

EXISTING UTILITIES

4.44 M-EC has reviewed the existing utilities that may pose a constraint to development. These easements have been taken into consideration within the illustrative framework plan.

4.45 Connections to utility services are as follows;

Severn Trent Water – Foul and Clean Water

- Severn Trent Water (STW) has confirmed that the nearest gravity connection achievable is the 300mm combined sewer within the carriageway of Station Road. No improvement works are required and therefore the foul flows generated from the proposed development can be accommodated into the local sewer
- STW have confirmed that there is sufficient capacity to supply the proposed development with clean water, therefore, reinforcement works are not required. The connection for the proposed development can be taken from the existing 6" PVC main in Station Road at the proposed entrance to the development.

Cadent - Gas

- Cadent have confirmed that there is sufficient capacity in the local low pressure gas network to supply the development site and therefore reinforcements are not required. Connections are to be made to the 180mm PE low pressure gas main located within Station Road which is at the site boundary

National Grid Electricity Distribution - Electricity

- NGED have advised that the existing circuit is expected to be overlaid /rebuilt with works not scheduled to take place until next year. Connection therefore cannot be made before Q4 2025. NGED have advised that the point of supply will be from the passing HV underground cable to the north west of the site boundary with a second point of supply will be to the south west of the site boundary, leading to two centrally located substations within the development.

Telecommunications

- OpenReach will deploy Fibre to the Premises (FTTP), free of charge, into all new housing developments of 20 or more homes

Multi Utility

- GTC is an independent distribution network operator who can supply electricity, clean water, waste water and fibre connections to the proposed development. With point of connections assumed at site entrance.

4.46 Constraints within the development are as follows;

Foul and Clean Water

- The STW waste water records show a 225mm pressurised foul sewer along the western boundary. Records also show an effluent pressurised sewer that enters the site boundary from the north crossing to the south. A 300mm combined sewer also enters the site boundary from the north crossing to the south. Each individual sewer has an easement of 5m either side (10m total)

Gas

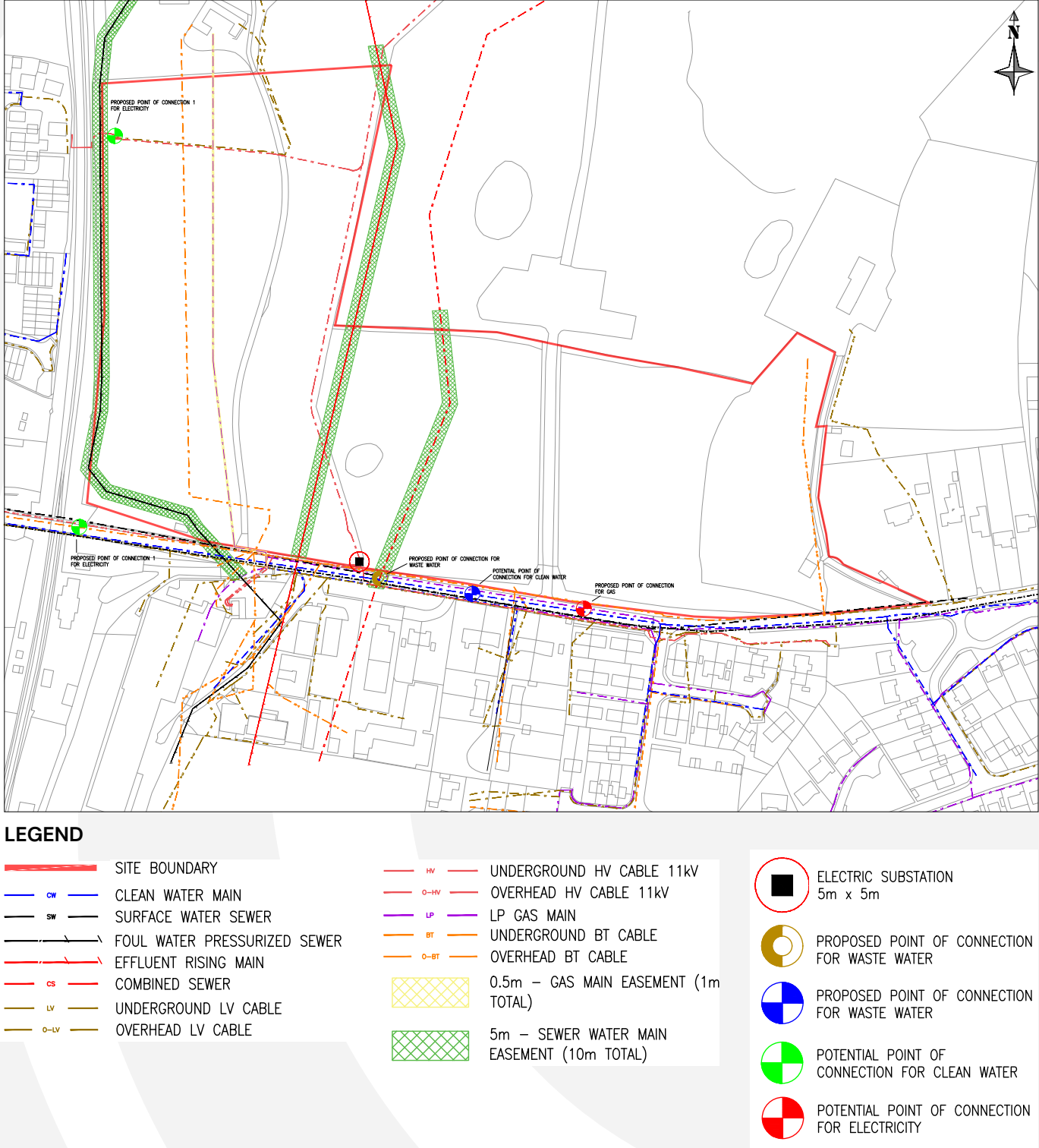
- The Cadent Gas asset maps show an existing LP gas main that enters the site boundary from the north crossing to the south. Whilst the gas main remains in situ an easement of 0.5m either side of the pipe (1m in total) is required

Electricity

- The NGED asset map shows an underground HV (11kV) that enters the site form the south crossing to the north and west and an underground LV cable that enters the site from the west crossing to the north. There is also an underground HV (11kV) within the northern verge of Station Road and an underground HV (11kV) and LV cable within the southern verge of Station Road

Telecommunications

- The OpenReach apparatus plans show underground apparatus that enters the site boundary from the north crossing to the south.



OVERVIEW OF SITE AND CONTEXT

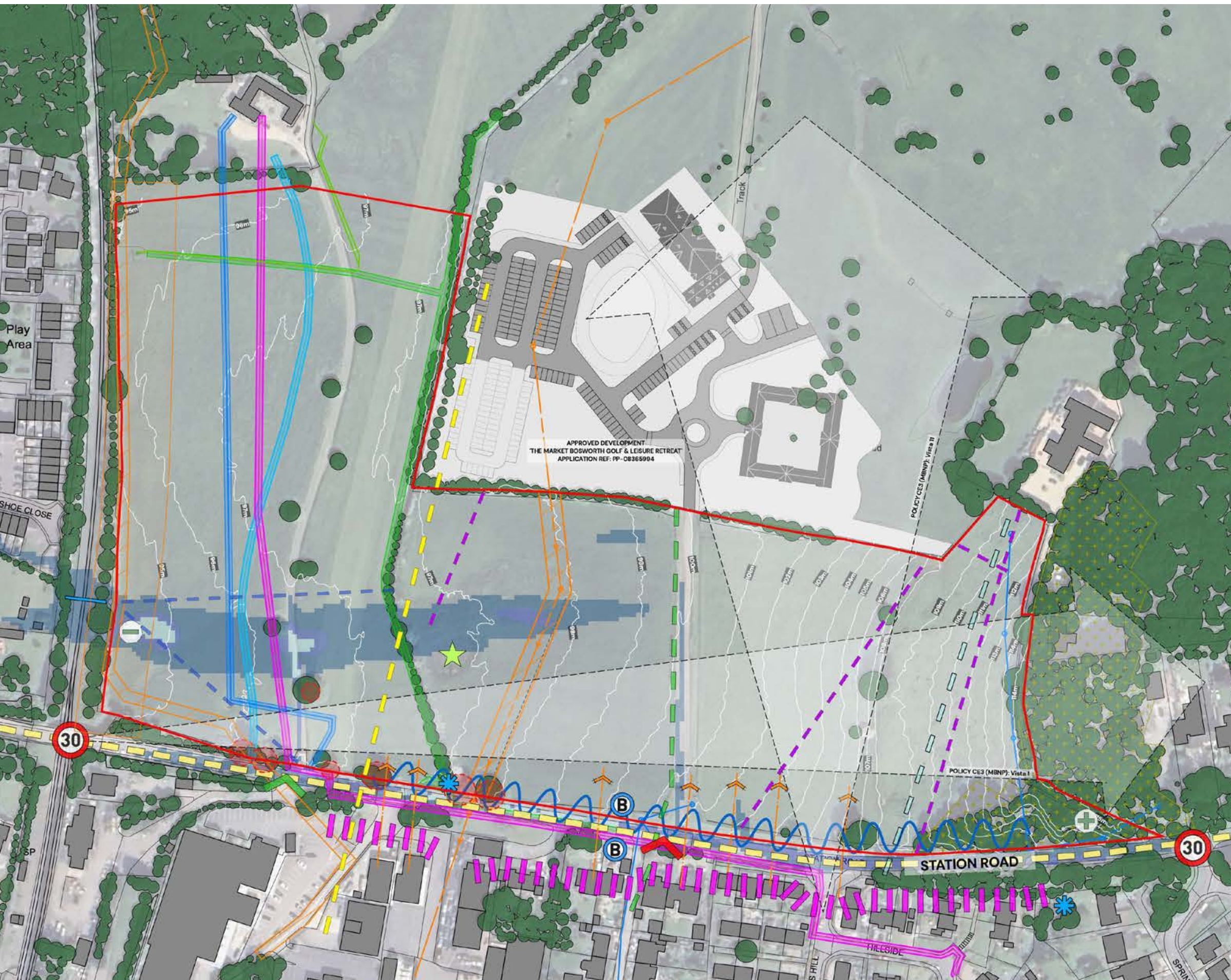
4.47 The results of the various site studies are used to inform and structure the development proposals. These are illustrated, where appropriate, on the site features plan presented opposite.

