

Vistry Group

PEGASUS
GROUP

Land at Witham Villa,
Broughton Astley

VISION DOCUMENT

July 2022

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VISTRY GROUP

- 1.1 Who We Are
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1.0 VISTRY GROUP



1.1 Who We Are

Vistry Group was formed in January 2020 following the successful acquisition of Linden Homes and the Galliford Try Partnerships & Regeneration businesses by Bovis Homes Group PLC.

With developments from Northumberland to Cornwall and Cheshire to Norfolk, Vistry is one of the top five housebuilders in the UK by volume. As one of the country's leading housebuilders, Vistry has an established reputation for quality that runs through their homes' design, build, specification and customer service.

Vistry Group





MERIDIAN WATER, ENFIELD



WINCHESTER VILLAGE, WINCHESTER



NATURE-FOCUSSED GREEN SPACES



PUBLIC OPEN SPACE



WHITE ROCK, PAIGNTON



KINGSMERE, BICESTER

1.0

VISTRY GROUP

1.2

What We Do



DEVELOPING SUSTAINABLE NEW HOMES AND COMMUNITIES ACROSS ALL SECTORS OF THE UK HOUSING MARKET

1.0

VISTRY GROUP

1.3

A Partner You Can Trust



2.0

PLANNING POLICY

- 2.1 National Planning Policy Framework
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- 2.6 New Local & Neighbourhood Plan

2.0 PLANNING POLICY

2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was first published in March 2012, and has been subsequently updated in July 2018, February 2019 and July 2021.

The NPPF sets out the Government's planning policies and how these should be applied.

It states at paragraph 10 that a presumption in favour of sustainable development is at the heart of the Framework so that sustainable development is pursued in a positive way. The Framework sets out an over-arching social objective in support of this:

“to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being” paragraph 8(b), NPPF 2021.

The presumption in favour of sustainable development is set out at paragraph 11. For plan-making this means promoting a sustainable pattern of development that seeks to meet the development needs of their area, align growth and infrastructure, improve the environment, mitigate climate change and adapt to its effects.

Section 5 deals with housing issues and sets out the key objective for local planning authorities to deliver a sufficient supply of housing. Paragraph 60 confirms that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 61 confirms that in addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

Paragraph 104 emphasises that transport issues should be considered at the earliest stages of plan-making and development proposals so that opportunities from existing or proposed transport infrastructure are realised, for example in relation to the scale, location and density of development that can be accommodated, and so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Section 12 emphasises the contribution that good design makes to sustainable development. Paragraph 126 states:

“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..”
(paragraph 126, NPPF 2021).

2.2 National Design Guide

The National Design Guide supports the aspirations of the NPPF to achieve high quality buildings and places.

It sets out the characteristics of well-designed places and what good design means in practice. Key references informing the National Design Guide include Manual For Streets and Building for a Healthy Life.

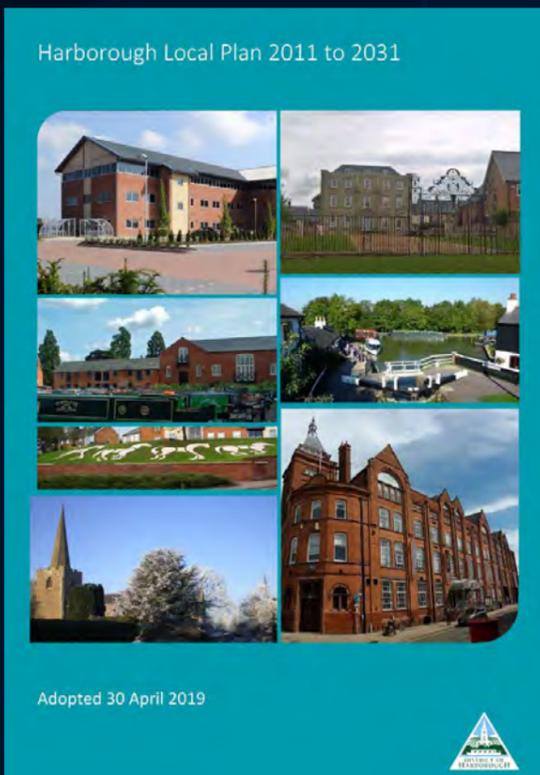
The document sets out the ten characteristics necessary to achieve high quality design:

- 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; and
- Lifespan – made to last.



THE TEN CHARACTERISTICS OF A WELL-DESIGNED PLACE (NDG, JANUARY 2021)

2.0 PLANNING POLICY



HARBOROUGH LOCAL PLAN 2011-2031

2.3 Harborough Local Plan 2011-2031

The development plan for Harborough comprises Harborough Local Plan 2011-2031 (adopted in April 2019), Leicestershire Minerals and Waste Local Plan up to 2031 (adopted in September 2019) and Neighbourhood Plans including Broughton Astley Neighbourhood Plan (made in 2014).

The Local Plan sets out the Council’s strategy for growth within the District to 2031. It details the amount of new housing and employment land that will be required and the locations where the majority of new development will be accommodated. It also sets out development management policies and site-specific policies for allocated sites.

Policy SS1 The Spatial Strategy sets out a spatial strategy for Harborough District to direct development to appropriate locations, in accordance with a settlement hierarchy. After the Principal Urban Area settlements and Market Harborough, it identifies Lutterworth and Broughton Astley as the two Key Centres within the hierarchy.

The Local Plan sets out that Key Centres are “settlements capable of sustaining expansion, infill and redevelopment on a scale which reflects their good levels of services, facilities and employment.”

Policy SS1 makes provision of land for a minimum of 12,800 dwellings over the plan period and sets out that 2,360 dwellings will be delivered in the Strategic Development Areas (SDA) east of Lutterworth and at Scraftoft North and about 1,200 dwellings on other allocated sites. Provision is also made for about 307 dwellings on non-allocated sites for Rural Centres and Selected Rural Villages.

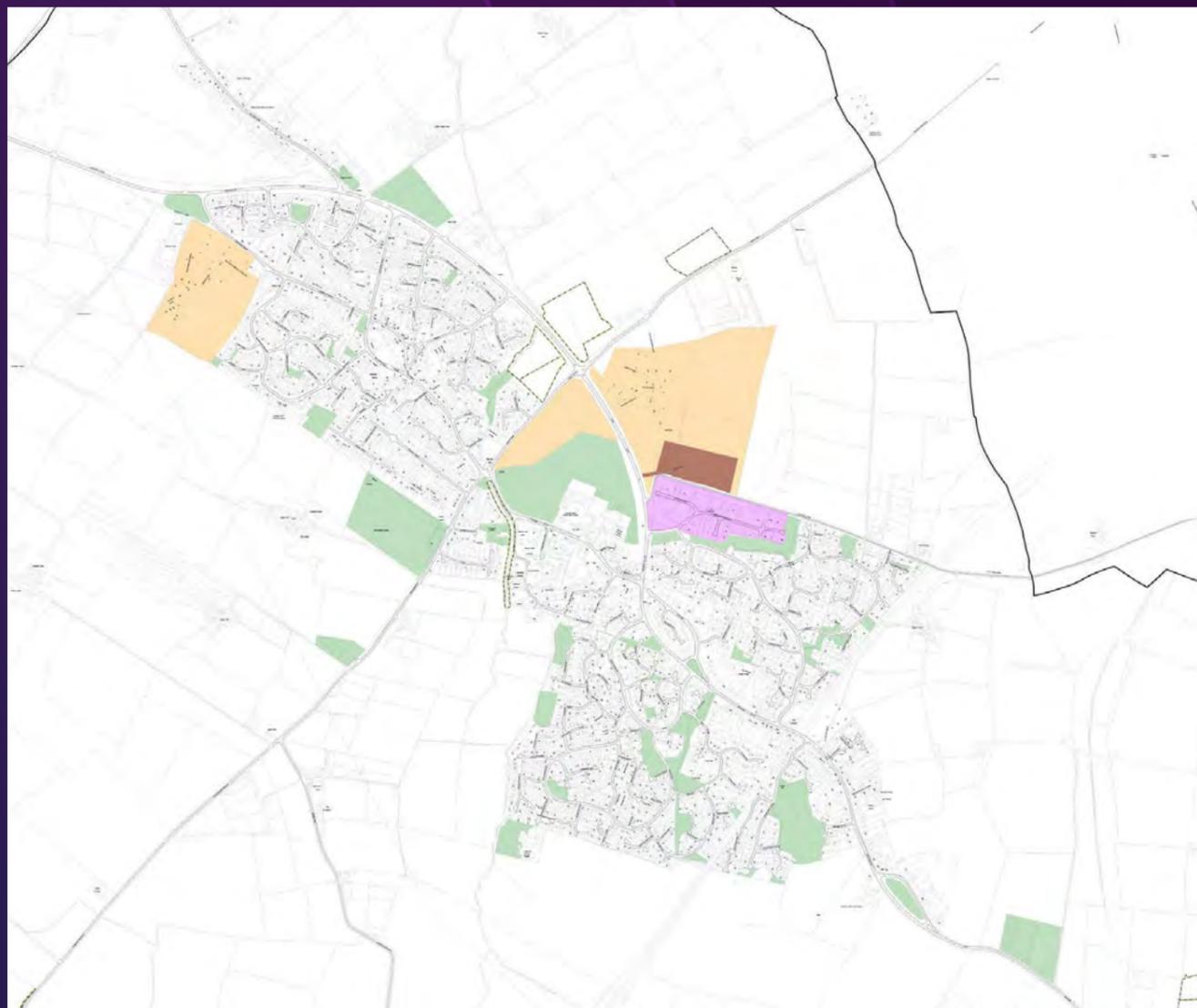
Policy H1 Provision of New Housing sets out housing allocations for a minimum of 3,975 new homes. This includes a 15% contingency to allow for possible future circumstances affecting the supply of housing. There are no allocations identified in Broughton Astley as land had already been allocated by the Broughton Astley Neighbourhood Plan.

