

## 2.0 DEVELOPMENT PROPOSALS (THE PROJECT): REPLACEMENT CHAPTER

### 2.1 INTRODUCTION

- 2.1.1 This Chapter of the Environmental Statement describes the Project. Some details (such as construction particulars, anticipated residues and emissions, and the use of natural resources) are addressed in the 'Project Design' sections of topic-specific chapters.
- 2.1.2 The Project comprises a planned new community on land to the west of the existing urban area of Leicester in Blaby District, defined by the M1 motorway to the east, the community of Leicester Forest East to the north, Beggar's Lane to the west and Leicester Lane to the south. The application boundary is identified at Appendix 2A, Figure 2.4A. The Project consists of up to 4,250 new homes, a mixed-use district centre and two mixed use local centres with retail, commercial employment, leisure, health, community and residential uses, non-residential institutions (including secondary school, primary schools and nurseries), a Strategic Employment Site of 21 hectares, open spaces and woodlands, new access points and associated facilities and infrastructure (comprising utilities including gas, electricity, water, sewerage and telecommunications, and network and diversion to existing utilities where necessary). Detailed proposals are also made for two new road bridges over the M1 motorway and M69 motorway, and two road access points from Beggar's Lane and new accesses from Meridian Way, Chapel Green/Baines Lane and Leicester Lane. The link to the north of Leicester Forest East motorway services (connecting with Glebe Farm Way and Baines Lane) is initially during phase one for all traffic and will then be used for public transport only after the M1 motorway bridge is opened.
- 2.1.3 The proposed land uses and building dimensions are detailed at Appendix 2B and should be considered in conjunction with Appendix 2A, Figure 2.5A. The Parameters Plans, included at Appendix 2A, include three Phasing Plans; Figures 2.10.1A - 2.10.3A.
- 2.1.4 The assessment considers a larger quantum of development than described in the Project in that it considers the impacts of up to 4,500 new homes rather than up to 4,250 new homes applied for in the application. This is to take account of potential residential development on land to the north of the site which is outside the application boundary but is included within the Council's definition of the Sustainable Urban Extension. In assessing the larger number, the assessment is robust in considering the cumulative impacts of the Project and the additional land, were this also to come forward for residential development.

#### Vision

- 2.1.5 The Design and Access Statement as supplemented by Design and Access Statement A describes the vision for Lubbesthorpe at Part 3, Section 7 as follows:-

*"The vision is of a sustainable, integrated and coherent extension to the city and an attractive, successful and well-served new community in Blaby."*

## Design Principles

- 2.1.6 The Project is based on a set of design principles drawn from national and local urban design policies and from good practice. The principles also reflect the results of the Stakeholder Workshop in January 2010 and the subsequent stakeholder engagement and public consultations. These principles comprise (inter alia) to:-
- Develop and integrated sustainable urban extension properly connected to its surrounding communities;
  - Respond to the influences of the site to design the development so it is set-well into its landscape;
  - Create a green setting with parks, woodlands and significant improvements to the bio-diversity of the site;
  - Develop in a compact way, enabling easy access to a full range of local facilities including shops and schools;
  - Promote sustainable means of travel within and between the development, including walking, cycling and public transport, with strong connections to neighbouring communities and employment areas; and
  - Create an attractive development which reflects local building traditions and precedents (in terms of materials and styles for instance), and also interprets these to create homes and places to work that meet contemporary needs and demands.

## Layout

- 2.1.7 The design of New Lubbesthorpe is set within a framework formed from the following components:-
- Land Use;
  - Urban Design;
  - Landscape and Open Space (Green Infrastructure); and
  - Access.

## 2.2 THE LAND USE FRAMEWORK

- 2.2.1 The land use framework sets the location and scale of the land uses. The land uses are shown on Parameters Plan B: Land Use, Appendix 2A, Figure 2.5A and at Appendix 2B. The proposed land uses are:-

## Housing

- 2.2.2 The housing areas are defined by a combination of routes, open spaces and natural features such as woodlands, the Deserted Medieval Village of Lubbesthorpe Scheduled Monument and its setting, the setting of the Medieval Rabbit Warren Scheduled Monument (which lies outside of the site area), watercourses and their flood areas, and hedgerows. The housing areas are further defined by the proposed street structure, and by parameters for the built form, including height and density.

