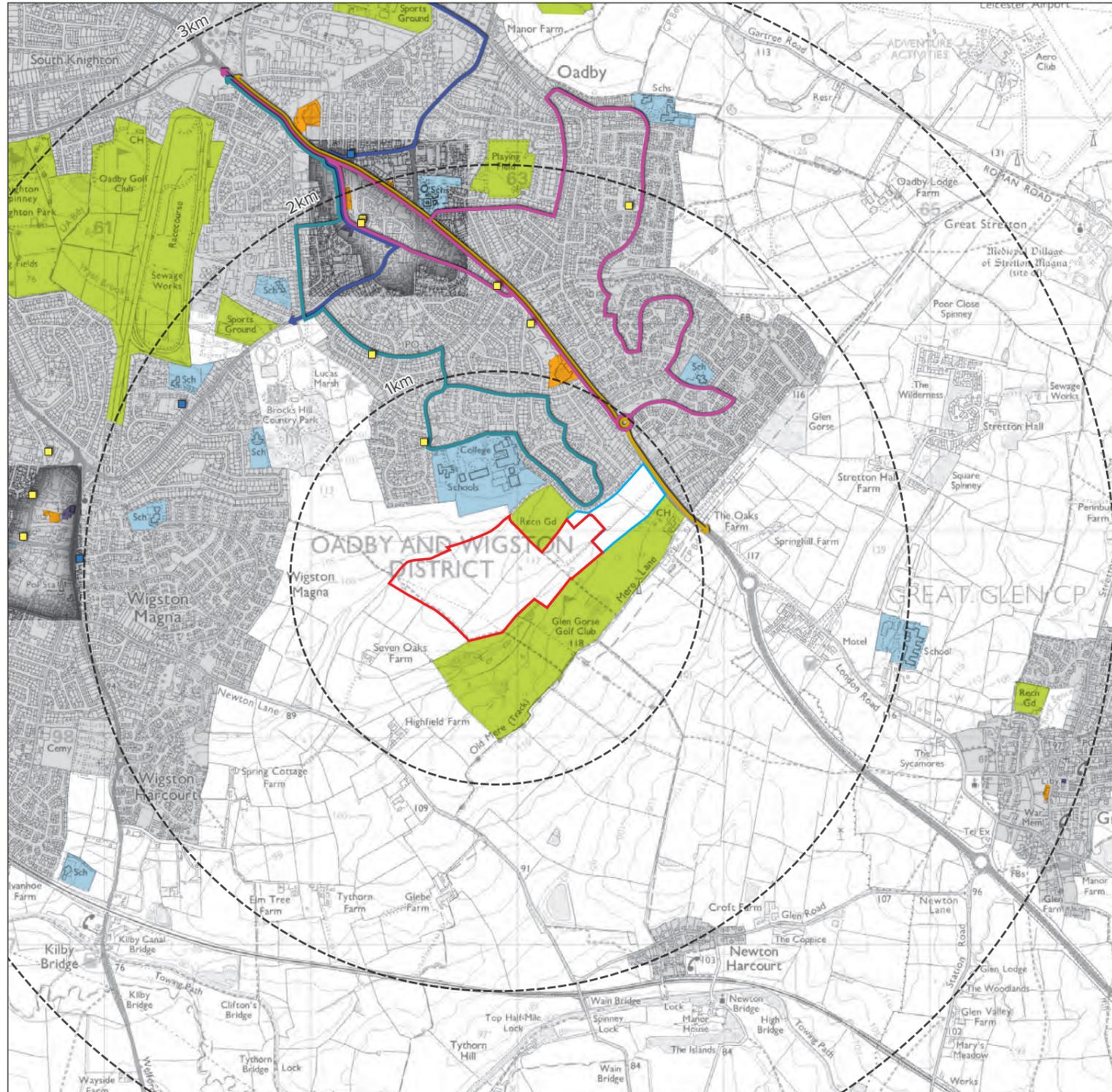


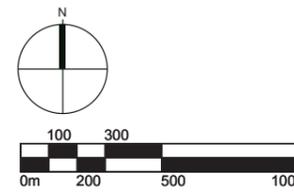
FIGURE 9: LAND USE & LOCAL FACILITIES



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**LEGEND**

- Proposed Phase II
- Committed Phase I
- Bus route 31
- Bus route 31A
- Bus route 40
- Bus route 80/80A
- Bus route X3/X7
- Education
- Recreational land
- Town Centre
- Built up area
- Community
- Supermarket
- Local shop
- Healthcare



## Land Use and Local Facilities

The site is closely related to the southern edge of Oadby. The area surrounding the site comprises a diverse mix of residential, community and recreation uses (refer to **Figure 9**).

To the immediate north is Coombe Park, an area of open recreation land including sports pitches, a children’s play area, changing rooms and a small car park. To the immediate south is