Policy GD2 Settlement Development, does not identify settlement limits to development but does make provision for development within the existing or committed built up area of Market Harborough, Key Centres, the Leicester Principal Urban Area (PUA), Rural Centres and Selected Rural Villages.

Policy H2 Affordable Housing requires 40% affordable housing on housing sites of more than 10 dwellings with 75% affordable or social rented and 25% low cost home ownership products.

Policy RT2 Town and Local Centres supports the vitality and viability of the District’s retail hierarchy of city, town, district and local centres and identifies Broughton Astley as a District Centre. The policy does not go further than this, deferring to the retail policy in the Neighbourhood Plan which defines the Shopping and Business Area and an allocation for additional retail provision beyond the centre to improve the village’s sustainability.

Policy IN2 Sustainable Transport seeks to maximise the use and efficiency of existing transport facilities and where necessary provide mitigating measures to deal with the impacts of development on the transport network, both within and outside the District. This includes measures to facilitate and encourage safe access by cycle and on foot and provision for public transport enhancement.



HARBOROUGH LOCAL PLAN 2011-2031: ALLOCATION MAP



2.4 Harborough Design Principles Guidance

Harborough have set out design principles as part of the Development Management Supplementary Planning Document (December 2021). The guide aims to assist with the interpretation and implementation of Harborough Local Plan Policies including Policy GD8: Good Design in Development which sets out that development will be permitted where it achieves a high standard of design.

The guide covers key design principles, taking account of the National Design Guide, for a range of development types. It sets out how high standards of new development will be sought in recognition of the importance of good design and built heritage of the District. It highlights the influence of form, massing, scale, proportion, style, amenity and materials and considers crime prevention, open space, landscaping and climate change.

2.0 PLANNING POLICY

2.5 Broughton Astley Neighbourhood Plan

Broughton Astley Neighbourhood Plan (2013-2028) was made in January 2014.

Policy H1 Housing Allocation Policy allocates two sites for new housing development following an Options Appraisal Process. The allocations total 500 homes, with Site 1A – North of Broughton Way for 310 homes and Site 2 – South of Coventry Road for 190 homes. A reserve site for 28 homes is also identified North of Dunton Road should new housing not be delivered on the two allocated sites within the proposed phasing sequence in Policy P1 Phasing of Development Policy.

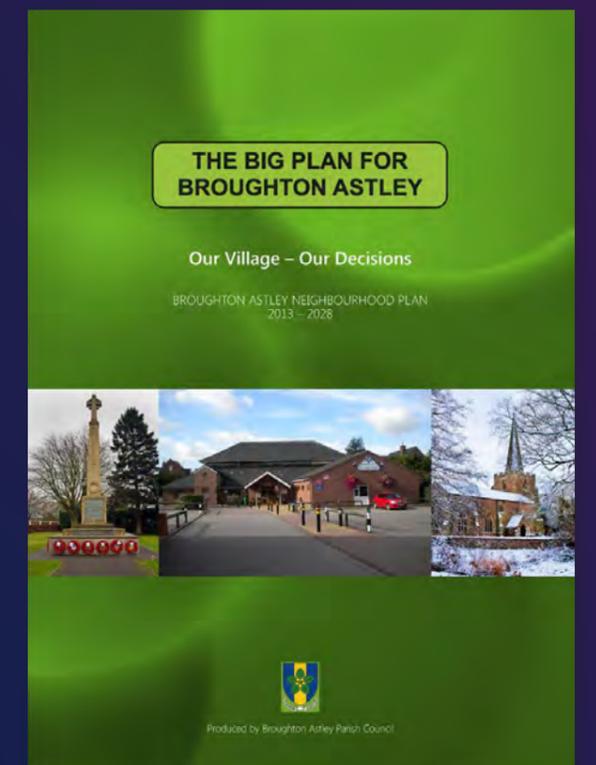
Policies BANP Sites 1A and 1B & 2- Development and Requirements sets out the number of properties which are allocated for each development and the additional benefits for the community which the development sites are expected to deliver.

Policy S1 Shopping identifies the principal village centre shopping and business area and, to prevent additional journeys out of the village for weekly food shopping, makes provision for a 20,000–30,000 sq ft supermarket.

Policy T1 Transport and Traffic Management seeks better access to and increased use of public transport and improved links within the existing built-up area for walking, cycling and bus provision. It also seeks to ensure that new development takes place adjacent to the built up area where there are good travel choices.

Policy SD1 Presumption in Favour of Sustainable Development sets that the Parish Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and will work proactively with applicants to find joint solutions which mean that proposals can be supported wherever possible; and to secure development that improves the economic, social and environmental sustainability of the area.

Policy CI1 Contributions to new infrastructure and facilities sets out the required contributions to mitigate the impact of development on essential infrastructure.



BROUGHTON ASTLEY NEIGHBOURHOOD PLAN 2012-2028

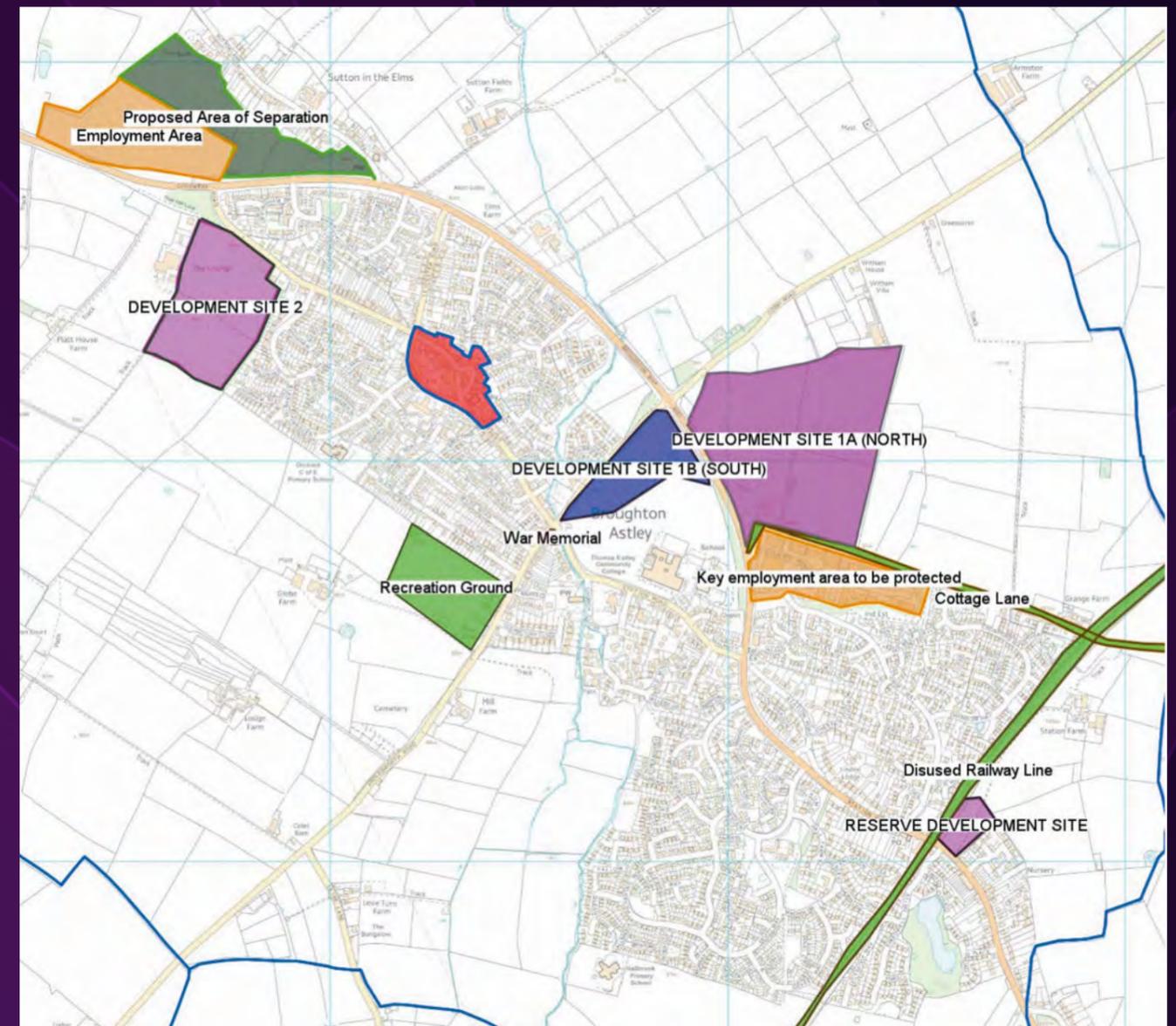
2.6 New Local Plan & Neighbourhood Plan

The Harborough Local Plan and Broughton Astley Neighbourhood Plan are both under review.

