
The only other significant green space within the Conservation Area is the land to the front of The Homestead which is mainly obscured from view by the wall and trees.

Whilst not significant in terms of area, the isolated small spaces dotted about the village are significant in terms of their contribution to the feel of the space as well as to the distinctiveness of the village itself.

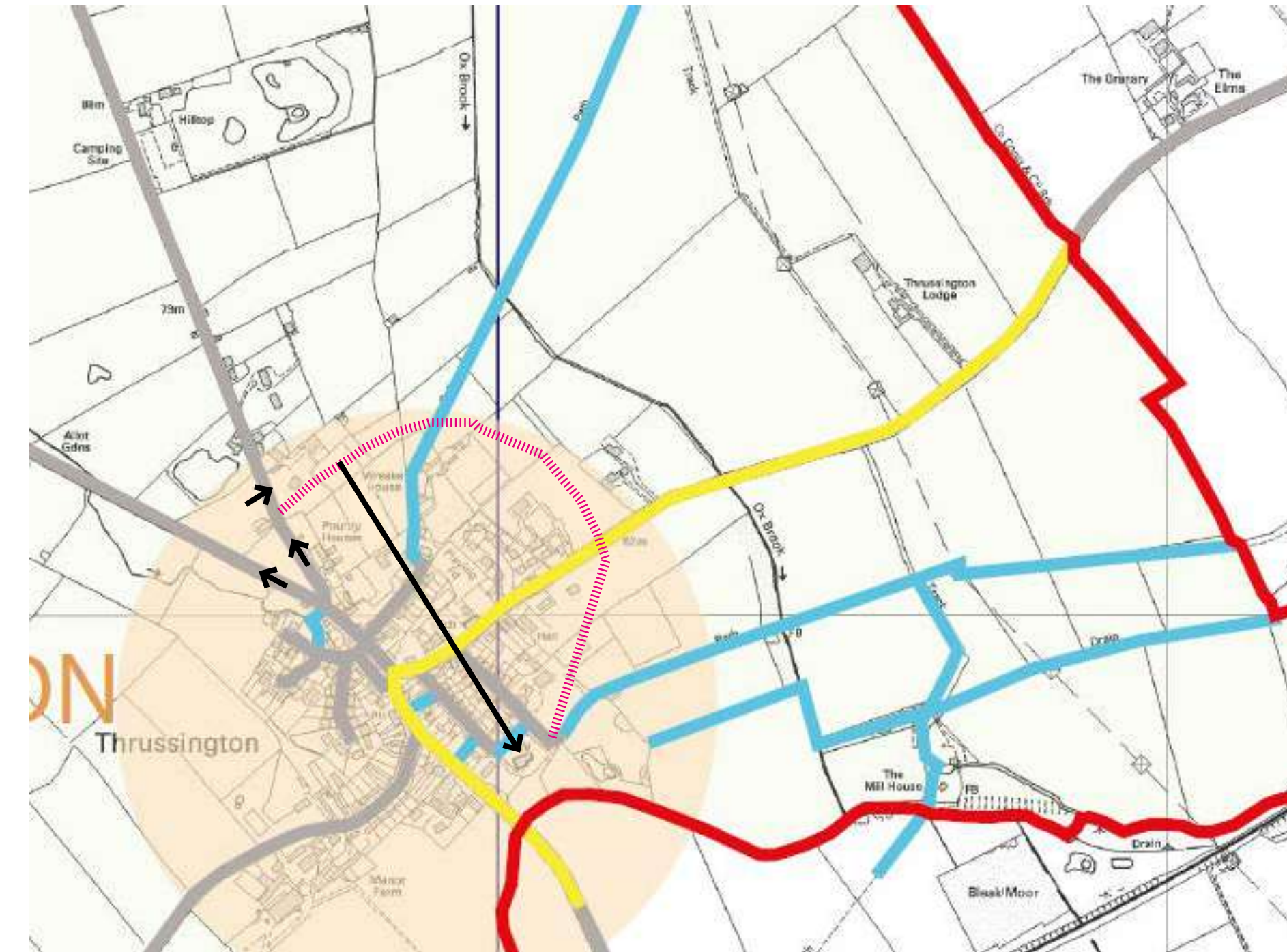
There are a number of trees within the Conservation Area to the front of properties, along streets and on The Green. Several trees are protected with Tree Preservation Orders,

A number of footpaths interweave through the Conservation Area, mainly as ways to cross streets. These include the two between Church Lane and Back Lane and the footpath between Seagrave Road and The Green.

These possibly reflect historic access routes between roads and farmsteads. There is also a footpath which extends east out of the Conservation Area at the end of Back Lane. How the development connects to those existing routes is an important consideration for this development.

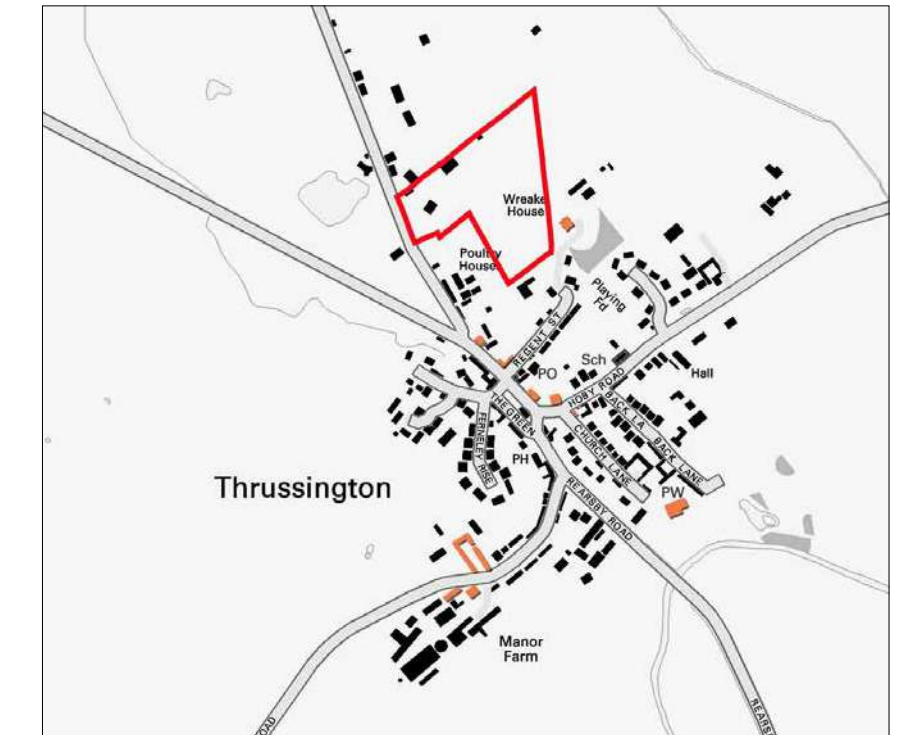


3.4 Character Appraisal



- Footpaths 05246
- National Cycle Route 48
- Church Protection Zone
- Key Views

Within the area identified as Church View Protection Zone, all new development should not exceed the height of the nave of the church and should not impact negatively on views of Holy Trinity Church.



The Grade II Listed Building 'Wreake House' is situated to the immediate east of the development site and must be considered as part of any development to ensure its setting is protected. The listing for the property advises:

House. Early C19. Whitewashed rendered brick and Swithland slate hipped roof with rendered brick ridge and right end stacks. Moulded wooden eaves cornice. 2 storeys of 3 6/6 sash windows. On ground floor a further 6/6 sash either side a central wooden porch with metal hipped roof. 6-panelled door and overlight with glazing bars radiating from central rectangle. On left end a 2 storey wing with 2 6/6 sashes over similar sash. Both have Swithland slate roof. 2 storey wing to rear.

3.4 Character Appraisal



In summary, it can be advised that the main contributions to the special character of Thrussington which must be considered as part of any development are:

- The use of a limited palette of materials throughout the village; generally restricted to brick either whitewashed or left untreated, Welsh slate and the distinctive local Swithland slate;
- The space of The Green, its associated buildings and uses and its connection to the village as a whole;
- The survival of a high level of historic fabric and details, from several buildings with medieval origins to the timber windows and interesting brickwork of the eighteenth and nineteenth centuries;
- The variety of the buildings within the village, from the impressive and dominant Manor Farm and The Old Vicarage to the thatched cottages around The Green and the red brick terraces;
- The ability to clearly read and understand the history and development of the village in the architecture, form, layout and use of the village today.

