



Proposed Residential Development on Land at

Normandy Fields, West of Hinckley

DESIGN AND ACCESS STATEMENT

(Including Building for a Healthy Life Assessment)

BLOOR HOMES

nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS





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Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors.

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INTRODUCTION



INTRODUCTION

Bloor Homes

Being a respected family-run housebuilder known for the quality of our build is at the heart of everything we do. With over 50 years' experience, we know that by listening to our customers we can create homes they all want to live in and have better life experiences. And craft environments, our communities feel welcome and happy in.

We built our first house in 1969. Every possible detail was taken into consideration back then to create a beautiful home. The same is still true today. We're proud of our meticulous attention to detail. It might make us different, but it's what creates a distinctive, quality home.



Application Context

Our offices are located in Hinckley, a stone-throw from the planning application site that is located to the north of the Triumph Motorcycles factory and west of Normandy Way (A47). The submitted scheme seeks to provide 153 new dwellings, alongside a vehicular access from the factory access road and existing roundabout on the A47, public open space and supporting infrastructure and utilities.

The application site forms part of the 'Land West of Hinckley' site that was allocated (site SA2) for residential development in the Site Allocations and Development Management Plan Document (SADPD) that was adopted in 2016.

In May 2018 Hinckley & Bosworth Borough Council (HBBC) granted outline planning permission to Bloor Homes for the construction of up to 850 new dwellings, a 1 form entry primary school, convenience retail space, public open space, and associated infrastructure (including other green infrastructure, drainage, access and utilities at "Normandy Fields". The outline application site constituted the vast majority of the Local Plan allocation site save for an area adjacent to the Triumph Motorcycles factory and extending north alongside the A47.

The detailed design of Phases 1 and 2 of Normandy Fields were subsequently approved in November 2018 and the construction of those phases accessed from a new roundabout junction on the A47 is well progressed. Further "Reserved Matters" applications relating to the detailed design of Phases 3 and 7 and the Local Centre have also been recently approved and there is a pending for application for Phase 8. The construction of phase 3, the local centre and the primary school are underway.

This full planning application relates to the development of the remaining land in the SADPD allocation site and residual land within Phase 4 of the site that benefits from the existing outline planning permission. It is being submitted simultaneously with a Reserved Matters application for the development of Phase 4 of Normandy fields to ensure that a comprehensive and cohesive high-quality scheme with consistent design principles for the whole allocation site is realised.

PROPOSED DEVELOPMENT

Site Area:

5.69ha (14.07 acres)

Existing Land Use:

Part of an arable field, the remainder of which forms part of an approved residential outline planning permission

Proposed Access Arrangements:

Re-configured spur from existing A47 roundabout that currently provides access to the Triumph Motorcycle Head Office and Visitor Centre.

Number of Dwellings:

153 dwellings

Development Density:

35 dwellings per hectare (dph)



Detailed Layout

This Design and Access Statement (DAS) has been prepared and submitted on behalf of Bloor Homes in support of a Full planning application for residential development of 153 dwellings and associated works.

Site Location and Context

The application site, hereafter referred to as “the site”, is located on the western edge of the town of Hinckley alongside Normandy Way (A47) adjacent to and partially within the extent of the emerging “Normandy Fields” development.

Document Structure

The purpose of this document is to explain the design principles and concepts that have been applied to the proposed development. This Statement should be read in conjunction with the accompanying reports, including the Planning Statement.

This Design and Access Statement has been structured as follows:

Section 1 Introduction: outlines the background to the proposals and the structure of the document.

Section 2 Planning Policy Context: sets out the key planning policies relating to design which have informed the proposals.

Section 3 Understanding the Place: provides an overview of the context within which the design proposals will sit in order to inform the design process.

Section 4 The Site: describes the characteristics of the site.

Section 5 Design Process: outlines the evolution of the proposed scheme, including how comments from stakeholders have informed the process.

Section 6 Design Proposal: includes details of the site uses, quantum of development, appearance, and landscaping.

Section 7 Summary: provides an overall conclusion and an assessment of the proposals in the form of a Building for a Healthy Life assessment.





The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

National Design Guide

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PLANNING POLICY CONTEXT

PLANNING POLICY CONTEXT

National Planning Policy

A full consideration of the planning policy context is set out in the Planning Statement – a summary with regard to design development and proposals is provided in this section.

The National Planning Policy Framework 2021 (NPPF) outlines the Government's planning policies for England. The 'presumption in favour of sustainable development' is at the heart of the document.

“The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.”
National Design Guide

Paragraph 119 of the Framework states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12 of the NPPF specifically addresses the matter of good design. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 126 details that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that planning policies and decisions should aim to ensure that developments: -

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including

green and other public space) and support local facilities and transport networks; and,

- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 states 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.

This DAS demonstrates how each of the objectives and design principles within the NPPF have been incorporated within the proposed scheme.

Planning Practice Guidance

Planning Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development; and
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are;

Context – enhances the surroundings.

Identity – attractive and distinctive.

Built form – a coherent pattern of development.

Movement – accessible and easy to move around.

Nature – enhanced and optimised.

Public spaces – safe, social and inclusive.

Uses – mixed and integrated.

Homes and buildings – functional, healthy and sustainable.

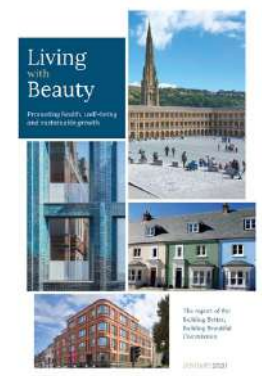
Resources – efficient and resilient.

Lifespan – made to last.

Living with Beauty

The Building Better, Building Beautiful Commission is an independent body set up to advise government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods. In its final report, 'Living with beauty', the Commission has set out its recommendations to government proposing;

“ a new development and planning framework, which will ask for Beauty; refuse ugliness; and promote Stewardship. ”



Living with Beauty

Building for a Healthy Life

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

An assessment of the proposals against the twelve questions is provided at the end of this document, by way of summary.



Building for a Healthy Life

Streets for a Healthy Life

A pilot document prepared by Homes England, Streets for a Healthy Life aims to show what can be achieved in creating adopted highways that are first and foremost places for people, achieving wider benefits such as spaces for people to socialise and play, better public health, biodiversity, reduced carbon emissions, improved water quality and slower runoff.

Local Plan and Sites and Policies Document

A Planning Statement is submitted as part of the application which provides a comprehensive review of the national and local planning policy context. The site allocation policies and those that relate specifically to design and access matters are also briefly summarised below.

The Development Plan for the area comprises of the Hinckley and Bosworth Local Plan (Core Strategy) Development Plan Document (HBCS) (adopted in 2009) that sets out the spatial planning framework for the period to 2026 and the Site Allocations and Development Management Plan Document (SADPD) (adopted in 2016).

The site is included in the SADPD as an allocation (SA2) for the development of 850 dwellings including affordable housing, a primary school,

local shop or neighbourhood centre, access across Normandy Way and open space and play provision.

The Local Plan is being reviewed and Regulation 19 Draft Local Plan consultation took place in early 2022. That identifies the site that benefits from the existing planning permission for the delivery of 850 dwellings, the school, public open space and related infrastructure and proposes to allocate the residual part of the SA2 allocation (Ref. HIN01H) for the delivery of a minimum of 100 additional dwellings.

The plan opposite illustrates the local planning policy designations in the area, and indicates that the site is not subject to any specific designations (other than the proposed allocation).