This document has been prepared on behalf of Vistry Group to introduce the opportunity to deliver approximately 138 high quality homes adjoining the sustainable settlement of Broughton Astley on Land at Witham Villa, Broughton Road.

It intended that this document inform the Local Plan and Neighbourhood Plan reviews which will be required to identify sites to meet the District's housing needs over their extended plan periods.

Vistry Group intend to work closely with key stakeholders and the local community in further developing and refining the masterplan for the site and promoting this sustainable opportunity for housing development.



BROUGHTON ASTLEY NEIGHBOURHOOD PLAN - PROPOSALS & ALLOCATIONS MAP



3.0

THE SITE

- 3.1 Site Context
- 3.2 Services & Facilities
- 3.3 Accessibility
- 3.4 Landscape
- 3.5 Flood Risk
- 3.6 Biodiversity
- 3.7 Heritage
- 3.8 Overall Site Analysis

3.0 THE SITE

3.1 Site Context

The site lies to the north-east of the sustainable settlement of Broughton Astley. It falls within Broughton Ward and is located south of Broughton Road, and east of Broughton Way, the B581. Immediately south of the site is the new mixed use development known as Estley Green which was allocated in the Neighbourhood Plan (Site 1A North of Broughton Way).

Broughton Astley lies south-west of Leicester City. It is in the north-west corner of Harborough District. The B581 runs through the village providing good connectivity to Leicester to the north, Lutterworth to the south and Hinckley to the west.

1. The site is bounded to the south by new and emerging residential development
2. The site is currently occupied by Witham Villa Riding Centre
3. Witham House sits to the north-east of the site



The site is 6.21 hectares and is fully controlled by the housebuilder Vistry Group. The land lies between Broughton Road and the new development and provides a logical extension of the current development.

The site is currently occupied by Witham Villa Riding Centre with its associated structure, paddocks and fields. The site is adjacent to Witham House which is north-east of the site.

SITE LOCATION

 Site Boundary



3.0 THE SITE



3.2 Services & Facilities

The site is very well located to benefit from the range of services and facilities available in the town centre of Broughton Astley.

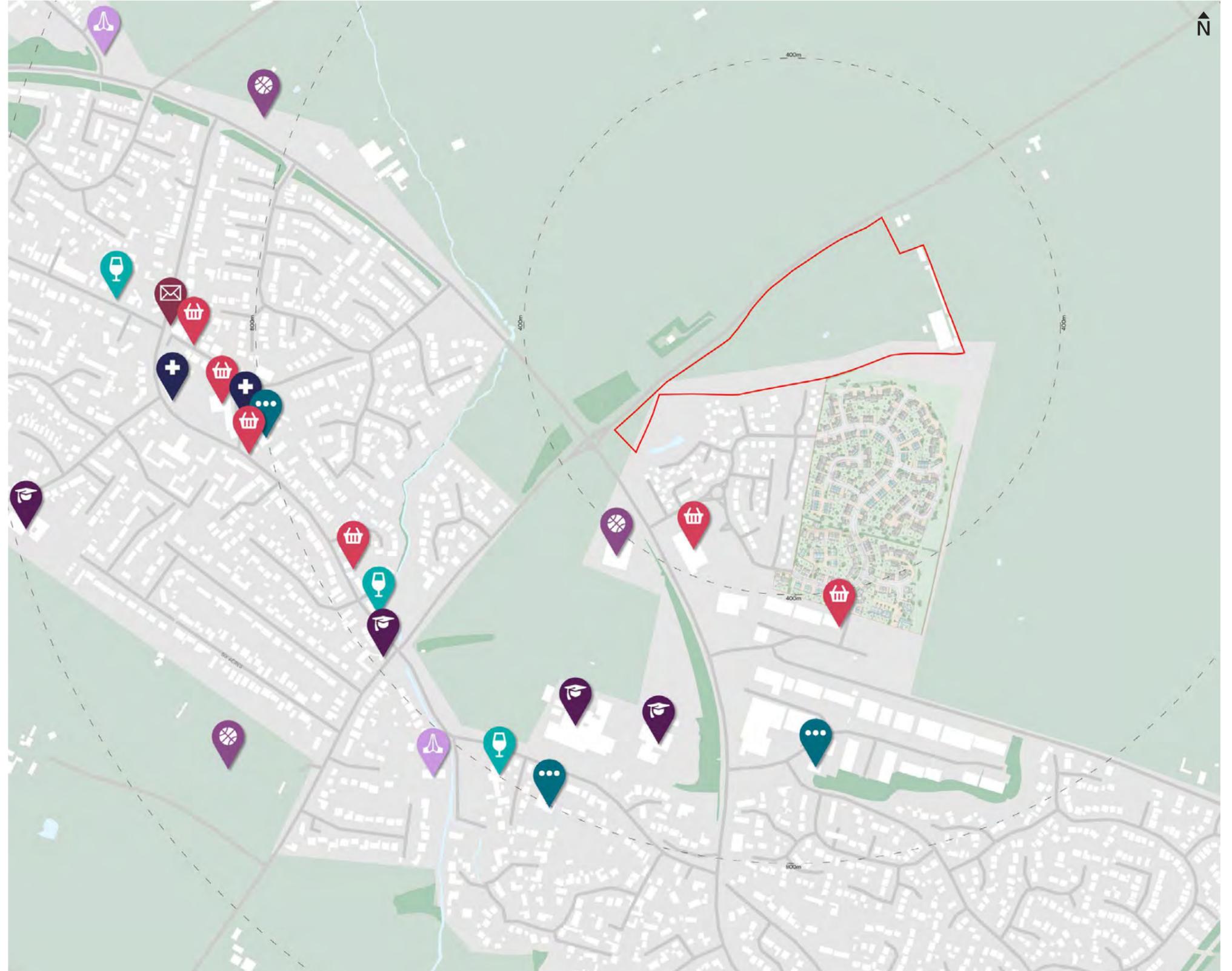
To the south, within 15 minutes walking distance of the site is a range of services and facilities:

- Old Mill Primary School
- Aldi Store
- Broughton Astley Leisure Centre
- Thomas Estley Community College
- The Pre-School Playstation
- Frolesworth Road Recreation Ground
- Estley Green Business Park
- Cottage Lane Industrial Estate
- Broughton Astley Village Hall
- Broughton Astley Scout Hut
- Broughton Veterinary
- St Mary's Church
- White Horse Pub

Broughton Astley offers a varied range of services and facilities including a secondary school, three primary schools, GP surgery, post office, library, pubs, places of worship, pharmacy, dentists, opticians, funeral directors, hairdressers, takeaways, restaurants and cafés.

The principal shopping area is located north-west of the site and the Neighbourhood Plan has facilitated the provision of new facilities as part of the mixed use development delivered south of this site.

1. Broughton Astley Leisure Centre
2. Aldi supermarket, Broughton Astley
3. Broughton Astley Village Hall
4. Thomas Estley Community College



