

# Land South East of *SYSTON*

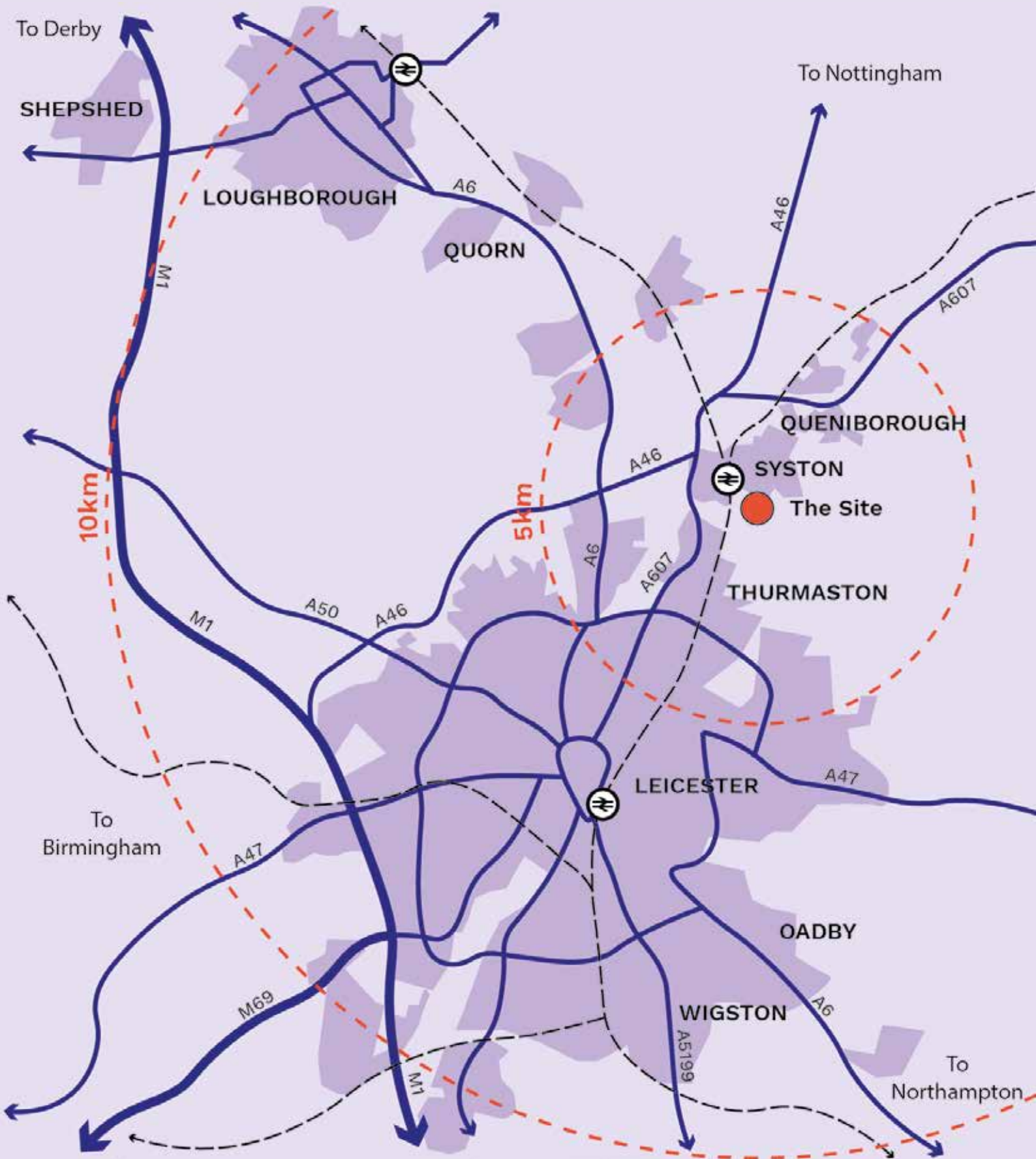


MASTERPLAN FRAMEWORK  
DOCUMENT

JUNE 2024

Taylor  
Wimpey





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Client

**Taylor  
Wimpey**

Project team



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# Executive Summary

This Masterplan Framework Document (MFD) is produced in relation to 'Land South East of Syston' in accordance with Policy DS3 (HA1) of the emerging Charnwood Borough Local Plan 2021 – 2037 and forms part of a comprehensive pre-application submission to Charnwood Borough Council.

The purpose of the MFD is to provide a high level design framework for the Site, demonstrating how a comprehensively planned extension to Syston can be achieved. This document has been informed by an extensive analysis of landscape, historic context and local character to ensure it is appropriate and responds to its setting. This is discussed in detail within this document.

This document describes the Site's characteristics in order to demonstrate that it is an achievable, available and deliverable site with no known constraints, and sets out how the Site is capable of delivering a new, high quality, sustainable, landscape-led scheme over the course of the forthcoming Local Plan period whilst providing extensive town-wide benefits for the community of Syston.

We welcome feedback from the Council on the proposals set out in this document and will use the comments received to inform our planning application.

## VISION SECTION

Our Placemaking Principles have been informed by the Urban Design Objectives from Charnwood Borough Council's Design Supplementary Planning Document and the National Design Guide and Code. The Urban design objectives should be utilised as the guiding principles for developing design ideas. Proposals should show how they reflect them. Discussions with the Borough Councils' officers have and will continue to be structured around these points.

These will help deliver the vision for the kind of place the neighbourhood will be. This approach is truly landscape led, by layering the existing and proposed natural assets, to identify the sustainable areas for development.



*Our placemaking objectives follow those set out in the Charnwood Design Supplementary Planning Document January 2020.*

**PRINCIPLE 1: RESPECTING AND ENHANCING THE LOCAL CHARACTER**

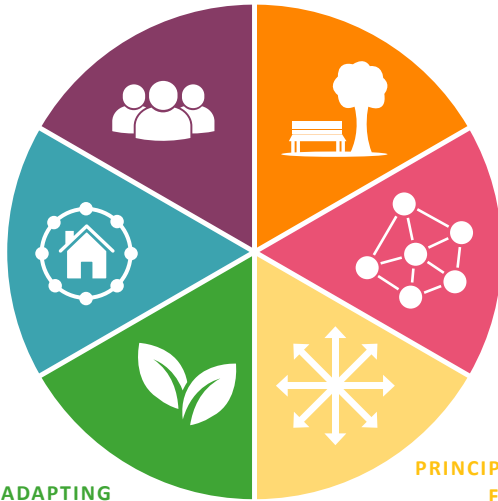
**PRINCIPLE 2: PROVIDING ATTRACTIVE AND WELL MANAGED PUBLIC AND PRIVATE SPACES**

**PRINCIPLE 6: PROTECTING THE AMENITY OF EXISTING AND FUTURE OCCUPIERS**

**PRINCIPLE 3: WELL-CONNECTED AND LEGIBLE STREETS AND SPACES**

**PRINCIPLE 5: ADAPTING TO CLIMATE CHANGE**

**PRINCIPLE 4: CREATING MULTI-FUNCTIONAL, SAFE AND INCLUSIVE PLACES**







01

Introduction

## Who Will Deliver

# The Site?

The site has been in the ownership of Merton College since 1271 when it acquired the land at Barkby from Robert de Percy.

The College has a long history of sustainable and responsible stewardship of its estates across the country and in 2011 invited Taylor Wimpey to work with it to create this new community in Leicestershire.

Taylor Wimpey is proud to be a leading house builder in the UK, building over 10,000 homes in 2022. Over 50% of our homes are sourced through strategic sites and we have dedicated teams that champion their delivery through the Development Plan process.

Along this journey, Merton College and Taylor Wimpey are committed to working with local people and authorities as part of our placemaking approach to long-term, sustainable development, one which enhances local character and improves the quality of life for all the people who live, work and play there. We want everyone involved to be just as proud of the neighbourhoods and communities that are created as we are.

But as part of this process, we recognise our world – our home is in trouble. We want to be part of the solution – working together to minimise the impact we have on climate change, and protecting our planet for future generations.

We are committed to meeting challenging, measurable science based targets, to reduce our carbon footprint, as part of our contribution to housing and community needs.

Within our published Environment Strategy, Taylor Wimpey's commitments include:

- Reducing operational carbon emissions by 36% by 2025.
- Reducing emissions from customer homes by 75% by 2030.
- To use 100% green electricity for all our new sites.
- Reducing our fleet emissions by 50% by 2025.
- Ensuring 97% of all construction waste is recycled. Over time, we're aiming to reach net zero.
- Delivering a 10% net gain in biodiversity on all new sites.
- Enhancing wildlife beyond the 10% calculation by phasing in requirements for all new sites to provide: Hedgehog Highways, Bug Hotels, bat and bird boxes, and all suitable sites having reptile and amphibian hibernation areas.
- Provide customers with information on the development and their gardens, so they can fully understand, enjoy and support nature.

These commitments align with our corporate strategy to 'Do the right thing', taking responsibility in a respectful and fair way, to build a better tomorrow we can be proud of. It underpins everything we do, and we look forward to delivering on our promises.

*Our purpose is to  
build great homes and create  
thriving communities.*

Our strategy focuses on climate change, nature, resources and waste. We have set ambitious quantitative targets to help drive progress in each area up to 2030.



Allocate space for nature



Partner with conservation organisations to develop our approach



Integrate wildlife friendly features, like ponds



Landscape our sites with wildlife friendly plants



Include enhancements such as hedgehog highways



Engage customers on nature

## CLIMATE CHANGE

Defend the planet and our future by playing our part in the global fight to stop climate change.

### Key target

- Achieve our science-based carbon reduction target:
- Reduce operational carbon emissions intensity by 36% by 2025.
- Reduce carbon emissions intensity from our supply chain and customer homes by 24% by 2030.

### Key metric

- Greenhouse gas emissions per 100sqm
- Completed homes (scope 1, 2 and 3) Tonnes CO<sub>2</sub>e/100m



## NATURE

Improve access to and enable enjoyment of nature for customers and communities by regenerating the natural environment on our developments.

### Key target

- Increase natural habitats by 10% on new sites and include our priority wildlife.

### Key metrics

- Percentage increase in natural habitats on new sites.
- Percentage of new sites with our priority wildlife enhancements and number of enhancements implemented.



# Planning Context

*The Charnwood Local Plan Core Strategy was adopted in November 2015 and provides a development strategy to 2028 setting out where and how new development should take place in the Borough. Whilst the Council is working with its partners to deliver that Plan, work has taken place on the preparation of a new plan for a longer period to 2037 to align with the new Strategic Growth Plan for Leicester and Leicestershire and new evidence of the need for homes and jobs.*

The Pre-Submission Charnwood Borough Local Plan 2021-37 was published in July 2021. This new Plan sets out a vision and a framework for the future pattern, scale and quality of development in Charnwood. It addresses needs and opportunities in relation to housing, the economy, community facilities and infrastructure as well as conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places that contribute to healthy communities.