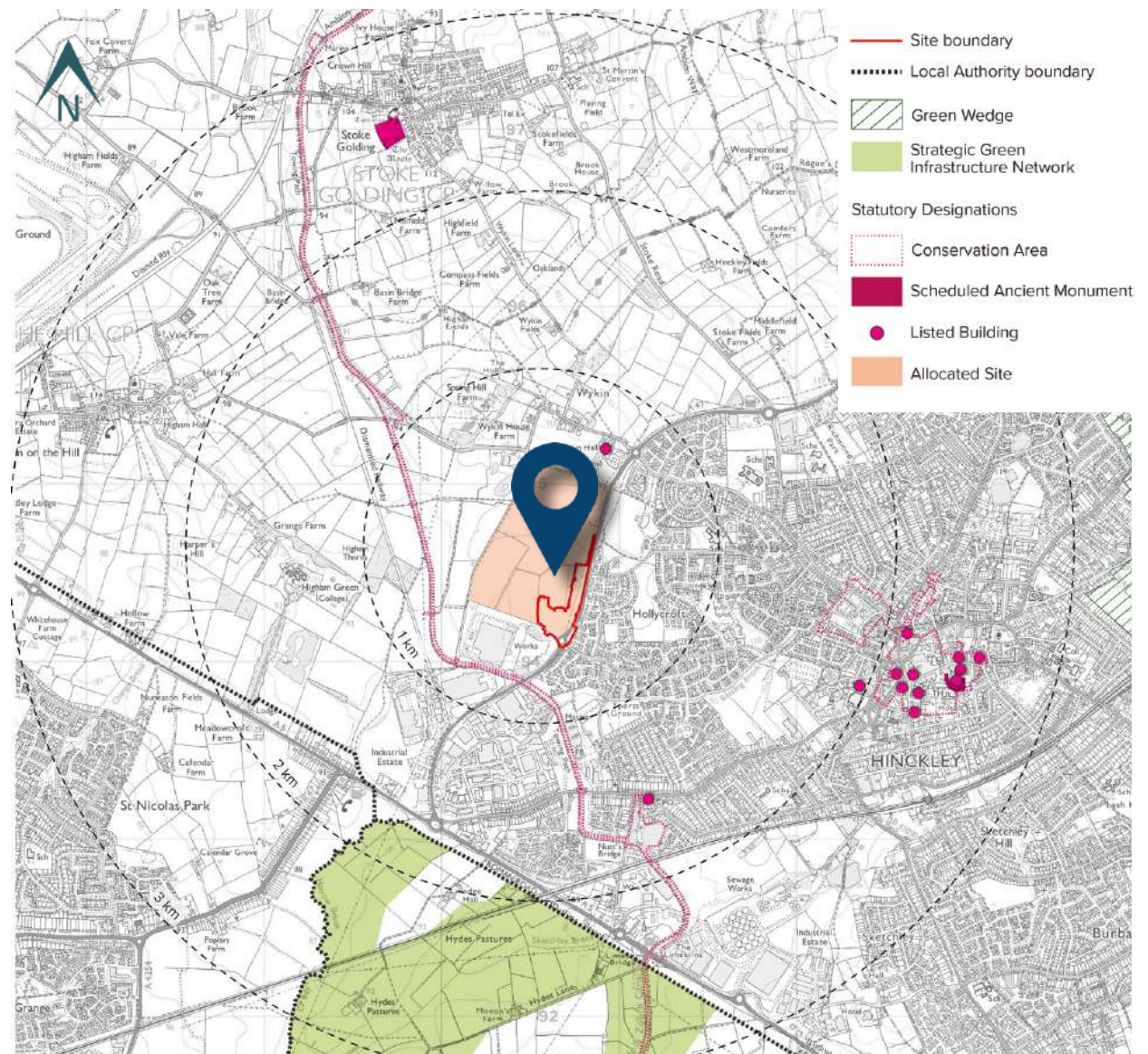
HBCS Policy 16 seeks 'very good' rating against the Building for Life criteria (now BfL 12) and a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required. New residential development will be required to meet a minimum net density of at least 40 dwellings per hectare within and adjoining Hinckley.

HBCS Policy 19 seeks to ensure all residents have access to sufficient, high quality, accessible green spaces and play areas. In doing so it sets minimum standards per 1,000 population for Equipped Children's Play Space (0.15ha), Casual / Informal Play Space (0.7ha), Outdoor Sports Provision (1.6ha) and Accessible Natural Green Space (2ha).

The policy also defines accessibility standards, proposing appropriate distances for all households to green space. If defined standards are not met, improvements may be needed to existing green spaces and play areas.

SADPD Policy DM10 requires development proposals to protect the privacy and amenity of neighbouring occupiers and the character and appearance of the area, in respect of their use, scale and design. It seeks to secure a high standard of design that maximises opportunities for the conservation of energy and incorporates a Sustainable Drainage Scheme, including wildlife areas, ponds, swales and permeable paving where appropriate. The policy also states that developments proposals will be considered favourably where it can be demonstrated that the views of the community have significantly influenced their design.

The Good Design Guide Supplementary Planning provides guidance to “substantially raise design quality..... whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.” It sets out Borough-wide strategic urban design principles, place-specific understanding and principles that reflects the Borough’s rich local identity and use-specific design principles, notably for residential development.



Strategic Planning Context

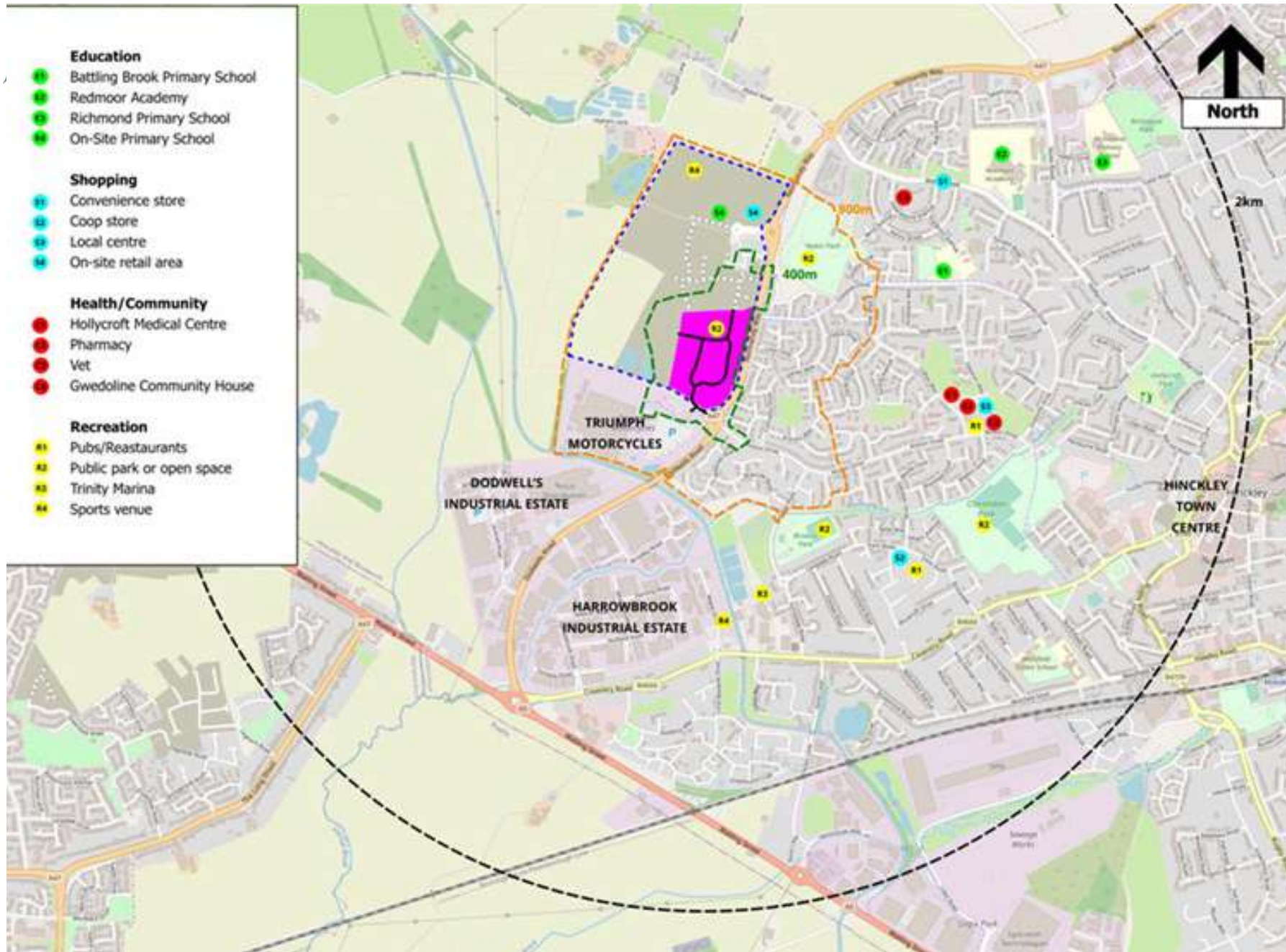


An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities.



3

UNDERSTANDING THE PLACE



Facilities Plan

UNDERSTANDING THE PLACE

The first step in the design process was to gain a thorough understanding of the context within which the site sits. This section sets out the contextual analysis which has been undertaken.

Background

The site is located on the western edge of the town of Hinckley alongside Normandy Way (A47) adjacent to and partially within the extent of the emerging “Normandy Fields” development.

Local Services and Facilities

The table below and plan opposite indicate the location of available services and facilities within the local area. There is a largely residential area to the immediate east of the site which contains Wykin Park and community facilities, including a school, medical centre and local shops.