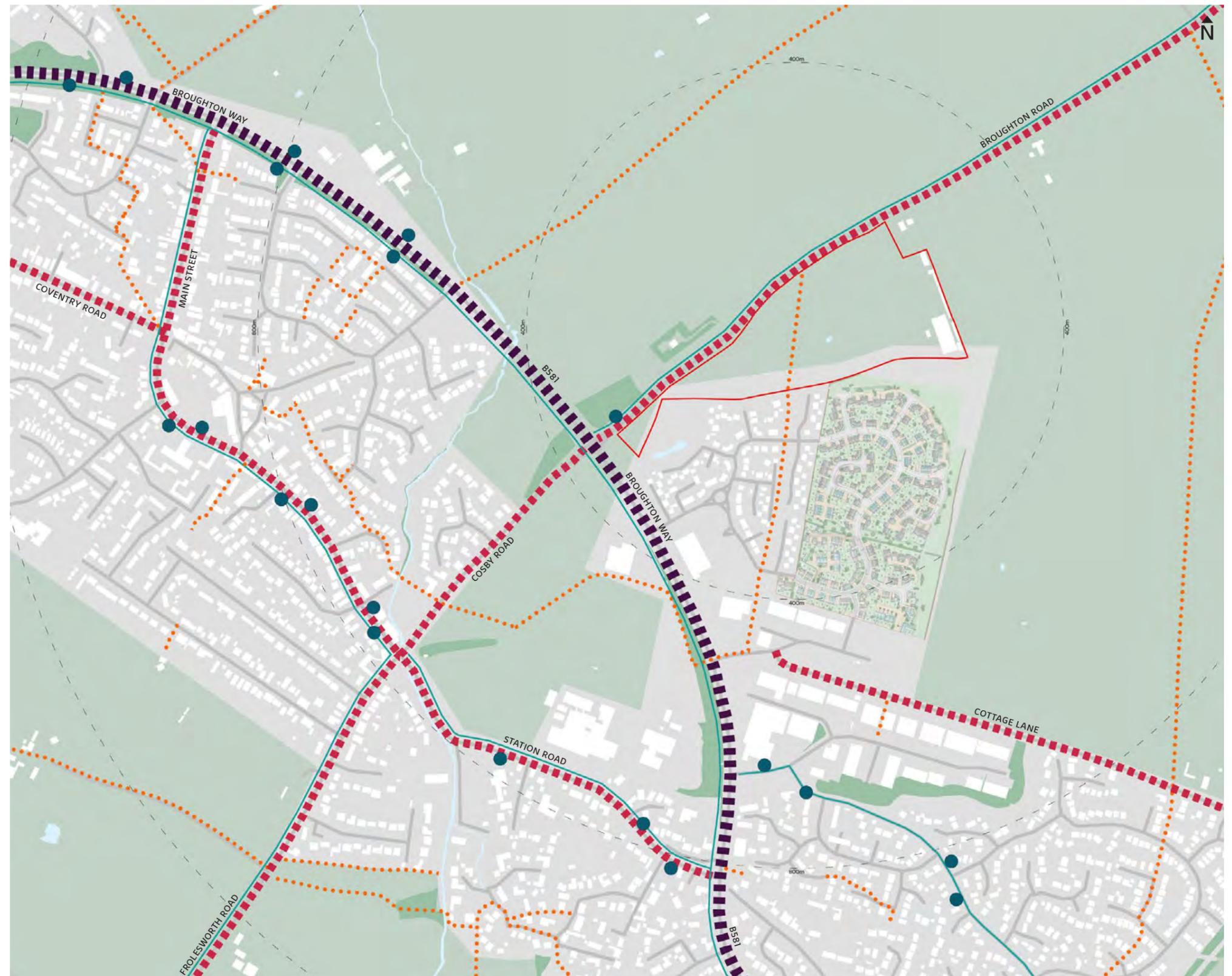
EXISTING FACILITIES

-  Site Boundary
-  Groceries/ Essential Retail
-  Healthcare
-  Education
-  Post Office
-  Sports & Recreation
-  Pub/ Bar
-  Place of Worship
-  Other
inc Library and Village Hall

3.0 THE SITE

3.3 Accessibility

Broughton Astley is approximately 10 miles south of Leicester City Centre and 6 miles north of Lutterworth. The village also has good access to Fosse Park, which offers a range of shops, Hinckley and Blaby.



EXISTING MOVEMENT

-  Site Boundary
-  B581
-  Major Local Road
-  Bus Stop
-  Bus Route
-  Public Right of Way



Vehicular

The site is well connected to the surrounding urban areas and strategic road network. The B581 provides access to the B1441 Coventry Road into Leicester via Narborough and Fosse Park to the north and the A47 to Hinckley to the west. Broughton Road provides access to the A246 into Leicester City Centre, to the north, or Lutterworth and onto Rugby, to the south. These routes also provide access to the M1, M69, A5 and A47.

Broughton Astley is within approximately 30 minutes drive of two cities, Leicester and Coventry and the three market towns of Lutterworth, Hinckley and Rugby, as well as Magna Park and Fosse Park.



Pedestrian

The typical maximum walking distance for pedestrian journeys is 2km and the majority of Broughton Astley and the services and facilities available are within this distance from the centre of the site.

The development to the south of the site provides a direct pedestrian link to the supermarket, leisure centre and Estley Green Business Park. There are also pedestrian links from the site to Old Mill Primary School, Thomas Estley Community College and other village facilities.

A public right of way crosses the site north to south from Broughton Road, through the site and the development to the south. It crosses over Broughton Way and then heads westwards behind the schools and over Cosby Road. From Cosby Road it provides a northern link through residential areas to the District Centre. The route is a mixture of informal routes through fields and narrow urban passages.



Public Transport

Broughton Astley is served by the Arriva operated 84 service which runs between Leicester and Lutterworth, providing further sustainable connectivity from the site to the surrounding areas. This is an hourly service which starts at approximately 05:45 and runs until approximately 20:50 Monday-Friday. On a Saturday the hourly service runs between 06:55 and 20:50, and on a Sunday every two hours between 08:48 and 16:48.

There are newly installed bus stops in close proximity to the site, located on Broughton Road, approximately 450m from the centre of the proposed development.

Access to the rail network is available from Narborough Railway Station, located approximately 5km north of the site by road and within cycling distance, or Hinckley Railway Station, approximately 12km to the west of the site.

Narborough Station is operated by the East Midlands Railway (EMR) and is a branch line station with an hourly service in either direction to Birmingham New Street (58 minutes journey time), or Leicester (10 minutes), with onward calling points to Cambridge and Stansted Airport. Hinckley station is located on the same line and has the same service schedule.

Leicester Station is located on the Midland Mainline, and provides regular intercity services to Sheffield, Chesterfield, Nottingham, Leeds and London St Pancras.

3.0 THE SITE

LANDSCAPE

NB. Indicative only

-  Site Boundary
-  Existing Trees
-  Existing Hedgerows
-  Countryside Stewardship Management Area (Middle Tier)
- N** Acid, Calcareous, Neutral Grassland Living England Habitat Map
- F** Fen, Marsh & Swamp Living England Habitat Map
-  Local Wildlife Sites





3.4 Biodiversity

In relation to biodiversity, the site is not locally or nationally designated.

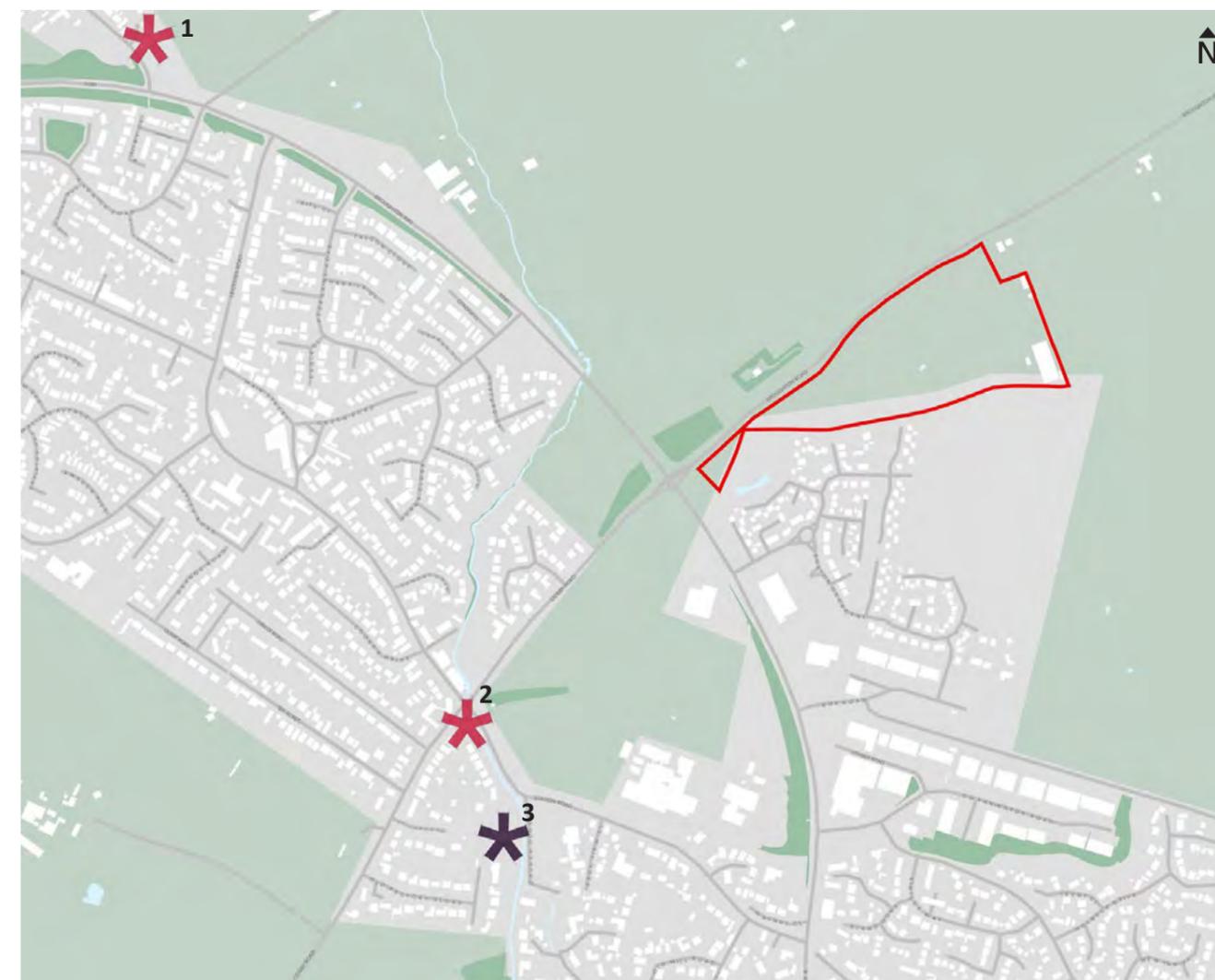
The Harborough Phase 1 Habitat Survey (2008) surveyed the western part of the site as part of the 2km assessment areas around key settlements. It identified poor semi-improved neutral grassland, native species-poor hedgerows and trees as well as tall ruderal. The eastern part of the site comprises horse-grazed grassland fields that are considered to be in moderate condition and species rich hedges.