- 2.2.3 Up to 4,250 dwellings are proposed, consisting of detached, semi-detached and terraced houses, as well as townhouses, flats over garages, apartments, bungalows and sheltered and assisted /care housing.
- 2.2.4 Up to 30% of the new homes on the site are proposed in the form of affordable housing including both social rented housing and intermediate tenures of housing.
- 2.2.5 Housing is proposed to be located within both the residential and mixed-use areas shown on Parameters Plan B: Land Use, Appendix 2A, Figure 2.5A, and specified at Appendix 2B; and to be accommodated within the density ranges set out on Parameters Plan E: Residential Density, Appendix 2A: Figure 2.8A.
- 2.2.6 Residential development is proposed to be comprised of buildings of between 5m – 20m in depth, 5m – 100m in length of building frontage and 3m – 12m in height to the ridge level (but excluding any point features such as towers, turrets, chimneys etc). Residential uses within the district and local centres would be subject to different scale parameters as set out below.

### **District Centre**

- 2.2.7 The district centre is proposed as a mixed-use development to be accessible to the whole new community and, importantly, to be accessible and convenient to residents from the existing communities of Thorpe Astley and Leicester Forest East and adjacent employment areas. The district centre would contain a variety of retail, office, community, leisure, health and residential uses, as well as a waste bring site. The proposed secondary school would be located alongside to the south and publicly accessible facilities at the school would help reinforce the strength of the centre.
- 2.2.8 The district centre is proposed to accommodate up to 10,260 sq m of non-residential floorspace, consisting of an envisaged mix of up to 4,230 sq m (net) of retail (Class A1) floorspace, up to 2,000 sq m of business (Class B1) floorspace, up to 500 sq m (net) of A2 (Financial & Professional Services), up to 730 sq m of A3-5 (Food & Drink), up to 1,500 sq m of D2 (Assembly and Leisure) community centre and up to 1,200 sq m of D1 (Non-Residential Institutions) health centre to be operated by an appropriate NHS body, and associated car parking. Up to 100 sq m of floorspace is also assumed for a waste management facility (a waste bring site). The district centre would also accommodate new homes, predominantly in the form of apartments and town houses. The content of the district centre is specified at Appendix 2B.
- 2.2.9 The district centre is proposed to employ built form within the following parameters:-
- Building depth: 5m – 50m;
  - Building frontage length: 6m – 100m;
  - Building height: 6m – 15m.
- 2.2.10 The waste management facility is assumed to have the following dimensions:-
- Building depth: 3m – 10m;
  - Building frontage length: 5m – 15m;
  - Building height: 3m – 5m.

### Local Centres

2.2.11 Two local centres are proposed collectively to accommodate up to 2,640 sq m of floorspace, each consisting of up to 310 sq m (net) of retail (Class A1) floorspace, with the remaining floorspace accommodating uses in classes A3-5 (Food & Drink), D1 (Non-Residential Institutions) and D2 (Assembly & Leisure), again as specified at Appendix 2B. Small workspaces (B1) are also proposed in each centre. Each local centre would also accommodate up to 40 residential units. The local centres are located in the north-west of the plan area and at New House Farm, and potential may exist to re-use some of the existing farm buildings as part of the local centre development.

2.2.12 The local centres are assumed to have the following dimensions:-

- Building depth: 5m – 50m;
- Building frontage length: 6m – 100m;
- Building height: 6m – 15m.

### Gateway Employment

2.2.13 A gateway employment area is proposed close to the district centre and at the entrance to the site from the east over the M1 motorway. The site would provide for local employment uses within the B1 use class and include small offices, research and development and light industry uses compatible with a residential location. Development of some 4,600 sq. m is envisaged in a perimeter block form to match the proposed urban form of the surrounding development.

2.2.14 The gateway employment area is assumed to have the following building dimensions:-

- Building depth: 5m-50m;
- Building frontage: 6m- 100m;
- Building height: 6m – 15m.