Policy DS1 sets out the development strategy for Charnwood, including the provision of at least 19,461 new homes between 2021-2037. A key principle underlying the allocation of land for development is to direct development to those locations where there is a genuine opportunity to walk, cycle or use public transport and which reduce the need to travel by private car. As such the largest proportion of Charnwood's housing growth between 2021-2037 (38%) is focussed at the edge of Leicester at Birstall, Syston and Thurmaston.

The draft Plan identifies the 'Land South East of Syston' for a new residential-led mixed use development in Policy DS3 (HA1).

## EMERGING POLICY DS3 (HA1)

Policy DS3 (HA1)- Land South East of Syston, of the emerging Charnwood Local Plan 2021-37 allocates the Site to deliver 960 homes. It has been confirmed through the recent Examination Hearing Sessions that this figure is to be considered as a minimum. One of the policy requirements is that HA1 provide the site for a new 2 form entry primary school. The full policy wording is set out below (with the section that relates specifically to school provision emphasised) for completeness:

We will support development proposals at site HA1 that:

- locate homes in those parts of the site that minimise the impact of development on the settlement identity of Barkby, and on the village's heritage assets, and in the areas of lowest flood risk.
- are accompanied by a flood risk assessment which responds to the evidence of flood risk on the site and demonstrates how mitigation of those risks, including securing appropriate site access arrangements, can be satisfactorily achieved so as to meet the Exception Test;
- are accompanied by a Design and Access

Statement, or similar document, that sets out how the development will maintain and enhance the significance of heritage assets and their setting including maintaining and enhancing the setting of the grounds of Barkby Hall through appropriate design of built form and landscaping on the eastern part of the site; and

- provide the site for a new 2 form entry primary school located on land within the allocated site boundaries and of a size and specification which meets Leicestershire County Council's requirements. We will expect the reasonable costs of making this provision to be shared amongst the developments that it would serve.

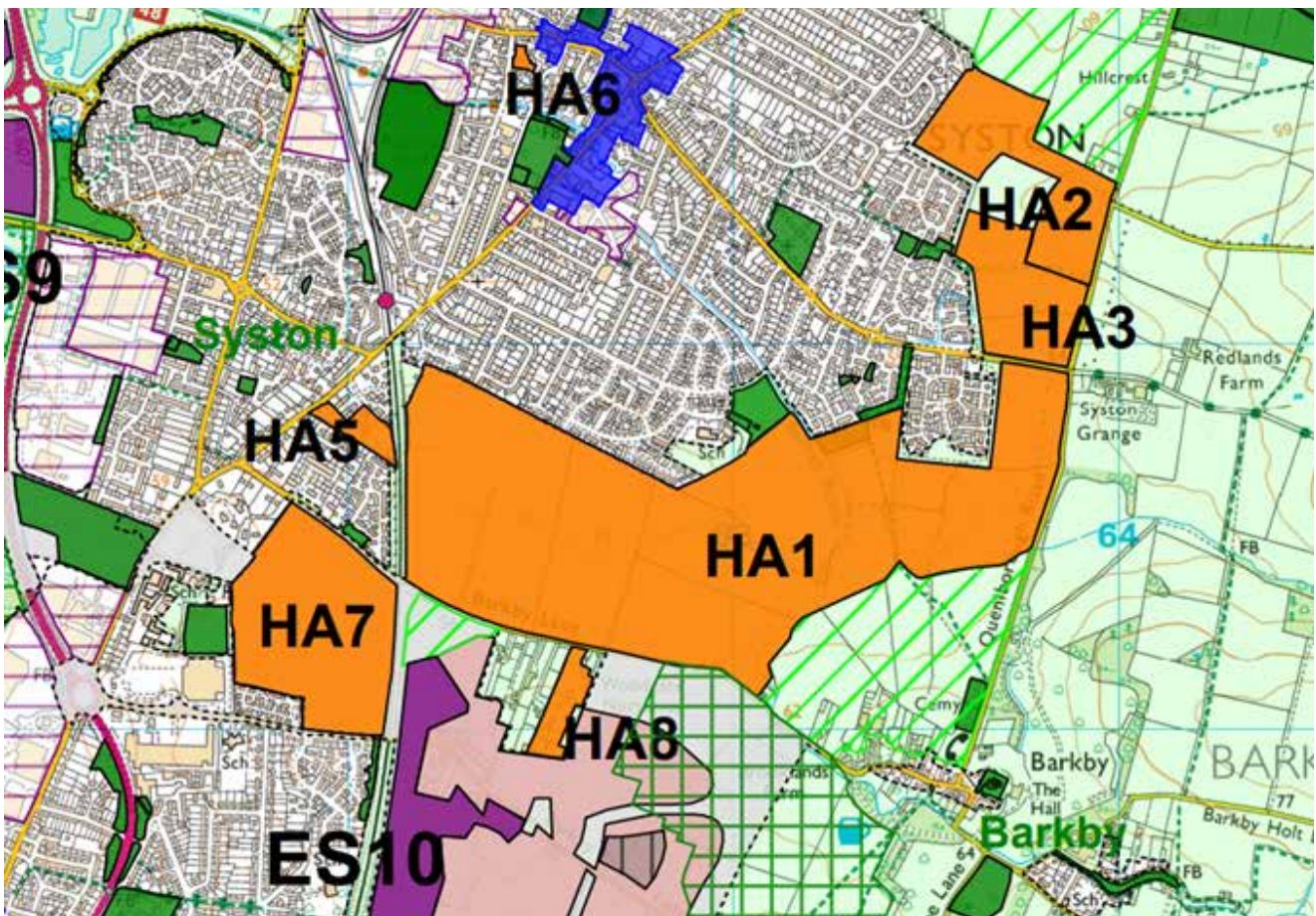
Before outline permission is granted for the site, or

any part of the site, we will require:

- a masterplan to be agreed which includes delivery and phasing arrangements for the whole allocation, in order to achieve comprehensive development; and
- a development brief, design code or equivalent to be prepared to inform decisions on detailed planning applications or reserved matters applications to ensure a cohesive approach to the design and impacts are satisfactorily mitigated.

*The purpose of this MFD is to satisfy the above masterplan requirement.*

#### EXTRACT OF POLICIES MAP SHOWING THE ALLOCATION



# Strategic Context

*Syston is a successful and sustainable small town, located north east of Leicester City, which physically and functionally forms part of a wider urban area of Leicester. 34% of the economically active residents in Syston work in Leicester (Census 2011).*

*Syston benefits from cycle, bus and train connections into the city, providing sustainable access to higher order services and a range of employment opportunities. It is also located alongside one of main arterial routes into the city, the A607 Melton Road/Newark Road.*

*There is also an important green corridor into and out of the City, created by the River Soar and formalised through Watermead Country Park, which Syston lies to the east of.*

## SUCCESSFUL TOWN

Whilst Syston has a strong relationship with the City, it has its own identity and is very self sufficient with a full range and, in many cases, choice of services and facilities to meet the day to day needs of residents.

Syston also has a higher concentration of employment opportunities than the smaller Service Centres in the Borough and it benefits from access to the Strategic Road Network, making it attractive for inward investment.

## WIDER AREA OF CHANGE

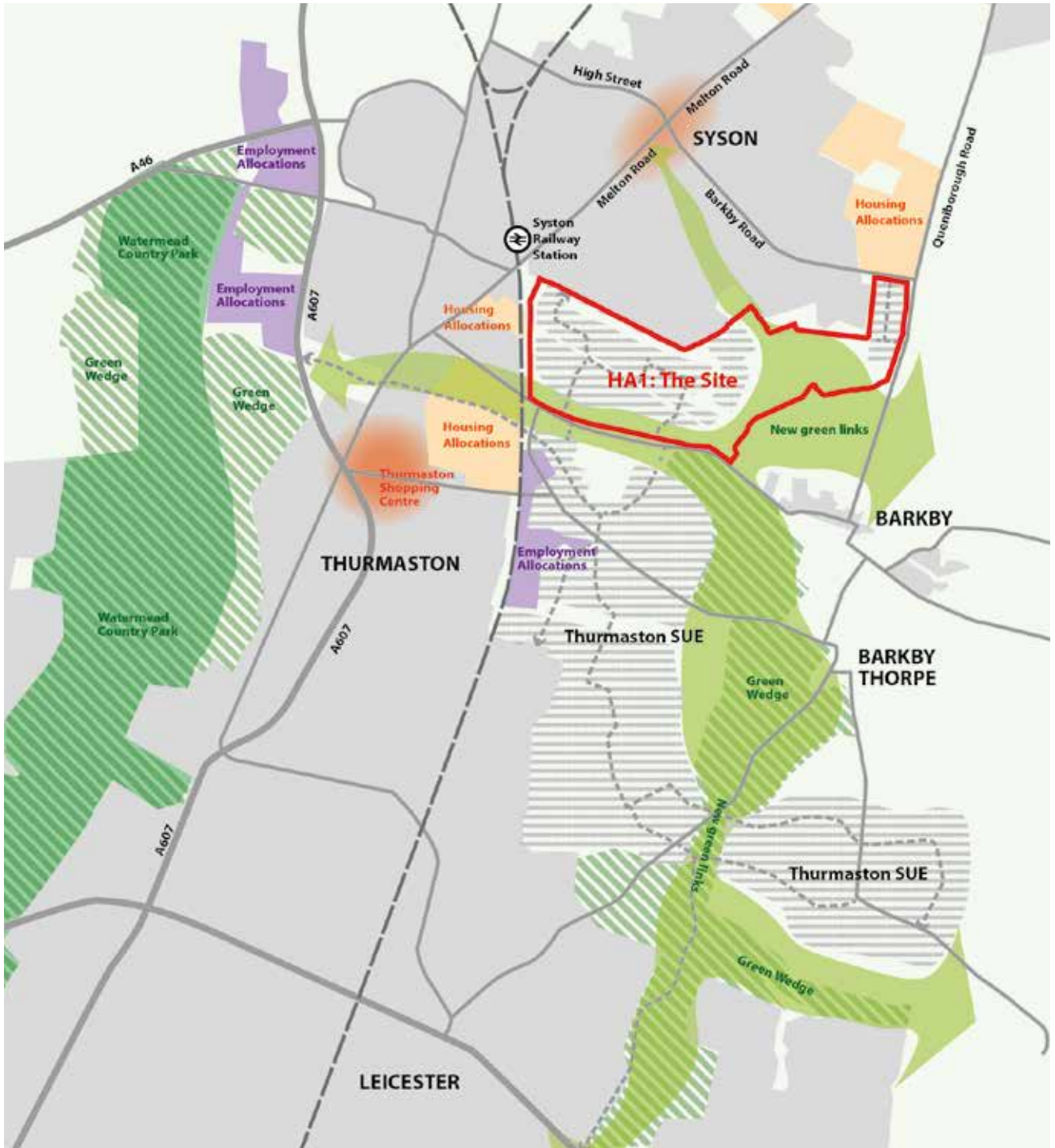
Leicester has grown well beyond the physical administrative boundary of the City into a number of neighbouring Districts and the Leicester and Leicestershire Strategic Growth Plan to 2050 continues to emphasise the importance of the Central City to growth in the sub-region.