- 1. The eastern part of the site is horse-grazed grassland
- 2. Species-poor hedgerows and trees

The Phase 1 Habitat Survey identifies three designated Local Wildlife Sites and Parish Level Site to the north and north-west of the site and a further Parish Level site along Broughton Way. It also identifies the mature hedgerows on the northern side of Broughton Road as a wildlife corridor. There are three Sites of Special Scientific Interest at Croft; the nearest, Croft Pastures, is approximately 3km from the site.

3.5 Heritage

There are no heritage assets on site. The nearest heritage assets are located within Broughton Astley to the south-west and north-west. There are five listed buildings in the settlement: Sutton in the Elms Baptist Church¹; Quaker Cottage* and The Stone House in Sutton in the Elms*; and Broughton Astley War Memorial² and St Mary's Church³ in Broughton Astley. Broughton Astley does not have a Conservation Area.



HERITAGE

-  Site Boundary
-  Grade II* Listed Building
-  Grade II Listed Building

*The Stone House and Quaker Cottage are outside this plan boundary, just north-west of Sutton in the Elms Baptist Chapel

3.0 THE SITE

3.6 Flood Risk

The site is located within Flood Zone 1 with a low probability of river or sea flooding. The western part of site is affected by surface water flooding and sustainable drainage systems will be used to manage this.



FLOOD RISK - RIVERS & SEA



FLOOD RISK - SURFACE WATER



3.7 Landscape

The site is located on the eastern edge of Broughton Astley. In respect of landscape and visual matters, this part of the landscape is characterised by medium scale, mixed agriculture, set within a strong framework of green infrastructure. The site is visually contained with the land falling from north-east to south-west, and is relatively well-screened from long-range views.

The site is located within an area defined as the 'Upper Soar- Broughton Astley Open Farmland' in the Lutterworth and Broughton Astley Landscape Capacity Study (The Landscape Partnership, Dec 2011).

The same study defines the site as being within an area of 'moderate' landscape sensitivity and 'medium' landscape capacity. This degree of sensitivity extends across the entire landscape around the settlement, whilst capacity ranges between medium and medium-high on the northern, western and southern sides of the settlement (with the exception of a low capacity parcel to the south).

Since the study was published, new residential development has come forward on land to the south of the site. This increases the prominence of the settlement edge and presents a context of existing residential development, both of which reduce the 'susceptibility' (and consequent sensitivity) of the landscape. This is combined with the physical containment of the landform to the east and Cosby Road to the north.

1. Mature trees on the site boundary
2. Existing hedgerow bounding the site
3. Dense vegetation on site
4. The site gently slopes down from east to west

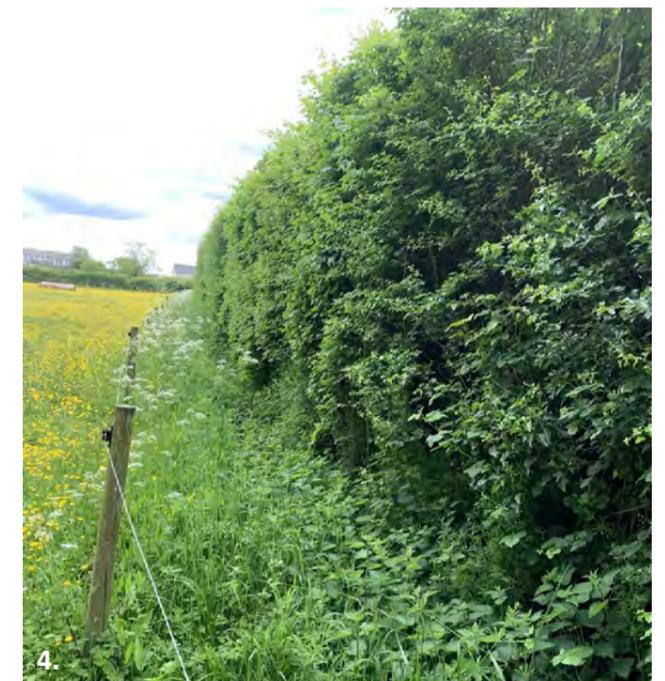
3.0 THE SITE

3.8 Opportunities & Influences

Following an assessment of the site and its surroundings, the key opportunities and influences have been identified. These are outlined below and are illustrated on the adjacent plan. These have helped inform the current design proposals for the site:

- The site sits in a physical location where it will read as a continuation of the adjacent Jelson Homes scheme;
- Opportunities to maintain and enhance vegetation throughout the site;
- Improve public right of ways running north-south through the scheme;
- Opportunities to continue the green corridor running through Estley Green;
- Provide additional residential development on the edge of the village;
- Provide new, useable areas of public open space;
- Existing access from Broughton Road;
- Sensitively respond to the edges adjacent to the existing development;
- Improve active frontage facing pedestrian routes;
- Create and enhance links to the surrounding public opens spaces; and
- Topography slopes east-west creating a natural location for SuDS.

1. Existing PRoW linking to adjacent residential development
2. Estley Green by Jelson Homes sits to the south of the site
3. Existing access on Broughton Road
4. Potential to retain/ enhance existing vegetation on-site





OPPORTUNITIES & INFLUENCES

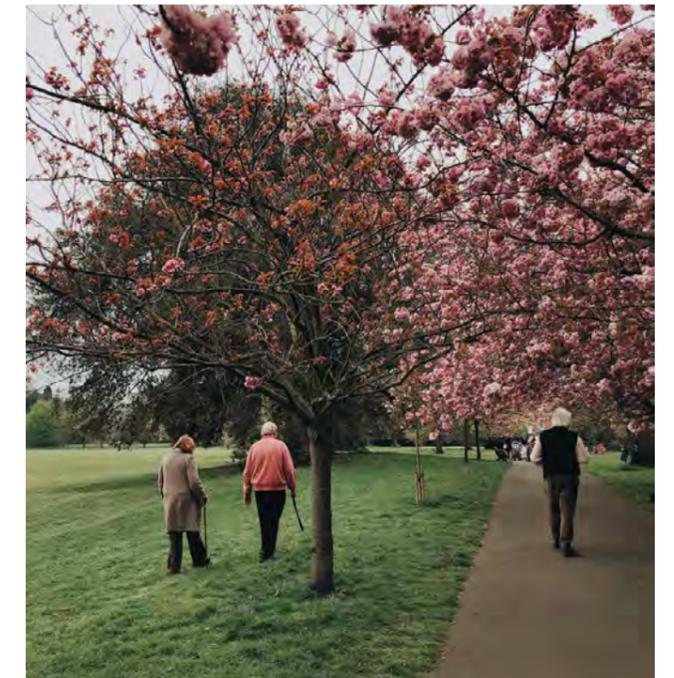
- Existing Topography
- Proposed Vehicular Access
- Existing Trees & Vegetation
- Flood Zone
- Proposed Attenuation Areas
- Existing Public Right of Way
- Existing Road Network
- Pedestrian Connectivity
- Off Site Strategic Pedestrian Route
- Neighbouring Built Form
- B Bus Stop
- Adjacent Development

4.0

VISION & CONCEPT

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4.0 VISION & CONCEPT



Images all courtesy of Pexels.com

4.1 The Vision

To deliver an attractive, highly sustainable new community on the edge of Broughton Astley, creating a natural extension to the existing settlement that responds to the agricultural land to the east of the site.



4.0 VISION & CONCEPT



USES

	Site Boundary		Play Space 0.04ha		Residential 3.93ha
	Public Open Space 2.20ha		Drainage 0.18ha		Road Infrastructure 0.08ha
			Existing Vegetation 0.25ha		

1. Vistry Group CGI of Walton Peaks, Chesterfield
2. Jason Briscoe, Pexels.com
3. SuDS Turf, wildflowerturf.co.uk

4.2 Land Use

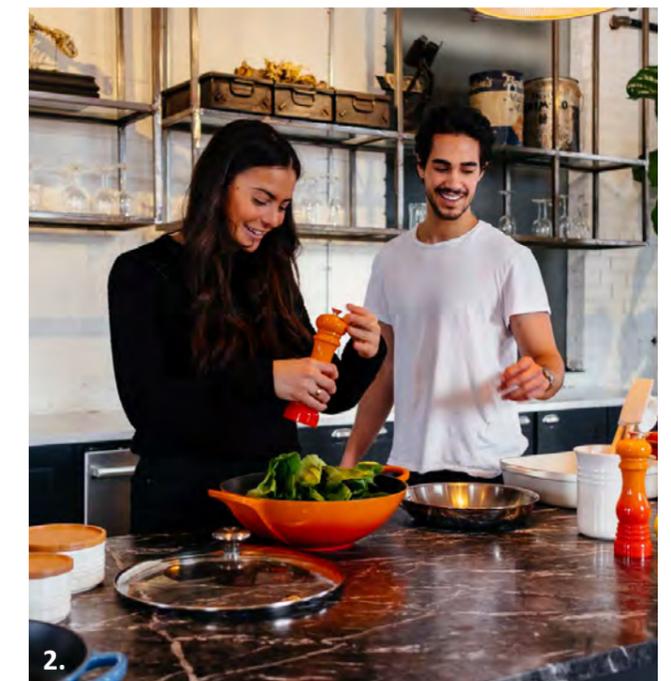
The Illustrative Masterplan sets out a vision for how the site can achieve its potential. The adjacent plan shows over two hectares of public open space, dispersed across the site. There is a green corridor running north to south centrally through the site along the public right of way. This is a continuation of the green corridor running through the adjacent scheme, helping to integrate our site with the adjacent development. Attenuation basins have been incorporated within the public open space. These are positioned within the green corridor and to the south-west of the site, to work with the topography and natural surface run off of the site.