### Parkland

2.2.15 The proposals include 17.3 hectares as formal open space (excluding children's play areas and kick-about areas) and around 194 hectares of other open space, in accordance with National Playing Fields Association (NPFA) and local standards of provision. The parkland structure is described in detail below at 2.3.3.

### Employment

2.2.16 Employment land provision is made in two forms: firstly, as small scale office or light industry accommodation within the district and local centres and in the gateway employment area, and secondly in a Strategic Employment Site (SES) to the south of the M69 motorway and north of Leicester Lane. The SES is designed to accommodate a range of business and employment uses accessible to the residential development area and is proposed to be accessed from Leicester Lane to provide easy access to J21 of the M1, with restrictions on heavy good vehicles travelling through the residential development area of the SUE.

2.2.17 The Strategic Employment site is 21 hectares (net) of land for Class B1 (business), Class B2 (general industry) and Class B8 (Storage and distribution) uses which could accommodate up to 84,000 sq m of floorspace (refer to Appendix 2B). A further 2,500 sq m of Class B1 floorspace is proposed within the district centre and local centres and 4,600 sq. m within the gateway employment site.

2.2.18 The employment within the SES is assumed to have the following dimensions:-

- Building depth: 8m – 50m;
- Building frontage length: 10m – 100m;
- Building height: 6m – 15m.

2.2.19 The dimensions for employment within district and local centres, and the gateway employment site have already been set out above.

### **Secondary School**

2.2.20 Land to accommodate a secondary school and two primary schools – each with on-site playing fields – is proposed, together with financial contributions towards their provision. The proposed secondary school site is 10 hectares and is located adjacent to the district centre.

2.2.21 The secondary school buildings are assumed to have the following dimensions:-

- Building depth: 10m – 100m;
- Building frontage length: 20m – 150m;
- Building height: 4.5m – 15m.

### **Primary Schools**

2.2.22 Primary School 1 is 2.5 hectares and Primary School 2 is 2.0 hectares and both include space to accommodate pre-school provision if required. Primary schools are located adjacent to the local centres.

2.2.23 The primary school buildings are assumed to have the following dimensions:-

- Building depth: 8m – 100m;
- Building frontage length: 15m – 100m;
- Building height: 4.5m – 12m.

### **Retention of Existing Buildings**

2.2.24 Existing farm buildings which are capable of being reused at Old Warren Farm, and New House Farm would be retained and reused. The farm buildings at New House Farm would become the nucleus of the proposed local centre at that location. The existing farm buildings at Warren Farm are also intended to be incorporated into the employment development south of the M69. While this application seeks to reserve the mix of uses for these areas, the potential for re-use of the buildings would be explored in separate subsequent detailed applications, which would include detailed surveys of those buildings (including their historic and architectural value) and detailed assessments of their suitability for retention.

2.2.25 The principal existing farm buildings at Hopyard Farm and Abbey Farm are to be retained. The future re-use of these buildings is not prescribed within this application, but could include uses concerned with the interpretation of the Deserted Medieval Village of Lubbesthorpe Scheduled Monument (SM). Any such re-use would be subject of separate subsequent detailed applications. The farm buildings will remain in farming uses until such time as the relevant farm unit is no longer viable or practical to continue farming.

### 2.3 THE LANDSCAPE AND OPEN SPACE FRAMEWORK (GREEN INFRASTRUCTURE)

2.3.1 The landscape and open space framework consists of a network of open spaces. The extent of the open spaces is shown on Parameters Plan D: Green Infrastructure, Appendix 2A, Figure 2.7A.

2.3.2 Within this framework, the proposals aim to deliver elements of the Green Infrastructure Strategy for the 6Cs Growth Point, as well as protecting the setting of the Deserted Medieval Village of Lubbesthorpe Scheduled Monument (SM). The framework provides a means of delivering multi-functional green space and environmental mitigation in a co-ordinated and efficient manner and in line with planning policy.