04

Design Evolution

4.1 Site Considerations

- Existing building to be removed as part of the development.
- Existing property to be retained and considered as part of the development proposals on site.
- Church protection zone - no property to the south of this line should not exceed the height of the nave of the church and should not impact negatively on views of Holy Trinity Church.
- Wildlife corridor - to be enhanced and protected as part of any development proposals.
- Existing footpath - The allocation asks that we 'Make use of the topography of the site and walking and cycling routes through it to enable the village's heritage assets to be appreciated by people using those routes.'
- Existing landscape features to be retained as part of the development - protected within public spaces wherever possible and sufficient spaces to allow root protection zones to be protected.
- Key views as identified within the Thrussington Neighbourhood Plan - to be considered as part of any development proposals.
- Wreak House - Grade II Listed Building - setting to be considered and respected as part of the development proposals.



4.2 Concept Design



4.2 Concept Design

Key Points

New access into the site maintains the key view into the site. The position and design avoids the existing landscape features and its organic nature allows views of the cedar trees which are a prominent feature from the main road.

The existing house to the west of the site has been retained and a green setting maintained. Access to this existing property is taken from the south.

The set back and open nature to the front of the site and to the southern corner maintains and enhances the wildlife corridor as identified within the Neighbourhood Plan - wetland and additional planting enhances biodiversity opportunities

Possible connections are being investigated to the existing footpath which runs along the eastern boundary. The highway design also allows visual connections through.

Existing landscape features are to be retained as part of the development - this is achieved through enhanced rear garden size

The Listed Building Wreake House setting has been respected with the retention of the existing Horse Chestnut Tree and siting of open space ensuring that its setting is respected.



4.2 Concept Design

- Tighter grain with village centre character at the entrance of the site - detailing linked to the existing property within the site.
- Courtyard style grouping to the north eastern corner of the site provides a unique character
- Detached dwellings provide a looser grain to the key area of open space.
- The position of those dwellings should be set back to allow key view to the Wreake House Listed Building and to respect its importance and setting.
- The views to the Church from within the centre of the site has been considered and the road alignment allows that view through the site.



4.2 Pre-Application Discussions

The following key points identify the elements, which demonstrate that the scheme has been developed in line with the site opportunities and constraints and local policy requirements.

- Retention of the existing mature trees with the access into the site designed around those existing features. This maintains a key 'green view' into the site.
- A character square and tighter grain of development is created as you enter the main part of the site reflecting this central key space.
- The orientation and position of the road running north / south allows glimpsed views of the open space, a key feature of the village and out towards the Church.
- To the north eastern corner, a courtyard feel provide a distinct character from the rest of the site which will be enhanced through the style and character of the dwellings.
- The key open space is created to the southern edge of the site which allows key connections from the existing PROW and existing open spaces and allows easy access to space for both existing and proposed residents.
- The position of the private drive to the southern edge of the development is set back enhancing the prominence and allows views towards the Wreake House Listed Building. The open space respects the setting of this key building.
- True dual aspect dwellings are created to all key corners of the site providing active frontages and surveillance to all public spaces.
- Existing landscape features are retained along the peripheries of the site protecting views of the development.
- The pedestrian and cycle links allows permeability throughout the site and the peripheral connections allow links to the existing PROW and allows direct connections to the centre of Thrussington.

 Potential link to existing PROW.



4.2 Pre-Application Discussions

Design

Pre-application discussions were held with the Local Authority in order to review and obtain views on the development proposals. The comments obtained in response to the design is provided below and emphasised on the plan opposite.

- A narrative of how we came to the current layout needs to be done-how it reflects the existing urban grain and built form of the village.
- How does the layout relate to the local context?
- The ultimate layout needs to relate to the layout and relationship of the existing development of Thrussington.
- We need to demonstrate how it relates and connects to the village and how it sits within the landscape setting.
- The density should relate to the rural form.

At the bottom of the site, and in other areas, the house and garage configuration is awkward, and often the garage becomes the 'end stop' which is not very attractive.

Houses should be the end stop viewpoint, not garages or side of plots.

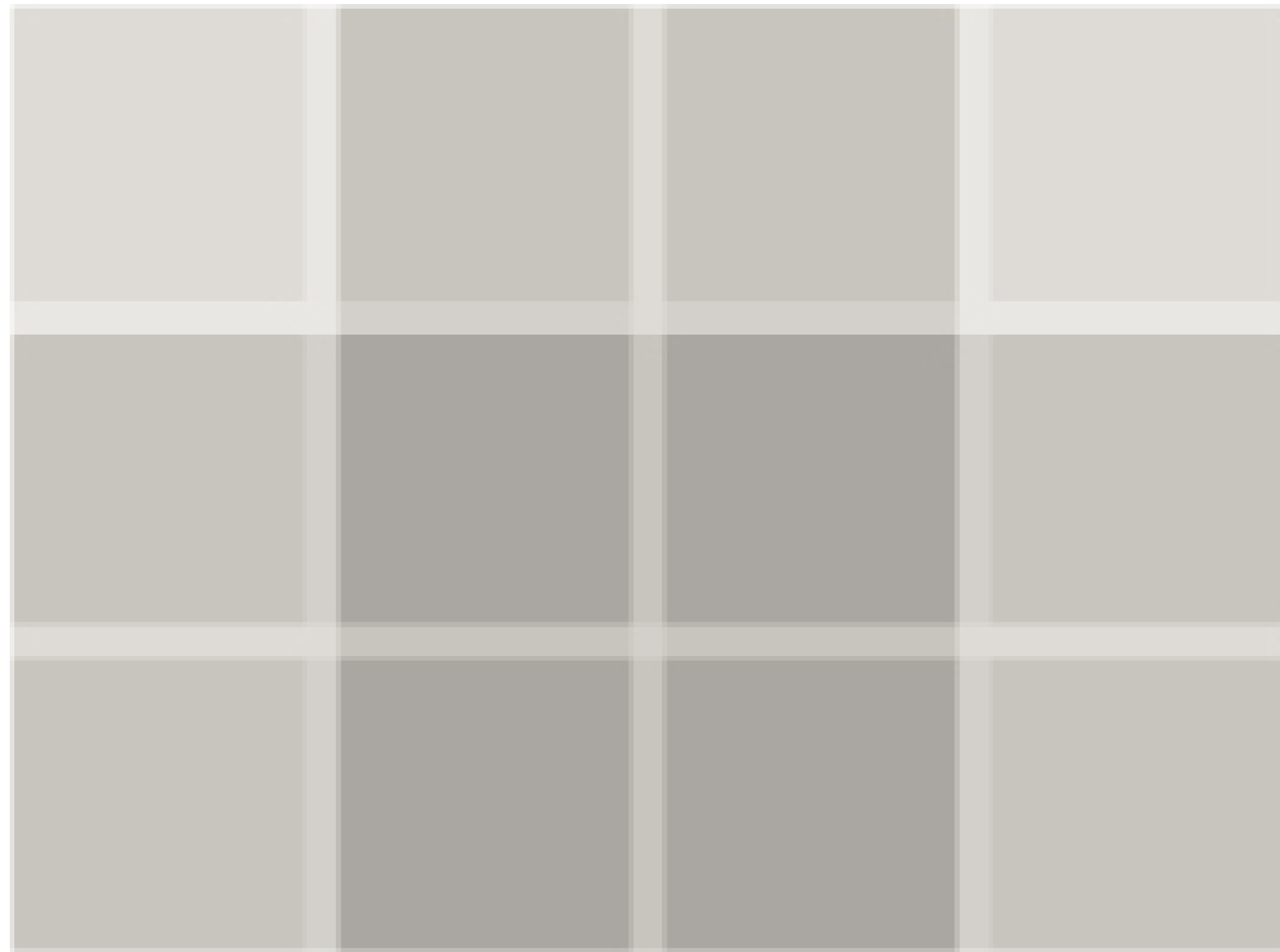
If plots are turned to be outward facing and landscaping is used to create the space around the edges, this could allow the existing hedge to be retained properly, and the small amount of ridge and furrow to be retained in small places.

Trees are to be integrated into the development.

The Local Plan rationale covers 3 points that the layout needs to consider:

- 1) Protect the setting of heritage assets
- 2) Making use of the bespoke design approach in the Design Appraisal
- 3) Integrating into the existing village





05

Design Solution

5.1 Proposed Site Layout

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities." (NPPF para.126)

The following key points identify the elements, which demonstrate that the scheme has been developed in line with the site opportunities and constraints and local policy requirements.

- Retention of the existing mature trees with the access into the site designed around those existing features. This maintains a key 'green view' into the site.
- A character square and tighter grain of development is created as you enter the main part of the site reflecting this central key space.
- The orientation and position of the road running north / south allows glimpsed views of the open space, a key feature of the village and out towards the Church.
- To the north eastern corner, a courtyard feel provide a distinct character from the rest of the site which will be enhanced through the style and character of the dwellings.
- The key open space is created to the southern edge of the site which allows key connections from the existing PROW and existing open spaces and allows easy access to space for both existing and proposed residents.
- The position of the private drive to the southern edge of the development is set back enhancing the prominence and allows views towards the Wreake House Listed Building. The open space respects the setting of this key building.
- True dual aspect dwellings are created to all key corners of the site providing active frontages and surveillance to all public spaces.
- Existing landscape features are retained along the peripheries of the site protecting views of the development.
- The pedestrian and cycle links allows permeability throughout the site and the peripheral connections allow links to the existing PROW and allows direct connections to the centre of Thrussington.