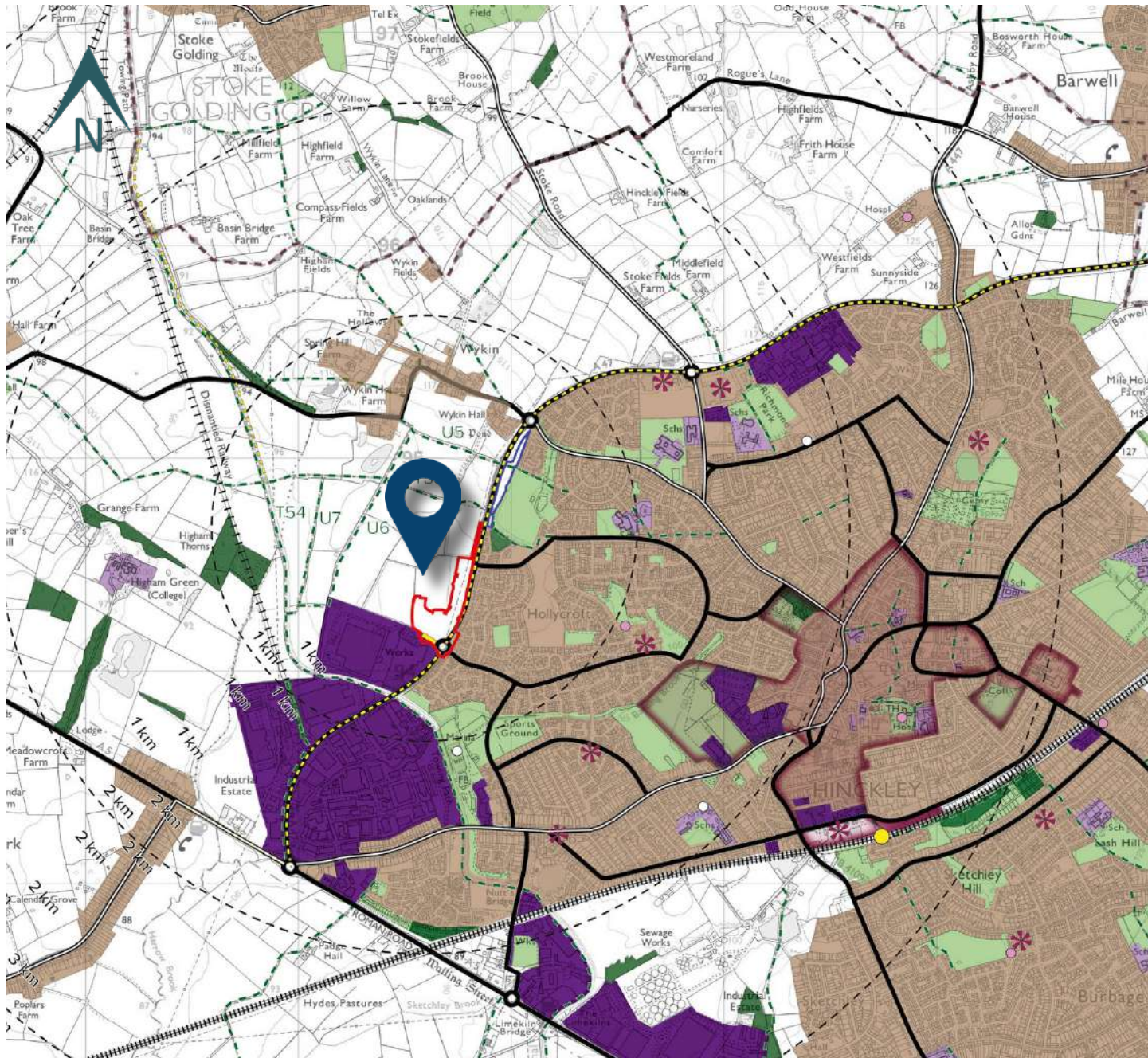
The emerging housing-led development directly to the north will also provide a new primary school, convenience retail space and areas of public open space.

Hinckley town centre is located approximately 2km further east.

The Triumph Motorcycle factory is located to the immediate south of the site, beyond which is the Harrowbrook Industrial Estate. It is a significant employment area consisting of several large-scale buildings associated with a diverse mix of commercial, industrial and distribution businesses.

It is therefore considered that the site is situated within walking distance of a range of facilities that new residents of the development site would use regularly. Further information regarding walking distances and local facilities is provided in the submitted Transport Assessment.

Facility	Less than a 400m walk	Within 400m to 800m walking distance	Within 800m to 2km walking distance
Education Hollycroft Grange Primary School (proposed) Battling Brook Primary School Redmoor Academy (Secondary) Richmond Primary School		✓	✓ ✓ ✓
Shopping Hollycroft Grange local retail (proposed) Convenience store, Wykin Road Coop store, Trent Road Hollycroft local centre, Clifton Way		✓	✓ ✓ ✓
Health And Community Facilities Hollycroft Medical Centre Hollycroft Chemists, Clifton Way Medivet, Roston Drive Gwendoline Community House		✓	✓ ✓ ✓
Sport and Recreation Hollycroft Grange sports and play areas Public parks (various locations) Trinity Marina Squash and Racketball Club	✓	✓	✓ ✓ ✓



- Site boundary
- Residential area
- Employment area
- Education
- Woodland
- Open space/ sports and recreational

Movement and Key Facilities

- Railway
- - - - - Dismantled railway
- Main road
- Secondary road
- = Bus served route
- - - Cycleway
- - - - - National Trail/ Recreational Route
- - - PRoW (Footpath)
- - - PRoW (Bridleway)

Local Facilities

- Town centre
- ✱ Local centre (mixed facilities/ retail)

Key Facilities Outside Town Centre

- Health
- Community

Movement and Facilities Plan

Connections and Movement

Highway Network

The site has a frontage to Normandy Way (A47) which forms a link between Nuneaton and the A5 (south west from the site) and Leicester (north east from the site). There are two roundabouts on Normandy Way in close proximity to the site. The roundabout to the north east links the A47 to Wykin Road, providing access to Wykin Village to the west, and Hinckley to the east. The roundabout to the south east of the site provides access to Triumph Motorcycle factory, and links to Roston Drive. Roston Drive provides access into the neighbouring residential area, together with Outlands Drive located approximately midway between the two roundabouts. These two routes also indirectly provide access to Hinckley town centre. The current phases of Hollycroft Grange are served by a further roundabout junction with Greenfinch Way, which connects with the current development Spine Road.

Streets proposed within the detailed designs that are approved and emerging for adjacent phases of the approved outline planning application lead to the boundary of the application site. Connections must be made with these planned streets to form a second point of access to the south of the two roundabouts at Roston Drive to the east of the site.

Pedestrian and Cycle Movement

There is a footpath and cycle lane along the eastern side of Normandy Way which links Greenfinch Road with Roston Drive. A new foot/cycleway and signal-controlled crossing have been installed on the south

side of the Normandy Way/Greenfinch Road site access roundabout. An off-carriageway segregated foot-cycleway on the eastern side of the Normandy Way connects Greenfinch Road with Roston Drive and to similar facilities alongside Outlands Drive. A shared-use facility then connects Roston Drive with the Dodwell's industrial estate and the A5 corridor beyond. There is currently no footway or cycleway along the western side of Normandy Way between Greenfinch Road and Roston Drive, although one is proposed as part of the agreed Hollycroft Grange off-site highway works.

The topography within a 5km radius of the site is generally flat or subject to gentle gradients and therefore potentially attractive to existing and potential cyclists. The catchment area includes a significant developed area, including:

- Hinckley (entire urban area);
- Hinckley and Nuneaton railway stations;
- Nuneaton town centre;
- Barwell;
- Dodwell's, Harrowbrook and Sketchley employment areas;
- MIRA employment area;
- Other employment areas on the east side of Nuneaton.

There are therefore significant employment, retail and leisure opportunities within a comfortable cycling distance that would be attractive to residents of the proposed development.

There are no Public Rights of Way (PRoW) that cross the site. There are however, three that cross the adjacent emerging masterplanned scheme to the north, which approved and emerging designs maintain links to.

Public Transport

Primary bus routes within Hinckley are located in the centre on streets such as Regent Street, Council Road and lower Bond Street. The closest bus connections to the site can be found north east of the site on Wykin Road, east of the site on Outlands Drive and south east of the site adjacent to Kinross Way.

Bus services 6 and 7 pass close to the site on Roston Drive, providing a combined frequency of 1 bus every 30 minutes to Hinckley and Nuneaton town centres, Monday to Saturday (weekday buses operate from around 07:00 to 19:00).