the Glen Gorse Golf Course, a members club of 18 holes set within mature parkland. It is also designated as a Site of Importance for Nature Conservation (SINC). The surrounding countryside to the west is mainly arable farmland with some pasture and occasional farmsteads.

Nearby Oadby Town Centre includes local shops, a post office, a library and a doctors surgery, and the wider settlement contains a number of local services and facilities that would be accessible from the site. There is also a supermarket and health centre on the A6 north of the site.

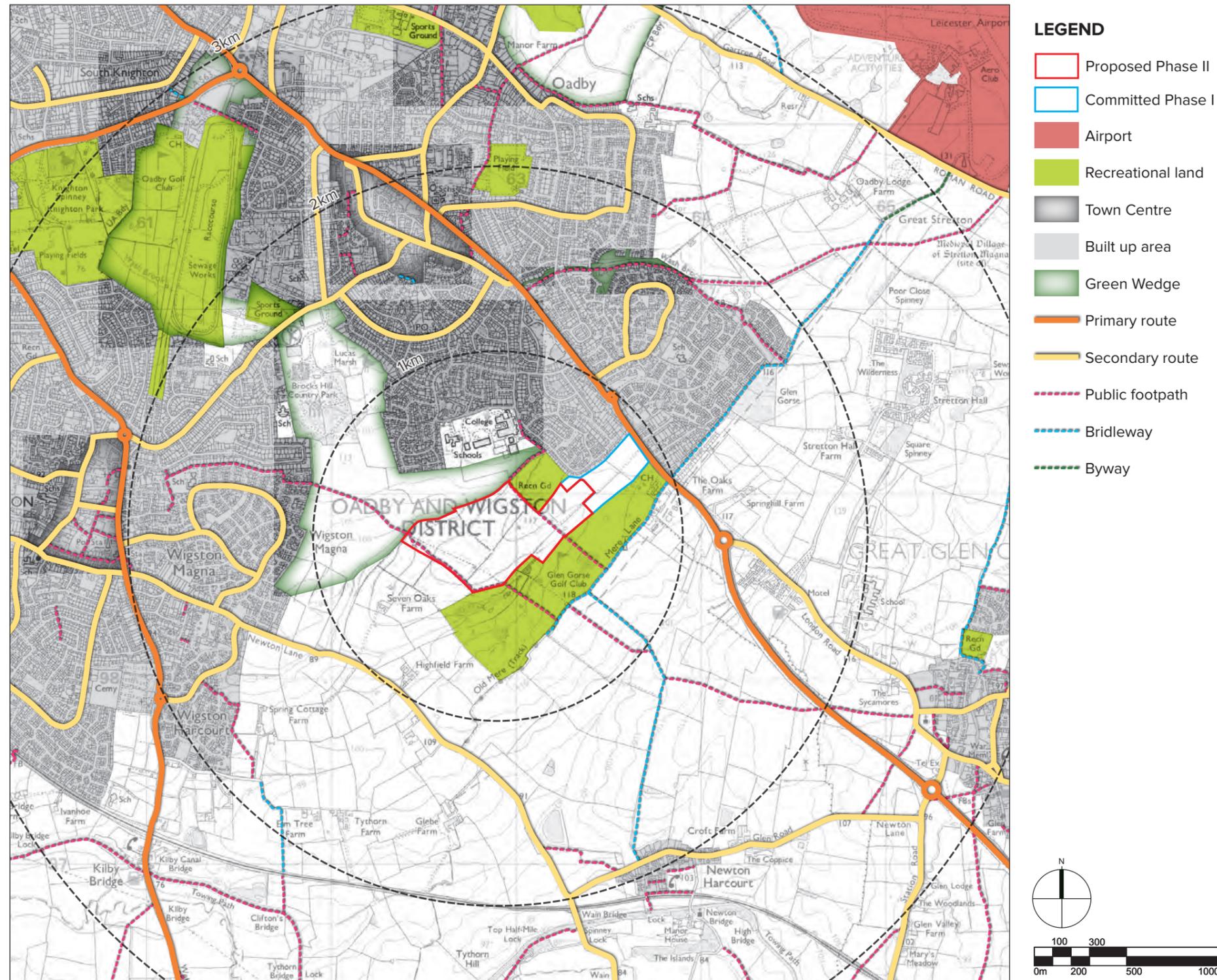
Gartree High School and Beauchamp College are close to the site, located just beyond Coombe Park further to the north. Woodland Grange Primary School is located centrally within the centre of the housing estate to the north of the A6.