Potential link to existing PROW.

5.2 Amount of Development

The proposed layout identifies that this would include the provision of 68 new dwellings.

The development has been designed taking cues and characteristics from the surrounding areas in relation to design details

Mix of Housing

In line with the aspirations of the NPPF, Local Plan and Neighbourhood Plan, the provision of a mix of house types and styles can be attractive to a wide demographic and help to meet local housing need.

The development would provide a mix of 2, 3, 4 and 5 bedroom properties which vary in from with detached, semi detached and small terrace forms.

This comprises of:

Overall

Bed Range	Number	%
2	20	29
3	23	35
4	20	29
5	5	7

Affordable Homes

Bed Range	Number	%
2	15	81
3	5	19

This equates to 30% in line with Local Policy H2.

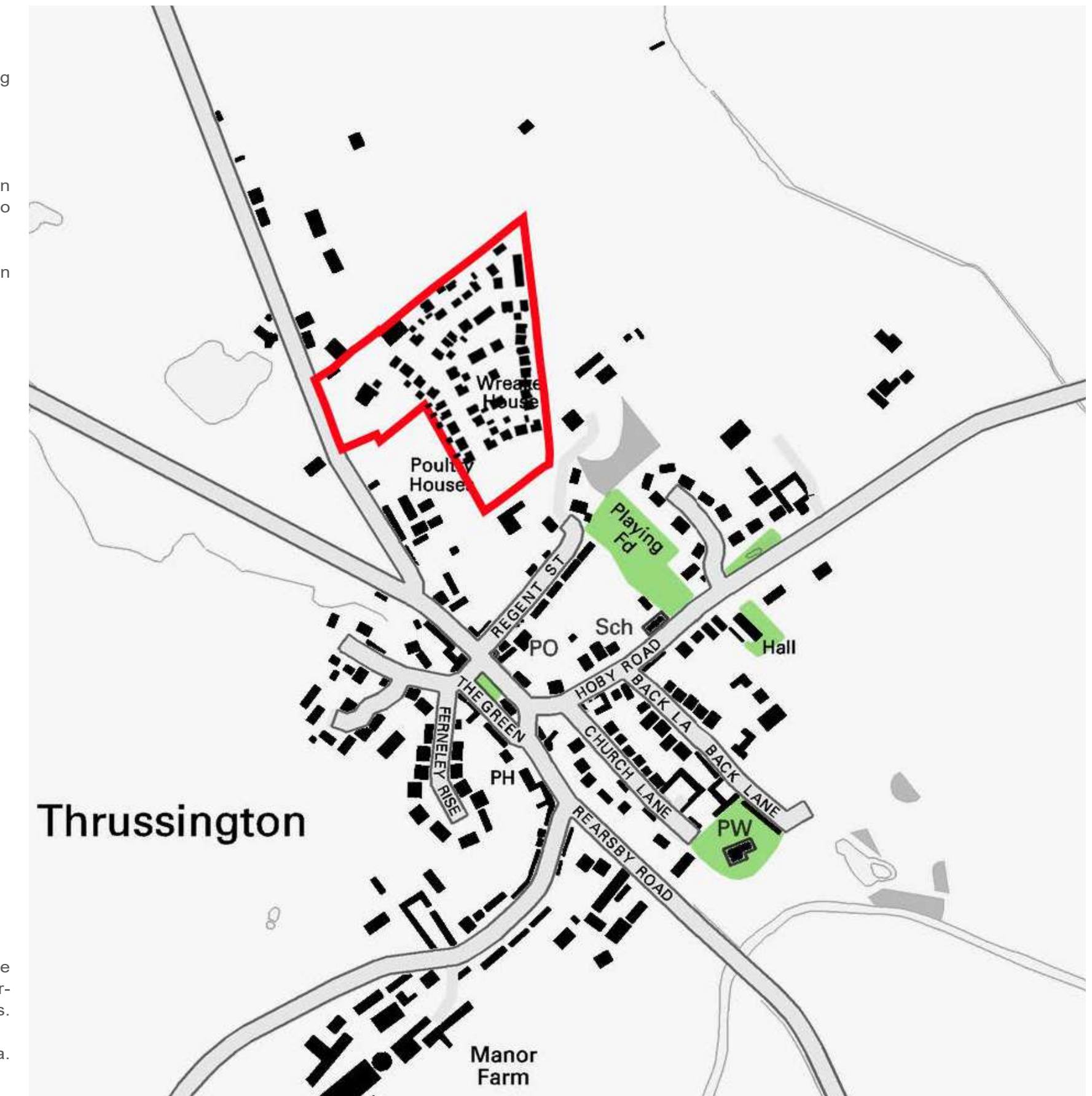
Open Market

Bed Range	Number	%
2	5	12
3	18	39
4	20	45
5	5	4

Although the level of development is considered to be greater than the aspirations of the sites allocation, it does represent an efficient form of development which reflects the varied types of homes whilst being respectful of the sites context, opportunities and barriers.

The scheme has a density of 32.95 dwellings per hectare based on a net area of 2.06 Ha.

The proposed Public Open Space provided on site is 0.62 ha.

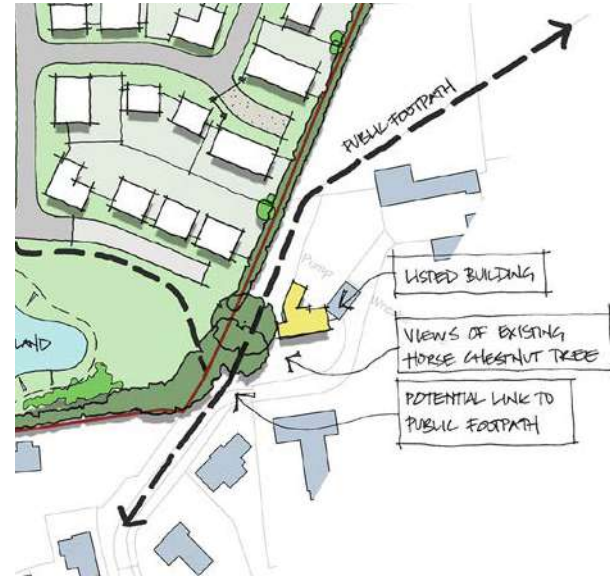


5.3 Pre-Application Evolutions

A number of changes have been made since the submission of the pre-application proposal. This section of the statement looks to identify those changes and identifies how the scheme has evolved and addresses the three main principles of the allocation:

- 1) Protect the setting of heritage assets
- 2) Making use of the bespoke design approach in the Design Appraisal
- 3) Integrating into the existing village

The extract below from the concept scheme identifies the Listed Building which is to be fully considered as part of this proposal.



In response to the pre-application concerns, this section of the layout has been completely re-visited. The following key changes have been made to ensure that the listed building is the main focal point and the key consideration for this part of the development.

- A key area of open space has been positioned to protect the setting of this listed building and allow views through to this heritage asset.
- The position and orientation of Plot 50 at an angle allows this view and reflects other houses within the wider locality which are set on angles to the street.
- Garages are positioned to the rear of the build line taking the cars away from the street scene.
- Plot 50 - given the proximity of this plot to the Listed building, careful material considerations have been undertaken.

Further detailing on this section of the site can be seen on Page 43 of this statement.

- 2) Making use of the bespoke design approach in the Design Appraisal
- 3) Integrating into the existing village



5.4 Character Areas

- 2) Making use of the bespoke design approach in the Design Appraisal

With the Thrussington Neighbourhood Plan, it advises that schemes should demonstrate how they have considered the relevant section of the Character Assessment and responded to the design guidance with respect to use of materials, architectural detailing, form and mass, plot size and provision of public and private space.

Contemporary and innovative design which respects its context and takes these factors into account will be supported.

The design evolution section of this statement examines how the scheme has evolved, taking into consideration the existing constraints or barriers to development whilst also examining the opportunities which will enhance the development of the site.

This has resulted in the general framework of development.

Since the submission of the pre-application proposals, further reviews have been undertaken in respect of the form of development within different sections of the site and the architectural detailing so as to better reflect the characteristics of Thrussington. This section therefore identifies the changes and evolutions that have occurred.

In respect of architectural detailing, variations are created dependant upon the position within the scheme. This section sets out the various character spaces and how the architectural detailing further emphasises the unique character of those areas.

In respect of material choices, please refer to Page 53 within the scale and appearance section of the statement. This section sets out the palette of materials and how these reflect to context of the locality.



5.4 Character Areas

Plots 1 and 2 provide the views as you enter the main part of the development. Plot 1 can be viewed in conjunction with the existing house and therefore the style proposed is reflective of that character.