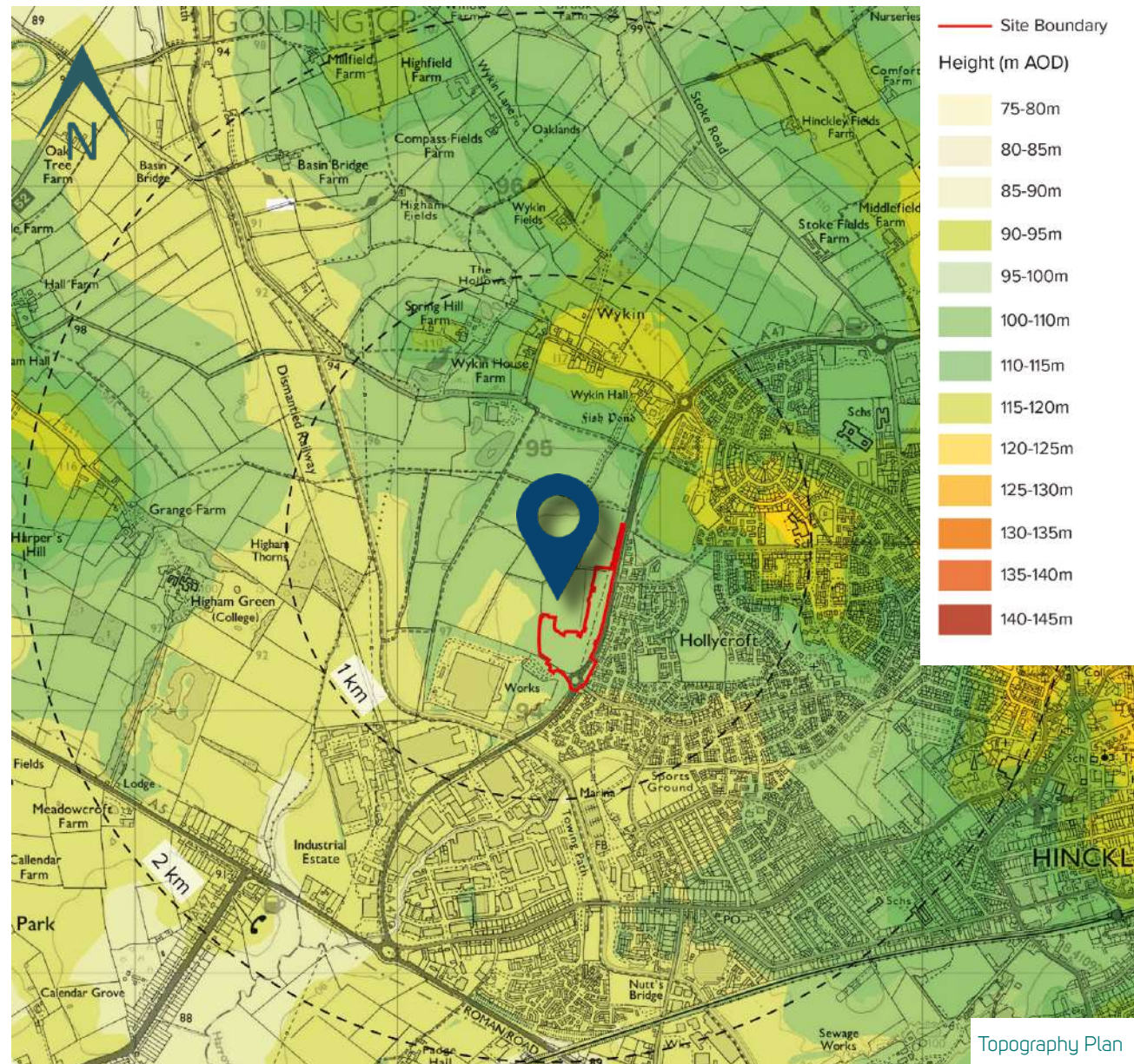
Hollycroft Grange will be served by an extended bus service that will enter the development. The proposed second access at Roston Drive would further improve access to the service from all parts of the Hollycroft Grange development.

Hinckley is served by a train line, and the station is situated (approximately 2km from the site) on the southern edge of the town centre. The train line connects the cities of Birmingham (south west) and Leicester (north east).

Topography

The site is located on low lying land (95-100m AOD) within the wider context and is reasonably flat.

Beyond the application boundary, land to the north gradually rises, arriving at low ridge at Wykin Village (115m-120m AOD). To the east, the settlement of Hinckley (135m-140m AOD) is located on the highest land of the area. Harrowbrook Industrial Estate (90m-95m AOD) is situated south of the site and lies at the same level as Ashby-de-la-Zouch Canal, which meanders northwards to the west of the site. Land continues to gently fall to the line of the Canal and the dismantled railway, before rising again up to Higham on the Hill at about 115m-120m AOD.



Landscape Character

At the national level, the site is located at the border of Natural England's National Character Areas (NCA) 72 'Mease/ Sence Lowlands' (south) and 94 'Leicestershire Vales' (north).

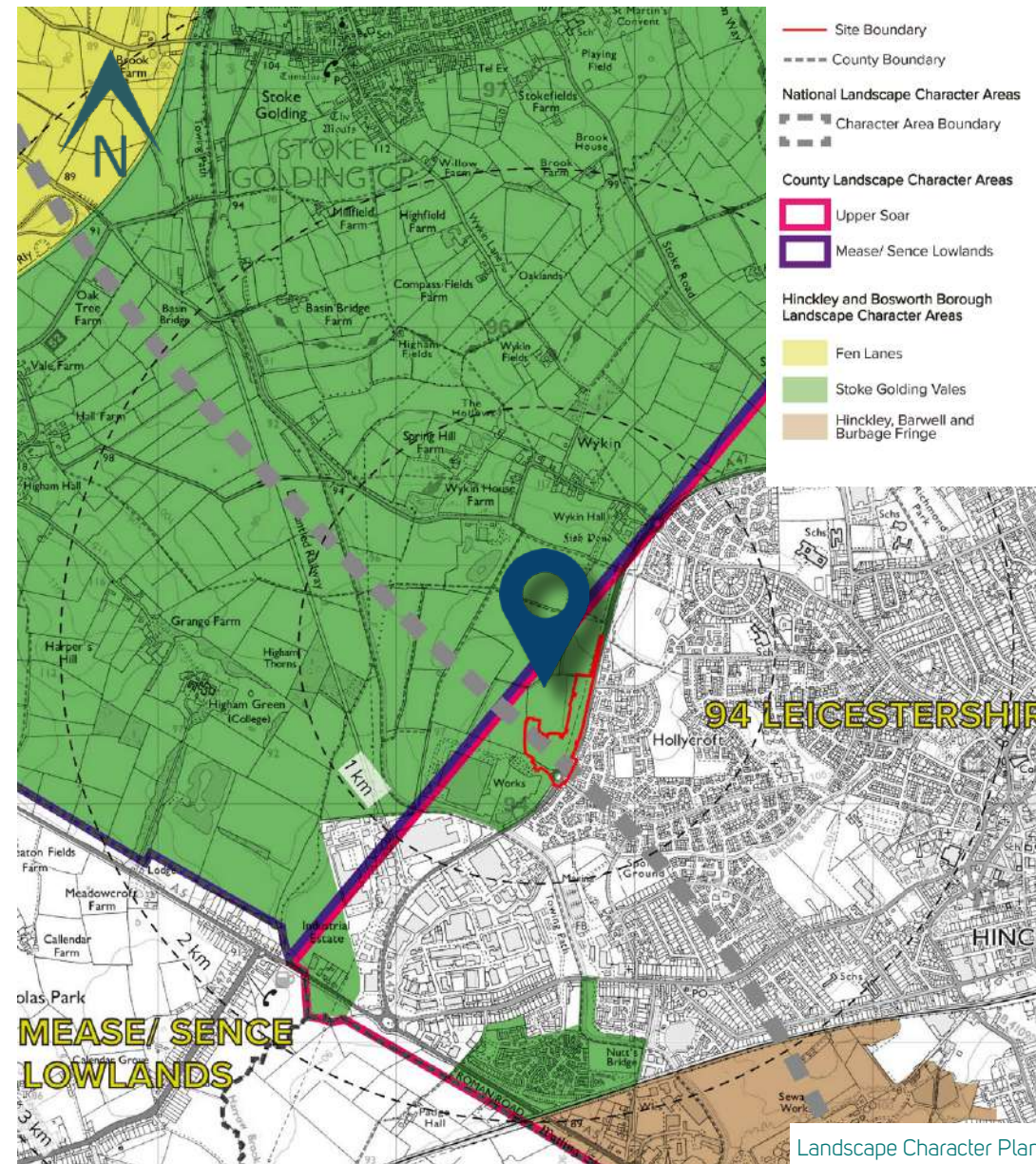
HBBC's Landscape Sensitivity Assessment (LUC – 2017) includes the site within the defined area of UCA4: Hinckley reflecting the wider site allocation in the Local Plan. The assessment sets out the Townscape Character of the urban area, with a particular focus on the town centre and immediate surrounds, but also refers to the Ashby Canal (to the west of the allocation site) which is a designated Conservation Area. The local townscape is considered further below.

The Townscape Strategy in the assessment refers (amongst others) to:

- prioritising local distinctiveness in future development;
- ensuring that new development is carefully designed to respect its surrounding;
- promoting green infrastructure links with open spaces, the canal and marina

The wider countryside to the west of Hinckley and the site is included in LCA E: Stoke Golding Rolling Farmland. That is a large area of gently undulating arable and pasture farmland with gentle valleys that slope to the Ashby Canal and Tweed River. It is defined by a small to medium scale rectilinear field pattern bounded by low hedgerows with mature hedgerow trees.

The assessment sets out the key sensitivities and values and a future landscape strategy, but they are of little relevance to the application site given its containment by the existing built form and the development of Normandy Fields that is ongoing between the site and the wider countryside.



Visual Amenity

The application site is visually very well contained by the surrounding urban form, topography and vegetation, notably to the south and east where only very localised views are available (refer to View Points 1 & 2).