Considerations

- Existing framework of vegetation (including mature hedgerows and trees);
- Rising topography from the western end of the site to a high point towards the eastern end of the site;
- Low to medium risk pluvial flooding across the western parcel and around the existing pond;
- Existing services and easements
- Views and vistas identified in the Market Bosworth Neighbourhood Plan; and
- Ecological habitats and biodiversity net gain.

Opportunities

- Create a high quality residential development which takes cues from local character;
- Set development back from Station Road to retain key views upon entering Market Bosworth and retain existing character of Station Road;
- Set development area to the west of the existing access track to Kyngs Golf and Country Club;
- Create a sustainable and balanced residential development supported by enhanced green amenity space and new infrastructure;
- Provide a residential development that offers a series of different housing types, sizes and tenures which respect the local character;
- Create a road hierarchy that is not dominated by vehicular movement and promotes healthy green forms of movement;
- Retain and enhance all green infrastructure where possible, in particular the cluster of vegetation along the south-east boundary of the site and the hedgerow between the western and eastern parcel;
- Create outward facing residential frontages which overlook newly created public open spaces. Helping to promote self-surveillance and reduce the risk of anti-social behaviour;
- Provide soft landscape edges along the southern side of development to provide a buffer along Station Road;
- Provide sustainable forms of drainage (SuDS) within both the development and green spaces, providing additional wildlife benefits;
- Create new habitats to promote biodiversity; and
- Create new amenity space, including play area, for new and existing residents.



Site Constraints and Considerations | NTS

LEGEND

- Site Boundary
- Site Contours
- Site High Point
- Site Low Point
- Site Access
- Potential Secondary Site Access
- Primary Road
- 30mph Speed Limit
- Bus Stop
- Views into the Site
- Existing Buildline
- Existing Vegetation
- National Forestry Inventory Area
- Existing Vegetation
- Existing Railway Culvert
- Network Rail 30m stand-off for SuDS Features
- Existing UG Power lines
- Combined BT & Water Services
- Existing OH Power Lines / Bases
- Existing LP Gas Mains
- Existing BT Apparatus
- Existing storm drainage (Approx from records)
- Existing combined drainage (Approx from records)
- Existing pressurised S104 Foul drainage (Approx from records)
- 95 3c Cu/VUG Cable
- Existing Water Mains (Approx from records)
- Electrical Substation
- National Forestry Inventory Area
- Geophysical survey Indicated Service Routes
- Surface Water 1in30
- Surface Water 1in100
- Surface Water 1in1000
- Great crested newt location

DEVELOPING THE DESIGN CONCEPT

COMMUNITY ENGAGEMENT PROCESS

"Local communities can play a vital role in achieving well-designed places and buildings and making sure there is a relationship between the built environment and quality of life. Communities can be involved in design processes through approaches such as co-design, design workshops and other engagement techniques, so that places and buildings reflect local community preferences, improve their quality of life and fit well into their surroundings."

(Para. 17, NDG 2021)

PREVIOUS APPLICATION

- 5.1 Following the submission and subsequent refusal of the previous application by Hinckley and Bosworth Borough Council (Ref: 20/O1021/OUT), an appeal was dismissed on 2nd February 2022, due to the effect on character and appearance of the area, with particular regard to Important View 1, Vista 11 and public footpath S70/1.
- 5.2 The site boundary for this application has been extended to the west, stretching across the current entrance to Wharf Farm to abut the existing railway line.



PUBLIC CONSULTATION

- 5.3 To inform the local community about the new development proposals, consultation leaflets were posted to 811 residential addresses in Market Bosworth on 6th September 2024. The deadline for submitting feedback via the email addressed was 22nd September 2024.
- 5.4 The leaflet provided information on the following:
 - Details of the proposal, including proposed dwelling numbers;
 - Benefits that the delivery of the development will provide;
 - The Illustrative Masterplan; and
 - Information on how residents can provide feedback on the development proposal.
- 5.5 The consultation website provided further detail of the following:
 - About Richborough, who are promoting the site
 - Background on the need for new homes, the Local Plan and the site
 - Further details of the proposal, including site access and open space proposals
 - The Illustrative Masterplan
 - Key benefits of the site
 - Information on how residents can provide feedback on the development proposal; and
 - Consultation Questions regarding the development proposal.

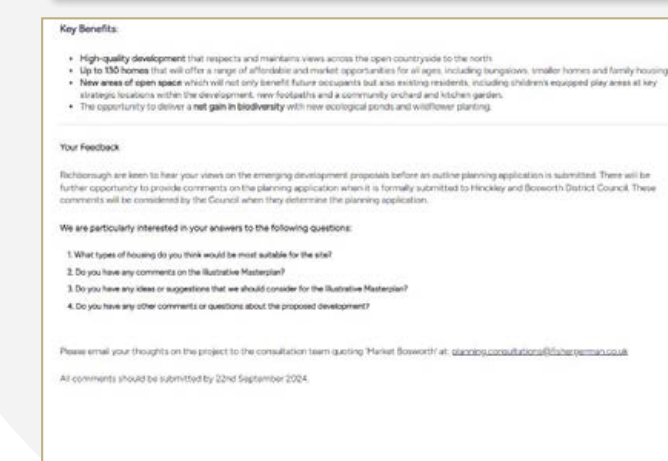
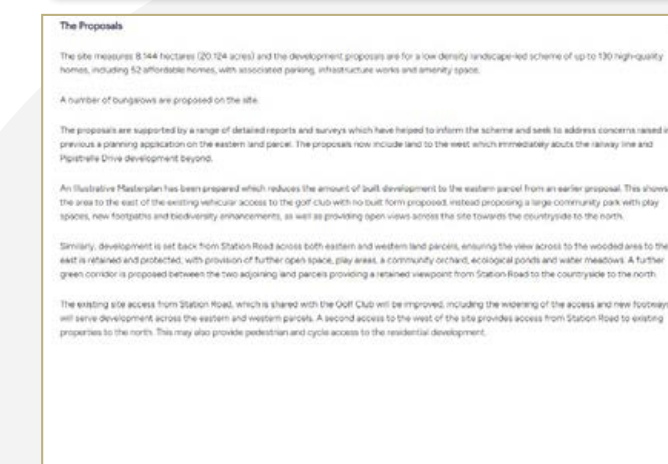
CONCLUSION TO PUBLIC CONSULTATION

- 5.6 A total of 17 consultation responses were received from the 811 residential addresses leafleted in the vicinity of the development site. Of the responses received, 15 were against the proposals, 1 was neutral and 1 supported the proposed scheme.
- 5.7 The main objection to the proposed scheme is that additional housing is not required in Market Bosworth. However, there is evidence that further housing delivery is required in the borough, and we believe that a greater contribution of dwellings can be delivered in Market Bosworth than the 180 dwellings currently proposed through the draft Local Plan. The original allocation for the Phase 2 allocation was 243 dwellings which confirms that the Council believes that the town can accommodate additional development. The draft Regulation 18 Local Plan acknowledges that further sites are required to meet the currently identified Local Housing Need and contribution to Leicester City's unmet need, even if proposed changes to the NPPF are not ultimately published as a formal update to the NPPF. Market Bosworth is one of the most sustainable rural settlements in the borough and its proposed role within the draft Local Plan is as a 'Key Rural Centre' and thus it is suitable and capable of accommodating sustainable development.