Plot 1

- Brick built chimney
- Decorative tiles and finials to the roof
- Plain roof tiles
- Exposed rafter feet
- Decorative barge boards
- Half Render
- Timber panelling

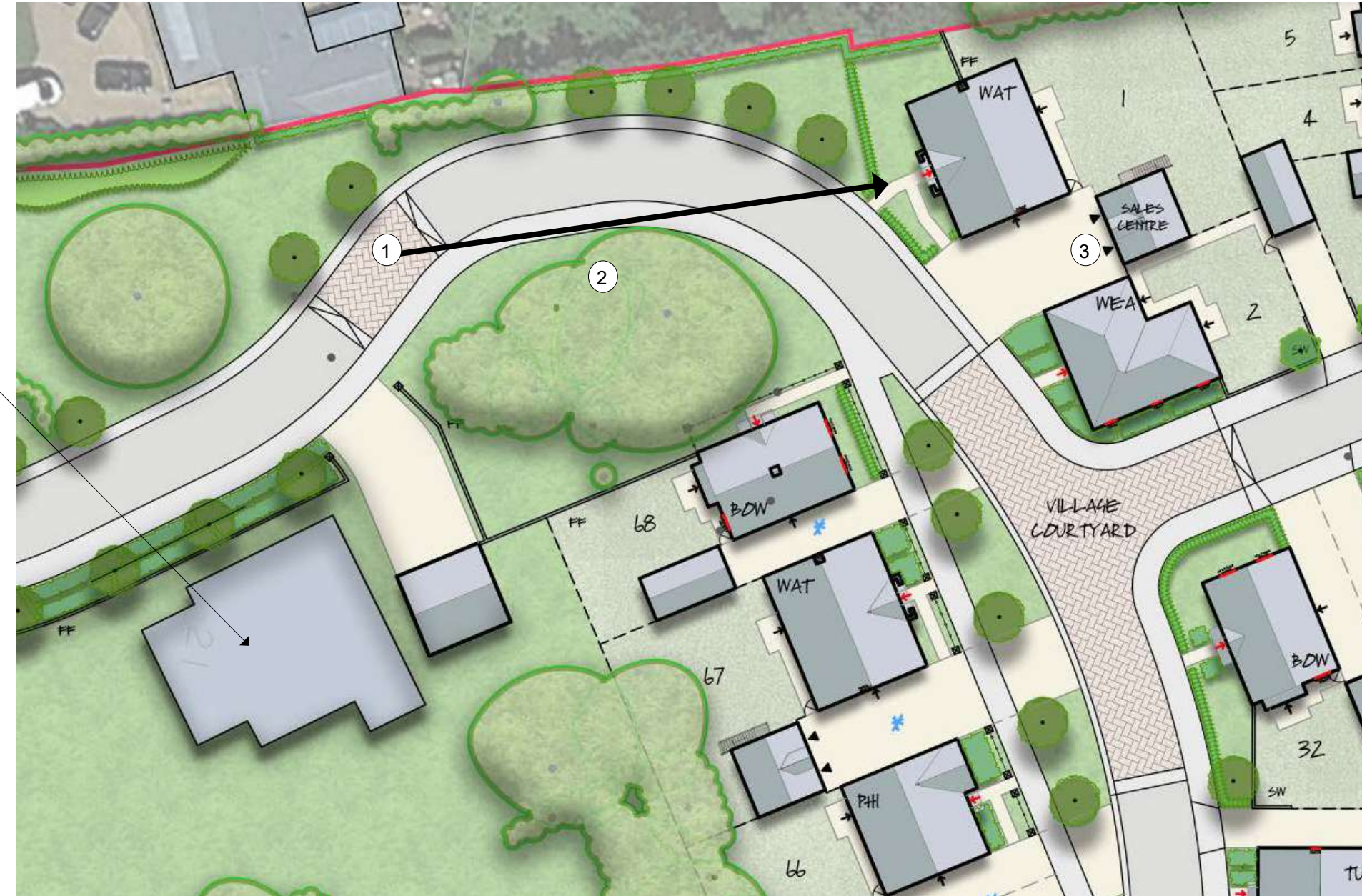


Plot 2 is inspired from an existing property albeit at a lower scale.

- Inset hipped roof
- Parapet walls
- Georgian windows
- Stone door surrounds
- Stone cills painted white
- Splayed soldier heads
- White painted window reveals.



Plot 2 provides a corner feature plot to the village square being created

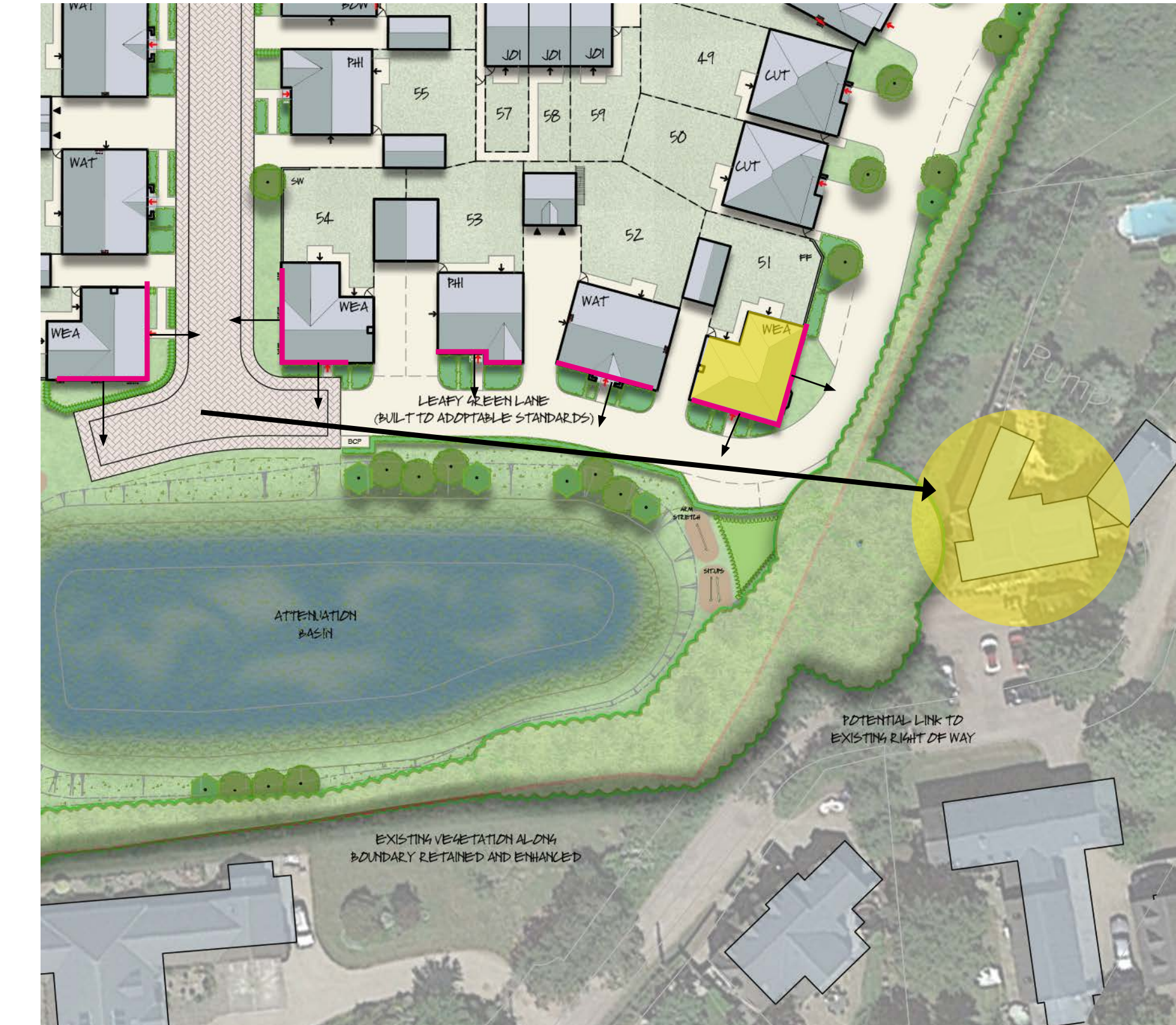


- ① Glimpsed views of Plot 1 can be seen from Old Gate Road so the character of this property is important in maintaining the character.
- ② Road designed to protect and maintain the existing landscape features within the development
- ③ Parking is set behind the main build line so as to avoid cars dominating this key streetscene. Additional tree planting also aids in minimising the impact of the car.