To the north the site's visibility is ultimately limited by the ridgeline at Wykin, but the ongoing development of Normandy Fields will further enclose views to the immediate vicinity of the site's boundary.

The site is currently more widely visible to the west across lower lying agricultural land towards the Ashby Canal, but there is a generally a flat perspective and the intervening vegetation provides localised screening / filtering of the views to the site and significant urban elements are commonly also present (refer to View Points 3 & 4). Moreover, again the development of Normandy Fields to the north and west will entirely screen the views of the application site in due course.

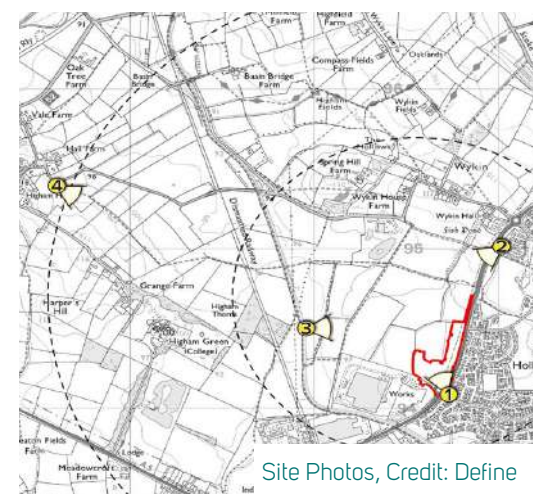
The treatment of the development edge will, nonetheless, be important in the views in close proximity to the site. The existing boundary hedgerows should be retained wherever possible and supplemented with new planting, notably along the frontage to Normandy Way. The scale and layout of buildings and choice of building materials are also important considerations to ensure that the buildings appropriately blend into their surroundings.



Approximate extent of site



Approximate extent of site



Site Photos, Credit: Define

Cultural Heritage

Following discussions between RPS and the LCC Archaeological Advisor to Hinckley and Bosworth Borough Council it has been agreed that the archaeological interest in Phase 4 can be safeguarded by an appropriately worded planning condition. This reflects the fact that work undertaken in association with previous permissions 15/00188/OUT & 15/00582/FUL and subsequently 19/00870/DISCON means that the significance of likely potential remains is well-understood.

Bloor Homes have decided to commission trial trenching within the land and a Written Scheme of Investigation for this work has been submitted to the planning archaeologist for approval. It is anticipated that this work and the subsequent report will be completed prior to the determination of the planning application. Should the trenching confirm the site to contain no remains of archaeological interest, as is likely, there will be no requirement for any further work.



Approximate extent of site



Approximate extent of site



Character

A townscape assessment has considered existing residential development which is relevant to the site, and is either within Hinckley itself, opposite the site on the eastern side of the A47, or to the west of the site in the surrounding villages. A photographic record of the assessment highlighting some key characteristics of each location which have been drawn into key themes for the proposed development are set out on these pages.

Hinckley

The Hollycroft conservation area is located to the north west of the town centre on the edge of the Victorian core. It is an inter war residential area with large, mostly 2 storey, detached and semi-detached dwellings based around a central park. There is a range of architectural styles, with smaller linked properties tending to have simple flat fronts, and larger detached and semi detached properties commonly having bays or gables. However, most properties are constructed of brick, many with render or part render finishes, and there is occasional timber framing. The properties close to the park are set within well vegetated gardens.

Hinckley grew significantly in the 1950s and 1960s, and then again in the 1990s. The residential area to the east of the site is largely an estate development associated with the further expansion of the town towards the end of last century. There are also pockets of more recent development to the north.

The residential areas close to the site mainly comprise 2 storey housing arranged along cul-de-sacs served from primary routes. There is a mix of dwelling sizes in repeating house types, with both detached and semidetached properties often paired. The more recent development includes some 3 storey housing and short runs of linked properties (reflecting the density requirements of the time), and the houses generally have a stronger relationship

to the street. Properties are mainly red/orange brick with tiled roofs, although there are some rendered and part rendered properties. Parking is mainly the front or side, and many of the 2 storey houses have integral garage units.





Surrounding Villages

Wykin is a small settlement of individual houses dispersed along a country lane to the north of the site. They are generally large detached properties in render and red brick. Wykin Hall Farmhouse (grade II listed) is a large 2 storey L shaped building with a number of gabled bays. It is constructed in red brick with a plain tile roof and brick ridge stacks and end stacks.

Higham on the Hill is a linear village to the west of the site. It includes a conservation area based around the Main Street that weaves through the village emphasising key buildings. The buildings on Main Street are predominately 2 storey, small “cottages” in short terraces, or tightly spaced larger detached properties. They are generally simply elevated, with some gables and use of porches, and are set relatively close to the pavement enclosing the streetscene. The dominant traditional building materials are red brick with occasional stone plinths, and plain tiled roofs. However, there are some slate roofs, and many brick frontages have now been rendered.

Stoke Golding is located to the north of the application site. It is also a hill top bordered on one side by the Ashby Canal. The conservation area in its centre has an eclectic mix of building styles, but the properties are generally medium to large 2 storey detached buildings. They tend to be simply elevated and in the main constructed red brick with dark tiles. There is, however a significant

number of rendered and part rendered properties. An attractive simple contemporary development has used timber framing as feature, and this feature is also present elsewhere in the village.

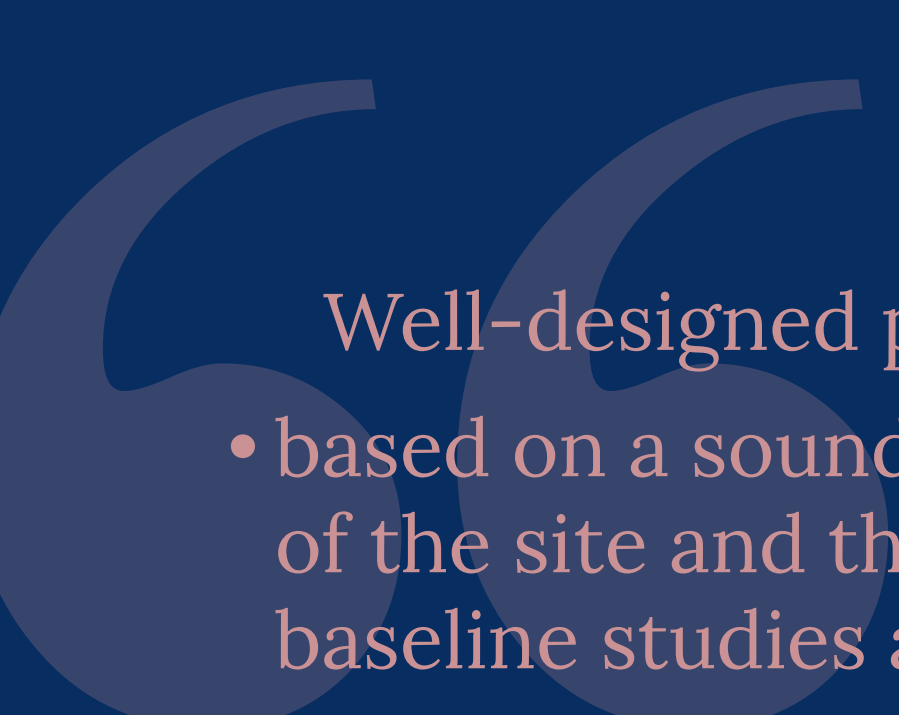


Key Themes

Key themes that have emerged from the assessment that could be considered to represent the local character are as follows:

- Pairing of detached and semi-detached properties;
- Contrasting use of one off or feature groups of detached dwellings;
- Groups of smaller simply elevated dwellings;
- Use of black and white materials (render, paint & timber); and
- Contrasting use of red and cream materials (brick, render & paint).





Well-designed places are:

- based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design;
- integrated into their surroundings so they relate well to them;
- influenced by and influence their context positively; and
- responsive to local history, culture and heritage.

4

THE SITE

THE SITE

Site Description

The site measures 5.69ha (14.07 acres) and is directly adjacent to the Reserved Matters proposals submitted simultaneously with this application.

The application site boundary is defined along its southern and eastern edges by mature hedgerows and associated trees that form the existing field boundary to Normandy Way, extending to include land around the roundabout within the highway required to form the proposed vehicular access. The south-western edge is similarly defined by an existing mature hedgerow that also has a ditchcourse running parallel to it. The north-eastern edge is also defined by an existing field boundary hedgerow and is directly adjacent to recently approved Reserved Matters submission as part of the wider masterplanned site. A thin strip of land then extends north along the frontage to Normandy Way and includes an existing hedgerow and associated trees.

The remainder of the application site boundary abuts the Reserved Matters submission that is simultaneously submitted with this application.