The site also has good access to local bus services, with stops on Coombe Rise, Glen Road and Florence Wragg Way all within a short distance of the site. These give good access to the facilities in the town centre and to Leicester beyond.

The committed Phase I development will enhance the pedestrian links to these services and facilities, and the Phase II development could deliver further enhancements. Further detail is provided in the Transport Feasibility Report provided by WYG that fully considers the accessibility merits of the Phase II site.



FIGURE 10: MOVEMENT



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## Movement

The key vehicular routes in the area are shown on **Figure 10**. The Phase II site will be accessed via the committed Phase I development. The Phase I development scheme will be served by a new junction on Glen Road (the A6). This is a principal movement route into Leicester from the south east and also provides direct access into Oadby town centre.

Further detail in relation to the access proposals are provided in the Transport Feasibility Report provided by WYG. That concludes that the access junction has sufficient capacity to service both Phase I and II of the proposed development. It also considered the potential impact of the proposed development on the wider highways network, and identifies mitigation measures that would appropriately address those impacts.

There are two formal public footpaths that pass through the site. These are shown on **Figure 10**. The northern footpath runs from Mere Lane (a public bridleway) to the east, through the golf course and site to connect to Coombe Park and the residential area of Coombe Rise beyond. The southern footpath also runs from Mere Lane through the golf course, along the southern site boundary and then through the valley to the west to connect into Wigston Magna.

Both footpaths would be retained and enhanced as appropriate with additional paths providing a fully connected network of paths enhancing linkages between the urban area and surrounding countryside. Notably the proposals can deliver the concessionary link along the valley bottom (the western site boundary) highlighted in the Development Plan Proposals Map.



# 3. Masterplan Proposals

## Masterplan

The emerging Masterplan proposals for the Phase II development have been prepared with a clear knowledge and understanding of the specific characteristics of the site (the opportunities and constraints), seeking to maximise the use of existing features and respect the local context within which the development would sit. The core aim is to create an attractive and sustainable environment that respects, and responds to, the site's setting, retaining natural key features wherever possible, and taking advantage of the existing landscape framework to create a high quality distinctive development with a sense of place that is well integrated into its surroundings.

Moreover, an iterative assessment and design process has ensured that the appropriate mitigation required to address the potential environmental impacts that may arise from the development, notably on the landscape character and visual amenity of the area, have been embedded into the emerging Masterplan proposals.