The Illustrative Masterplan focuses on retaining existing landscape features. The Land Use Plan demonstrates this desire, with development respecting the existing network of trees and hedgerows, pulling development back from edges of the site.

Residential development has been defined by the constraints of the public right of way, existing vegetation and the topography. A density of 35-40dph is proposed, which will be in keeping with the surrounding developments, delivering up to 157 dwellings.



1.



2.



4.3 Green Infrastructure

To deliver the vision for the site, a green infrastructure network is required to create safe movement corridors for residents and ensure landscaping is integrated into the development. With the lack of on-site existing features, providing new landscape features is key to creating a balanced development that promotes the health and well-being, ensuring residents have access to varied and engaging green spaces.

Green Links

These links are interactive movement corridors that create direct and legible routes between key areas of the site without the need for vehicles. This continuous network physically and visually ties areas of the site together providing short and medium range views through the site so that it is easily navigable. These routes will include segregated cycle infrastructure to make cycling and walking the safest and most desirable movement choice.

Feature Open Spaces

Creating a variety of spaces allows residents of all ages to have to have access to outdoor space. Smaller formal open spaces that include ornamental planting, art and sculpture provide calm havens embedded within development parcels. Three key areas of open space have been included within the scheme: Eastern Green, Central Green and the Green Corridor which includes play facilities.



GREEN INFRASTRUCTURE



4.0 VISION & CONCEPT

4.4 Movement

The Access and Movement Plan opposite demonstrates the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. It clearly defines the Primary Street, from the site entrance off Broughton Road, and provides an illustration of how lower category streets can achieve a permeable layout.

The plan recognises the need to combine the function of the street as a movement corridor alongside its function as a place. Streets must be designed for low speeds, with pedestrian priority, enhancing the relationship between built form, the residents, and the street.

An extensive network of direct, legible, and safe pedestrian and cycle routes are proposed throughout the Masterplan. These routes ensure that short journeys within the site, and trips to local services and facilities, are easy to undertake in a sustainable way. This network of routes creates direct access throughout the site and links into the existing public right of ways that is retained within the site, providing pedestrian permeability to key facilities and the wider landscape.

To complement the pedestrian and cycling routes around the site, a network of streets are created where vehicles and pedestrians are integrated together in a safe way. The Access and Movement Plan clearly defines the primary street and provides an illustration of how this could lead to lower category streets, achieving a permeable layout.

The Primary Street

There is a singular point of access into the site, off Broughton Road. The primary street is designed as a loop, defining the edge of the residential parcels and a central green. This creates a legible route for vehicles rather than unexpected culs-de-sac.

Secondary Street

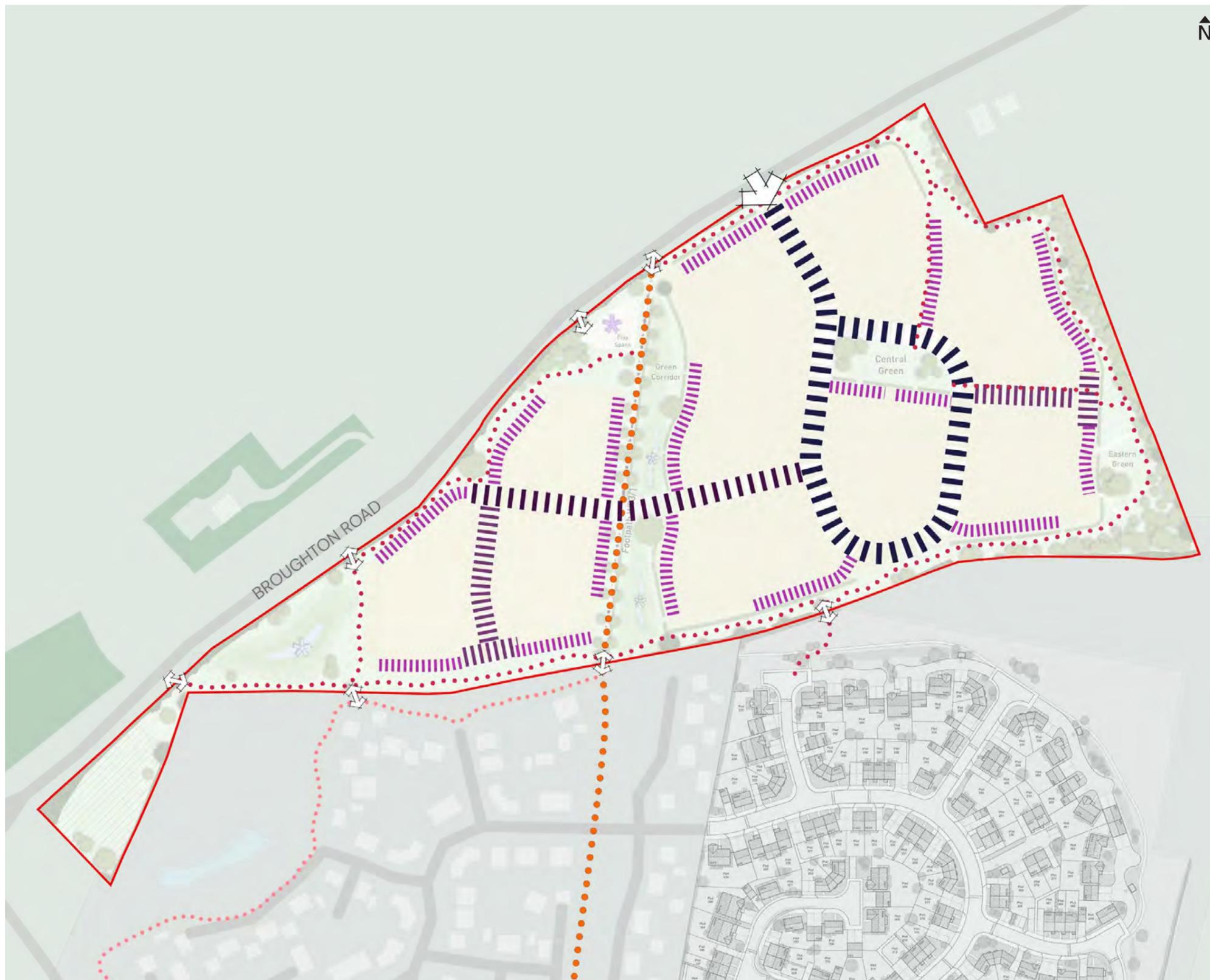
The secondary street leads to the western edge of the development. It is important that pedestrian and cycle routes take priority where it crosses the green corridor, creating a safe environment for all users of the movement network.

Lanes

Low category lanes provide access predominantly for those accessing their property. They are arranged as culs-de-sac as they are low traffic environments. These routes are direct and do not meander so it is simple for all users to navigate the street network.

Shared Private Drives

Where a shared private drives are created pedestrian permeability must be provided around the development edges.



MOVEMENT

-  Site Boundary
-  Vehicular Site Access
-  Primary Street
-  Secondary Street
-  Lanes
-  Private Drives
-  Pedestrian Connectivity
-  Pedestrian Route
-  Retained Public Right of Way
-  Off Site Strategic Pedestrian Route

4.0 VISION & CONCEPT



4.5 Design Principles

The adjacent plan illustrates the principles included with the Masterplan, such as:

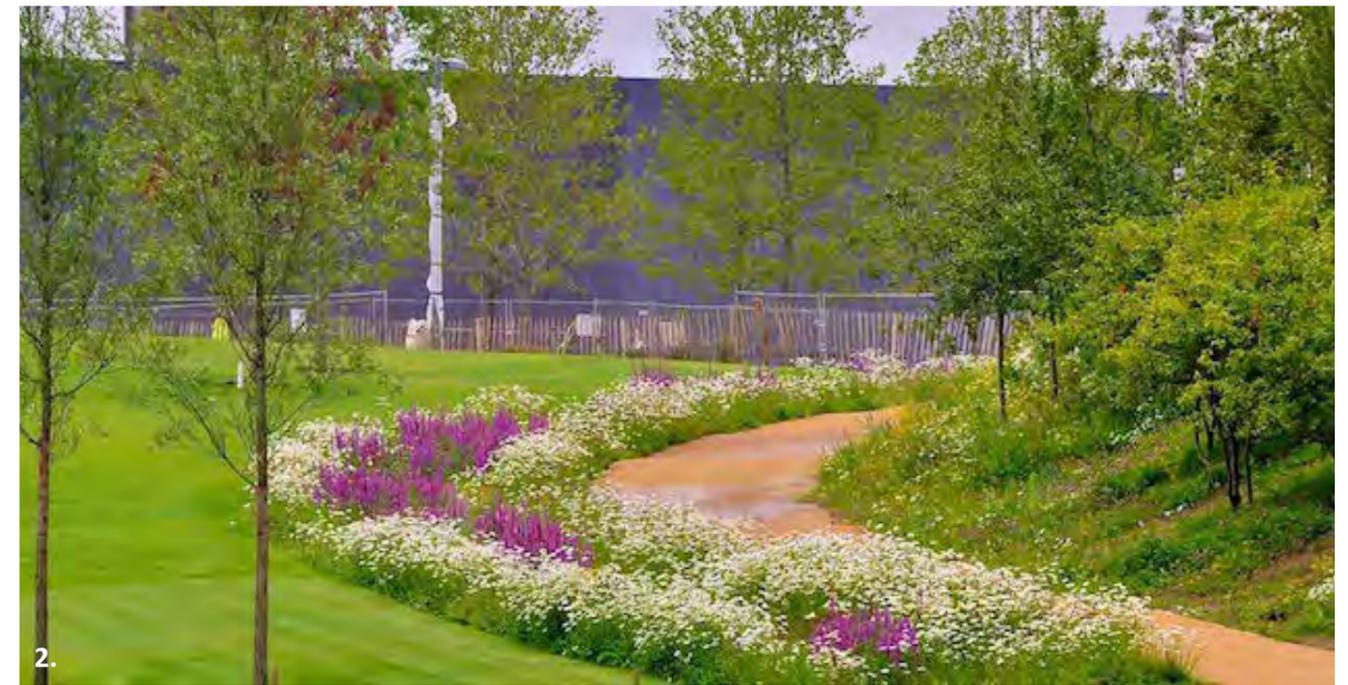
- Dwellings fronting out on to the public right of way and green corridor, help to enhance natural surveillance and pedestrian safety;
- Implementing key plots at the end of vista and on corners to aid navigation through the site;

DESIGN PRINCIPLES

	Site Boundary		Built Form
	Green Buffer Planting		Enclosed Rear Gardens
	Feature Green Space		Active Frontage
	Central Green		Corner Turning Plots
	Wetland Planting		Key Plots
	Retained PRoW		



1.



2.

1. The Ridings, Alfreton (Vistry Group)
2. Example of SuDS integrated within POS

- A minimum of a 10m biodiversity corridor along the eastern boundary as a landscape buffer between the adjacent fields and the proposed development;
- The proposed green corridor enhances the setting of the PRow;
- Sustainable urban drainage solution integrated within the public open space;
- Creating public realm for residents of all ages, including play spaces for children and opportunities to dwell;
- Proposed landscape to integrate within the housing development, including planting and open space, rather than being sited only on the periphery;
- The creation of a series of pedestrian links connected to existing connections and desire lines at the site edges; and
- The retained and long term maintenance of trees and hedgerows creating a natural boundary to road frontages.

4.6 Density & Scale

The adjacent plan demonstrates how building heights have been considered in order to respect the existing dwellings, ranging between 1-2.5 storeys.

Larger 2.5 storey dwellings will be positioned at the end of vistas and on key plots to define viewpoints and ease navigation around the site. The density of the scheme will range from 35-40 dph across the site.

This responds to the size of the development parcels, and provides suitable distances from existing dwellings.

A range of densities will allow for the creation of different character areas based on a variety of housing typologies. It is anticipated that lower density areas will be adjacent to existing dwellings and the site edges.

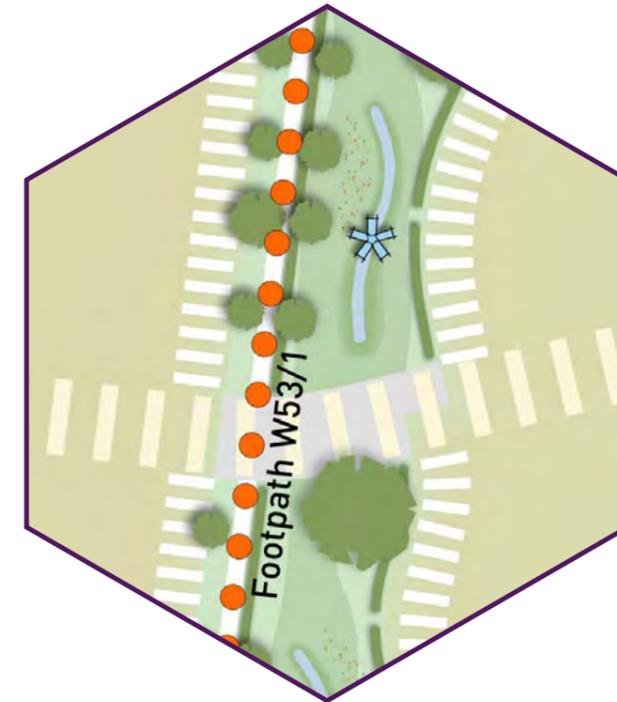
4.0 VISION & CONCEPT

4.7 Illustrative Masterplan

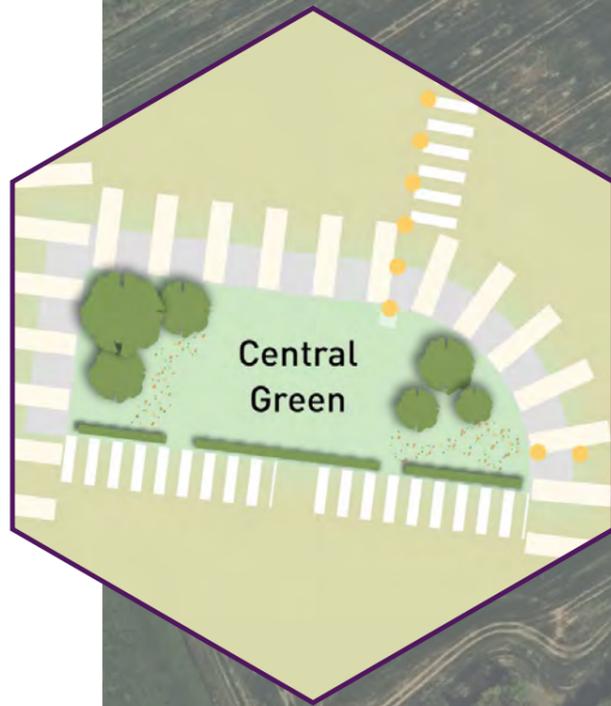
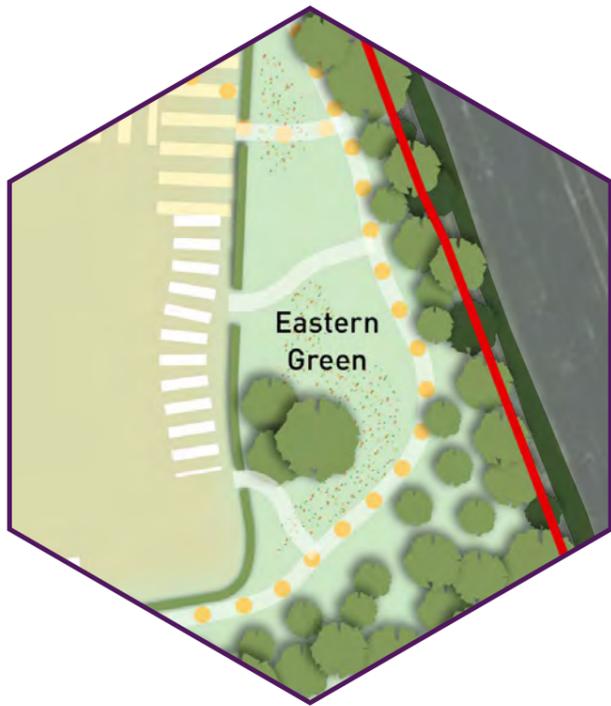
The vision for the site is illustrated in the adjacent Masterplan. This illustrates how a development could look when a holistic design approach has been followed.

In addition to the vision for the site, key urban design principles have informed the design of the Masterplan to ensure that a deliverable, landscape-led and desirable place is created, including:

1. Key development frontages at the site entrance are balanced with built form and landscaping either side of the street to create a gateway entrance feature;
2. Development areas are created that will enhance safety and security, designed to perimeter block principles, which will ensure development overlooks public open spaces as well as enclosing private rear gardens;
3. An extension of the green corridor within Estley Green has been created to enhance the existing public right of way. This green corridor includes drainage and play facilities;
4. The existing network of hedgerows and trees are enhanced with usable public footpaths and cycleways;
5. Sustainable urban drainage features add character to the public open space as well as enhancing ecological habitats.