5.4 Character Areas

- ① The listed building is the main focal point and the key consideration for this part of the development.
- ② A key area of open space has been positioned to protect the setting of this listed building and allow views through to this heritage asset.
- ③ The position and orientation of Plot 50 at an angle allows this view and reflects other houses within the wider locality which are set on angles to the street.
- ④ True dual aspect dwellings are created to the corners and outward facing plots provides surveillance to the open space and roads.
- ⑤ Detached forms creates a low density element of the site.
- ⑥ The properties are turned to be outward facing and landscaping is used to create the space around the edges and retain and enhance existing landscape features.
- ⑦ Garages are positioned to the rear of the build line taking the cars away from the street scene.

Plot 51 - given the proximity of this plot to the Listed building, careful material considerations have been undertaken.



5.4 Character Areas

① Agricultural court yard is positioned to the northern extremity of the site and is reflective of the more rural and high density development along Ratcliffe Road.

② Although the buildings share a more modern aesthetic to the rest of the development, it is clear that they aim to retain traditional characteristics due to the choice of material and colour scheme used.



③ Here red brick facing material and mock slate roof is proposed. The elevations are that of a mock barn conversion with grey windows, arched heads and panel doors which provides a unique style to this section of the site.

④ Parking is segregated but secure in timber frame car barns - again reflective of its rural design.

⑤ 900mm high walls provides a gateway into this space providing a definition between the public and semi public space.



5.4 Character Areas

This area identifies the Village Square as you enter the main part of the new development.

① The properties are designed to provide a strong presence to this central square with true dual aspect dwellings providing visual interest and surveillance to all public spaces.

② Again, parking is set behind the build line in garages which ensures that cars have minimal impact on the streetscene.

③ As seen within the wider locality, the properties are positioned at differing angles to the street, allowing landscape pockets to be developed.

④ The change in material naturally slows the driver of vehicles and creates a more pedestrian friendly environment within the wider square space.

⑤ Care has been taken to ensure the privacy levels for new residents of those properties remains high with additional hedgerows preventing direct looking and defining those public and private areas.

The Village Square is to be defined architecturally with Victorian window casements as demonstrated below:



5.5 Proposed Greenspaces

The site includes two key areas of open space within the site which provide two distinctive functions. To the entrance, the retention of the mature landscape trees provides a distinctive entrance to the site. These are considered to have significant value and afford glimpsed views of the development beyond.

The second area of open space is situated to the southern boundary of the site and provide a larger space for informal recreation. A SUD's basin creates a high quality setting which enhances biodiversity. The addition of the detention basin as part of the sustainable drainage scheme and grassland areas will enhance the visual appearance of the scheme and will increase the ecological habitat on the site.

Through each of the two areas, a trim trail has been designed with more naturalistic equipment. The decision to create a trim trail is due to the many benefits they bring namely that they promotes vigorous physical activity in a fun way, encourages imaginative play, develops children's life skills and improves mental well-being, they are multi generational and motor planning.



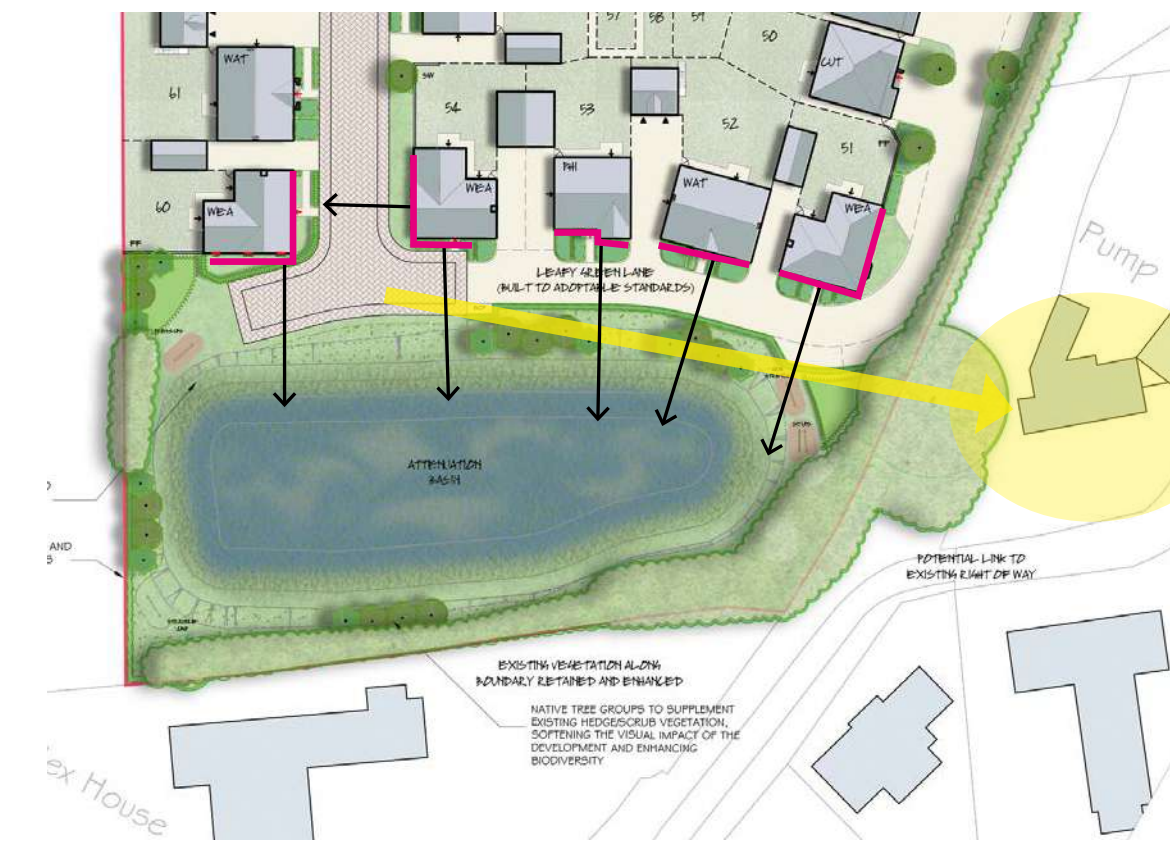
The layout and position of the open spaces have responded to the existing natural features and the dwellings have been orientated to provide a maximum benefit from views over the open spaces and landscaped areas, with new pedestrian and cycle paths penetrating the site and connecting to the existing PROW beyond the site.

In addition to the retention of the existing landscape features both within and along the boundaries of the site, the development proposes a landscaping scheme which would include the planting of new hedges and trees and the inclusion of wildflower planting at the detention basin.



● Potential link to existing PROW.

5.5 Proposed Greenspaces



The wider landscape of the surrounding countryside is often not visible from within the village although there are pleasing occasional glimpses through gateways or across buildings. Here the orientation of the road allows view outwards as you enter the site.

The image opposite identifies how the additional areas of open space will sit within the village itself.

The northern open space expands the opportunities to access key open space for those living to the northern extremes of Thrusington.

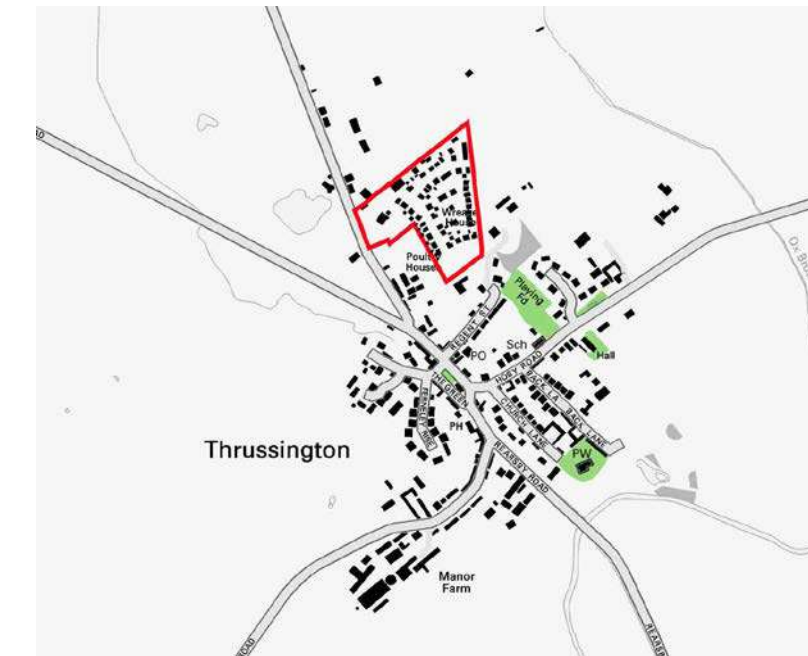
Like the other areas of open space within the village whilst not significant in terms of area, these two spaces would be significant in terms of their contribution to the feel of the space.

The open spaces are integrated as part of route hierarchy so that they are easy to find and support more sustainable movement patterns across the development

The spaces are well defined through the scale and proportion of the surrounding dwellings

The position and style of open space created helps make the development a more relaxing and tranquil environment, as well as helping towards biodiversity gain on new developments.