Arboriculture

An Arboricultural Assessment has been carried out in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'. The guidelines set out a structured assessment methodology to assist in determining which trees would be deemed either as being suitable or unsuitable for retention along with recommendations for considering the relationship between existing trees and how those trees may integrate into designs for development. In summary, the report concludes:

- Tree cover was exclusive to the peripheries of the south easterly field parcel of Phase 4 and comprised of a both managed and outgrown hedgerows with seven individual trees and a single group. The vast majority of tree cover was situated along the northern and eastern boundaries, no tree cover was present to the south.
- There was a single tree of high-quality (retention category A) and the vast majority of the individual tree cover was of low arboricultural quality (retention category C). The hedgerows assessed were almost evenly split between moderate and low arboricultural quality.

To facilitate the proposed residential development no tree or hedgerows will be lost. The proposed development should be considered an opportunity, in terms of arboriculture, to improve and increase tree cover in the local area without the loss of any arboricultural features.

Existing Buildings

There are not any buildings within the site. 2-storey houses and apartments are proposed along the boundary with the approved and submitted Reserved Matters submissions to the north and it is anticipated that similar will come forward in due time to the west. There is also a pumping station close to the south-western boundary. The Triumph factory to the south is a large footprint building set back from the south-western corner of the site and well screened by existing trees.

Services and Utilities

A water main is known to run below ground parallel to and within the southern boundary of the site. A pump station is also present adjacent to the south-western corner of the site. The cordon sanitaire associated with this facility does not fall within the application site boundary.

Flood Risk and Drainage

A Flood Risk Assessment (FRA) has been undertaken to support the planning application. The Environmental Agency (EA) Flood Map shows the site as being located in Flood Zone 1. This is an area with a low probability of flooding.

A ditchcourse flows along the western boundary of site and enters a culvert immediately to the south of the southern site boundary. Smaller field drains join the ditchcourse as it flows through the adjacent masterplanned site.

Hydrological and hydraulic modelling of the ditchcourse has been completed and approved by the EA which confirms that the majority of the site is located in Flood Zone 1. A small part of the site (0.1%) is identified as Flood Zone 2, and is limited to the area of low lying land adjacent to the southern site boundary. The flooding is the result of the limited capacity of the culvert under the factory site.

Ecology

A suite of ecological surveys has been undertaken throughout the site between August and October 2022 inclusive. Surveys undertaken include Phase 1 Habitat, bat, Badger and reptile surveys.

The habitat survey identified the majority of the site as being relatively low ecological value comprising species-poor semi-improved grassland, with small areas of scattered scrub and hardstanding. As such,

losses to habitats within the site would be relatively simple to offset through the creation of habitats of greater ecological value, such as species-rich wildflower grassland. Those habitats identified as being of relatively greater ecological value within the context of the site include the hedgerows. It is therefore recommended these are retained where possible, and that any losses are offset through the creation of new species-rich hedgerows of equal/greater length/area to that lost.

The protected species surveys identified a deceased mammal, a latrine and a mammal push-through within close proximity to each other from along the eastern hedgerow within the site, therefore a precautionary approach has been recommended during construction for this species. No trees within the site were identified as having potential to support roosting bats, however the boundary features such as the hedgerows offer some suitable foraging and navigational opportunities for bats, which are recommended to be retained as part of the proposals. It is considered a small population of Grass Snake is present within the site and precautionary measures have also been recommended during construction. It is considered highly unlikely that Great Crested Newts would be present within the site, however as a precaution due to their known presence within the landscape beyond, the implementation of Reasonable Avoidance Measures (RAMs) has been recommended during construction which would avoid any potential impacts to this species.

Noise

An assessment of noise levels on the site has been undertaken to consider traffic noise from the use of Normandy Way and the operation of the Triumph factory to the south.

A report that summarises the assessment has been commissioned and will be submitted in due course. It is anticipated that it will propose that arranging the properties nearest to Normandy Way to face towards it, and then filling any gaps in the frontage with an acoustic fence / wall is likely to be a requirement of detailed layout proposals.

Internal noise levels in dwellings close to Normandy Way and the Triumph factory are also likely to need to be mitigated through glazing and attenuated ventilation.



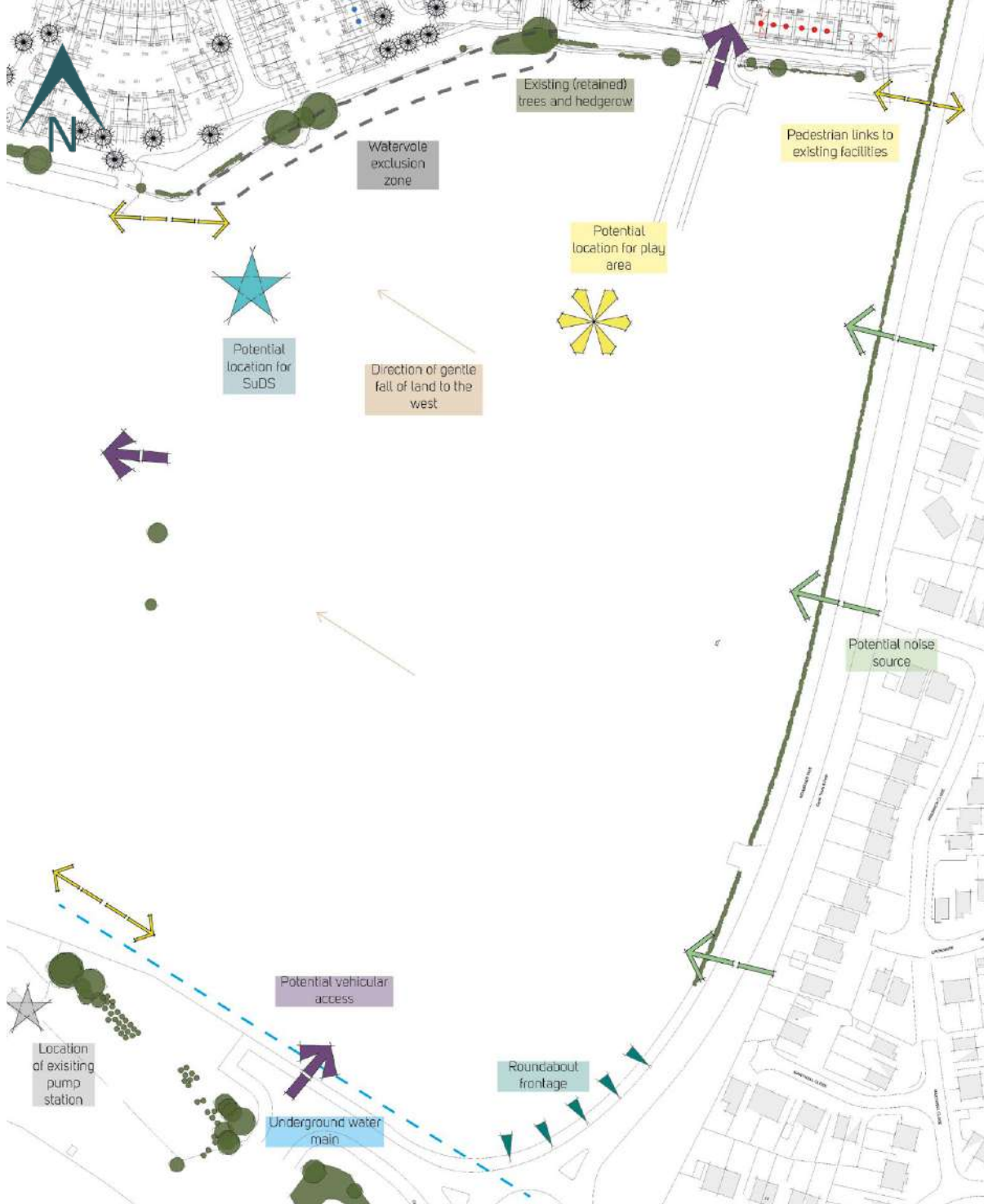
Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

National Planning Policy Framework



5

THE DESIGN PROCESS



-  Potential vehicular access
-  Noise source
-  Pedestrian links to existing facilities
-  Direction of landfall
-  Potential location for Sustainable Drainage Systems (SuDS) outside site
-  Existing location of pumping station outside site
-  Potential location for proposed play area
-  Water vole exclusion zone
-  Underground water main
-  Potential roundabout frontage
-  Existing trees & hedgerow

Constraints and Opportunities plan

DESIGN PROCESS

Constraints and Opportunities

A clear understanding of the site constraints and opportunities has been gained through the work undertaken and summarised in sections 2, 3 and 4. The main considerations are presented on the accompanying constraints and opportunities plan and summarised below.

Constraints

- Streets proposed within the detailed designs that are approved and emerging for adjacent phases of the approved outline planning application lead to the boundary of the application site. Connections must be made to these to ensure connectivity is achieved.
- Noise mitigation measures are anticipated along Normandy Way, which could include arranging the properties nearest to the road to face towards it.
- Existing trees and hedgerows are located at the southern and eastern boundaries of the site and should therefore be possible to retain the majority of them.
- A water main is known to run below ground parallel to and within the southern boundary of the site.