#### Parkland Structure

2.3.3 The proposed parkland structure comprises:-

- **Old Warren Park**, between the existing Leicester Forest East housing and the proposed housing, local centre and school which would accommodate recreation areas and a Neighbourhood Equipped Area for Play (NEAP);
- **Central Park**; referred to as '**The Commons**' extending through the development from Beggar's Lane in the west to the M1 along the line of the Lubbesthorpe Bridle Road and including the Lubbesthorpe SM;
- **Brook Park**; following the line of the brook in the south of the site, designed to promote biodiversity and accommodate flood detention areas; and
- **Enderby Park**; conservation and restoration of the parkland but it will remain in private use.

2.3.4 The landscape and open space structure has been formulated to respond to and enhance the identified features of the landscape, historic and wildlife value across the site. In particular:-

- The landscape significance of the gently undulating landform and the system of shallow valleys;
- The setting of the Deserted Medieval Village of Lubbesthorpe Scheduled Monument;
- The setting of Enderby Hall and the conservation of Enderby Park;
- The existence of known and potential archaeological resources across the site; and
- The presence of habitats of nature conservation value and protected species on the site, including bats, badgers, amphibians, birds and possibly otters. These would be protected and enhanced, in conjunction with the enhancement of the site's biodiversity, as set out below.

2.3.5 The landscape and open space proposals are presented under three themes:-

- Creative Conservation;
- Recreation and Play; and
- Productive Landscapes.

#### **Creative Conservation**

2.3.6 The proposals aim to conserve and extend the wildlife value of the site, as outlined below and as detailed in ES Volume 1, Chapters 6: Landscape and Visual Resources and 7: Ecological Resources.

#### **Habitats**

2.3.7 The Project includes the creation or enhancement of habitats described within the Green Infrastructure Biodiversity Management Plan, namely:-

- Rivers and streams;
- Open standing water;
- Species rich hedgerows;
- Lowland neutral grassland;
- Wet and marshy grassland;
- Lowland mixed woodland; and
- Wet woodland.

2.3.8 Several new areas of habitat creation are proposed:-

- Conservation of the brooks and ditches;
- All boundary buffer strips would be at least 10 metres wide, and in many instances more, to ensure their value to flora and fauna;
- In total some 85% of the existing hedgerow framework would be retained, including the majority of grade 1 and 2 hedgerows (refer to ES Volume 1, Appendix 7D). Existing hedgerows would be incorporated into the design and reinforced as necessary to improve their structure and diversity. New hedgerows are proposed along the lines of new roads with species-rich grassland verges. Ditches and verges would be incorporated alongside hedgerows to create integrated habitats;
- Water bodies are proposed to be located within areas of existing habitat, with grassland, scrub and trees to contribute to habitat creation. All other water bodies are proposed to be retained and to undergo habitat enhancement;
- The brook valley within the south of the site would be retained and enhanced as a wet and marshy habitat and would accommodate detention ponds as part of the proposed sustainable drainage system;

- Grassland is proposed to be created around the new water-body margins, with other areas of species rich neutral grassland managed for visual and habitat diversity. Grassland would be created along dry ditch edges to create wildlife strips;
- Existing woodlands, hedgerows and plantations are proposed to be strengthened with new broad-leaved woodland planting. Existing woodlands would be enhanced to improve structure with woodland edge planting as buffers; and
- Formal Open Space would also provide physical linkages between habitats including via retained and new hedgerows within the formal parkland areas.

### Species

2.3.9 The following measures are proposed to protect and enhance the habitats of protected species:-

- **Bats:** trees identified as potentially suitable for bat roosts would be retained and bat boxes provided on buildings;
- **Badgers:** all identified badger setts would be protected and clear access from the setts to open spaces provided;
- **Amphibians:** all existing ponds would be retained and hydrological conditions maintained; and
- **Birds:** all major trees and woodlands are retained as are a large proportion of hedgerows with considerable new planting.

2.3.10 Detailed management plans for the habitats would be prepared, and drawn up in consultation with Natural England, Leicestershire County Council, Blaby District Council and local wildlife groups, specifying design and form, species mixes and future management and monitoring prescriptions. The Green Infrastructure Biodiversity Management Plan A, accompanying this Further Information Document, provides a strategy within which individual plans would be prepared.