The current growth strategy for the area directs significant development to the edge of the city and

the north east edge is seeing significant change as a result of this. This change includes the delivery of 4,500 homes and 16 hectares of employment within the Thorpebury Sustainable Urban Extension to the east of Thurmaston. It also includes the completion of Watermead Business Park, west of the A607, with approximately 31 hectares currently being brought forward for 70,600 m<sup>2</sup> employment.

## SOUTH EAST SYSTON EXTENSION

The proposed development south east of Syston will complement the city scale developments at Watermead and Thorpebury and benefit from the significant employment these sites will create. It will be a more locally focused development, extending and contributing to the successful town of Syston. It will deliver a new school and open up access to a new area of public open space with the creation of the Barkby Brook Park, providing attractive pedestrian routes and opening up a view to Barkby Church for the benefit of all Syston residents.



Strategic positioning of the site





02

**Contextual Analysis and  
Site Analysis**

# Local Character

*It is important to understand the DNA of a place from the outset of the design process. Understanding the history, landscape character and townscape can greatly inform the approach to masterplanning and ensure a design that shares characteristics with its immediate environments.*

We have undertaken a contextual analysis of Syston and the surrounding villages of Barkby and Queniborough. The Masterplan Framework will reference the **distinctive character of Syston**, the hierarchy of routes and spaces, building types, scale and active frontages. Reflecting the local character will reinforce familiarity, **define a 'sense of place'** and integrate the new development into the local area.



*Different buildings unified by brick*



*Door surround*



*Farmsteads at Barkby*



*Red brick chimneys*



*Simple rectangular form*



*Predominantly red brick*



*Parkland at the cricket ground*



*Historic terraces in Queniborough*



*St Mary's Church*



*Skate park*



*Central green*



*Terraces*



*Detached house*



*Barkby Brook*

# Sustainably Located

*Access to local facilities is fundamental to the concept of locating sustainable development. New development needs access to the full range of social, retail, educational, health, transport and recreational facilities to allow people, especially those of limited means or mobility, to go about their daily lives without over reliance on a private car.*

The site is at a highly sustainable location due to its relationship with Syston Town Centre and strategic connections to Leicester city centre, nearby Thurmaston Shopping Centre and its wide range of services, facilities and employment opportunities. Syston lies 5 miles north-east of Leicester. The site benefits from strong transport connections within the Borough and beyond. The A607 west of the site becomes the A563 (Leicester ring road) further south which connects to the M1 at Junction 21.

Syston train station is less than a 10 minute walk from the Site providing further connections to Leicester (8 minutes) and Loughborough (14 minutes). London St Pancras can also be reached within one hour and 18 minutes via Leicester.

A network of bus routes serve Syston providing transport connections to locations including Leicester, East Goscote, Thurmaston and Melton Mowbray.

Syston has a permeable network of footpaths providing pedestrian routes to the town centre and railway station. Syston High Street can be reached within a 11 minute walk or a 3 minute cycle ride from the Site.

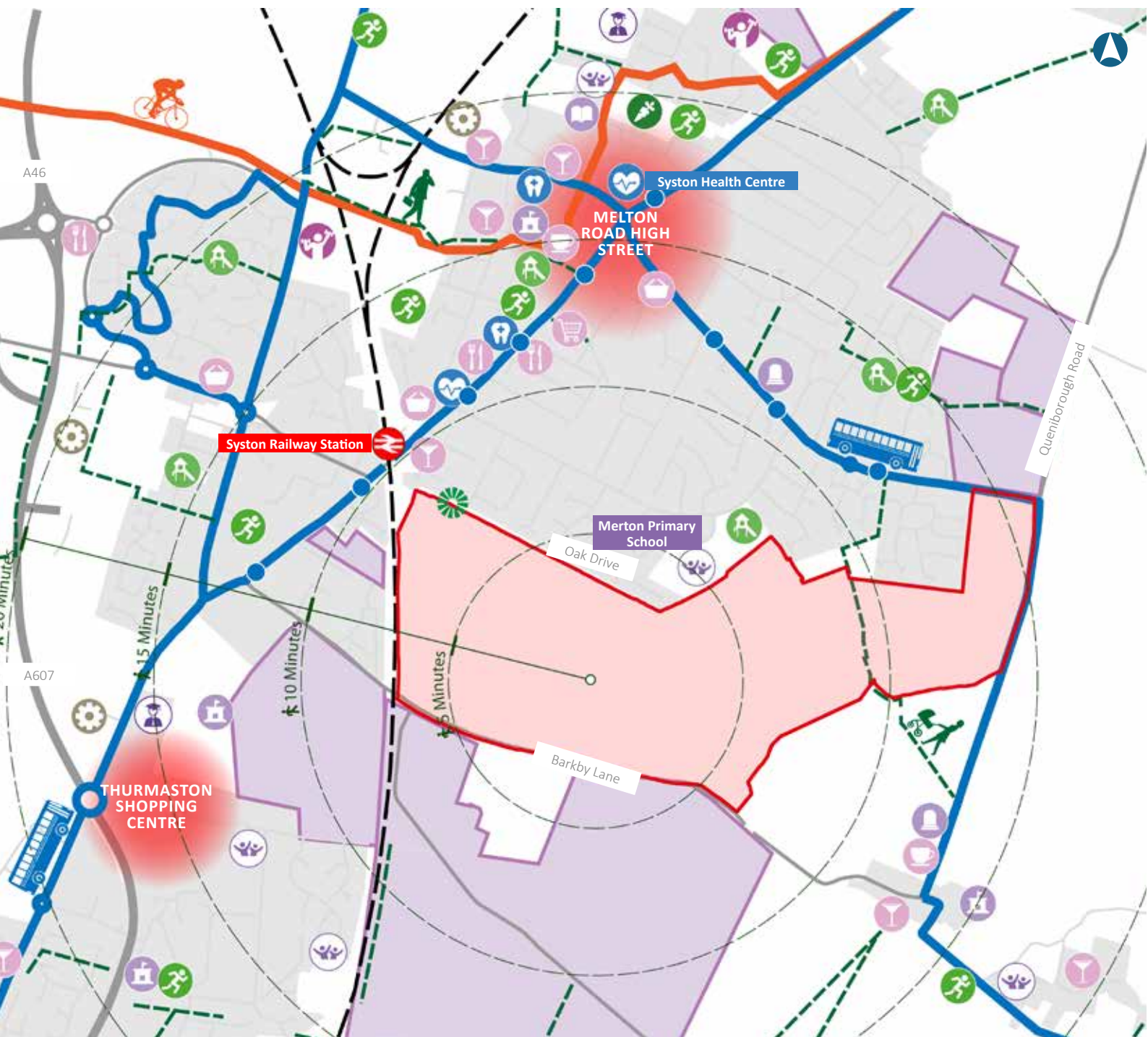
Route 48 of the National Cycle Network is located only a 5 minute cycle north of the Site. This provides a direct off-road cycle route to Leicester City within 30 minutes.





























A wider network of public rights of way and bridleways provide access to the countryside for walkers and horse riders.

The plan opposite illustrates the location of facilities and services in the vicinity of the Site. Within a 11 minute walk / 3 minute cycle of the Site is Syston Town Centre which provides a wide range of shops, services and employment opportunities, catering for everyday needs. Thurmaston Shopping Centre is also within a 16 minute walk / 4 minute cycle, to the south west of the Site offering food stores, major retail and employment.

The Merton Primary School is located adjacent to the Site to the north with secondary education facilities at the Roundhill Academy being a 15 minute walk to the south west of the Site. Further facilities can be found in Leicester, only an 8 minute journey from Syston's train station.





- |   |  |   |   |
|---|--|---|---|
|  Site                    |  Cafe           |  Cemetery          |  Sports            |
|  Other development       |  Public house   |  Hall              |  Industrial area   |
|  Walking isochrones      |  Restaurant     |  Secondary school  |  Bus route         |
|  Public right of way     |  Post Office    |  Primary school    |  Bus stop          |
|  National Cycle Route 48 |  GP             |  Leisure centre    |  Pedestrian access |
|  Train station           |  Dentist        |  Recreation ground |   |
|  Convenience store       |  Pharmacy       |  Allotments        |   |
|  Shop                    |  Public library |   |   |

# The Site and *its Influences*

The Site covers an area of approximately 80 ha and is located immediately adjacent the southern edge of Syston, east of the Midland Mainline railway, north of Barkby Lane, and west of Queniborough Road.

The site comprises largely rectangular agricultural fields, with boundaries mainly defined by trimmed native hedgerows with no trees.

The principal landscape features within the Site include the tree-lined Barkby Brook corridor, dissecting the site in a north to south direction, and field boundary hedgerows and trees.

There are only two designated heritage assets within the vicinity of the Site, the Church of St Marys, Barkby (Grade I Listed Building), and the Barkby & Barkby-Thorpe Conservation Area.

An existing public footpath (J17) runs through the Site between Queniborough Road and Barkby Road.



## SITE INFLUENCES

- The Site has a network of tree belts and hedgerows providing a strong landscape character, in particular along Barkby Brook.
- Barkby & Barkby-Thorpe Conservation Area is located to the south east of the Site. Within the Conservation Area is a number of listed buildings including Barkby Hall and the Church of St Marys. In accordance with Policy DS3 (HA1) the Masterplan Framework will respect the setting of these heritage assets and consider views to landmark features such as the Church of St Marys.
- There is a key view to the Church of St Marys that will be integrated into our proposals.
- There are a number of existing homes which back onto the western section of the Site's northern boundary.
- The existing public footpath (J17) will be retained within an area of open space.
- A review of the existing utilities present within the vicinity of the Site has been undertaken and those utility assets which need to be diverted as part of the proposed development have been identified. A public combined gravity sewer is present within the Site, it enters the site from the north at Deville Park, running along Barkby Brook and exiting the Site at Barkby Lane. It is proposed to retain this sewer in-situ and it has been accommodated within the Masterplan Framework.
- An assessment of the flood risk identifies that the Site is at low risk from flooding as the majority of the land is located within Flood Zone 1.
- Merton Primary School backs onto the northern edge of the Site.
- Syston High Street and Railway Station are short walks to the north of the Site.