This section, therefore, provides an outline of the development proposals and principles as established by the emerging Masterplan.

## Development Proposals

- The emerging scheme would, together with the committed Phase I development (150 dwellings), provide a total of 400 dwellings (i.e. an additional 250 dwellings).
- Vehicular access to the Phase II development will be provided via the committed Phase I development that will provide a new signal controlled T-junction onto the A6 Glen Road **1**. The access junction incorporates signal controlled pedestrian and cycle crossing points and would have sufficient operating capacity to cater for the full 400 dwellings proposed in Phases I and II of the development (refer to the Highways Feasibility Report).

- New pedestrian and cycle routes/links would be provided as part of the committed Phase I development, notably to Glen Road and to Coombe Park **2**, and they would be extended southwards into the Phase II to provide safe and convenient routes to local facilities and amenities and bus services on Glen Road and within Coombe Rise.
- A variety of landscaped public open spaces would be provided as an integrated part of the comprehensive scheme to meet the Borough Council's standards.
- That could include a substantial extension to Coombe Park providing much needed additional formal sports facilities in the area **3**. Recent consultation undertaken in relation to the committed Phase I development, has highlighted a need for additional car parking to serve Coombe Park. That parking could be provided as part of the scheme and would be accessed from the Phase II development.
- The Phase II scheme would incorporate a robust Green Infrastructure Strategy that seeks to structure the development proposals, enhance the area's landscape character and biodiversity, connect the proposed public open spaces and provide new pedestrian links to the existing public right of way network to enhance the connectivity of the urban area to the surrounding countryside **4**.

## Key Principles

- The additional residential development in Phase II would be a natural extension to the committed Phase I development, provided in two distinct development areas located within the most visually contained parts of the site between Coombe Park and the Golf Course **5**, and where accessibility to existing services and facilities in the area can be optimised by utilising and enhancing existing pedestrian connections.

- The existing hedgerows and trees on the site would be retained and reinforced to provide structure for the development and help integrate it into the landscape. The retained tree belt in the centre of the development would provide a green link along the alignment of the retained public right of way between Coombe Park and the golf course **6**.
- There is an opportunity to provide new hedgerows to reinstate the historic field pattern within the site **7**.
- The retained and new hedgerows and further tree planting would provide a landscaped setting for the proposed development. It would also screen and filter views of the southern area of built development in views from the edge of Wigston Magna to the west and the public right of way network in the surrounding countryside (although the available views are actually very limited).
- The area of scrub close to the golf course would also be retained and enhanced as an ecological area **8**.
- SUDS features would be established along the south eastern boundary of the site **9**, which would provide water management, amenity and habitat benefits. The existing pond in this area would be retained and the additional drainage features would reflect the local field pond characteristics in their design.
- Development on the southern and western edges of the site should be set back from the site boundaries behind informal public open space incorporating tree and hedge planting to allow the development to be sympathetically integrated into the existing rural fringe **10**. The built development should be provided at a relatively low density with dwellings arranged to face out towards the adjacent countryside in an informal arrangement, and limited to 2 storeys.
- Traditional local vernacular styles and building materials, such as brick in Leicester red/orange tones, would be used to reinforce the sense of local character.

## Legend

-  Site Boundary
-  Permitted Scheme Boundary
-  Existing Vegetation
-  Main Vehicular Route
-  Indicative Pedestrian Link
-  Public Footpath
-  Public Bridleway
-  Access Points
-  Existing Access to Coombe Park
-  Indicative Residential Area
-  Indicative Permitted Residential
-  Potential Sports Pitch Parking & Access
-  Proposed Hedgerow (on historic alignment)
-  Public Open Space
-  Ecological Open Space
-  Sports Pitches
-  Indicative Drainage
-  Potential Play Area Location
-  Existing Pond
-  Pipeline and Easement

FIGURE 11: MASTERPLAN REV A