### Recreation and Play

2.3.11 The proposals make provision for formal recreation grounds and children's play space. The provision of open spaces follows the council's own typology of spaces and includes; parks, gardens and recreation grounds; outdoor sports, informal open spaces; natural green space; allotments; and play areas.

2.3.12 Four Neighbourhood Equipped Areas for Play (NEAPs) are proposed, as shown on Parameters Plan D: Green Infrastructure, Appendix 2A, Figure 2.7A. The locations of Local Equipped Areas for Play (LEAPs) and Local Areas for Play (LAPs) would be specified at the detailed planning stage.

### The Productive Landscape

2.3.13 The Project includes for provision of allotments alongside the housing areas. The potential exists for future development of a community farm, perhaps within the farm building



complexes at Abbey or Hopyard Farms when these become available during later phases of the Project.

## **2.4 THE URBAN DESIGN FRAMEWORK**

2.4.1 The urban framework sets the requirements for the urban design of the Project and identifies the strategic design considerations relevant to the development as a whole. This includes the strategic views, key buildings and frontages, entrances, parkland edges, main streets and squares, and the sub-character areas, which are developed further in the submitted Design and Access Statement and supplement accompanying this Further Information Document.

## **2.5 THE ACCESS FRAMEWORK**

2.5.1 The access framework aims to achieve a balance between use of the car and other transport modes; and prioritises alternatives to the car for local movements, ensuring that the local movement network is safe, pleasant to use and attractive. The proposals have been formulated in consultation with the County Council as highway authority and the Highways Agency, which is responsible for the M1 and M69. Parameters Plan C: Access, Appendix 2A, Figure 2.6.1A shows the proposed network of routes.

2.5.2 The proposed movement network comprises a street network, cycle, footpath and bridleway routes, and public transport proposals. This is supported by sustainable transport initiatives proposed in the submitted Travel Plans for the development; these have been revised and are included as supporting documents to this Further Information Document. Junction improvements would be required to connect the proposals to the existing network; and off-site junction improvements to be carried out by the highway authority would also be required to provide for the additional movements generated by the proposals.

2.5.3 Detailed proposals are made for a new all mode bridge crossing of the M1 Motorway for vehicular traffic linking to Meridian Way, a new bridge crossing of the M69 Motorway for vehicular traffic linking the SES and Leicester Lane and development to the north of the M69, two new vehicular access points from Beggar's Lane and improvements to Chapel Green, Baines Lane and the Baines Lane/A47 junction to provide for bus, pedestrian and cycle only access. Further details of these connections are provided on the access proposals plans at ES Volume 1, Appendix 2A, Figures 2.6.2–2.6.7 and Appendix 2A of this Further Information Document, Figures 2.62A–2.64A.

### **Street Network**

2.5.4 The street network comprises:-

- Primary streets; providing lateral access east-west across the site, linking into the existing road structure. These routes would complete a 'ladder' framework of primary streets where there are potential connections;
- Secondary streets; providing access into the individual development areas; and
- Tertiary streets; providing local access within the sub-development areas and include home-zone type streets.

- 2.5.5 The primary, secondary and tertiary streets would accommodate motorised vehicles, cyclists and pedestrians and would be designed to respond to the appropriate priority within each area, with increasing levels of pedestrian priority down the hierarchy.
- 2.5.6 The street network includes the following connections with the existing highway network:-
- New bus, pedestrian and cycle only (after the first phase) access into Chapel Green, improvements to Baines Lane and the Baines Lane/A47 junction;
  - Bus, pedestrian and cycle only access onto Watergate Lane, controlled by a bus gate;
  - Vehicular, pedestrian and cycle access from Meridian Way via a new bridge over the M1 motorway;
  - Two new vehicular access points from Beggar's Lane and improvements to the Beggar's Lane/A47 junction; and
  - Vehicular, pedestrian and cycle access to the employment area from Leicester Lane, connecting to the residential development via a new M69 all-modes bridge.
- 2.5.7 These proposed points of connection, together with proposed pedestrian connections with the highway, footpath and bridleway networks are shown on Parameters Plan C: Access, Appendix 2A, Figure 2.6.1A.
- 2.5.8 All roads throughout the development would be designed in accordance with the Government's Design Guide Manual for Streets (2007) and Manual for Streets 2 (2010). Parking provision would be in accordance with PPG13 (March 2001), PPS3 (November 2006), and relevant local policy and standards. Lighting along routes and throughout the Project would be designed to minimise light pollution, while promoting safety and security, in accordance with the Institute of Lighting Engineers' Guidance Notes for the Reduction of Obtrusive Light (2005) with provision of low energy lighting systems.