*Existing public right of way crossing the site in the east*

*A number of technical studies have been undertaken to inform the Masterplan Framework and are summarised below. Further survey information will inform the future planning applications.*

## **LANDSCAPE**

The Masterplan Framework has been informed by the landscape character and features analysis and an assessment of the visual context, taking into account views from the local road and footpath network as well as residential properties within the study area.

The principal findings include maintaining the natural setting of the village of Barkby, softening the built edge of Syston, using the historic field patterns to create connected green routes and structural green corridors to soften the proposed new homes and diversifying the landscape to include a range of habitats.

The draft Local Plan Allocation Plan identifies that the principle of development of the Site is acceptable in landscape and visual terms with consideration at planning application stage to the provision of an integrated network of public open space providing natural separation between Syston and Barkby, and to the Thorpebury development.

Habitat enhancement and creation is key to diversifying the landscape and increasing biodiversity with a mix of woodland, scrub, meadow, ponds and orchards providing a variety of textures and experiences throughout the proposed open spaces.

In terms of visual amenity, in close range views the green infrastructure layers within the Site and the

creation of a natural green space with trees and copses along the southern boundary with Barkby Lane and eastern boundary with Queniborough Road will establish a more natural edge to the proposed development.

From views further afield, inclusion of the proposed strategic green space along the southern edge of the Site will ensure that a clear landscape buffer is maintained between the proposed development and Barkby village.

## **TREE SURVEY**

An arboricultural report has been prepared to identify the quality and value of existing trees within and immediately adjacent to the Site. Category 'A' and 'B' trees are considered to be the most valuable and should be retained where possible, Category 'C' trees are considered as being of reduced quality and Category 'U' should be removed for reasons of good arboricultural management. The majority of Category A and B trees are located along the Barkby Brook, the vast majority of which will be maintained and incorporated within the green infrastructure network.

## **ACCESS AND TRANSPORT**

The Site is well located in terms of access to the local facilities in Syston and local schools. To help minimise trips by car, the development will also be providing space for new community facilities, including a local shop and a new primary school.

It is proposed that new vehicular access points are constructed from Barkby Lane and St Paul's Drive to serve the western part of the Site and from Barkby Road and Queniborough Road serving the eastern part of the Site. The suitability of these routes to provide access to the proposed development have been considered against the guidance sent out in the

Leicestershire County Council (LCC) Highway Design guide and accord with those requirements in terms of road widths / capacity and visibility.

Pedestrian and cycle connections will be provided at each of the accesses and at various locations along the northern boundary, including at Cedar Drive and Pine Drive.

The inclusion of the proposed accesses from Barkby Lane follows the outcome of the detailed flood modelling which removes the southern edge of the Site from the flood zone and therefore overcomes the exception test issue mentioned in Policy HA1 of the draft Plan.

LCC's Pan Regional Transport Model (PRTM) provides consistent travel forecast evidence across the Leicestershire authorities. The computer-based model was used to assess the traffic impacts from a range of development options around Syston through the progression of the Charnwood Local draft Plan

options in 2019. That work confirms that growth at Syston performs very well in terms of overall impact when considered with planned growth in other areas. This supports the conclusion that the proposed allocations in the draft Plan are appropriately located for development and the impact can be appropriately mitigated..

The results of the more recent strategic transport modelling are set out in the Charnwood Local Plan Mitigation Report (May 2021). These set out a range of localised improvements that could be delivered by the proposed development, the principle of which is supported by Taylor Wimpey.

More detailed traffic modelling, most likely using the PRTM will be undertaken to inform the Transport Assessment to support future planning applications. The Transport Assessment will identify specific improvements that are required to mitigate the traffic impact of the proposed development.

## HERITAGE

There are no designated or non-designated built heritage assets located within the Site. Outside of the Site there are only two designated heritage assets, the Church of St Marys, Barkby (Grade I Listed Building) and the Barkby & Barkby-Thorpe Conservation Area.

The Masterplan Framework has been developed to include key heritage view lines, appropriate buffer zones and landscape treatment to avoid any harm to the settings or significance to the designated heritage assets.

There are no designated archaeological heritage assets either within or outside of the Site that have been assessed as likely to be sensitive to the proposed development.

An Archaeological desk-based assessment and a geophysical survey has been undertaken across the Site. The results of the geophysical survey have been tested through trial trenching.

Fieldwalking within the Site had recovered flints dating from the Mesolithic through to the Bronze Age and Medieval and later pottery. A windmill of possible Medieval date was recorded from historic mapping. There is also a WWII Prisoner of War camp and anti-aircraft battery recorded at the southern extent of the Site.

The trial trenching has confirmed the presence of a Roman settlement, but it also suggests that some of the cropmark features and geophysical anomalies are the result of variations in the natural geology rather than being of archaeological interest.

There is no suggestion that the Site contains remains that would be prohibitive to development or that would need to be retained in-situ and incorporated into the Masterplan Framework.

## ECOLOGY

The Site is predominantly arable land, which is of limited ecological value. Habitats of value within the Site include the species-rich hedgerows and tree lines, which form the field boundaries, and are along Barkby Brook, and its associated woodland corridor, which cross the Site.

A comprehensive suite of ecology surveys have been undertaken which have informed the Materplan Framework. Surveys are being undertaken for bats, birds, badger, great crested newts, otter and water vole. Areas of value are being retained within wide, interconnected green corridors to maintain connectivity for wildlife around and through the Site. These corridors will be strengthened with new woodland, tree, and hedgerow planting and will be maintained for the benefit of wildlife.

The creation of new areas of woodland, orchards, species rich grassland, and biodiverse SuDS will increase the variety of habitats within the Site and contribute to an overall net gain in biodiversity and enhancing the wildlife currently present.

No international, national, local or non-statutory designated sites are present within the boundary of, or adjacent to, the site. However, two local designations, Reedbed Local Nature Reserve and Birstall Local Nature Reserve, and five non-statutory Local Wildlife Sites are present within the local area. The incorporation of large areas of open space within the proposed development, including a running route and play trail, will help to alleviate any increase in recreational pressures on these nearby designated areas.

## NOISE

The surrounding road network and the existing railway line are existing sources of noise, which may need to be mitigated as part of the proposed development.

Based on the likely noise levels arising from the railway line, it is considered that both internal and acceptable external noise levels can be achieved in respect of all the proposed new homes, subject to the incorporation of appropriate acoustic design measures. Further noise surveys will be undertaken to accompany future planning applications.

## AIR QUALITY

The Site is not located within an Air Quality Management Area (AQMA). However, the Syston AQMA is located approximately 200m north of the Site on Melton Road.

A detailed air quality assessment will be prepared to accompany future planning applications to assess the impact of the vehicular traffic generated by the proposed development on local air quality, particularly the AQMA. Measures to minimise emissions associated with the proposed development will also be incorporated such as the inclusion of pedestrian and cycle routes to promote active travel and incorporation of low emission heating technology such as air source heat pumps and photovoltaics. Further explanation of Taylor Wimpey's approach to sustainability is presented at Section 5 of this document.

## GEO-ENVIRONMENTAL

The majority of the Site has been subject to Phase 1 and Phase II intrusive ground investigations. This essentially found little contamination of concern, with only minor pollutants associated with small pockets of made ground or adjacent to the railway – all of which can be addressed through standard procedures and a Construction Environmental Management Plan that would be a requirement of any planning permission.

## FLOOD RISK AND DRAINAGE

The Barkby Brook, defined as an ordinary watercourse flows through the Site in a northerly direction towards Syston. A smaller tributary joins Barkby Brook within the Site, via a culvert beneath Queniborough Road. A combination of these watercourses results in part of the Site being within Flood Zone 2 on the Environment Agency (EA) Flood Map for Planning, meaning that those parts of the Site are at a medium risk of flooding from rivers.

Part of the Site around the tributary is also shown to be at risk of flooding on the EA Flood Map for Surface Water, but to a lesser extent to the flood risk from Barkby Brook shown on the EA Flood Map for Planning referred to above.

The EA have confirmed that the Flood Map for Planning is based on high level, national scale data at the Site. Bespoke hydraulic modelling has therefore been undertaken based on a detailed survey of the watercourses to more accurately define the flood risk for the Site. The EA have since confirmed that the hydraulic modelling is fit for purpose and is the best source of information available on fluvial flood risk to the Site.

The modelling has considered events from a frequency of 1 in 30 years, to 1 in 1000 years, with the latest climate change allowances also taken into account, to ensure that no built development is within the flood extents such that flood water is not displaced.

As stated above (in the Access and Transport section) the modelling removes the area of flood risk from the southern edge of the Site, which enables the proposed provision of the accesses from Barkby Road.

In accordance with the guidance in National Planning Policy Framework (NPPF) and the Charnwood Local draft Plan, the opportunity to include for improving flood risk downstream through the provision of onsite storage is also to be investigated as part of this process.

The NPPF and Planning Practice Guidance (PPG) include requirements to ensure that any impact on flood risk and water quality from an increase in surface water run-off from developments is appropriately mitigated. Sustainable Drainage Systems (SuDS) will therefore be incorporated to mitigate such impact.

An integrated SuDS approach is proposed to attenuate surface water run-off into a series of basins at various locations within the Site. Where the topography allows, swales will also be implemented in some areas to provide an element of source control.

The attenuation basins will be designed to accommodate a 1 in 100yr rainfall event, together with the EA's required allowance for climate change. Surface water run-off will be subject to a multistage treatment process before being released at a controlled rate (equivalent to the current greenfield run-off) into the receiving watercourses .






















## UTILITIES

An assessment of the existing utilities apparatus within the vicinity of the Site has been undertaken which has identified that services are available to serve the development. Further work will be undertaken to understand the capacity within those services and identify any reinforcement upgrades that may be required.

Severn Trent Water have been provided with the anticipated delivery trajectory for the proposed development to ensure that there is sufficient capacity within the foul water drainage network.