An appropriate separation has however been achieved between neighbouring dwellings and the play space in the interests of reducing any noise and disturbance.



5.6 Scale of Development

The plan opposite identifies the proposed heights put forward as part of these proposals

Given the existing form within the locality the development proposes the development of 2 storey homes throughout the site.

Statement dwellings and corner turners have been located at prominent positions throughout the site to further enhance the streetscene and the quality of the development providing focal points.

KEY

- 2 Storey dwellings
- 1.5 Storey garage with office

In line with local requirements, care has been taken to ensure that no development within Church View Protection Zone exceeds the height of the nave of the church. This ensures that the development will not impact negatively on views of Holy Trinity Church.



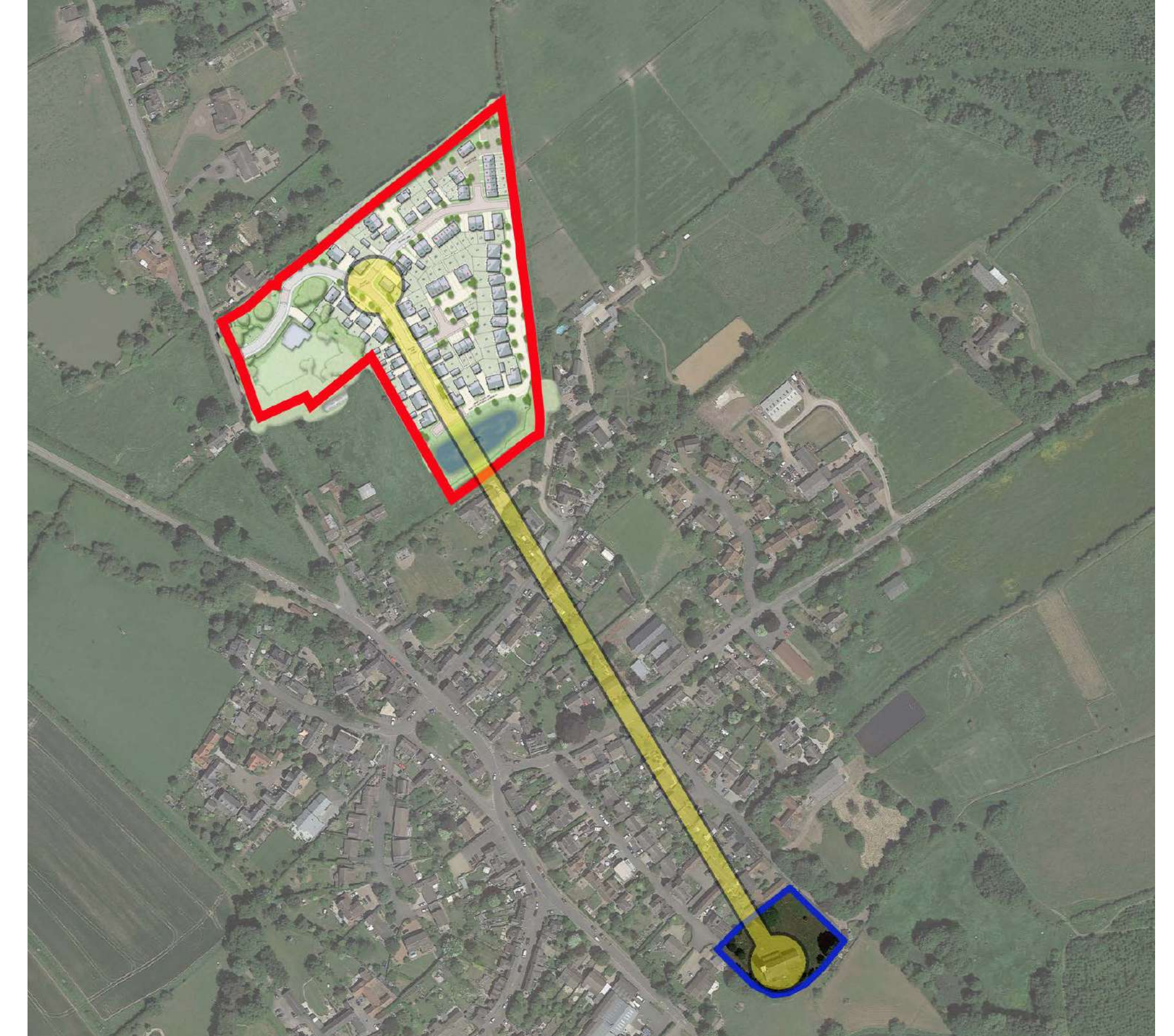
5.6 Scale of Development

Further considering Holy Trinity Church from within the site itself, a view of Holy Trinity Church exists from the high point of the site only.

The view however is partly obscured by other buildings and vegetation between the site and the church.

Care has therefore been taken to ensure that the vista line has been preserved within the layout, extending southwards from the village square cluster at the high point of the site.

Views may also be possible from the houses which face south around the open space.



5.7 Designing out Crime

NPPF states at paragraphs 92 and 130 the following in respect of safe and inclusive design:

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas (p.92).

Planning policies and decisions should ensure that developments:

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (p.130).

General Principles considered and taken forward as part of this development includes:

- Footpath links are clearly and logically positioned to ensure surveillance and use.
- Parking seeks to be provided within curtilage wherever possible through a drive and / or garage. Where spaces are created these are positioned in close proximity and surveilled by the property they serve.
- Public and private spaces are clearly defined to minimise the possibility of crime/anti-social behaviour going un-challenged. This is through the use of a well-designed and sensitive landscaping scheme or boundary treatment which will create a high quality and attractive environment.
- The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings. Front boundaries are defined by landscaping or a boundary treatment as appropriate. The use of 1800mm screen walls are employed where the rear / side garden boundaries abut the highway.
- Rear gardens are plotted against rear gardens where possible to minimise the possibility of unwanted access. Any rear access paths should have lockable gates preventing casual intrusion.
- The use of defensive planting will maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings responds to the street with outward facing development, front doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables are appropriately treated with windows to ensure surveillance and dual aspect dwellings are employed at key corners.



5.8 Movement

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved. This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

The principles of the movement framework are to ensure:

- The site layout makes effective connections to existing walking and cycling links and takes the opportunity to create new connections. The site access recognises the different needs of people walking, cycling and using cars and prioritise the needs of people walking and cycling, to encourage sustainable modes of travel.
- In order to contribute towards more people using sustainable modes of travel, the walking links are safe, convenient, direct and accessible; the layout provides direct connections through the open spaces.
- The streets are able to serve emergency and service vehicles, and maintain low vehicular speeds.
- The use of creative design ensures natural surveillance and movement which will help to mitigate the risk of crime.
- The design concept encourages lower traffic speeds through building to street width ratios and the placement of buildings at corners.

- Primary vehicular routes (5.5m carriageway and 2 x 2m footpaths)
Road speeds designed to be a maximum of 20 mph
- Shared Surface streets - the angular nature and short lengths ensure pedestrians and vehicles can safely share the spaces.
Road speeds to be maximum of 10 mph
- Private drives / leafy lanes which are built to adoptable standards.
- ↔ Off site pedestrian linkages to the wider locality
- Potential link to the existing PROW.



5.9 Car Parking Solutions

A strategy for the provision of car parking within the site has developed as a fully integrated urban design component, rather than as a separate after thought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

The parking provision within the site is provided in accordance with the adopted local guidelines and standards and in curtilage parking has been supplemented with areas of managed visitor/casual caller parking.

A variety of parking solutions can be found within the locality of the site including on plot garages, driveways and on street. It is the preferred option that any parking solution be located in a position which is directly related to the property it serves ideally within the curtilage either by driveway or by garage.

A range of parking solutions are proposed and examples of these are demonstrated below.



A mix of parking solutions as demonstrated on the examples above helps to minimise the impact of the car by allowing the provision of high levels of meaningful planting to the front of the houses. The variety also allows variety in the building lines creating visual impact and interesting streetscenes.

Parking to the side on dual aspect dwellings allows overlooking to the areas of open space whilst taking the car away from the street scene, minimising the car in these key locations

5.10 Materiality

The Conservation Area Appraisal advises the following:

Walls

The most common materials within the Conservation Area are red brick and both Swithland and Welsh slate.

Red brick is the dominant building material within the Conservation Area although its red colouring is sometimes obscured by its painting in white or cream.

In some cases, the red of the brick has been concealed by its being whitewashed such as 9 Seagrave Road and Yew Tree Cottage.

Buildings of roughcast render are also relatively common throughout the Conservation Area, with notable examples including 32 The Green and 41-49 Back Lane. The blend of the red brick, whitewashed brick and painted render all contribute to the character of the Conservation Area.

Many buildings make use of a rubble or brick plinth in contrast to the main building material. The Hollies and Bridgeland are notable examples.