### **Walking, Cycling and Horse Riding**

- 2.5.9 The proposals integrate with and extend the network of footpaths, cycle routes and bridleways in the area, as shown on the Parameters Plan B: Land Use, Appendix 2A, Figure 2.5A. The following routes proposed across the site are part of the wider network of routes:-
- Lubbesthorpe Bridle Way is retained as a footpath, cycle route and equestrian route for the majority of its length. It would also provide access to Abbey and Hopyard Farms and the Bungalow and Abbey Cottages;
  - Footpath connections to Leicester Forest East;
  - Connections to Enderby, retaining the existing farm accommodation bridge until improvements to the M1/M69 motorways by the Highways Agency necessitate its removal; and
  - Retention of existing footpaths and bridleways which cross the site and provision of new footpath connections, as shown on the Parameters Plan B: Land Use, Appendix 2A, Figure 2.5A.
- 2.5.10 Cycle routes are combined with footpaths on the principal routes, and segregated cycle routes are provided on routes through the parkland system.

2.5.11 Equestrian routes are retained and new routes provided within the parkland system and these and the parkland footpath system will be developed through detailed design of the parkland areas.

### **Public Transport**

2.5.12 The public transport proposals comprise:-

- Provision of financial contributions towards scheduled bus services (to be operated by third parties) linking the development via the district centre to Leicester City Centre and the railway station; and within the site, the provision of infrastructure to promote movement by public transport, including the dedication of road space, and the provision of financial contributions towards the installation of priority signalling and the implementation of high quality waiting facilities, including real-time information (to be delivered by third parties);
- Provision of dedicated routes for public transport to link the development with the A47 via Chapel Green and Baines Lane; and
- The potential for further bus links via Leicester Lane, Watergate Lane and Meridian Way.

### **Additional Sustainable Travel Initiatives**

2.5.13 In addition, the access framework incorporates further sustainable transport initiatives, including:-

- Preparation of Travel Plans, to co-ordinate sustainable transport initiatives. Certain aspects of the Travel Plans would be delivered by third parties, as set out in the submitted Travel Plans and supplements supporting this Further Information Document.

### **Junction Improvements**

2.5.14 Improvements are proposed to the following junctions:-

- Meridian Way/Meridian Way East/Foxon Way;
- Beggar's Lane and A47;
- Baines Lane and A47;
- A47 Hinckley Road/Desford Road/Leicester Lane (MOVA signal improvements); and
- Narborough Road/Leicester Lane/Police HQ (MOVA signal improvements)

2.5.15 Provision would also be made for financial contributions towards improvements to existing junctions to accommodate traffic generated by the proposed development.

## **2.6 SCALE AND APPEARANCE**

### **Scale**

2.6.1 The scale of the buildings would be determined by the spatial characteristics of the street network, density and height parameters and the definition of urban block types and building typologies. These provide a series of parameters within which the proposals will be advanced.

The parameters are described in the Design and Access Statement (Part Six), supplemented by Design and Access Statement A accompanying this Further Information Document.

### **Street Design**

- 2.6.2 The street design proposes a series of streets for movement by pedestrians, cyclists and vehicles, and sets the spatial characteristics of street width and building heights on each side. Variations are identified for parkland edges. The network comprises strategic streets serving the development as a whole, together with local routes within each development area.