Opportunities

- The site is located on the western edge of the town of Hinckley alongside Normandy Way (A47) adjacent to and partially within the extent of the emerging “Normandy Fields” development.
- The site is situated within walking distance of a range of existing and proposed facilities that new residents site would be able to conveniently and sustainably access.
- The roundabout to the south east provides access to Triumph Motorcycle factory and could be revised to form a new access to the site.
- The site is reasonably flat, with a gentle fall toward the west.
- The site is visually well contained by the surrounding urban form, topography and vegetation and there are no specific views of particular value that should be retained or protected.
- There are not any buildings within the site. 2-storey houses and apartments are proposed along the boundary with the Reserved Matters submission to the north and it is anticipated that similar will come forward in due time to the west.
- Existing hedgerows and trees around the boundaries of the site should be retained wherever possible.
- The Environmental Agency (EA) Flood Map shows the site as being located in Flood Zone 1. This is an area with a low probability of flooding.



-  Existing (retained) trees & hedgerow
-  Indicative proposed planting
-  Proposed tree/hedge removal
-  Open space
-  Indicative surface water attenuation basin
-  Proposed pedestrian/cycle link
-  Potential for equipped play/LEAP
-  Indicative extent of residential area
-  Potential locations of landmark buildings

Concept plan



Developing a Vision

Building on the key elements of the approved masterplan for the scheme to the north and west, a Concept Plan was prepared that addressed the known constraints and opportunities of the site at the outset of the design process. This takes in the whole of the field parcel within which this application is located and which also includes the Reserved Matters scheme that is submitted simultaneously. Key features of the concept are;

- Definition of a strong outward-facing frontage to Normandy Way and the roundabout adjacent to the south-eastern corner of the site, as well as to the green corridors around the northern and western edges.
- New vehicular access from the existing Triumph factory access, connected through the site to provide a link to adjacent masterplanned land in the north and west.
- Formation of two feature spaces within the site, providing legibility and enhancing character.
- Creation of a simple hierarchy of streets, with tree-lined primary streets.

Consultation

Bloor Homes have been working closely with the Borough and County Council's to bring forward the wider Normandy Fields development. In that context they have liaised closely with key officers at both Councils as part of an informal pre-application consultation process to consider:

- The principle of additional residential development on the application site and its integration with the ongoing Normandy Fields development.
- The access strategy and scope of the assessment of the highway network.
- The evolution of the block structure and public open space provision in the Masterplan for Normandy Fields to provide a comprehensive development of the whole application strategy.
- The use of a contemporary style of housing to reflect the site's immediate context and provide a wider housing offer, but still applying the character and materials strategy established in the planning permission for the wider development to ensure that it is seen as one cohesive new neighbourhood.
- The planning application strategy with simultaneous submission of a reserved matters application for Phase 4 of Normandy Fields with a full planning application for the additional development.



Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion. Well-designed places are based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design...

National Design Guide

Plot 167
Hillcott

Plot 168
Grovier

Plot 169
Grovier

Plot 170
Makenzie

Plot 171
Makenzie

Plot 172
Grovier

Plot 173
Grovier



Plot 94
Wixham



Plot 174
Lydgate

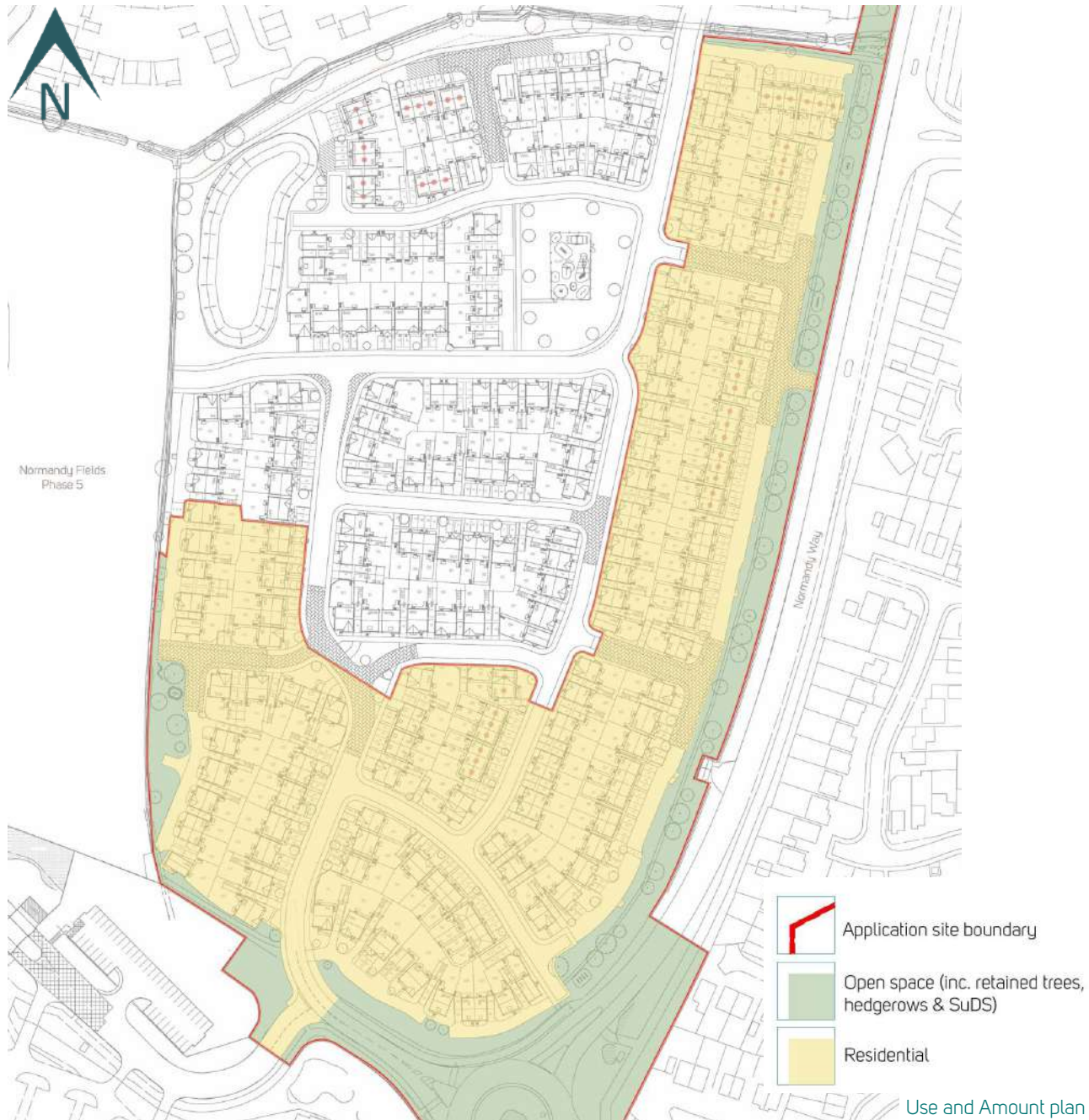
Plot 175
Lydgate

Plot 176
Kilburn

Plot 177
Kilburn

6

THE DESIGN PROPOSALS



THE DESIGN PROPOSALS

Use and Amount

Residential Use

The proposed scheme for a total of 153 dwellings provides the following balanced mix of houses that reflects the needs identified in HBBC’s Housing and Economic Needs Assessment and proven demand in the area in the context of delivery across the wider Normandy Fields scheme. It also reflects the nature of the surrounding built form and the characteristics of the site itself.

	Market	Affordable
1 bedroom	0%	0%
2 bedrooms	16%	45%
3 bedrooms	47%	55%
4 bedrooms	37%	0%

Affordable dwellings are provided to achieve 20% of the overall total number of dwellings (31 dwellings), with affordable rented and affordable intermediate tenures proposed to reflect local needs.

Open Space

The proposed development will provide a total of 0.88ha of public open space within the application site.

The on-site public open space will principally comprise of accessible natural green space (0.62ha), notably in the green corridors at the site’s boundaries as shown on the plan at Page XX. That falls marginally short of the requirement for 153 dwellings (0.70ha), but it is noted that the “shortfall” is more than met by the very substantial over provision of this typology across the wider Normandy Fields development as a whole (a combined area of 9.99ha, compared to the combined requirement of 4.61ha).

It also includes three areas of informal play that total 0.26ha, and therefore meet the POS standards. The space at the boundary with Phase 5 will be targeted at children and created using earth mounding,

informally laid logs and stones. Trim trail equipment for older children and/or adults will be provided at the northern extent of the green corridor that runs adjacent to Normandy Way, as well as the area next to the new road crossing.

An equipped play space is to be provided within Phase 4 of Normandy Fields development (to be delivered by the RM application), and will serve both Phase 4 and this development. The facility has been designed at a sufficient size to meet the Section 106 commitments of the Normandy Fields development in relation to the play typology, and the POS standard in relation to a development of 153 dwellings.

The outdoor sports requirements will be met through a financial contribution to off-site provision secured through a Section 106 Agreement on the grant of planning permission.