Consultation Leaflets | Posted 6th September 2024



Consultation Website | September 2024



- 5.8 The proposed development would deliver a highly sustainable residential development within this infill site whilst also assisting the Council in increasing housing delivery in future years particularly relevant in the context of an out-of-date Local Plan and an increased Local Housing Need in respect of the proposed changes to the NPPF.
- 5.9 Concerns were raised regarding potential increased congestion within Market Bosworth as a result of the proposed scheme and the poor public transport links. Whilst we appreciate that an increase in the number of dwellings in Market Bosworth will increase the number of vehicles using the road network, the Transport Assessment submitted alongside this planning application concludes that the development will not have a material impact on the operation of the local highway network and will not have an unacceptable impact on highway safety. The submitted Travel Plan sets out measures to promote sustainable modes of travel including cycling, walking and use of public transport. This includes measures such as the provision of 6-month "taster" bus passes and bus stop upgrades.
- 5.10 Another concern with proposed scheme is the potential impact that this could have on the capacity of existing services and facilities. Through developer contributions however, additional capacity can be created to rectify any shortfalls in local capacity.
- 5.11 Concerns were raised regarding the rural vista of Market Bosworth. Richborough have worked with neighbouring landowners to obtain additional land to advance a scheme which protects the key views identified in the Market Bosworth Neighbourhood Plan. The masterplan clearly demonstrates how the site can be delivered whilst reflecting the important views and vistas as identified in the Neighbourhood Plan.
- 5.12 In relation to concerns that the proposed development would have on the historical character of Market Bosworth, the submitted Heritage Statement confirms that that there are no designated heritage assets within the proposed development site and there are no designated and non-designated heritage assets assessed as sensitive to the proposed development outside of the site.
- 5.13 Evidence has been submitted alongside the planning application to confirm that the development will not result in and adverse impacts on air quality for existing dwellings.
- 5.14 It has been demonstrated that Richborough have made considerable efforts to engage the community in the formulation of the development proposals, including delivery of leaflets to all surrounding dwellings. These efforts have helped to shape and influence elements of the scheme in order to address issues and concerns raised by respondents and have raised awareness as to the forthcoming planning application. The comments received will be of particular benefit during the reserved matters stage, having regard for the key comments.

6

DESIGN PROPOSALS

LANDSCAPE AND VISUALLY LED APPROACH

- 6.1 The development framework plan for the proposed development has been landscape and visually led. This has included the following:
- Identification of the overall horizontal parameter (i.e. spread) of the development envelope taking into account all landscape and visual constraints and opportunities (and likewise heritage, where relevant);
 - Identification of the overall vertical parameter (i.e. height) of the development envelope taking into account all landscape and visual constraints and opportunities; and
 - Retention of the existing underlying hedgerow/tree/landscape pattern and using it as a driver for the block/cellular structure of the development framework.
- 6.2 The landscape approach and strategy is expanded further in Public Spaces within this section.
- 6.3 The application is seeking approval of the following plans:
- Development Framework
 - Parameter Plan
- 6.4 These plans should be read in conjunction with all documents submitted as part of the application package.

DESIGN POLICY

- 6.5 The design proposals have referenced a number of local policy documents including:
- The Good Design Guide SPD**
- 6.6 The 'Design Proposals' section references the core urban design objectives and how these are reflected in the design proposals using the infographic below.



Market Bosworth Neighbourhood Plan (Modified 2024)

- 6.7 Policy DC1: Design Codes and the accompanying draft Design Codes document outlines the key design objectives within the parish.
- 6.8 The principles and guidance within the draft Design Codes have been referenced in the design proposals but the requirements will be considered in more detail at the reserved matters stage, where appropriate.



DEVELOPMENT FRAMEWORK

- 6.9 This will provide a framework for future, more detailed designs, and will define the type of development that can be bought forward at the Reserved Matters stage.



Development Framework Plan | NTS

LEGEND

	APPLICATION BOUNDARY 7.964 HECTARES / 19.679 ACRES		PROPOSED NATIVE HEDGEROW PLANTING
	ACCESS VIA STATION ROAD		MIXED SCRUB / NEUTRAL GRASSLAND
	RESIDENTIAL DEVELOPMENT		WILDFLOWER PLANTING
	PUBLIC OPEN SPACE (INC. SUDS)		PRIORITY HABITAT POND
	PRIMARY TREE LINED MOVEMENT ROUTE INCORPORATING CYCLE AND PEDESTRIAN MOVEMENT		PROPOSED ORNAMENTAL PLANTING
	SECONDARY MOVEMENT ROUTE INCORPORATING RAINWTARE GARDENS		COMMUNITY ORCHARD PLANTING
	TERTIARY STREET		COMMUNITY KITCHEN GARDEN
	PRIVATE LANE		LOCALLY EQUIPPED AREA FOR PLAY (LEAP)
	RETAINED FARM TRACK ACCESS FOR WHARF AND GODSON'S HILL FARM		LOCAL AREA FOR PLAY (LAP)
	PRIMARY PEDESTRIAN / CYCLE MOVEMENT ROUTE		NATURAL PLAY TRAIL LOCATIONS
	PEDESTRIAN MOVEMENT ROUTE		AREA OF NATURALISED PLAY
	MOWN PATH MOVEMENT ROUTE		POTENTIAL CAR PARK
	EXISTING VEGETATION WITH ROOT PROTECTION AREA		ACCESS TO EXISTING WHARF FARM AND KYNGS GOLF AND COUNTRY CLUB
	PROPOSED STRUCTURAL WOODLAND PLANTING		PROPOSED PUMP STATION
	PROPOSED LOW-RISE NATIVE HEDGEROW / SHRUBBERY		SUSTAINABLE DRAINAGE SOLUTIONS WITH REEDBED PLANTING

KEY PRINCIPLES

1. PRIMARY ACCESS POINT VIA STATION ROAD;
2. PROPOSED PRIMARY KEY MOVEMENT ROUTE PROVIDING CYCLE AND PEDESTRIAN MOVEMENT THROUGHOUT THE DEVELOPMENT;
3. SECONDARY MOVEMENT ROUTES CREATING CONNECTED STREETS;
4. TERTIARY STREETS SERVING SMALL CLUSTERS OF DEVELOPMENT;
5. MAXIMISE OUTWARD FACING DEVELOPMENT FOR NATURAL SURVEILLANCE;
6. FULLY CIRCULATORY CYCLE / PEDESTRIAN ROUTES PROVIDING ACCESS TO ALL AREAS OF PUBLIC OPEN SPACE;
7. MAXIMUM RETENTION OF EXISTING VEGETATION;
8. PROPOSED TREE AND HEDGEROW PLANTING TO STRENGTHEN EXISTING VEGETATION;
9. AREA OF BIO-DIVERSITY ENHANCEMENTS INCORPORATING NATIVE HEDGEROW PLANTING, PRIORITY HABITAT PONDS, TREE PLANTING AND WILDFLOWER/NEUTRAL GRASSLAND PLANTING WITH LIMITED PUBLIC ACCESS;
10. RELOCATION OF PRIORITY HABITAT PONDS FOR THE GREAT CRESTED NEWT POPULATION;
11. KITCHEN GARDEN AND ORCHARD COMMUNITY SPACES;
12. AREAS OF EQUIPPED PLAY AND RECREATION FOR ALL AGES AT BOSWORTH COMMON, ASH GREEN AND BIRCH GREEN;
13. VIEWING CORRIDORS WITH LONG DISTANCE VIEWS TO WIDER COUNTRYSIDE; AND
14. VILLAGE GREEN PROVIDING SPACE TO MEET AND RELAX.

LAND USE PARAMETER PLAN

Residential

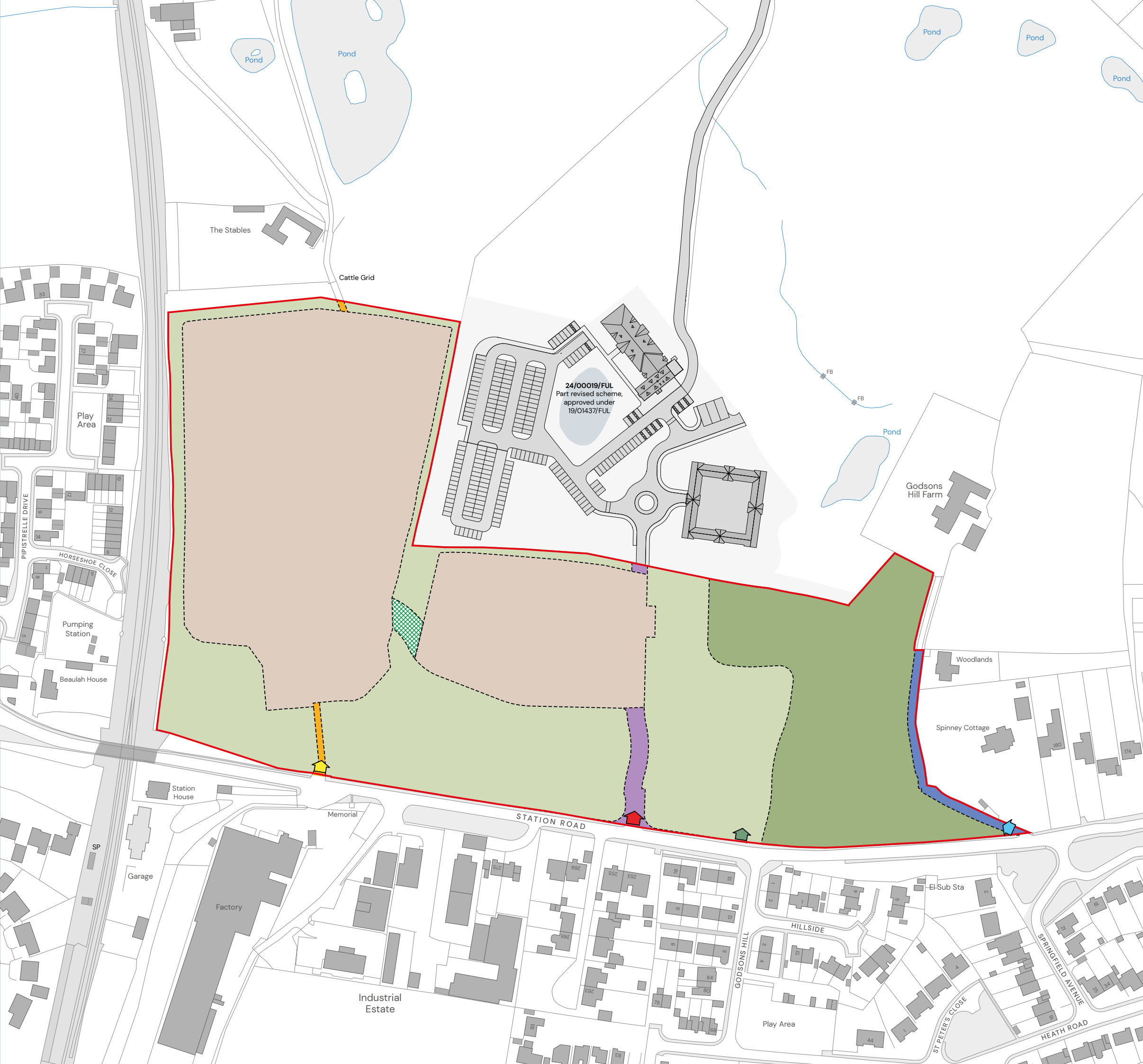
- 6.10 The proposals will provide 3.63Ha of land for residential development which will accommodate up to 126 dwellings in a range of types, sizes and tenures. The built development areas identified will include: roads; footpaths; private drives; incidental open space and other associated infrastructure.