### **Urban Blocks**

- 2.6.3 The development would be set within the street network and formed into perimeter blocks. The Design and Access Statement describes the various forms the urban blocks might take depending on the type of housing provided.
- 2.6.4 The blocks also set parameters for the massing of development, the amount of active frontage, parking arrangements, garden spaces and building type mix.
- 2.6.5 The highest density blocks are located generally along the principal streets and within the district centre, with core blocks also at the local centres. Density reduces towards the countryside edges of the development, at the parkland edges and where existing development on the urban-edge is of low density. In those locations, the character of development is proposed to be more informal.
- 2.6.6 The building heights are also highest in the district centre and in the SES with the maximum building height at 15m above ground level, excluding any point features. Elsewhere the building height is not proposed to exceed 12m. The heights are shown on Parameters Plan F: Building Heights, Appendix 2A, Figure 2.9A.
- 2.6.7 The proposals encourage a consistency of built form typologies throughout the development, reflecting local urban character, morphology and building traditions, while allowing for contemporary interpretations where appropriate.

### **Building Typologies**

- 2.6.8 A range of building types are proposed for residential and non-residential buildings. The scale of each building type is identified, and the location and mix of building types as specified in the Parameters Plans and Building Dimensions Schedule and in the Design and Access Statement and the supplement (Design and Access Statement A) accompanying this Further Information Document.

### **Appearance**

- 2.6.9 The appearance of the development is reserved for future approval, subject to being in accordance with the general principles set out in the Design and Access Statement and supplement (Design and Access Statement A). That document identifies a range of components that will inform the future appearance of the built development and landscape design. The general principle is that buildings and public spaces should be “*of their place and of their time*”. Principles are identified for architectural design, materials and texture, colour

palette, decoration, lighting, hard and soft landscape, street furniture and public art. These form the basis for developing specific character area parameters within subsequent Design Codes for each sub-development area.

### **Character Areas**

- 2.6.10 The development is divided into a series of character areas which illustrate how the framework elements come together with the street, density, height, block and building typologies, to achieve a distinctive design character.

### **District Centre**

- 2.6.11 The district centre would be the mixed-use heart of the development and would be located near to the proposed M1 crossing which is the principal gateway into the site.
- 2.6.12 The district centre would comprise a supermarket, small shop units, site for a health centre and community facilities, workspaces and housing. Building heights would generally be 3 storeys with local landmarks at 4 and 5 storeys. The district centre also includes the secondary school and a waste management facility.
- 2.6.13 The Project would include mixed-use buildings fronting onto the street. These would be designed to offer flexibility and allow for change of use over time.

### **Gateway Employment Site**

- 2.6.14 The gateway employment site would be of a scale and character to be compatible with the adjacent residential areas and secondary school. Units would be outward facing and provide pedestrian access from the street, with parking provided in rear courtyard areas. The prominence of the site and buildings at the entrance to the development requires high quality development and could be emphasised with higher and more distinctive buildings signifying the gateway

### **Strategic Employment Site**

- 2.6.15 The SES would combine a wide range of building types and businesses; and would be developed to create a new high quality employment park that is well connected to the strategic road network.
- 2.6.16 The development would maintain existing woodland groups and includes for major new woodland planting along the M1 and M69 motorways, with development set back from Enderby Park.

### **Residential Character Areas**

- 2.6.17 The residential development areas form several character areas depending on their location and density of development. These reflect the broad transect through the development between the higher density and more formal urban structure at the district centre and eastern part of the development area, through to the more informal and lower density urban form towards the western and countryside edge of the development. The Design and Access

Statement and supplement (Design and Access Statement A) provides for responses to site influences such as landform, land use intensity, relationship to parks and street types.

## **2.7 ENVIRONMENTAL PERFORMANCE MEASURES**

2.7.1 The Project adopts a range of performance measures as described in the Sustainability Statement.

2.7.2 An Environmental Management System (EMS) is proposed to be prepared at each stage of the development.

### **Utilities**

2.7.3 Within the development, a common utilities strategy would be applied locating main utilities alongside and within the main street network. The proposed utility provision for the site is set out below.

### **Water Supply**

2.7.4 The site is crossed by a strategic water main. Severn Trent Water has confirmed that an adequate supply of water to the proposed work can be provided.

### **Foul Water Drainage**

2.7.5 Foul water treatment for the development is proposed to be undertaken at Wanlip Sewage Treatment Works. The proposed development is envisaged to outfall via new sewers connecting the site with the strategic main to the east of the M1 motorway, making use of the new M1 bridge or via the existing culvert to the south of Leicester Forest East motorway service area. Improvements would be required at the Sewage Treatment Works in later phases of the development.