Constraints and opportunities plan

- |   |   |   |  |   |  |
|---|---|---|--|---|--|
|  | Site boundary                                   |  | Tree preservation order                              |  | Listed buildings                         |
|  | Site allocation extent                          |  | Modelled 1 in 100yr +60% climate change flood extent |  | Area of Local Separation                 |
|  | 1m contours                                     |  | Potential attenuation basin location                 |  | NEL Sustainable Urban Extension boundary |
|  | 60m contour- broadly aligns with "Plateau Area" |  | Existing rising main (potential to divert)           |  | Pedestrian river crossing                |
|  | Opportunity for vehicular access                |  | Existing combined water sewer                        |  | Potential development area               |
|  | Opportunity for pedestrian access               |  | 11kv electricity cables (to be grounded)             |  | St Mary's Church                         |
|  | Public right of way                             |  | Existing substation                                  |   |  |
|  | Existing vegetation and buffer                  |  | Barkby and Barkby Thorpe Conservation Area           |   |  |



## SITE OPPORTUNITIES

- Locate homes within walking distance of existing facilities such as Syston High Street and Railway station and compliment these existing uses with proposed community facilities such as a community hub, local shop and primary school that encourage social cohesion and active travel.
- Promote biodiversity by maintaining the natural setting of Barkby, softening the built edge of Syston thus respecting the green gap, and creating green routes and corridors to blend with the proposed new homes.
- Multi-functional green infrastructure could support a range of informal and formal activities for active lifestyles including natural play areas for younger children, on-site youth sports provision, parkland, growing spaces, ecologically rich grassland areas, wetland landscapes, walking/ running routes and woodland.
- Incorporate a sustainable drainage system which will discharge surface water in line with the SuDS hierarchy and national and local planning policy and enhances our net biodiversity gain.
- Design a development that respects the local significance of key views to St Mary's Church, Barkby.
- Deliver a high quality scheme that seeks to complement the character of Syston through the identification of its unique characteristics, and sensitive integration with the existing settlement pattern of the town.
- Provide new and improved footpaths and cycleways, connecting people and places with a scheme that promotes active travel over car use. These include Improving pedestrian routes towards the High Street which will enable quicker walking times therefore encouraging the use of local businesses over longer distance car rides to out of town options.
- Integrate vehicular access points in a sensitive manner.
- Offer a variety of high quality homes and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or downsize. This approach encourages social cohesion by providing the opportunity for residents to stay in Syston and maintain all-important friend and family networks, and
- New homes will be highly sustainable and designed to meet the Future Homes Standard 2025.





03

Engagement  
Process

# A Community Shaped Approach

*At each stage of the masterplanning process we have and plan to actively integrate local knowledge and opinion into the design process so as to create a community shaped approach.*



The comprehensive extent of pre-planning advice and wider consultation has been summarised in the following pages.

A number of stakeholder and community engagement events have been held since July 2022. A summary of the feedback received at those events and how these have informed the Masterplan Framework is set out below.

## STAKEHOLDER WORKSHOPS HELD ON 7TH OCTOBER 2022

Event 1 of consultation comprised a one-day series of workshops for local elected representatives, statutory consultees and community stakeholders, held at Syston Community Centre on Thursday 7th October 2022.

There were two workshops held on the day, with one workshop for local political representatives, which took place between 1pm and 3pm and one workshop for local community representatives and technical / statutory consultees, from 4pm to 6pm.

The workshops provided the opportunity to gather the views of all key local political and community stakeholders who represent Syston and Barkby / Barkby Thorpe. Feedback forms were circulated with further qualitative data collected.

## SESSION 1 – LOCAL POLITICAL REPRESENTATIVE FEEDBACK

Members and representatives of Syston Town Council, Barkby Parish Council, Charnwood Borough Council, and Leicestershire County Council were present at the political stakeholders workshop.

Although no councillors submitted feedback forms, a variety of feedback was collated from presentation feedback and master-planning workshops. Strong feedback was provided regarding the need for green space and the proposed 'green buffers' along the southern perimeter of the development.

Concerns about urban sprawl with Leicester (through the Leicester SUE (Thorpebury) were also raised. This included traffic impact on Barkby, and whether Barkby will continue to retain its village nature and identity. Feedback from elected members included;

- Requirement for improved healthcare provision;
- Improved, accessible transport infrastructure, such as junction improvements and better bus transport links;
- Good car parking needed;
- Natural, green separation and the need to prevent urban sprawl. This includes access for all ages, and concerns regarding Barkby's use as a rat run;
- Need to improve local shops.

## SESSION 2 - STATUTORY CONSULTEE AND LOCAL STAKEHOLDER FEEDBACK AND COMMENTS

Wide ranging feedback was obtained from key stakeholders during the second session. This included key medical practice stakeholders and a representative of the local action group, BABTAG.

The main points arising from the session, given in feedback forms and verbally included the following:

- Concerns raised regarding capacity of existing medical facilities;
- The importance of healthy and active lifestyles as part of the vision;
- The suggestion to keep 'options open' due to lack of an adopted local plan, suggesting the Masterplan was 'premature';
- The need to preserve Barkby's traditional village characteristics;
- Queries regarding how S106 contributions would be distributed, and how much would be directed towards improvements to Syston Health Centre;
- Concerns relating to traffic on the local road network.
- Overall, healthcare provision and traffic remained the most common themes raised at the second workshop event.

### ONLINE CONSULTATION EVENT HELD ON 13TH OCTOBER 2022

Event 2 of the consultation process comprised two online, interactive workshops with members of the local community. The community was invited via a leaflet which was distributed to households and businesses close to the site, which promoted a booking system on the dedicated project website to allow interested parties to sign up.

The two events were held at 2pm and 6pm respectively on Thursday 13th October 2022. The full project team attended both sessions.

The workshops were hosted on the Zoom portal and comprised a presentation, embedded with interactive questions which provided live feedback for attendees to see the results. An open Q&A session was then



*Stakeholder workshops*

held at the end of the presentation where attendees could submit questions to a moderator for the project team to answer.

### DESIGN REVIEW PANEL 11 OCTOBER 2023

A site visit and Design Review Panel (DRP) was held in Syston with representatives of the Parish Council, DRP and Leicester Highways, Taylor Wimpey and its team. The Panel commended the collaborative and multi-disciplinary approach undertaken in developing the proposals specifically the Masterplan Development Framework (MFD). The scheme information and presentation was considered to be comprehensive and informative, in particular the character study of the existing villages which demonstrates a robust understanding of the immediate and wider site context.

The DRP recommended addressing the following points:

- The role of land to the south east of Syston- socially, economically and environmentally,
- Provision of a strategic 'movement framework' to ensure the site and forthcoming sites integrate with Syston and each other and which includes considerations of speed limits of proposed and existing streets,
- Develop the Landscape Strategy to provide a hierarchy of spaces, the role and function of the spaces including where is the heart of the development



## SYSTON ONLINE RESIDENTS CONSULTATION – COMMENTS AND QUESTIONS

A number of comments and questions were collated during our two online consultation sessions, via both the interactive feedback from the presentation and the following Q&A.

The comments were focused on a few key topics which included:

- Desire for a 'Green Park Edge' buffer that will prevent urban sprawl from Leicester or Syston;
- The concern over impact from the development on the local transport and highways network;
- S106 funding is essential to support local healthcare and other projects;
- Desire for dynamic Green Spaces integrated with the housing on site;
- Concern for ecology / desire for more interesting ecological infrastructure such as ponds and habitat zones;
- Importance of good drainage;
- High quality housing design;

- Affordable housing requirement / numbers / location;
- Location of new homes from existing homes in Syston.

The questions raised were all answered live on the call, and published with answers on the dedicated project website as part of an FAQ page.

## HOW ENGAGEMENT HAS INFLUENCED THE MASTERPLAN FRAMEWORK

A number of key themes and concerns have influenced the evolving illustrative Framework Plan and will be investigated in more detail as design proposals progress.

Key themes include:

- Access to sustainable travel options- We have designed streets to connect to the existing urban fabric so as to ensure short walking distances to existing bus stops and existing and proposed community facilities. Our team is in contact with local bus operators to explore how existing bus services can be enhanced or new services provided.

- A clear gap to Barkby that protects the village character of Barkby- we have generous green landscape and woodland proposals along Barkby Lane to ensure a physical and visual gap to Barkby.
- Opportunities for local shops and new community facilities- We have located the school, local shop and community hub/cafe with coworking space in convenient locations in the site for ease of access to pedestrians and cyclists.
- Provision of landscape proposals that encourage healthy and active lifestyles for all ages- Our proposals are based on walkable neighbourhoods with excellent access to community facilities, leisure facilities, primary schools, open space and nature in close proximity to each dwelling. We propose to create new multi-functional green space based on active landscapes including play, walking routes, playing pitches and trim/running trails.
- Protect and enhance local ecology- our proposals are designed to keep as much of the existing green infrastructure on site as possible. We are aiming to have a net gain in biodiversity throughout the site.
- Provide sustainable drainage- Well-designed multifunctional sustainable drainage basins and swales have been designed into our proposals from day one.
- Minimising impacts on the local road network-A transport assessment will be prepared as part of the future planning application, this will include traffic modelling to consider the impacts on local junctions and where necessary propose highway improvements. To minimise car usage, an active travel strategy will also be prepared to promote the use of sustainable modes of travel, including walking and cycling.
- High quality housing design- Taylor Wimpey has an excellent track record of delivering high quality housing that reflects local character. This will be explored in more detail in more detailed phases of design work.



- An options report on suitable school locations was submitted to the County and Borough Councils. The school site shown on the masterplan has been agreed as being the most accessible location and to enable early delivery.

## Next stages of Engagement

- *Pre Application Advice*
- *Community and Stakeholder Exhibition*
- *Planning Application engagement*





04

Masterplan  
Framework

# Our Vision for Land South East of *Syston*

*Our vision for 'Land South East of Syston' is to deliver a community that enhances local character, that is built to improve the quality of life for all people who live, work and play there - where every person is free to make choices amid a variety of healthy, available, accessible and affordable options.*

The following benefits and vision for the Site were conceived as part of the community engagement process in 2022 and with Charnwood Borough Council.



Delivers a **high quality scheme** that seeks to complement the character of Syston through the identification of its unique characteristics, and sensitive integration with the existing settlement pattern of the town;



Establishes a **new green park edge** to Syston that respects the proposed local areas of separation;



Creates a distinct place whilst respecting and **celebrating local heritage and character**, including key views to important local landmarks such as St Mary's Church, Barkby;



Provides a network of **multifunctional green infrastructure** that promotes biodiversity net gain and spaces for relaxation and recreation;



Offers a large variety of **high quality homes** and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or downsize;



Delivers new community infrastructure including **a new primary school, local shop** and a **community hub** providing a variety of uses including co-working space, cafe and community facilities;



Retain and enhance existing footpaths whilst also establishing a new well-connected network of streets, footpaths and cycleways to encourage **sustainable and active transport**, connecting the new community with Syston.



New homes that are highly sustainable and designed to meet the **Future Homes Standard 2025**;



A **sustainable drainage system** which will discharge surface water in line with the SuDS hierarchy and national and local planning policy.

*Our placemaking objectives follow those set out in the Charnwood Design Supplementary Planning Document January 2020.*

The SPD has six design principles that share common themes with national and local design guidance, these are:

**PRINCIPLE 1: RESPECTING  
AND ENHANCING THE LOCAL  
CHARACTER**

**PRINCIPLE 2: PROVIDING  
ATTRACTIVE AND WELL MANAGED  
PUBLIC AND PRIVATE SPACES**

**PRINCIPLE 6:  
PROTECTING  
THE AMENITY OF  
EXISTING AND  
FUTURE OCCUPIERS**

**PRINCIPLE 3: WELL-  
CONNECTED AND  
LEGIBLE STREETS  
AND SPACES**

**PRINCIPLE 5: ADAPTING  
TO CLIMATE CHANGE**

**PRINCIPLE 4: CREATING MULTI-  
FUNCTIONAL, SAFE AND  
INCLUSIVE PLACES**



# Placemaking *Vision*





ALLOTMENTS

2.5KM TRIM TRAIL TO PROMOTE HEALTH & WELLBEING

WOODLAND WALK

BARKBY BROOK PARK

LEARNING ABOUT NATURE

IMPROVE BIODIVERSITY

FITNESS + SPORT

PLAY + GROW

CLUB: CO-WORK, CAFE

WOODLAND HABITAT CREATION

VIEW TO ST MARY'S

# Development

# Principles

The following pages set out a sequence of diagrams to show the key organising principles for the proposed development at the Land South East of Syston.