Open Space

- 6.11 2.87ha of accessible public open space will be provided within the proposals. A further 1.46ha is provided for biodiversity habitat enhancement, but this will be fenced off to avoid public access. The public open space framework provides key greenways and buffers. Within this area, space will be provided for: amenity green space; children’s play provision; landscaping; footpaths; drainage; existing and proposed structural planting; and associated infrastructure.

Road Infrastructure

- 6.12 Access to Kyngs Golf Club and Wharf Farm from Station Road is retained.
- 6.13 New streets will be laid out in line with Leicestershire Highways Authority Design Guidance.



Parameter Plan | NTS

LEGEND

Site boundary

LAND USE PARAMETERS

Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)

Retained access to Wharf Farm, not within the residential land use (subject to detailed design)

Retained access to Godsons Hill Farm, not within the residential land use (subject to detailed design)

Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)

Proposed residential development (including roads, footpaths, private drives, incidental open space and other associated infrastructure)

Proposed open space (including amenity green space, children's play provision, landscaping, footpaths, drainage and other associated infrastructure)

Proposed biodiversity habitat enhancement (including wildflower meadow, wildlife ponds, vegetation and other associated infrastructure)

ACCESS PARAMETERS

Proposed access/egress for all modes (subject to detailed design)

Existing private drive retained for use by Wharf Farm residents only (subject to detailed design)

Existing private drive retained for use by Godsons Hill Farm residents only (subject to detailed design)

Proposed access/egress for pedestrians only (subject to detailed design)

SUPPORTING DESIGN STRATEGIES

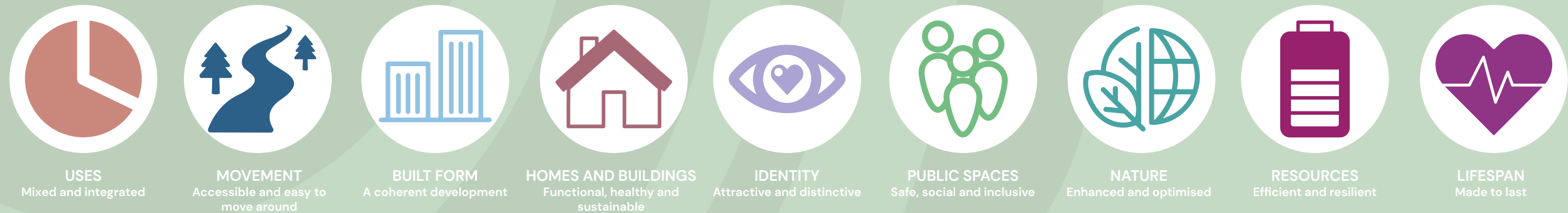
- 6.14 The outline application is accompanied by a set of supporting design strategies that illustrate how the development could be realised, in accordance with the outline application. The supporting design strategies include:
- Illustrative Masterplan;
 - Land Use Strategy
 - Pedestrian Movement Strategy;
 - Street Hierarchy;
 - Placemaking Strategy;
 - Building Heights;
 - Character Area Strategy;
 - Landscape Strategy;
 - Public Open Space Typologies; and
 - Drainage Strategy.
- 6.15 The strategies set out here are for illustrative purposes only, and do not form part of the formal outline submission. They are therefore subject to interpretation and discussion to guide a future Reserved Matters submission.
- 6.16 The following section references the National Design Guide (NDG) and the ten characteristics of well-designed places; the National Planning Policy Framework (NPPF); and Hinckley and Bosworth Borough Council ‘The Good Design Guide’ SPD. It provides a framework for the detailed design as part of a future Reserved Matters application, including compliance with the National Model Design Code.

ILLUSTRATIVE MASTERPLAN

- 6.17 A proposed Illustrative Masterplan has been prepared but this is for indicative purposes only. The application is not seeking approval of the Illustrative Masterplan.
- 6.18 The Illustrative Masterplan shows one way in which the development could be laid out. It does not preclude alternative layouts as part of a subsequent Reserved Matters or detailed planning application, providing the underlying principles established in this document are satisfied and the delivery of high quality built environment remains creative and responsive.

Design Principles

1. Primary access point via Station Road;
2. Proposed primary key movement route providing cycle and pedestrian movement throughout the development;
3. Secondary movement routes creating connected streets;
4. Tertiary streets serving small clusters of development;
5. Maximum outward facing development for natural surveillance;
6. Fully circulatory cycle/ pedestrian routes providing access to all areas of public open space;
7. Maximum retention of existing vegetation;
8. Proposed tree hedgerow planting to strengthen existing vegetation;
9. Area of bio-diversity enhancements incorporating native hedgerow planting;
10. Relocation of priority habitat ponds for the great crested newt population;
11. Kitchen garden and orchard community spaces;
12. Areas of equipped play and recreation for all ages; and
13. Viewing corridors with long distance views to wider countryside.



LEGEND

-  Site boundary
7.96ha
-  Proposed vehicular access via
Station Road
-  Existing access to Wharf Farm
retained
-  Public Open Space (POS)
-  Residential development
-  Existing vegetation
-  Proposed vegetation
-  Community orchard planting
-  Natural play trail locations
-  Shared cycle and pedestrian route
-  Pedestrian movement
-  Sustainable Drainage System
(SuDS)
-  Community kitchen garden
-  Proposed pump station
-  Local equipped area for play
(LEAP)
-  Local area for play (LAP)



Mixed and Integrated

“Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.”

(Para. 109, NDG 2021)

6.19 The development proposals include the following:

RESIDENTIAL - 126 DWELLINGS (CLASS C3)

- 6.20 The development proposals provide approximately 3.63 Ha of residential development, achieving 126 dwellings, allowing space for a range of dwelling types suitable for people of different ages and lifestyles.
- 6.21 All dwellings are proposed to comply with NDSS and M4(2) and 5% to M4(3).
- 6.22 To comply with Reg 19 Plan, Policy H006 Self-build and Custom Housing, it is proposed that 5% of total dwellings will be provided as self/custom build plots. The location of these will be determined through any future Reserved Matters application.

Affordable Housing

- 6.23 It is proposed that 40% of the dwellings provided are to be affordable housing, in accordance with the Core Strategy DPD (2009) Policy 15. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.