Roofs

The primary roofing material in Thrussington historically was thatch with the shops, The Star Inn and The Well House all being thatched in the 1890s. Today however, only two examples of this material remain; Little Thatch and 9 Seagrave Road.

Slate is now the most visible roofing material, with the majority of the buildings within the Conservation Area having roofs of either Swithland slate, Welsh slate or sometimes both.

Chimneys throughout the Conservation Area are usually brick, to a relatively simple design with an arrangement of one, two or four pots common.

Doors and Windows

There is no one dominant type of window throughout the Conservation Area as most buildings have a mix of sash and casement windows, usually with either vertical or horizontal sashes to the front and casement windows to the side and rear elevations.

The proposals envisage a mix of brick and render as identified opposite. Further discussions would be welcomed as we progress through this pre-application process.



5.11 Architectural Details

A sample of the proposed house types are shown below.



5.11 Architectural Details



5.11 Architectural Details



06

Design Quality

6.1 Design Quality

The basis upon which this assessment is made is on the Building for a Healthy Life (BHL). The Building for a Healthy Life (BHL) document updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of this updated BHL.

Taking each of the key considerations in turn, this document assesses the design proposals and assigns either a green, amber or red award. The key sections for consideration are identified opposite and below: -

Red = Stop and rethink

Amber = Try and turn to green

Green = Go ahead



As the initial assessment advises opposite, in our opinion the scheme is currently achieving green lights to 5 criteria. The relevant sections within this Design and Access Statement backs up our conclusions on these various elements.

Under the new assessment system the LPA is encouraged to work with us in order to achieve as many green lights as possible, and to avoid any reds and we welcome those discussions through the course of the application.

These proposals will avoid any red lights and are fully capable of being further refined to deliver positively against all the new Building for Life test.

14 INTEGRATED NEIGHBOURHOODS
Natural connections
Walking, cycling and public transport
Facilities and services
Homes for everyone

38 DISTINCTIVE PLACES
Making the most of what's there
A memorable character
Well defined streets and spaces
Easy to find your way around

62 STREETS FOR ALL
Healthy streets
Cycle and car parking
Green and blue infrastructure
Back of pavement, front of home

1	2
1 NATURAL CONNECTIONS Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.	

The proposed development provides a primary vehicular access point into the scheme from Old Gate Road.

More importantly however are the pedestrian linkages that are created both within and out to the wider services and facilities within the locality. The pedestrian and vehicular connections ensures this development is not isolated and allows the safe movement both within, through and around the site. The links identified are direct and overlooked through the principles identified on the layout.

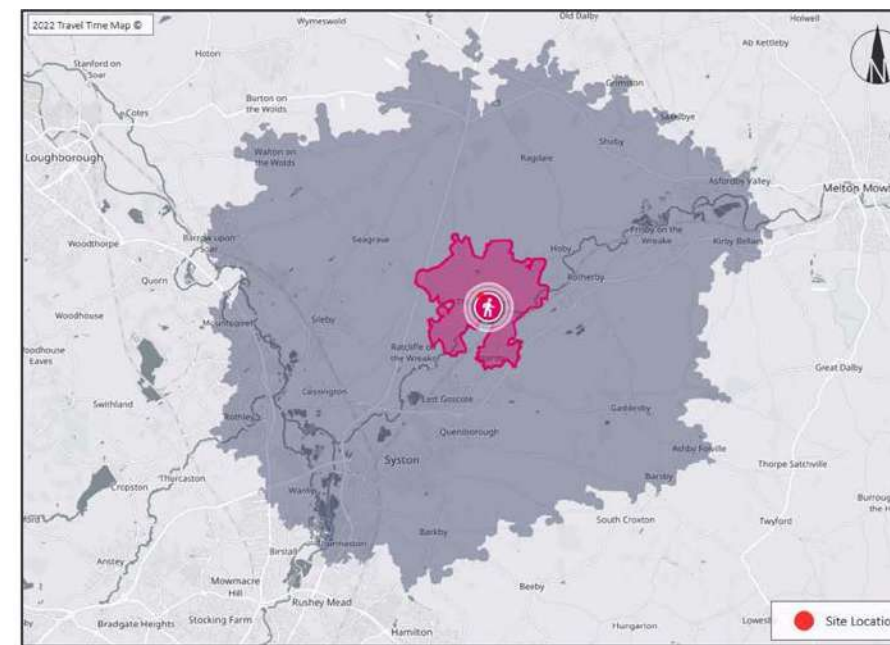
Existing trees and hedgerows are retained particularly along the peripheries of the site safeguarding existing or creating new movement corridors for nature within the development. The design of the streets allows a pleasant low traffic environment around people's homes whilst still allowing pedestrian movement.

2	2 WALKING, CYCLING AND PUBLIC TRANSPORT Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions
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Thrussington is not situated on a bus corridor with the closest stops situated c.1.6km (c.26-minute walk journey) to the south on Melton Road, Rearsby. Here, a selection of services route between Leicester and Melton Mowbray on a frequent basis with 3 departures per hour between 07:02-19:40.

The closest railway station is Sileby station, which is located approximately 4.5km from the site. The station is served by a small local passenger service on the Midland Main Line called the Ivanhoe line which is operated by East Midlands Rail.

Given the sites relative proximity to Thrussington village centre, a number of services and facilities used on a regular basis by future residents of the proposed development are situated within walking distance.



6.1 Design Quality

3	4
3 FACILITIES AND SERVICES Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.	

This site is well positioned in terms of benefiting from good public transport links and services including local shops, schools, employment opportunities and health/leisure facilities.

The site includes two key areas of open space within the site which provide two distinctive functions. To the entrance, the retention of the mature landscape trees provides a distinctive entrance to the site. These are considered to have significant value and afford glimpsed views of the development beyond.



The second area of open space is situated to the southern boundary of the site and provide a larger space for informal recreation. A SUD's basin creates a high quality setting which enhances biodiversity. The addition of the detention basin as part of the sustainable drainage scheme and grassland areas will enhance the visual appearance of the scheme and will increase the ecological habitat on the site.

Through each of the two areas, a trim trail has been designed with more naturalistic equipment. The decision to create a trim trail is due to the

4	4 HOMES FOR EVERYONE A range of homes that meet local community needs.
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The development proposals demonstrates the site can accommodate 68 dwellings.

The mix is in line with local need and ensures a wide range of accommodation types both in terms of form and scale. The scheme proposes a mix of 2, 3, 4 and 5 bedroom dwellings which are detached, semi detached and terraces.

This variety would provide wide choice and variety for a wide demographic.

Generous gardens and spaces would also allow potential in the future for adaptation alongside residents growing needs with room for extension should they wish to do so.

Overall, 20 of the 68 dwellings are identified as affordable housing in line with LPA requirements.

5	6
5 MAKING THE MOST OF WHAT'S THERE Understand and respond	

The proposed layout has been designed following sound urban design principles and guidance whilst maximising the sites opportunities and giving due regard to site constraints. It is considered that the scheme proposed creates a place that has its own identity whilst respecting its surroundings and being part of the wider community. The key features to be considered as part of the development includes: -

- Existing landscape features and the requisite RPZ's / buffer zones have been established through survey work and has been accommodated for as part of the development.
- Outward facing development allows those features to be retained within public spaces and allows a set back of development from the open spaces beyond.
- Careful consideration of the existing form and architectural detailing of the existing development.



- Careful consideration on the setting of the listed building in terms of views and orientation of the proposed properties.
- Topography carefully considered and sustainable drainage designed appropriately.

6	6 A MEMORABLE CHARACTER Create places that are memorable.
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Since the submission of the pre-application proposals, further reviews have been undertaken in respect of the form of development within different sections of the site and the architectural detailing so as to better reflect the characteristics of Thrussington. This section therefore identifies the changes and evolutions that have occurred.

In respect of architectural detailing, variations are created dependant upon the position within the scheme. This section sets out the various character spaces and how the architectural detailing further emphasises the unique character of those areas.

In respect of material choices, please refer to Page 53. This section sets out the palette of materials and how these reflect to context of the locality.

Use of landscape design, vistas, gateways and dual aspect dwellings also assist in legibility and memorable spaces.



6.1 Design Quality



7 WELL DEFINED STREETS AND SPACES Create a network of streets and spaces that are well enclosed, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to services and facilities within the wider locality.

The primary route provides a connection from Old Gate Road and provides a primary route through the development.

Traffic speeds would be greater along the main primary route and therefore a segregation of pedestrians to the vehicle assists in the safe movement. Tree lined verges define this hierarchy.

The primary routes give way to a series of secondary shared surface streets where vehicles and pedestrians share those spaces. Here speed would be naturally slowed by the design and material of the highway. The leafy green lane, agricultural courtyards and private drives are the lowest in the hierarchy of street types within the development, each creating their own character.



with active frontages and cohesive building lines as demonstrated within the layout. Dual aspect dwellings are provided to all key corners to ensure interest, activity and surveillance.