## PRINCIPLE 1: RESPECTING AND ENHANCING THE LOCAL CHARACTER

Land South East of Syston will be a place that responds to the Site's features and surroundings, that is memorable and have a network of streets and spaces that are easy for people to find their way around.

Our proposals have been shaped through engagement with key stakeholders and the local community.

Our Character areas approach is defined by a range of placemaking tools including density, building types, architectural treatment, materials, landscape and land use.

### CHARACTER

A 'character area' approach will be adopted for development,, townscape and landscape areas at the outline planning stage to ensure proposals respond to local context while being engaging and varied.

The natural features of the Site combined with the proposed pattern and density of development suggest the Site can be broken into distinct zones or character areas that could include:

- Tree lined avenue (the main access road)
- Village lanes (typical neighbourhoods)
- Green corridors
- Neighbourhood greens
- Barkby parkside Barkby Lane edge



## PRINCIPLE 1: RESPECTING AND ENHANCING THE LOCAL CHARACTER



### DISTINCTIVE PLACES

The Masterplan Framework is based around key structuring elements, such as:

- Retention of trees and hedgerows within green corridors,
- Incorporation of view lines to St Mary's Church.
- Barkby Brook Meadow Park
- A green landscaped edge buffer between the development and Barkby.



The design rationale is also developed in response to the contextual analysis, technical constraints work set out in the previous sections and Building for a Healthy Life (BfHL) principles.

- A network of connected green spaces, incorporating paths and leisure routes will enable ease of movement between key facilities and focal spaces such as the proposed neighbourhood greens.
- Tree lined avenues are proposed to create a sense of arrival into the development from Barkby Road.

The development will be designed to be distinctive, but reflective of Syston's character and architectural detailing. More detail will be provided in a Design Code.

### DENSITY AND FORM

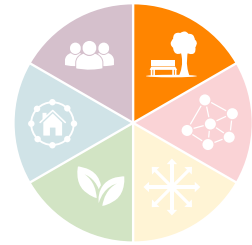
Overall the average density of Land South East of Syston is 35 dwellings per hectare. Each character area will respond to its setting within our proposals and use different building typologies and heights to reflect local character. This will lead to a variation within the average density with higher density cores and lower density frontages onto parks and green corridors. This will be explored in more detail in the Design and Access Statement and Design Code.

## PRINCIPLE 2: PROVIDING ATTRACTIVE AND WELL MANAGED PUBLIC AND PRIVATE SPACES

### PUBLIC OPEN SPACE AND CHILDRENS PLAY

Our green infrastructure proposals include the retention and enhancement of existing trees, hedgerows and woodland blocks, incorporated into a network of multi-functional green open spaces providing a range of recreational, sport, play facilities alongside educational space and edible landscape areas. This includes:

- Creation of a strong landscape buffer between the proposed development and Barkby, comprising wildflower meadows, new woodland and areas retained for grazing.
- Our vision for Barkby Brook Park is to create a naturalistic park that includes a range of landscapes to promote health and wellbeing. Ecologically rich grassland and wetland planting will create new habitats and drive significant biodiversity net gain whilst being a pleasant and quiet place to wander and enjoy views of Barkby.
- Barkby Brook Park has a woodland walk to enjoy as well as cows grazing.
- Through our engagement with the local community, a need for accessible allotments and youth provision was identified. In response, the proposals include some micro-allotments and a trim trail with other outdoor activities to be determined through the outline design process.
- We propose a comprehensive nature recovery network. This network aims to connect and restore various natural habitats within and beyond the project area. By strategically identifying and preserving key ecological corridors, such as woodlands and meadows, we can create a cohesive network that promotes biodiversity and enhances wildlife habitats. The nature recovery network will also serve as a framework for implementing ecological enhancements, such as native plantings, wildlife-friendly features, and habitat restoration initiatives.
- Our SuDS Strategy comprises a series of attenuation basins and swales are woven into the design of the green spaces, working ‘hand in hand’ with our biodiversity strategy, using the sites natural levels.
- Throughout the Site there will be ‘play for all’ through formal play for all ages, natural log play areas and a 2.5km trim trail for running, walking general fitness.



## PRINCIPLE 2: PROVIDING ATTRACTIVE AND WELL MANAGED PUBLIC AND PRIVATE SPACES





Public art



Walking and cycling routes



Natural play areas



Productive and edible landscape



Wildlife habitats



Timber doorment



Landscape interpretation boards



Sustainable Drainage Systems











Animal grazing



Community hub building in the style of a local farmstead - with central area of green space for informal play



Cycle routes

-  Sustainable Drainage Systems
-  Retained and enhanced vegetation
-  Playing pitches
-  Allotments
-  Public right of way
-  Footpaths
-  2.5km running route
-  Children's play spaces

### PRINCIPLE 3: WELL-CONNECTED AND LEGIBLE STREETS AND SPACES

Encouraging active travel is a key principle of the proposals and high quality pedestrian and cycle routes have been incorporated, either integrated within the street network or as dedicated routes between facilities.

The proposed location of the Primary School will have direct access from the public highway but will equally be highly accessible via the pedestrian and cycle route through the development around the 'safe routes to schools' principles

#### CONNECTIVITY, LEGIBILITY AND PERMEABILITY

Our proposals will balance the movement of vehicles with pedestrians and cyclists, designing streets as active spaces as part of the public realm whilst incorporating appropriate parking provisions and surface water management features.

The Masterplan Framework incorporates a strong movement network, with clear hierarchy of pedestrian and cycle routes and street typologies. Streets will range from higher order vehicular routes to lower speed shared surfaces as safe and attractive areas within the public realm.

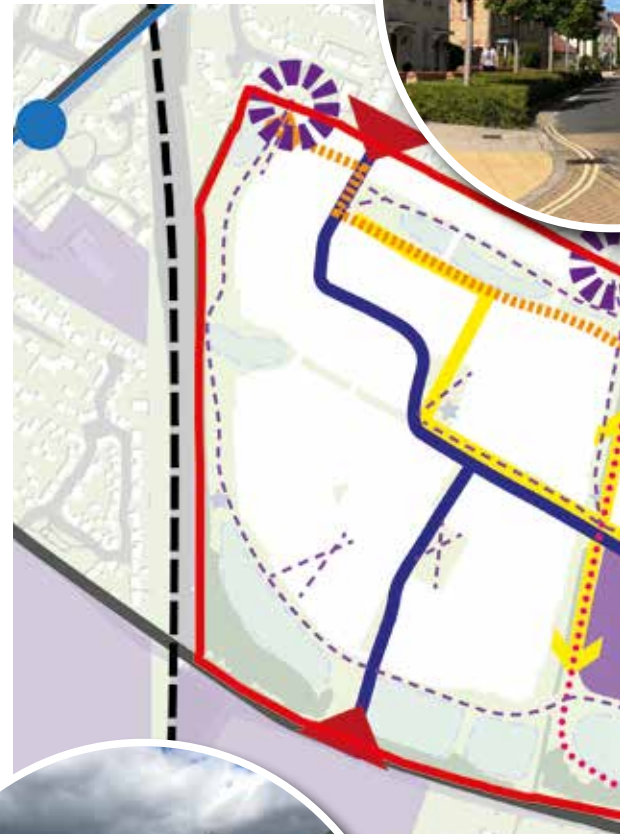
#### ROUTE HIERARCHY

Our proposals have a **clear hierarchy of streets** that follow LCC's Highways Design guidance. The design of lower category streets embraces 'Manual for Streets' by supporting the design ethos that streets should be designed as social places as well as meeting their traffic function.

**Our streets will be designed to accommodate street trees.**



### PRINCIPLE 3: WELL-CONNECTED AND LEGIBLE STREETS AND SPACES





Tree lines avenue



Paths for walking







Clear signage for pedestrians



Human scale streets overlooked by homes



Cycle routes

-  Vehicular access points
-  Pedestrian access points
-  Pedestrian and cycle bridge crossing
-  Public right of way
-  Footpaths
-  2.5km running route
-  Cycle and pedestrian footpath
-  Safe walking routes to school
-  Primary access road
-  Bus routes
-  Bus stops