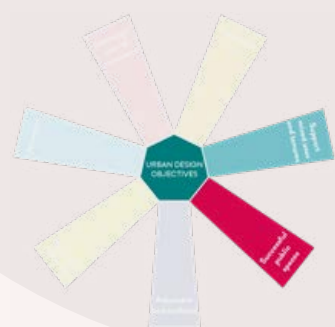
Summary of Proposed Accommodation

Affordable Homes	up to 50 [40% of 126]
Market Homes	up to 76 [60% of 126]

Combined Mix of Private and Affordable Mix			
APT/Maisonette	1bed	9	7%
APT/Maisonette	2bed	9	7%
Houses	2bed	40	32%
Houses	3bed	50	40%
Houses	4/5bed	18	14%
		126	100%

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- 6.24 2.87 Ha of accessible public open space has been provided within the proposals, in accordance with Policy 19 of the Core Strategy (Green Space and Play Provision and with reference to the Hinckley and Bosworth Borough Council Open Space and Recreation Study 2016. The site benefits from a 1.875 Ha over-provision.
- 6.25 One of the primary aims is to retain key views and vistas as referenced in the Market Bosworth Neighbourhood Plan 2014–2026, including View 1 and Vista 11.
- 6.26 The public open spaces have been designed alongside the constraints of the site, where residential development is not feasible. They have been utilised for the mitigation of flood risk, children’s play and biodiversity enhancement.
- 6.27 The public open spaces also allow for the creation of a network of pedestrian and/or cycle routes to provide a sustainable movement network within the site, linking residential areas to Station Road.
- 6.28 One area of open space is proposed to wrap around the southern and eastern areas of the site formed by the set back of development from Station Road and to the west of the existing access road to Kyngs Golf and Country Club.
- 6.29 Further details of the public open spaces are provided within the Public Spaces and Nature sections which detail typologies in relation to policy requirements.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
SUPPORT MIXED USES AND TENURES	☑
SUCCESSFUL PUBLIC SPACES	☑

LAND USE PARAMETERS

Proposed biodiversity habitat enhancement
(including wildflower meadow, wildlife ponds, vegetation
and other associated infrastructure)



Accessible and easy to move around



“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”

Para. 75, NDG 2021)

6.30 The proposed layout shows the disposition of land uses and 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. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed access points;
- Proposed pedestrian and cycle movement network;
- Street hierarchy;
- Street typologies; and
- Parking strategy.

6.31 The location of the development, adjacent to the existing and established community of Market Bosworth is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

6.32 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

PEDESTRIAN AND CYCLE ACCESS STRATEGY

6.33 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure for the site. Pedestrians are led into the site from links created between areas of existing and proposed residential development.

6.34 Cycle use is encouraged through the high degree of permeability within the layout. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.

6.35 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Access and Movement Strategy Plan:

- Provision of an off-road shared use formal foot/cycleway loop (minimum 3m width) running adjacent to the Primary Street and through the proposed open space;

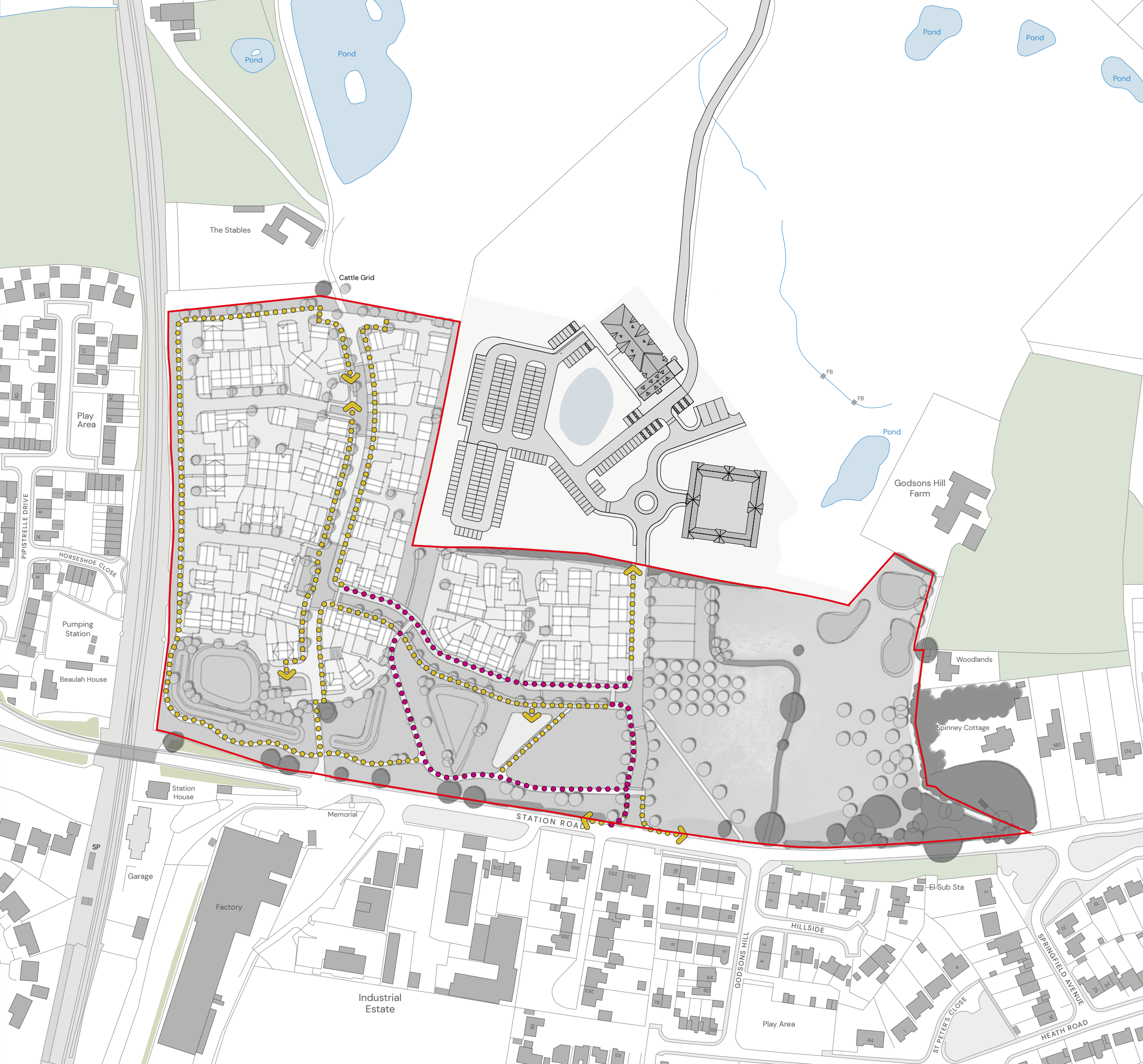
- Provision of circulatory pedestrian routes (minimum 2m width) through the site, offering pedestrians easy access to development and a choice of routes away from the Primary Street;
- Where possible pedestrian links will be suitable for use by disabled people;
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users; and
- To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements crossing points will be defined where appropriate, to enable all users to cross safely.

PROPOSED VEHICULAR ACCESS POINTS

- 6.36 Vehicular access to the proposed development will be provided via a single access point located to the south of the site, as a simple priority T-junction off Station Road.
- 6.37 The access road will be shared with Kyngs Golf and Country Club and provided as a 6.0m carriageway with two x 2.0m footways alongside the carriageway (with the addition of tactile paving), as per their recently approved application for leisure accommodation to the north of the site.
- 6.38 A bollarded access point at the west side of the development will be retained solely for vehicles of the existing farm and will also provide a pedestrian and cycle route for sustainable travel.



Proposed Access Junction Layout | Not to scale
See Drawing No. 001 Prepared by Hub Transport Planning



Indicative Pedestrian Movement Strategy | 1:2000

LEGEND

 Site boundary

ACTIVE TRAVEL

 Shared cycle and pedestrian route

 Pedestrian route

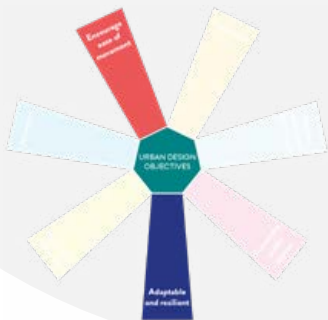
STREET HIERARCHY

- 6.39 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.
- 6.40 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by “Manual for Streets 1 & 2”, which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high- quality places for all users, ages and abilities.
- 6.41 LHA Design Guide, and Draft Leics Design Standards have been adhered to.
- 6.42 Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined street has been given a priority in the latest edition of the NPPF, stating that:
- “Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”.*
- (Para 136, NPPF 2023)