8 EASY TO FIND YOUR WAY AROUND Use legible features to help people find their way around a place

The layout demonstrates how a legible environment can be created for users of the development. This has been achieved in a number of ways as identified below: -

Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops.

Developing a clear distinction between public and private spaces avoids confusion. Similar to existing developments within the locality this is achieved through careful landscape treatments and / or appropriate boundary treatments.

Entrances to the properties are located along the main elevations making it easier for residents and

visitors to find their way around.

Clear paths along desire lines lead pedestrians across and around the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.

Careful material choice and scale can also assist in creating a high quality legible environment. Varying architectural detailing reflecting the different sections of the scheme also aid in legibility respecting existing character.



9 HEALTHY STREETS Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease

The key feature of this site is the ability to create safe pedestrian routes through and around the site. Those routes are provided through high quality areas of public space and landscape features which exist or are enhanced as part of the development proposals. The design of the highway prioritises the pedestrian and provides key visual links from within the main body of the site to the areas of POS.

Pedestrian footpaths would also be integrated within the street with high quality lighting and surveillance. The streets have short distances between junctions and turns to ensure 20mph design speeds can be achieved.

Sufficient space has been created between the development and existing trees allowing space to thrive and avoiding future pressures for removal. This is particularly important along the eastern boundary where development fronts outwards.

Parking has been varied within the streets with spaces and garages and this variation allows landscape features to be provided in front gardens minimising the impact of the car within the street. This will add to the sensory richness of the development.

The open spaces are directly linked by the pedestrian routes and these provide spaces for residents to sit, space to chat or play.



6.1 Design Quality



10 CYCLE AND CAR PARKING Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene

The orientation and position of dwellings will provide natural surveillance to all routes.

All dwellings will have sufficiently large garages to accommodate cycle storage, or space within the garden to accommodate a dedicated cycle storage shed. The development proposals carefully consider plot depths to ensure this is a realistic and achievable feature.

The housing layout is designed with consideration of not only the amount of parking but how and where it is accommodated, ensuring that ad-hoc on-street parking is minimised.

The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. Individual parking has been designed to be situated close to the dwelling it serves for convenience and surveillance. A range of parking solutions create variety and landscaping is then used to break up parking to help settle parked cars into the street.



11 GREEN AND BLUE INFRASTRUCTURE Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature

Proposals will need to consider the NPPF hierarchy of Avoid - Mitigate – Compensate in minimising any loss of biodiversity.

The green infrastructure proposed is multi-functional, delivering biodiversity, amenity, aesthetic and drainage benefits, and also forms continuous corridors for wildlife movement.

New trees are identified to be planted within the scheme as part of the detailed landscape proposals. This includes planting along the primary streets and open spaces.

The link between usable open green space and mental well being is well established and the desire to create direct links for recreation and social interaction within the development is a core principle we are trying



to create. This scheme achieves this by integrating development with the open space and creating a trim trail within the scheme.

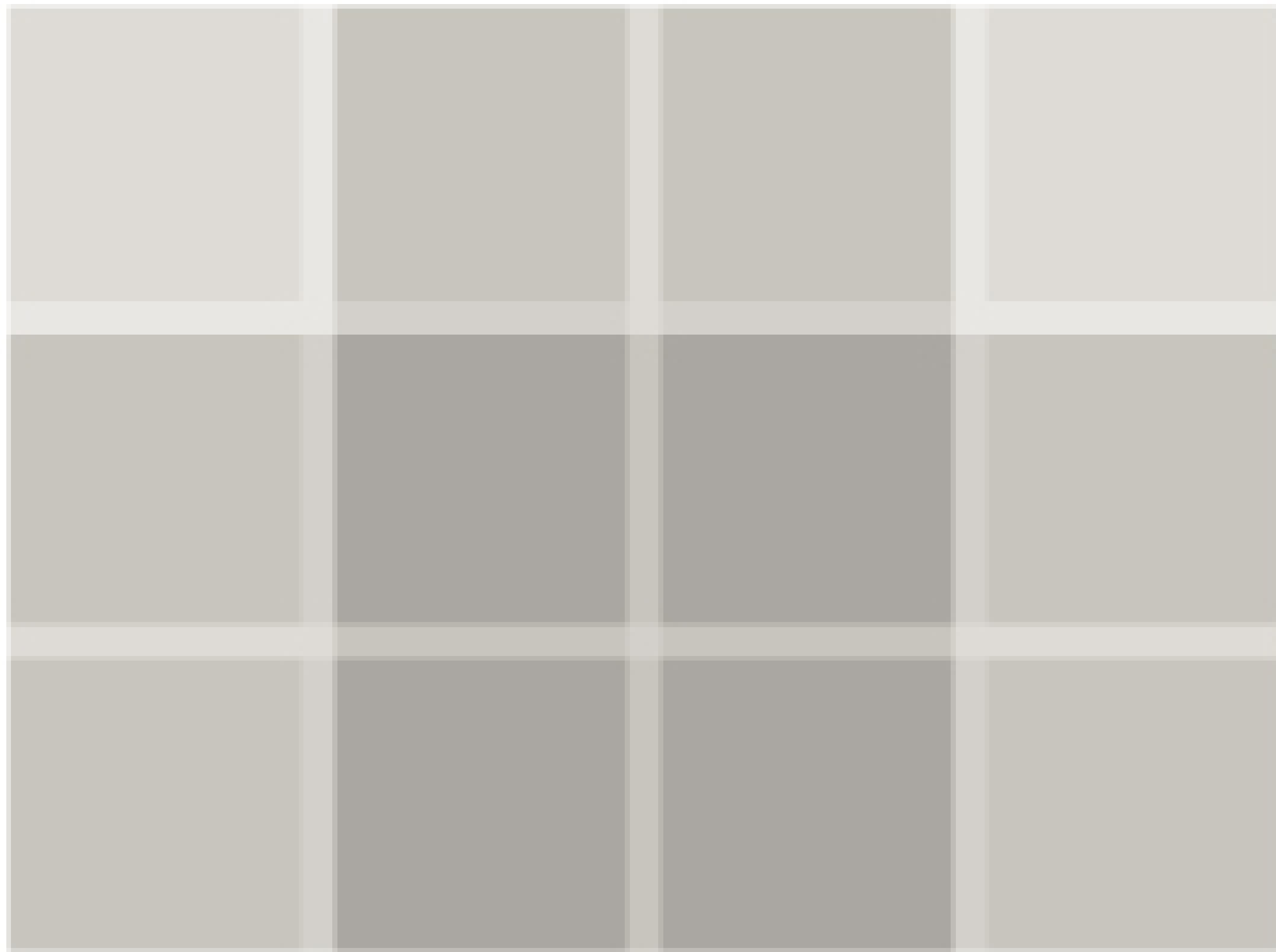
Installing roosting, nesting or hibernation features for fauna will also be beneficial and garden fences will be permeable so that hedgehogs can have access through the Site.

12 BACK OF PAVEMENT, FRONT OF HOME The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes

Appropriate boundary treatments are designed within the scheme which would assist in the creation of a safe and defensible scheme. This establishes a clear definition between the public and private realm which can be tailored to match its setting in terms of type and design.

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development. In order to establish a successful development, the following principles are established in order to accommodate the required bin provision:

- The distance between storage areas and collection points are minimised within the development.
- The dwellings on the site that are detached or semi-detached have access to their garden to allow bins/recycling to be stored safely in rear gardens. Where terraced forms are provided, rear access paths are designed to middle houses with gates preventing casual intrusion to allow bins to be stored away from the streetscene.
- These design principles will ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.
- Varied property types and parking solutions provide varied set backs within the street which provide the opportunity for garden spaces and opportunities for social interaction. The doors to all dwellings face the street and provide activity and surveillance.
- Care is also taken to ensure all areas of the scheme are well defined avoiding confusion or ambiguity in terms of use or ownership.
- Feature fences are also designed to key boundaries which are visible within the public realm. This will provide clear definition and high quality streetscenes.



07

Summary

7.0 Summary

This Design and Access Statement demonstrates that the proposals accord with relevant National and Local Planning Policy and Design Best Practice in relation to planning applications.

Overall, the proposed layout and supporting illustrations have been developed based on a clear set of design parameters established by the allocation requirements.

These principles ensure a well designed detailed proposal with careful consideration given to a range of dwellings in a pleasant, safe and secure environment.

New residents will benefit from links to public transport, footpath / cycle permeability with well defined public green spaces.

These combined elements will ensure a pleasant, attractive and thriving environment to live.



Development Summary

Site Area (Gross): 2.77ha

Amount of Development: 68 dwellings

Density: 32.95 dwellings / hectare

Bedroom Range: 2, 3, 4 and 5 bedroom properties

Property Types: Detached, semi detached, small terraces