**PRINCIPLE 4: CREATING MULTI-FUNCTIONAL, SAFE AND INCLUSIVE PLACES**

**PRINCIPLE 4: CREATING MULTI-FUNCTIONAL, SAFE AND INCLUSIVE PLACES**

**MIX OF USES**

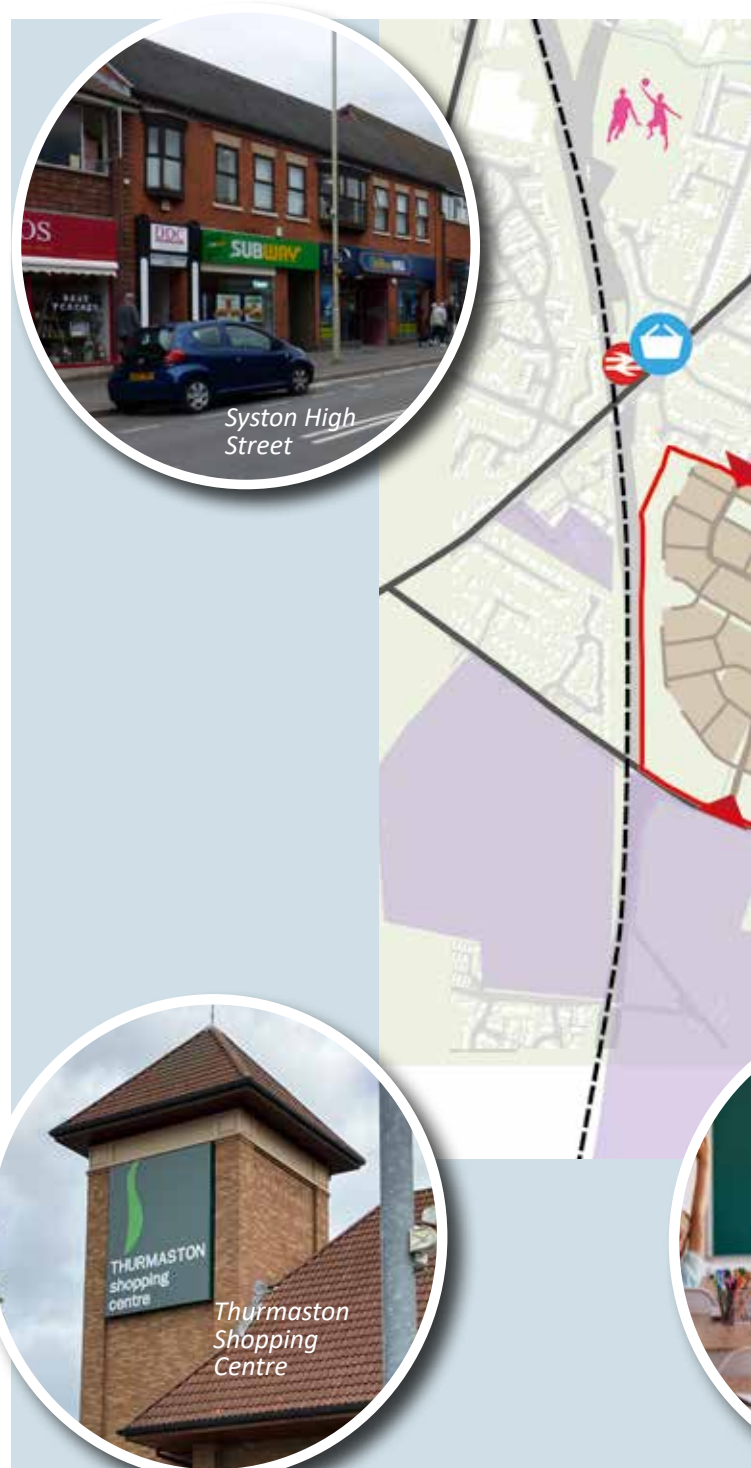
Access to local facilities is fundamental to the concept of locating sustainable development. New development needs the full range of social, retail, educational, health, transport and recreational facilities to allow people, especially those of limited means or mobility, to go about their daily lives without over reliance on a private car.

The community infrastructure plan illustrates how our proposed community infrastructure sits in proximity to existing facilities and compliments them. The proposals include

- a new primary school,
- local shop with car park shared with the school,
- community hub / café with co-working space,
- playing pitches are conveniently located for ease of access through
- a network of pedestrian and cycle friendly streets and spaces.
- A wider multi functional network of open place and play is also provided- more detail on this is illustrated on the following page.

**CRIME PREVENTION**

We have designed in clear definition between public and private space to ensure that streets and spaces are well overlooked creating a positive relationship between fronts and backs of buildings.







System

The Merton Primary School

Pine Drive

Oak Drive

Railway line

St Paul's Drive

Barkby Lane

Proposed Primary School

Local shop

Park cafe/  
community hub

# Masterplan Framework







Key

- 01 Vehicular access point
- 02 Non-vehicular access points
- 03 Sustainable Drainage System (SuDS)
- 04 Gateway tree avenue
- 05 Allotments



- 06 Community orchards/micro allotments
- 07 Planting
- 08 Car park
- 09 Existing vegetation retained and enhanced
- 10 New woodland planting
- 11 Neighbourhood green

- 12 2.5km running route and play trail
- 13 Potential access to SUE
- 14 Pedestrian and cycle bridge crossing
- 15 School drop off
- 16 Green corridor
- 17 Livestock grazing

-  Outdoor play/exercise equipment
-  Children's play spaces
-  Park cafe/community hub
-  Local shop
-  Public right of way
-  Site boundary

*This artist's impression illustrates Land South East of Syston is a place that is sustainably connected with Syston.*

*We have provided sensitive landscape and biodiversity-led design including walking and cycling connections.*

*This view from the south demonstrates how our proposals respond to the local prevailing townscape, landscape and architectural character identified in earlier chapters of this document.*



# Illustrative Birds - Eye View

Key

- 01 Vehicular access point
- 02 Non-vehicular access points
- 03 Sustainable Drainage System (SuDS)
- 04 Gateway tree avenue
- 05 Allotments



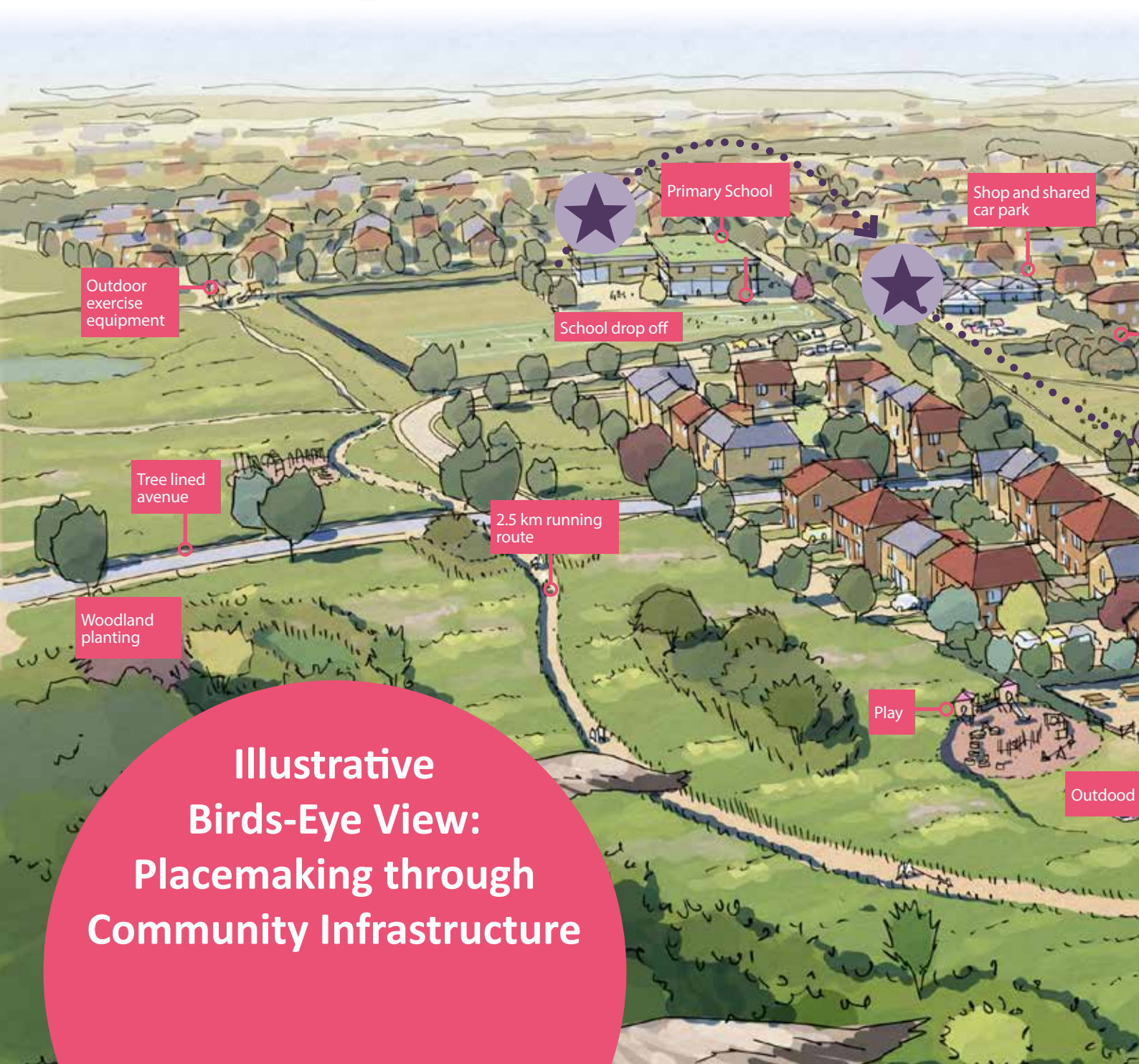
- |    |   |    |                                      |    |                                 |
|----|---|----|--------------------------------------|----|---------------------------------|
| 06 | Community orchards/micro allotments       | 12 | 2.5km running route and play trail   | 18 | Outdoor play/exercise equipment |
| 07 | Planting                                  | 13 | Potential access to SUE              | 19 | Children's play spaces          |
| 08 | Car park                                  | 14 | Pedestrian and cycle bridge crossing | 20 | Woodland walk                   |
| 09 | Existing vegetation retained and enhanced | 15 | School drop off                      | 21 | Park cafe/community hub         |
| 10 | New woodland planting                     | 16 | Green corridor                       | 22 | Local shop                      |
| 11 | Neighbourhood green                       | 17 | Proposed Primary School              | 23 | Public right of way             |



**A primary school, community hub and local shop to meet the daily needs of residents**

Our community infrastructure is clustered around the primary school and linked by a green walking route so as to combine trips and share parking facilities. The parking area for Local Shop will enable additional drop off and pick up parking in close proximity to the school.

An informal area of open space opposite the school and shop allows for school children and families to spill out after school pick up. An area for informal kick about and pic-nics is located on the viewing corridor to St Marys Church. This corridor is also a traffic free green route connecting to the nearby community cafe and play space adjacent to Barkby Brook Park.



Outdoor exercise equipment

Tree lined avenue

Woodland planting

Primary School

School drop off

2.5 km running route

Shop and shared car park

Play

Outdoor

**Illustrative  
Birds-Eye View:  
Placemaking through  
Community Infrastructure**

### Community cafe and co-working spaces

People now prefer and expect a more balanced work-life experience, with some time spent at home and the rest in the workplace. Our proposals aim to promote new ways of working by offering co-working spaces and a community space to promote more flexible working arrangements and ways for the community to interact. These spaces also provide opportunities for networking and help to foster a sense of community.





Our vision for **Barkby Brook Park** is to create a naturalistic park that includes a range of landscapes to promote health and wellbeing. Ecologically rich grassland and wetland planting will create new habitats and drive significant biodiversity net gain whilst being a pleasant and quiet place to wander and enjoy views of Barkby. As well as woodland walks, running routes, exercise and play visitors can enjoy seeing livestock grazing.



**Illustrative  
Birds- Eye View:  
Barkby Brook Park**







05

Sustainability



# Site Sustainability

## PRINCIPLE 5: ADAPTING TO CLIMATE CHANGE

The Masterplan Framework has been designed to provide social and economic sustainability benefits while also protecting and enhancing the environment. This includes the consideration of measures to mitigate and adapt to the effects of climate change.

Charnwood BC's Climate Change Strategy 2018-2030 sets out the Council's aim to take action to protect the environment for future generations.