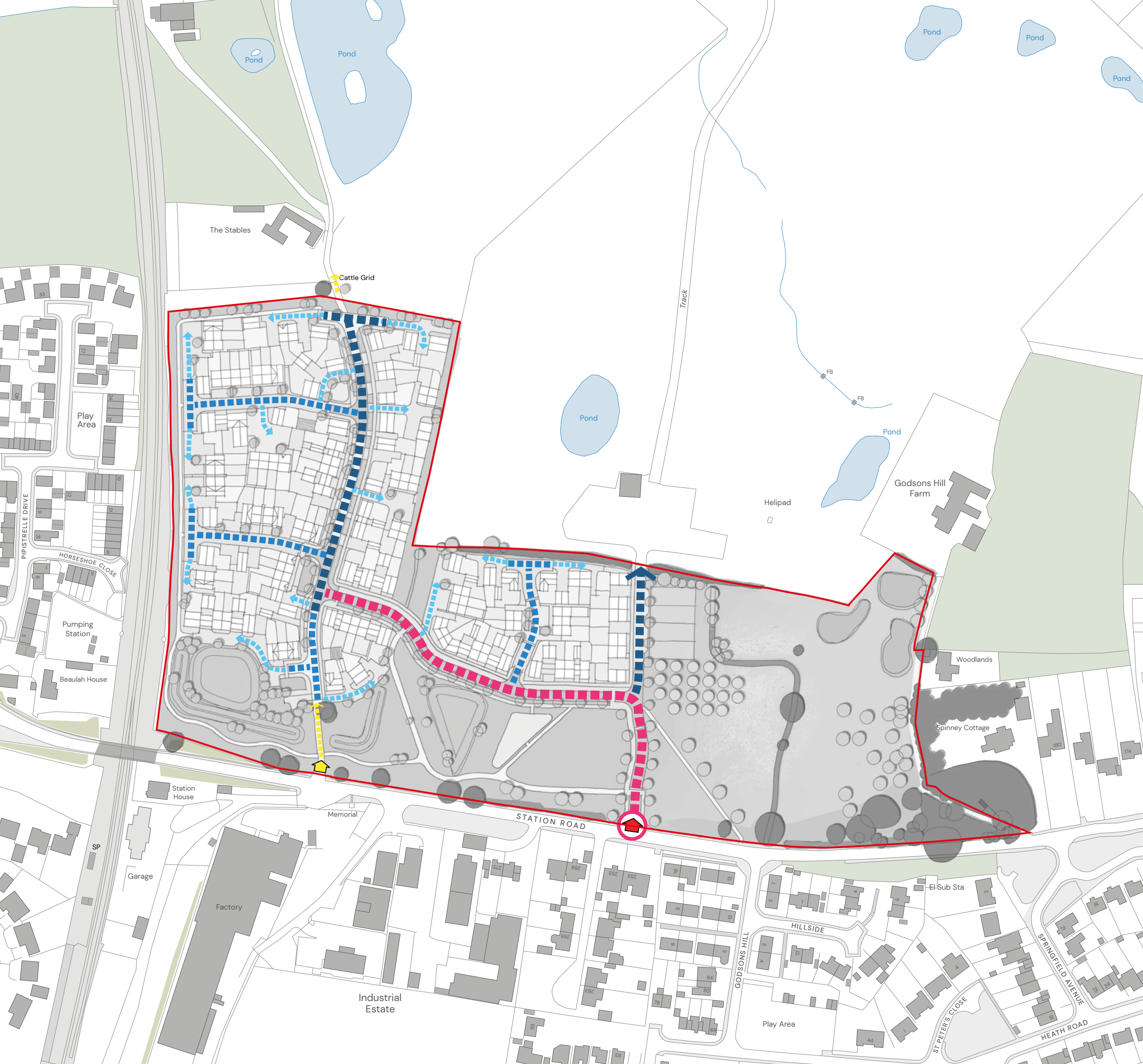
- 6.43 The development and internal road network will be designed to encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.
- 6.44 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 6.45 Within the site the Primary Street will provide the main movement corridor from Station Road. This will be 6.00m wide to align with the approved application by Kyngs Golf and Country Club (24/00019/FUL – part revised scheme approved under 19/01437/FUL) up to the internal T-junction and then 5.5m as it turns westwards through the development. The access to Kyngs Golf and Country Club will continue north as a secondary street.
- 6.46 The majority of the Primary Street, has a 2m wide grass verge to one side of the carriageway containing tree planting. Footways run along both sides of the carriageway, separated by the verge on one side and a 3m wide cycle path on the other.
- 6.47 The Primary Street leads to the Secondary Street running north to south through the western part of the site. Street form is similar to the Primary Street, but the cycle path gives way to a grassed verge containing rainwater gardens.
- 6.48 Lower category Tertiary Streets feed off the Primary and Secondary Streets, providing access to residential blocks of development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.
- 6.49 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.
- 6.50 The following street typologies are proposed for inclusion within the proposals:
- **Primary Street:** Tree lined main street with dedicated provision for pedestrians and cyclists
 - **Secondary Street:** Tree lined residential street with dedicated provision for pedestrians and rainwater garden verge
 - **Tertiary Streets:** Shared surfaces and side streets
 - **Tertiary streets:** Lanes and courtyards.

PARKING

- 6.51 One of the key elements to creating a successful development is to ensure that the building layout and landscaping of the scheme are the prominent features of the development.
- 6.52 To achieve this, the way people park within the development needs to be carefully considered as poorly planned parking can lead to behaviours such as kerb mounting, which can dominate the street scene.
- 6.53 A variety of car parking treatments have been utilised, including frontage parking, side of plot parking and garages. The majority of allocated parking will be provided on-plot and is generally located to the side of dwellings within private drives and/or garages, set back from the building line to allow ease of access to dwellings and ensure cars don’t visually dominate the street scene.
- 6.54 According to the Leicestershire Highway Design Guide;
- Dwellings with 4 or more bedrooms require a minimum of 2 spaces;
 - Dwellings with 3 or less bedrooms require a minimum of 2 spaces;
- 6.55 According to North West Leicestershire Local Plan;
- Car charging points will be incorporated where viable and appropriate to do so.
- 6.56 Resident parking is more than sufficient and is well integrated into the scheme, following local guidance. All plots will be provided with electrical vehicle charging points, either integrated within garages or charging pedestals.
- 6.57 Cycle parking numbers will be provided in accordance with the appropriate standards and it is envisaged they can be accommodated within rear gardens and/or garages where provided.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
ADAPTABLE AND RESILIENT	✓
ENCOURAGE EASE OF MOVEMENT	✓



Indicative Street Hierarchy | 1:2000

LEGEND

 Site boundary

STREET HIERARCHY

 Primary Street

 Secondary Street

 Tertiary Street

 Private Lane

 Existing access to Wharf Farm retained

ACCESS

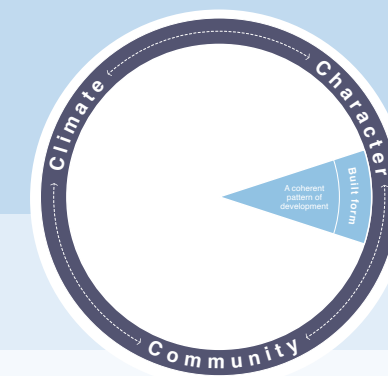
 Proposed vehicular access

 Restricted vehicular access to Wharf Farm only (bollards installed)



BUILT FORM

A coherent pattern of development



"Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place."

(Para. 61, NDG 2021)

6.58 The design solution for the site will reflect the variety in townscape form that can be seen in Market Bosworth and in particular the area surrounding the site.

PLACEMAKING

6.59 The proposed layout has adopted the principles of best practice in urban design, comprising an arrangement of outward facing perimeter blocks that present a strong frontage to the public realm and secure private rear gardens. This perimeter block form of development promotes safety, security and surveillance to minimise the opportunity for crime and anti-social behaviour within areas of public realm whilst creating a positive urban space.

6.60 In addition to providing a secure and legible form of development, the perimeter block layout ensures a permeable movement network is created through a clear hierarchy of streets.

6.61 The development proposals have been landscape-led in response to concerns raised during recent planning applications and to protect the key view and vista identified in Market Bosworth Neighbourhood Plan (MBNP). Development is broadly split into a larger western parcel and a smaller eastern parcel, separated by a green corridor. The eastern parcel has been reduced in size from the previous proposals. No built form will extend beyond the existing access track to Kyngs Golf and Country Club (KGCC) and a significantly larger set-back from

Station Road has been provided. This allows the provision of public open space to be maximised in the form of a community and recreational park, accommodating both formal and informal play spaces, new wildlife ponds and wildflower planting to provide ecological and biodiversity enhancement. In addition to the retained View 1 and Vista 11 within the MBNP, the green corridor between the two development parcels provides a further view of the countryside to the north from Station Road.

6.62 The majority of proposed development is formed of perimeter blocks.

6.63 The Primary Street has an open parkland entrance with tree planting to both sides; one-sided development with a verge and street trees overlooking the open space; and double-sided development within the western parcel.

6.64 Although the Primary Street character is generally formal and continuous, it benefits from key views and vistas at various points along the street. These include internal vistas along green infrastructure corridors to provide visual connections to the existing context and aid legibility.

6.65 The Secondary Street provides vehicular access to the largest area of development in the western parcel of the site. Street trees and a grass verge containing rainwater gardens to one side of the carriageway, along with a formal and continuous building line with minimal set-back, creates a formal character to the street.

6.66 A series of focal spaces and pocket parks will be accommodated within the proposals aiding legibility. These will include childrens play spaces with dwellings providing good natural surveillance and sense of enclosure.

6.67 The use of landmark buildings at key junctions, marker buildings at secondary corners and focal buildings to terminate street vistas will enhance the legibility of this development and aid wayfinding. These will incorporate variations in materials, colour, frontage treatment and architectural styles.

6.68 Continuous frontages such as those following the Primary and Secondary Streets, will be particularly prominent and critical to the appearance of the development. A particular focus has been the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the proposed development.

6.69 With respect to the hierarchy and variety of public open spaces, these are described in more detail in Public Spaces and Landscape Design.

6.70 In terms of placemaking the various combination of features such as balancing ponds, retained mature hedgerows and trees, community orchard and the local wildlife site, all make valuable contributions to the sense of place.