1. CGI of Walton Peaks, Chesterfield (Vistry Group)
2. Wolf Square, Newark (Vistry Group)
3. The Green, Grendon (Vistry Group)



ILLUSTRATIVE MASTERPLAN

-  Site Boundary
6.21Ha
-  Development Area
3.93Ha
-  Primary Street
-  Secondary Street
-  Lane
-  Shared Private Drive
-  Public Right of Way
Footpath W53/1
-  Pedestrian/ Cycle Path
-  Off-Site Strategic Pedestrian Route
-  Site Access
-  Potential Pedestrian Connection
-  Drainage Basin
-  Play Space
LEAP
-  Existing Tree
-  Existing Hedge
-  Illustrative Tree Planting
-  Illustrative Hedgerow Planting
-  Illustrative Wildflower Meadows
-  Flood Zone

4.0 VISION & CONCEPT

4.8 Track Record & Delivery



THE GATEWAY, BEXHILL, EAST SUSSEX (1,050 HOMES)



WATERMANS PARK, GRAVESEND, KENT (400 HOMES)



STANTON CROSS, WELLINGBOROUGH (3,500 HOMES)



KINGSMERE, BICESTER



THE PAVILLIONS, KENILWORTH



THE TORS, TAVISTOCK, DEVON (750 HOMES)



SHERFORD, SOUTH WEST EXETER (1,350 HOMES)



TWIGWORTH GREEN, TWIGWORTH



NORTH WHITELEY, WINCHESTER (3,500 HOMES)



MONUMENT VIEW, WELLINGTON

4.0 VISION & CONCEPT

4.9 Sustainability

WE FOCUS OUR EFFORTS IN SUSTAINABILITY ACROSS ALL ASPECTS OF OUR STRATEGY

SUSTAINABILITY STRATEGY

Vistry Group's purpose is to deliver sustainable homes and communities across all sectors of the UK housing market.

Key to this purpose is a successful and ambitious sustainability strategy.

Our strategy launched in 2021 and is focussed on three priority areas of People, Operations and Homes & Communities.

It includes a commitment to setting carbon reduction targets consistent with reduction required to keep warming at 1.5°C and the development of a roadmap to deliver net zero carbon homes.

We recognise that key to success in meeting the sustainability challenges we face as a society and industry is collaboration, and to facilitate this we have become members of the UK Green Building Council, as well as corporate members of the Institute for Environmental Management and Assessment.

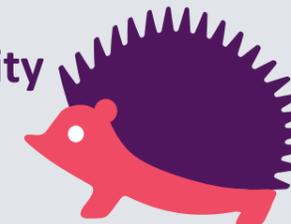
We continue to be gold members Supply Chain Sustainability School of the and members of the Future Homes Task Force.

4.10 Key Benefits



New market homes for people

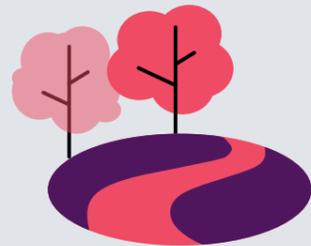
10m Biodiversity Corridor



Homes with Electric Vehicle Charging Points



Linking and enhancing existing footpaths to the wider community



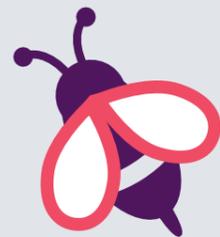
Education Funding



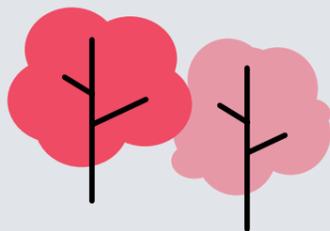
New play equipment



**New footpath/
pedestrian/
cycle trails**



**Support
Biodiversity
Net Gain**



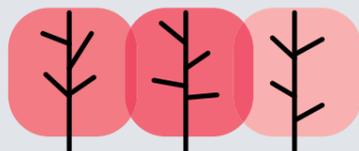
**New
Tree
Planting**



**55
Affordable
New Homes**



**Sustainable
Drainage
Systems
provided**



**Retain and enhance
existing green
infrastructure**

4.11 Our Operations

CLIMATE CHANGE

The targets covering greenhouse gas emissions from company operations are consistent with reduction required to keep warming at 1.5°C.



100% of electricity used in our offices and sites is from renewable sources.



Responsibility for climate related issues resides with Executive Leadership Team (ELT) and our COO is the executive sponsor and chairs the quarterly Group's Sustainability Forum.

4.12 Waste & Resources



We identify, manage and mitigate all environmental impacts through our ISO 14001 certified management system.



Waste Recycling data for 2020 resulted in an annual total of 95% recycling rate.



Procurement of only FSC/PEFC certified timber, and supporting schemes such as the National Community Wood Recycling Project, where in 2020, 686 tonnes of our timber waste was re-used.

Our ultimate priority for 2021 is to achieve a 5% reduction in waste intensity tonnes/unit whilst retaining recycling rate of over 95%.



4.0 VISION & CONCEPT

4.13 Our Homes and Communities

PLACEMAKING

Our approach to placemaking is designed to improve people’s quality of life and support our customers health and wellbeing.

Providing our customers with access to high quality amenities that support local economies is a key consideration when selecting and designing our sites and in addition to Section 106 and community infrastructure contributions.



NETHERHALL PARK, GREAT BARR



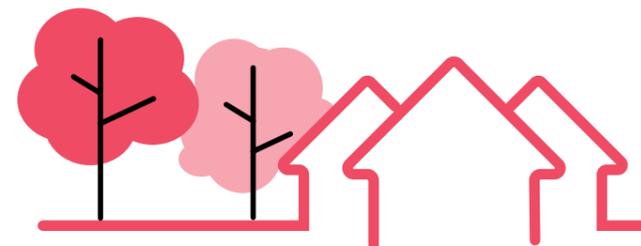
TWIGWORTH GREEN, TWIGWORTH

S106

Our master planning approach aims to provide a clear hierarchy of public, private, and semi-private spaces that encourage neighbours to interact with each other and build strong communities.



THE GREEN, WINCHESTER VILLAGE



NATURE

Our approach to development design focusses on the principles of Green Infrastructure (GI)- networks of multifunctional green space which includes parks, open spaces, playing fields, woodlands, street trees, allotments, private gardens, sustainable drainage systems and soils.

Ahead of a 10% biodiversity net gain being mandated by the emerging Environment Bill, we are seeking to assess and future-proof our schemes.

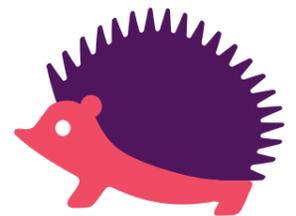


Hedgehog highway

At Bovis Homes we're proud to contribute to the welfare and future of these declining creatures.



We are in partnership with the British Hedgehog Preservation Society and have formed a new partnership with the Bat Conservation Trust, to help protect these important species.



Vistry Partnerships are now business supporters of the Bumblebee Conservation Trust (BBCT). The aim of this sponsorship is to ensure our sites across the country are helping to support bumblebees and other wildlife with our planting.





FUTURE HOMES STANDARD

We are currently developing the 2025 housetype range to meet the new Part L and Future Homes Standard (FHS).

We are piloting the construction of zero carbon homes on a site with Vistry Partnerships West Midlands (Europa Way Triangle, Warwick).

We are conducting extensive reviews of renewable technologies and products to ensure we offer the most technically robust solution which is right for our customers.



UNWRAPPED HOME, EMBROOK PLACE

Building upon its fabric-first approach, Vistry currently aims to: make its entire build process as efficient as possible:

- reduce energy demand within its homes;
- decarbonise the heating of homes;
- facilitate the use of electric vehicles; and
- provide green infrastructure at the forefront of its developments.



The Future Homes Standard;
Proposed changes to Part L

4.14 Affordable Housing & Planning Obligations



Vistry Partnerships is the leading private sector provider of affordable housing creating 1,306 affordable homes during 2020, our product range includes one-bedroom apartments through to larger five-bedroom family homes.

We work collaboratively with local authorities and registered providers (RPs) to provide affordable housing across a range of different tenure types.

Planning obligation spend in 2020 was £50.5m which contributes to the needs of the communities we build in.



5.0

SUMMARY & NEXT STEPS

- 5.1 Proposal Summary
- 5.2 Next Steps

5.0 SUMMARY & NEXT STEPS

5.1 Proposal Summary

The land at Broughton Road, Broughton Astley provides an opportunity to deliver a highly sustainable new development of 138 dwellings along with new areas of open space to benefit existing and future residents and enhance the public right of way (W53/1).

The proposal is a sustainable and deliverable development option. It provides a suitable, available and achievable option for consideration through the Local Plan update.

High quality and sustainable development would be achieved in the following ways:

- The creation of a new walkable residential community with a strong sense of place;
- The creation of attractive pedestrian and cycle routes through the development;
- Providing a development that is well-connected, legible and easily navigable;
- The creation of a strong landscape structure that responds to the local area and retains and enhances the immediate locality; and
- Promoting the objectives of sustainable development through layout and design.



Images both courtesy of Pexels.com



5.2 Next Steps

This document has been prepared to provide the basis of engagement with Harborough District Council and other key stakeholders involved in the preparation of the new Local Plan.

Vistry Group looks forward to engaging with the District Council on their ambitions for the site and responding to any feedback on the initial concept masterplan prepared to start a discussion about the best way for this site to contribute to the housing needed in the area.

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