### FUTURE PROOF RESOURCE USE A resource efficient development designed for the future

Our strategy aims to:

- Minimise Energy Consumption
- Be a Fossil Fuel Free Energy Strategy
- Reduce Internal Water Consumption
- Eliminate Use of Potable Water for Irrigation
- Efficient Use of New Materials
- Reduce the Embodied Carbon of the New Development
- Minimise the Production of Waste

### THE TAYLOR WIMPEY APPROACH

Taylor Wimpey are committed to achieving the targets set out in the Environmental Strategy and are proud to be the first volume housebuilder to hold the Carbon Trust Standard for our approach to carbon management.

Some of the standard principles that Taylor Wimpey commit to making as part of the construction process and also in the sustainable design of the homes themselves are shown opposite.

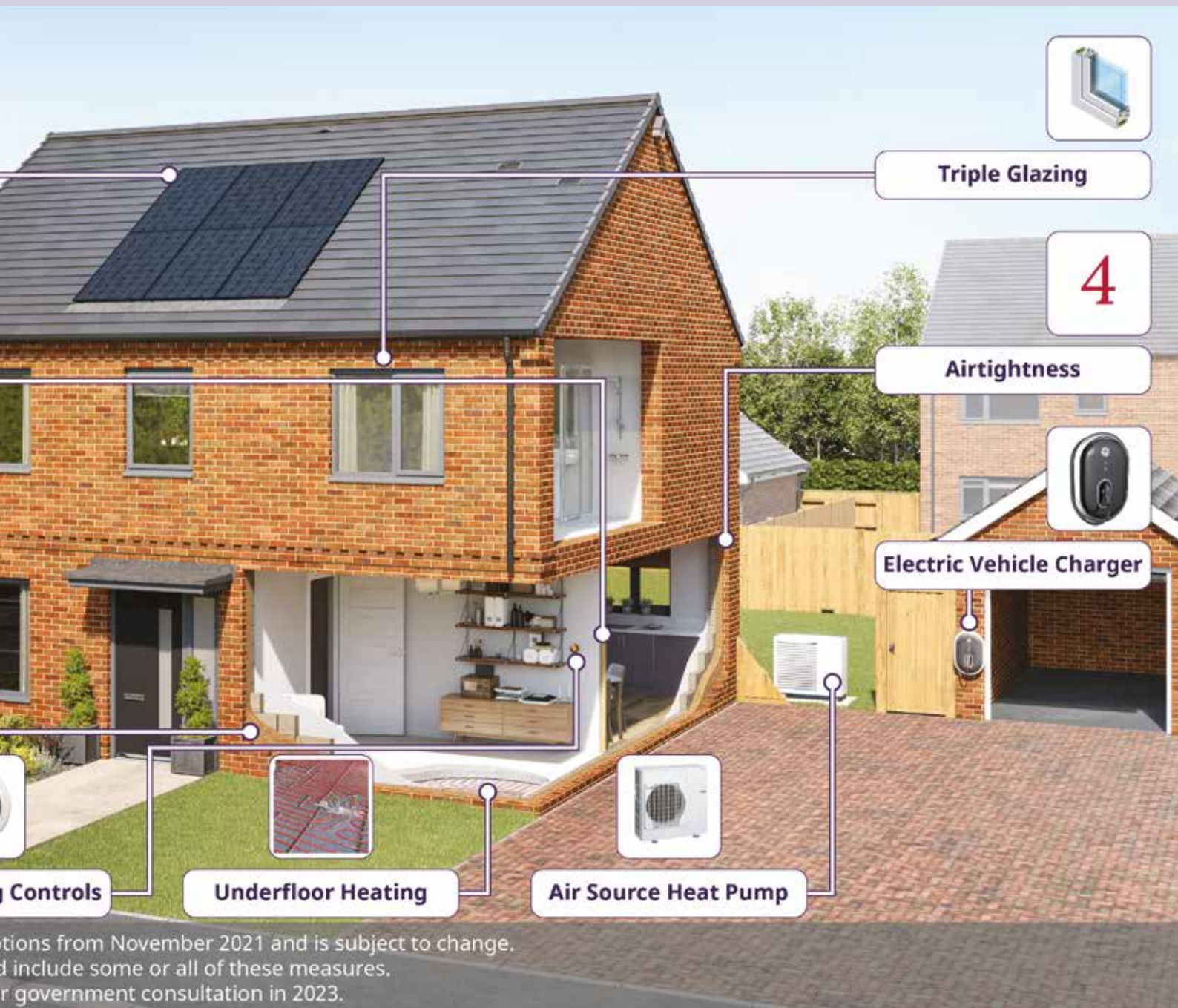


\* This specification is based on our working assumptions  
 \*\* Individual home specification may vary and could be different  
 \*\*\* The Future Homes Standard is subject to further consultation

These factors represent high level commitments, however further detail on each of these issues is detailed within the specific sections of the strategy.

### How We Build

- A commitment to source locally as a priority reducing associated travel.
- Developing and building upon close relationships with the supply chain to reduce environmental impacts.
- Utilising modern methods of construction and manufacturing offsite where possible.
- Through use of electric generators on site utilising renewable energy.



...tions from November 2021 and is subject to change.  
 ...d include some or all of these measures.  
 ...r government consultation in 2023.

- With a well-developed and extensive employment, training and skills plan including apprentices in all trades.

### Sustainable Design

- A fabric first energy strategy with performance values for walls, floors, roof and windows designed to be Zero Carbon Ready by 2030.
- Superior build quality with features such as thermal lintels, cavity stops and thermal breaks specified as standard.
- All homes are modelled to ensure they offer thermal comfort throughout the year, delivered through passive design factors. Balanced with associated wellbeing requirements of daylight, acoustics and indoor air quality.
- Heating and hot water delivered via an ASHP based system, supplemented with roof mounted PV.
- Water efficient appliances specified and rainwater collection.
- Exceeding UK space standards and designed flexibly to adapt to home working. Designed to support more sustainable transport choices
- Desirable and appealing places to live with high quality gardens or amenity spaces for all.





06

Phasing

# Phasing and Delivery



## PRINCIPLE 6: PROTECTING THE AMENITY OF EXISTING AND FUTURE OCCUPIERS

This phasing section outlines a comprehensive plan for the timely delivery of community infrastructure with an emphasis on placemaking early on. Recognising the importance of fostering a vibrant and cohesive neighbourhood from the outset, our design strategy emphasises front-loading key amenities to provide residents with immediate access to essential facilities.

This chapter focuses on the phased implementation of a primary school, a community hub with café, co-working space and playing fields, all carefully integrated into the fabric of the development. By prioritising the provision of these vital community assets, we aim to create a thriving and inclusive environment that promotes placemaking, social interaction, learning and a sense of belonging for residents of all ages whilst promoting health and wellbeing.

The diagram opposite illustrates the proposed stages for the construction and delivery of each component, ensuring that community infrastructure is readily available to support the evolving needs of future residents throughout the development process.

## PHASING

The development will commence in the eastern part of the site with access from Barkby Road whilst the Barkby Lane accesses and associated infrastructure works are constructed. Once complete, the residential parcels served by the new roundabout will commence. Alongside the new homes within the first phase, the Barkby Brook Park with recreational routes and play spaces will be provided, together with the formal sports facilities and the Community Hub / Café. It is also expected that the new primary school will be provided within the first phase of the development.

The development will then progress northwards and to the east with construction of the remainder of the primary street and the extension of St Paul's Drive. The parks, play facilities, orchards and growing spaces within phases two and three will be provided as the new homes are occupied to provide recreational spaces for the new residents and to complete the network of green corridors and leisure routes around the development.

It is currently envisaged that the development will take around nine years to complete.

## STEWARDSHIP

The importance of long-term stewardship arrangements for the open spaces and community assets within the development is recognised by both Taylor Wimpey and Merton College Oxford.

It is our intention to establish a Community Trust to be the custodian of these facilities with responsibility for governing their long-term management and maintenance. It is expected that the Trust will comprise representatives from Merton College Oxford, Taylor Wimpey (and other developers whilst on site), residents and other key stakeholders and community groups. The Trust will collectively agree and procure the management and maintenance arrangements for each of the community assets.



**Phase 1:**

- Extents
- Residential parcels
- Strategic road
- Two form entry primary school
- Sports pitches
- Allotments
- Local Centre
- Vehicular access points

- Pedestrian access points
- Pedestrian and cycle bridge crossing
- Public right of way

**Phase 2:**

- Extents
- Residential parcels
- Strategic road
- Local Shop

- Vehicular access points
- Pedestrian access points

**Phase 3:**

- Extents
- Residential parcels
- Pedestrian access points
- Strategic road

It is likely that the Trust will be funded through a number of streams, including an initial commuted sum payment from the developers, income from revenue generating assets such as the community facilities, sports pitches and grazing land, and a service charge on each of the properties.

More details on the proposed mechanism will be set out within the future planning application.





07

Conclusion

# Conclusion

*In conclusion, this Masterplan Framework Document has been produced, in relation to 'Land South East of Syston' in accordance with Policy DS3 (HA1) of the Pre- Submission Draft of the Charnwood Borough Local Plan 2021 – 2037 (July 2021) and provides a framework for the evolution of the proposals.*

The Masterplan Framework Document forms part of a comprehensive pre-application submission to Charnwood Borough Council. A Transport Scoping Note has been submitted to Leicestershire County Council Highways Department and an Environmental Scoping Report will be submitted to Charnwood Borough Council later in the year.

As set out in the document, the Masterplan Framework has been informed by pre-application discussion with Charnwood Borough Council, statutory consultees and the local community, in addition to technical analysis relating to matters such as landscape, ecology, heritage and drainage. The scheme has been conceived so that it is sensitively accommodated on the Site, retaining and enhancing the existing landscape features and integrating the new scheme with the existing settlement pattern of Syston.

The proposals as set out in this document will provide the following:

- A high quality scheme that seeks to complement the character of Syston through the identification of its unique characteristics, and sensitive integration with the existing settlement pattern of the town;



- Establishes a new green parkland edge to Syston that respects the local areas of separation;
- Creates a distinctive place whilst respecting and celebrating local heritage and character, including key views to important local landmarks such as St Mary's Church, Barkby;
- Provides a network of multifunctional green infrastructure that promotes biodiversity net gain and wellbeing with spaces for relaxation and recreation;
- Offers a variety of high quality homes and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or downsize;
- Delivers new community infrastructure including a primary school, local shop and a community hub providing a variety of uses including co-working space, cafe and community facilities;
- Retain and enhance existing footpaths whilst also establishing a new well-connected network of streets, footpaths and cycleways to encourage sustainable and active travel, connecting the new community with Syston.
- New homes that are highly sustainable and designed to meet the Future Homes Standard 2025; and
- A sustainable surface water drainage system which will discharge surface water in line with the SuDS hierarchy and national and local planning policy.

### NEXT STEPS

This Masterplan Framework Document is submitted as part of the pre-application process and feedback received from Charnwood Borough Council and relevant statutory consultees will inform the outline planning application for the development, due to be submitted later this year.





**Taylor  
Wimpey**