6.71 In summary, in response to the site's location the following principles have been established to ensure the development delivers a clear and distinguishable character reflecting the local vernacular and building pattern:

- Landscape led design.
- Ensuring dwellings address the public realm and locate defensible private space to the rear;
- Create a well-defined hierarchy of streets to aid users to orientate themselves within the site with the use of focal points to define legibility;
- Creating linked green spaces which offer meeting points and safeguard potential pedestrian and cycle connections;
- Safeguard existing landscape and ecology components; and
- Locate dual aspect buildings at street corners to provide a positive frontage to both elevations and provide good levels of surveillance.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	✓
SUPPORT MIXED USES AND TENURES	✓
SUCCESSFUL PUBLIC SPACES	✓
ADAPTABLE AND RESILIENT	✓
DISTINCTIVE CHARACTER	✓

DENSITY

- 6.72 The density of the development is 34.71 dwellings per hectare (dph) over the gross developable area of 7.96 hectares and based on 126 dwellings.
- 6.73 This average density allows for the formation of higher and lower densities across the site, reflecting the proposed character areas discussed in the 'Identity' section.
- 6.74 *The proposed density and form relates well to existing densities and the proposed Miller scheme (35dph).*

BUILDING HEIGHTS (SCALE)

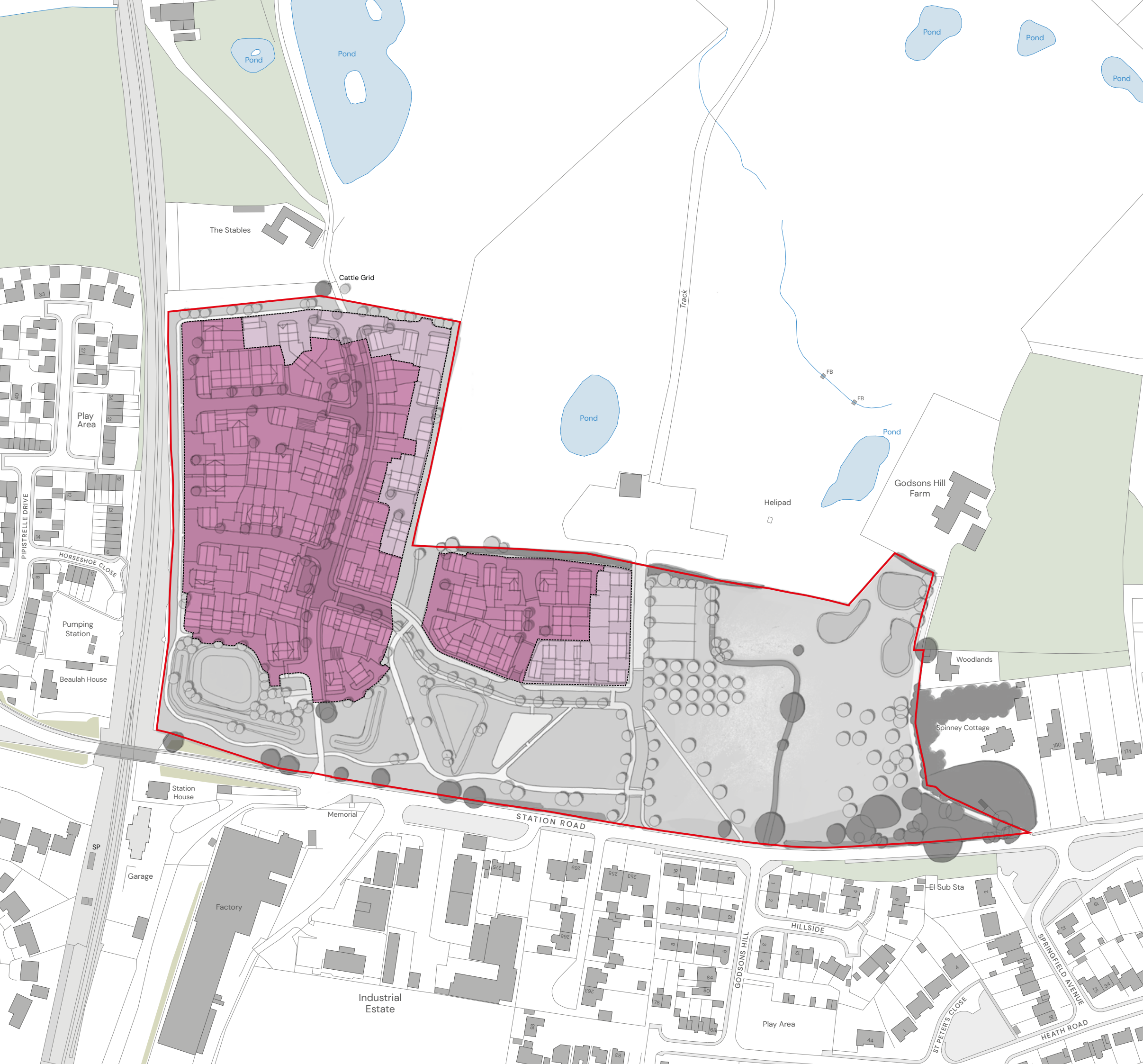
- 6.75 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2-storey, reflecting the surrounding built form of Market Bosworth.
- 6.76 Along the eastern facing edges of each development block, ridge heights are to be reduced to provide a softened edge and a gentle transition between built form and open space. This also reflects existing development along Station Road and the consented Kyngs Golf and Country Club development to the north of the site.
- 6.77 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes.

CONTINUITY AND MASSING

- 6.78 Key development frontages, such as those overlooking areas of public open space and following the primary street, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	✓
DISTINCTIVE CHARACTER	✓
ATTRACTIVE	✓



Building Heights | 1:2000

LEGEND

 Site boundary

BUILDING HEIGHTS

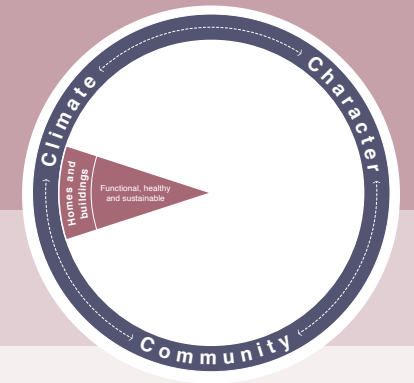
 Up to 2 Storey

 1.5 to 2 Storey



HOMES AND BUILDINGS

Functional, healthy and sustainable



“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2021)

6.79 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of the local area.

6.80 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

6.81 House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

6.82 Housing should be designed to be attractive individually and as part of the wider street composition. This includes the careful articulation of corners ensuring that corner turning house types with multiple active facades are utilised in the appropriate locations. These elements help buildings to activate public spaces, preventing the use of blank elevations or parking spaces negatively addressing exposed edges.

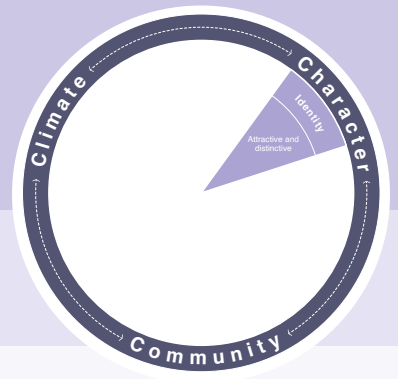
6.83 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

6.84 Refuse storage should be convenient with access to rear gardens with the requisite internal storage.

6.85 The design allows good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.



Attractive and distinctive



“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

6.86 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. The character of the proposed development incorporates individual design components which reflect the local area, including: built form principles; changes in building height; building setbacks; landscape treatments; architectural detailing; and materials.