### **Electricity**

2.7.6 Electricity supply is proposed from the existing network. Off-site reinforcements would be made to the existing network to support the development as required. A new electricity network and secondary substations will be provided around the site.

### **Gas**

2.7.7 Sufficient capacity exists to supply the proposed development. Connections would be made into the existing network and new on site gas governors would be provided to supply a local gas network.

### **Telecommunications**

2.7.8 Telephone connections can be made via the adjacent network facilities. It is likely that a number of cable operators would wish to provide communication services to the development. It is intended that the whole development would be served by broadband technology.

## 2.8 IMPLEMENTATION

2.8.1 Implementation proposals cover the proposed phasing, the approach to construction, and the approach to the future management and maintenance of the public assets to be developed as part of the Project.

### Phasing

2.8.2 The development would be progressed as a series of phases. The broad phasing is determined by access infrastructure availability. Three phases of development are proposed, as shown on Parameters Plan G, Appendix 2A, Figures 2.10.1A–2.10.3A:-

- **Phase 1:** The first phase comprises some 300 units, provision of the first local centre and primary school, with access from the north and from Beggar's Lane as well as a start on employment development off Leicester Lane at the SES;
- **Phase 2:** Phase two comprises development of around 2,000 homes, the district centre, second local centre and primary school and is served via the addition of the M1 motorway crossing to Meridian Way and a second southern access onto Beggar's Lane;
- **Phase 3:** Phase three entails completion of the development with construction of the M69 bridge link.

2.8.3 All advance planting would be undertaken during Phase 1, when the parkland structure described at paragraph 2.3.3 would also be created, although formal planting and public access would follow as respective development phases are completed. A housing trajectory is provided at Appendix 2B, which shows the estimated rate of housing provision over the anticipated period of implementation of the Project.

### Construction Phase

2.8.4 A Construction Code of Practice (CCoP) is proposed to be prepared to manage the construction and site operations which would be agreed with the relevant authorities. This would incorporate good practice working methods and techniques. The following would be included within the scope of the CCoP:-

- Method statements would be drawn up in consultation with the Environment Agency (EA) prior to construction of each phase, to ensure works are undertaken to protect the watercourses. Water and run-off during construction would be to the foul drainage system, subject to approvals and in accordance with the EA's Pollution Prevention Guideline for Works in, Near or Liable to Affect Watercourses, PPG6 Working at Construction and Demolition Sites, PPG21 Pollution Incident Response Planning and current best practice measures for the management of construction activities;
- Working activities would be limited within the 1 in 100-year floodplain unless for the purposes of essential infrastructure or amenity/ecological enhancements. No storage of materials would be allowed outside an agreed working corridor. Measures would also control any temporary watercourse diversions, storage of materials and any de-watering from the site;
- Adoption of a Site Waste Management Plan (SWMP), to control and limit waste arising through the construction phases, with careful management of materials and use of

standard sizing and prefabricated units, as well as specification of materials from sustainable or environmentally certified sources and avoidance of their over-specification;

- Adoption of a sustainable earthworks strategy to minimise the impact on agriculture, soil and land resources. The retention of stripped topsoil for re-use and the minimisation of soil compaction would reduce adverse effects upon soil resources and function;
- Sustainable remediation treatment and/or containment strategies would be designed and undertaken where pollutants are likely to be encountered, of which there is a low probability;
- Construction noise reduction strategies would be deployed, as detailed in Replacement Chapter 12: Noise and Vibration/Acoustics included in this Further Information Document;
- An air quality strategy would be implemented, providing for dust control techniques during construction, including wheel-washing and damping down haul roads.

### **Management and Maintenance**

- 2.8.5 It is envisaged that the open space resources created by the development would be managed and maintained by an independent management trust/company. The management trust/company would manage the Green Infrastructure for the benefit of residents and wildlife. Partnership working arrangements might be entered into with relevant environmental stakeholders who have an interest in the Green Infrastructure, including the Wildlife Trust, the Woodland Trust and other bodies.