CHURCHILL WAY



VILLAGE STREETS



GREEN FRONTAGES

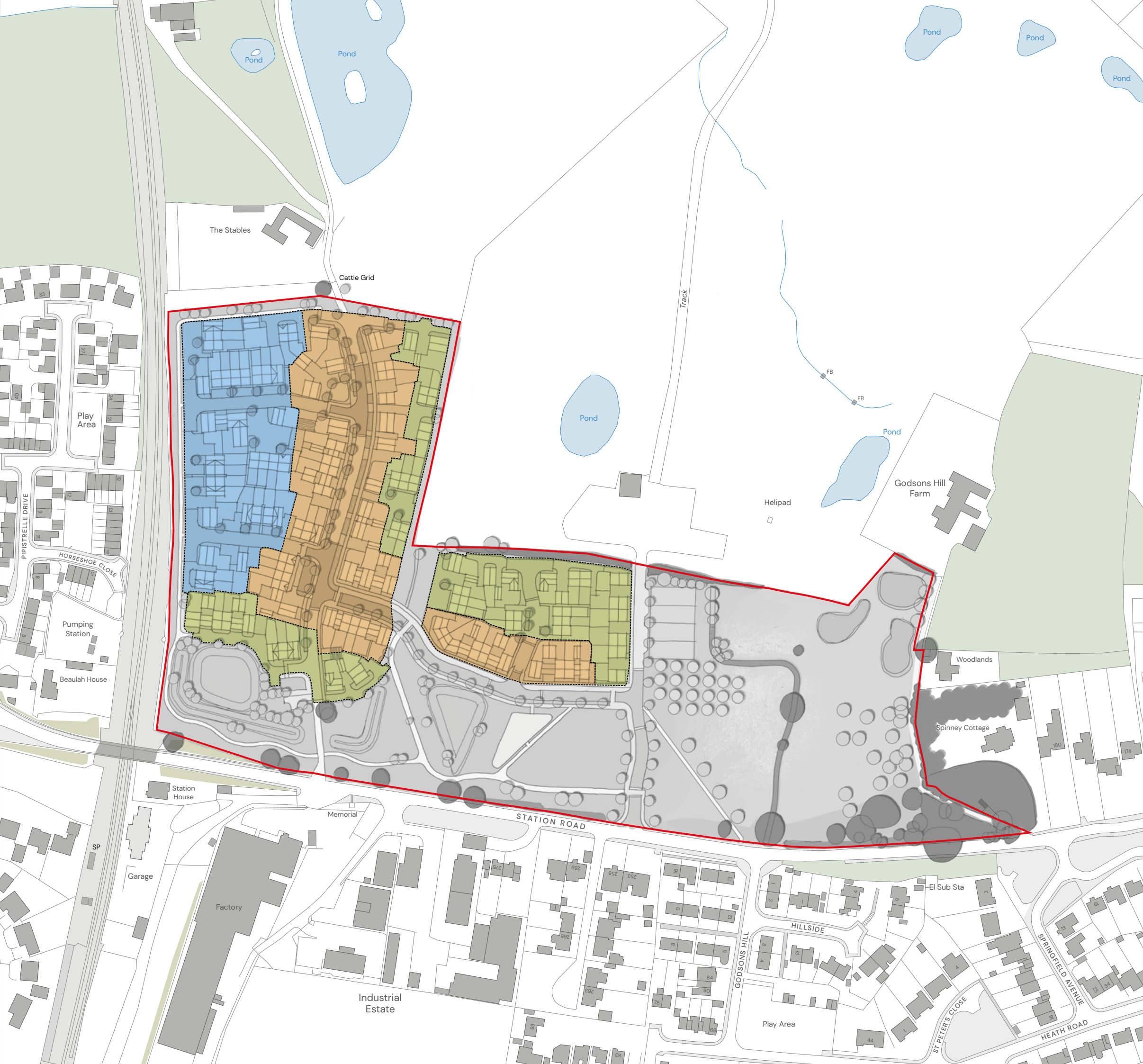
6.87 The site has been divided into three proposed character areas each with a clearly defined character relating to the site’s context and surroundings. The following pages describe how the character areas are designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:

- CA1: Churchill Way
- CA2: Village Streets
- CA3: Green Frontages.

6.88 A summary of the proposed residential character is set out on the following pages and how these relate to the layout.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
DISTINCTIVE CHARACTER	✓
ATTRACTIVE	✓



Character Areas | 1:2000

LEGEND

Site boundary

CHARACTER AREAS

Character Area 1: Churchill Way

Character Area 2: Village Streets

Character Area 3: Green Frontages

CA1

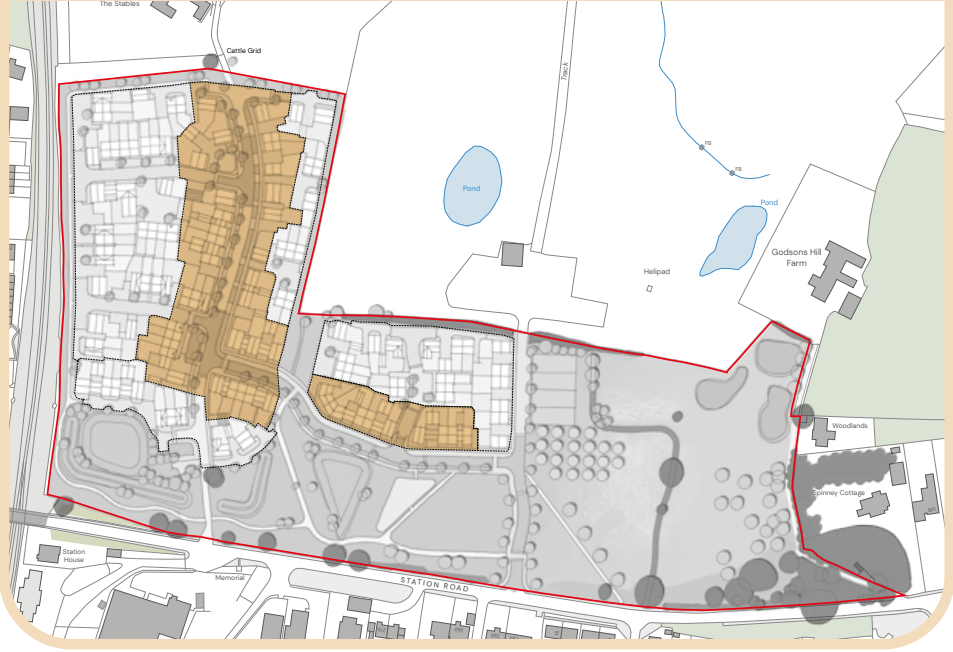
Churchill Way

CA1	Category	Definition
1	Urban form	Tree lined Street with continuous frontages. Strong sense of enclosure.
2	Building typology	Predominantly detached and semi-detached dwellings.
3	Building lines	Continuous frontages with use of carports and accommodation over breaks in buildline.
4	Height/enclosure	Up to 2 storeys
5	Roofscape	Uniform roofscapes with use of focal dwellings at key spaces and junctures.
6	Building detail	Traditional elevation styles. Use of chimneys to feature plots.
7	Building materials	Use of red brick to main facades. Use of ivory roughcast render to feature plots. Front doors and garage doors to be in a 'village' colour palette.
8	Fenestration	Mostly casement windows
9	Landscape	Tree lined swale corridors to Primary Streets with laid grass front gardens.
10	Parking	To side or rear of property. No use of frontage parking on the Primary Street.
11	Street types	Primary Street
12	Boundary treatments	Black metal railings with hedgerows to all front garden spaces.

KEY CHARACTERISTICS

- High density development;
- Continuous in form with minimal breaks in massing and buildline;
- A range of dwelling types including detached, semi-detached, terrace and flat fronted development.
- Terrace blocks of development will feature key corners and junctures creating a focal stop similar to forms found at key junctions and building frontages within Market Bosworthe.g. junction of Station Road and Market place;
- Additional levels of elevational treatments will be designed into key focal buildings;
- High levels of enclosure to streets with storey heights up to 2 storey;
- Predominantly the Primary Street will be dual sided with planted verges and rainwater gardens running parallel, helping to reduce the impact of urban forms on the street frontage and aid way finding for users into public open space;
- Variation in roofscapes at key corners or spaces will create angulation helping to create points of interest;
- Strong sense of enclosure between private and public spaces with use of five bar railings to front garden spaces;
- Change of surfacing at junctions similar to materials found on Market place in the centre of Market Bosworth will aid in way finding and control vehicle speeds; and
- Parking will be discrete and not dominate the street frontage using a range of parking typologies such as side parking with carports/ accommodation above and rear served courtyards.

CHARACTER AREA LOCATION



Village Streets

CA2	Category	Definition
1	Urban form	Regular footprint of dwellings with limited use of gables fronted units. Formal arrangements of shared courtyards and private lanes.
2	Building typology	Predominantly semi-detached, terrace and flatted development.
3	Building lines	Consistent buildlines with limited breaks in massing.
4	Height/enclosure	Up to 2 storeys.
5	Roofscape	Traditional pitched rooflines with consistent eaves and ridge heights.
6	Building detail	Traditional elevational styles with enhanced details at key focal spaces and corner turning dwellings.
7	Building materials	Red brick with roughcast rendered frontages to suit streets scene. Grey tiling to mid run units with use of red tiles to corners and focal stop dwellings. Front doors and garage doors to be in a 'rural' colour palette.
8	Fenestration	Casement windows.
9	Landscape	Informal tree planting within courtyards with use of open grassed front gardens.
10	Parking	varying parking typologies including frontal, side and rear courtyard parking.
11	Street types	Typically Tertiary Streets and shared surface streets.
12	Boundary treatments	Generally open frontage with some use of ornamental planting and tree planting where possible.

KEY CHARACTERISTICS

- Medium to high density;
- Village Streets will sit to the west of the development; acting as the interface between the trainline edge and other character areas. A continuous frontage development will act as a buffer to the trainline and reduce any noise interference;
- Buildlines will be continuous where possible to help aid the reduction in noise interference to the wider development;
- Urban form will feature as regular building footprints with limited use of protruding gables;
- Predominant dwelling types will feature as semi-detached, terraced and flatted development;
- Storey heights will be consistent at 2 storey with minimal angulation at key corners and focal positions;
- Streets will be low category and feature as either shared surface streets or parking courts. Pedestrian permeability will be facilitated throughout and will be unobstructed.
- Roofscapes will often feature as traditional pitched rooflines with minimal changes only at street corners or heads of runs. Use of chimneys at heads of streets will feature to create punctuation in a traditional street scene;
- Parking typologies can vary and feature as frontal parking, side parking and shared courtyard parking with high levels of landscape features to reduce car presence on the streetscene; and
- Boundary treatments and enclosure to streets will predominantly feature low rise shrubbery planting or within courtyards settings will appear as open grassed areas with feature trees.