Access and Movement

Access

The scheme would be served from an extension of the current Hollycroft Grange Spine Road, which would pass through the site and connect with Normandy Way at Roston Drive. It would be designed in accordance with the current Leicestershire County Highways Design Guide as a route suitable for use by bus services.

The scheme would connect Hollycroft Grange to Normandy Way at two locations, significantly improving connectivity within the site and the distribution of development traffic, compared with the currently permitted single access arrangement.

The existing Triumph factory access would be modified as part of the scheme.

Bus stops would be provided along the extended Spine Road at suitable locations, such that all proposed dwellings would be within 400m or less of the planned bus route and most would be within a 250m walk or less.

Pedestrians and Cyclists

Footways would be provided alongside the extended Spine Road consistent with provision elsewhere in Hollycroft Grange.

The proposed connection with Roston Drive is expected to increase the demand for pedestrian and cycle movement across Normandy Way at that location. Improved crossing facilities are proposed at this location, comprising a new TOUCAN crossing of Normandy Way to the north of the Roston Drive roundabout. This would maximise connectivity between the development, Hinckley town centre to the east and the major employment areas to the south.

Dedicated pedestrian links to the development from Normandy Way are also proposed at the new Toucan crossing and at Outlands Drive, where a pedestrian crossing refuge would be provided on Normandy Way

Traffic-free walking and cycling routes would also be provided within the development and around its perimeter, connecting the proposed dwellings with Normandy Way and the Spine Road. Junctions with other roads within the development would have pedestrian crossing points with tactile paving within the junction areas.

The internal layout of the development would be designed to create a safe and low-speed environment that gives priority to pedestrians and encourages walking. To achieve this, the Spine Road has been designed with significant changes in direction at 3 locations along its length, thus avoiding long sections of straight road that could encourage higher traffic speeds.

Street Hierarchy

The layout is informed by an intent to define a simple hierarchy of streets that combine to create a legible movement framework within the site and contributes to the character of this new place – whilst also connecting with the adjacent masterplanned site to the north and west and Reserved Matters scheme that is submitted simultaneously with this application.

Primary Street – The Avenue

Leading into the site from the proposed access in the south, The Avenue is designed with a carriageway and appropriate junction over-run areas to accommodate a bus route. Terminating at The Square, this street enhances the arrival experience of residents and visitors.

Houses are set out to address the street and are consistently set back from both sides of it to allow for planting within private frontages.

This street typology then connects from The Square to the simultaneously submitted Reserved Matters scheme to the north, which itself forms part of the looped primary street network of the masterplanned area.

Secondary Street – The Street

The Street provides completes the internal highway link within the site (across this and the RM scheme), connecting to The Avenue in the south and the north.

Houses are mainly located close to the back of the footpath along The Street, defining a narrower overall corridor width to that of The Avenue to create a difference in the character of the Primary and Secondary routes.

Tertiary Streets – Lane and Mews

These routes serve fewer dwellings than the Primary and Secondary ones and often lead to the edges of the development zone and connect with shared private driveways.

Car Parking

The proposals show a variety of car parking solutions used in different locations in response to the different street typologies and layout structure. The scheme accords with the car parking policies set out in Leicestershire County Council's interim Highway Design Guide.



Layout & scale

The detailed layout is an evolution of the Concept Plan. It shows a new residential area set out appropriately and with reference to the constraints and opportunities explained in Sections 2, 3, 4 and 5 of this document.

Scale

Proposed houses are predominantly 2 storeys, with a limited number of 2.5 storey (room in the roof) buildings also proposed. Taller buildings have been used to enclose wider street typologies and enhance street scenes by creating a varied roofscape. They are proposed within the site and have not been located at the edges; other than at the south-eastern corner of the site where height is used to address the roundabout..

Buildings are shown as detached, semi-detached and short terraces that creates variety within street scenes along different street typologies.

Density

Based on the provision of 153 dwellings and a net site area of 4.35ha, the development density of the Illustrative Layout is 35 dwellings per hectare. This density is comparable to the 35dph average that will be achieved across the emerging residential area to the north (see DAS p21), is considered appropriate for the site and makes efficient use of the land available. The layout shows that at this density, car parking can be successfully accommodated, and attractive and appropriate street scenes can be defined.

Features of the Layout

With reference to the Concept developed for the emerging masterplanned scheme to the north, a "Nodal Residential Square" has been defined as a feature of the arrival experience from the south. The Avenue street typology passes through this space, following a chicane-form route which will keep traffic speeds low. Buildings are arranged to front into The Square, with taller 2.5-storey houses set out to address views into the space.

A strong frontage is defined to Normandy Way, with buildings positioned to minimise gaps between them and so provide noise screening to gardens behind. At the south-eastern corner of the site, a strong frontage is defined using taller buildings and street-facing gables as a response to the roundabout frontage.

Turning Corners, Framing Views and Creating Memorable Places

Buildings are located such that views along streets are terminated at the main elevation of a house rather than at a blank side gable, garage, or parking area; or are intentionally left open to allow views out and/or connections.

Buildings with a dual aspect are often used on corners, proving natural surveillance of and activity to the street.

Safety and Security

The perimeter block formation defined across the scheme ensures that front doors address the street and rear gardens are secure and private. It also allows homes to be arranged to overlook areas of open space and the pedestrian network, providing natural surveillance, and making people feel safe.

Allocated car parking is provided on-plot, with spaces located close to the front door and such that people can see their car from their home.



Selected front elevations of proposed houses



Illustrative view of proposed houses enclosing "The Square"



Illustrative view of proposed frontage to south-eastern corner of the site (Normandy Way roundabout)

Appearance

The study of local built character presented in Section 3 set out elements of building form and materials that are prominent in the local area. More appropriate to the success of this scheme are the moves that it makes to compliment the emerging residential area to the north, which it will ultimately read as part of. The intent in this part of the site is to define a traditionally-inspired contemporary theme to the appearance of the buildings.

Building Materials

The submitted materials plans show the intent to use a variety of red bricks as the predominant building material, with a buff brick used to provide interest and variety to the streetscene.

Rendered gables and coloured boarding is also proposed across the scheme, providing enhancement of key plots to aid legibility.

Roof tiles will predominantly be grey, with red tiles proposed to add variety to the roofscape.

Boundary Treatments

The suburban setting of the site informs a strategy that generally uses planting to define private frontages. To enhance key spaces, 1200mm high estate railings are also proposed, whilst low-level knee rails will be installed along the edges of shared private driveways.

Landscaping

Normandy Way

The committed scheme for Normandy Fields includes significant landscape enhancements to the A47 corridor. That includes improved footpath and cycle routes, grassed verges and tree planting, will be to soften the road infrastructure, reduce traffic speeds and give a strong sense of identity at the entrance to the site. This approach will be extended through this scheme.

The “formal to informal concept” applied north to south across the site is reflected in the landscape treatment of Normandy Way. Therefore, at the eastern boundary of the application site, the hedgerow will be retained and supplemented to fill the large gap at its southern extent and thereafter managed to create an informal appearance. Informal clumps of trees will also be added in an arrangement that allows occasional glimpsed views through to the built development beyond.



Green Corridors

Green Corridors extend along the western site boundary with Phase 5 and northern site boundary with Phase 1. The design of these should reflect that approved in the outline planning permission for Normandy Fields.

Notably, there is a focus on ensuring they remain an integrated network of wildlife and movement corridors through the wider site. They generally follow the alignment of existing landscape features, but in some areas new native hedgerows and trees (individual and in informal groups) will be planted to reinforce the existing landscape structure.

Combined footpath and cycle links will provide attractive alternative routes to highways through the development and link to its surrounds. There are also opportunities for seating and children's play, notably an area on the western boundary will be defined for casual informal play created using timber, stone and grassed mounds.

The green corridors will also be important wildlife connections through the site and will incorporate sustainable drainage systems, grassland and wildlife habitats.

Surface Water Drainage

Surface water run off from the proposed development area will run off in a conventional series of pipes, running with the general topography towards existing attenuation facilities within the adjacent development. These facilities will regulate surface water run off up to the 1 in 100 year event plus a 40% allowance for climate change, commensurate with current planning policy. These existing facilities will be enlarged to cater for the additional inflow from the proposed development and will remain adjacent to the cross-site watercourse and beyond the outline of the mapped flood outline.

Ecology

The proposed development offers considerable scope for ecological enhancements through new landscape planting that includes native hedgerow and tree planting, wildflower meadows and areas of open space. Any losses to existing habitats could be offset through the creation of new habitats of greater ecological value within the open space and a biodiversity net gain is achievable as part of the proposals.





7

SUMMARY

SUMMARY

Building for a Healthy Life - Assessment

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

The following assessment of the proposals set out the comprehensive design process which has been undertaken in formulating the proposed development, which could deliver housing development where people want to live.

On design grounds we believe the application accords with policy requirements. The BBHL questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.

1. Natural connections

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

The proposed new vehicular access includes footpath connections to the existing street network and crossings at the roundabout. Internal streets are set out to provide seamless connections to the adjacent RM scheme.

2. Walking, cycling and public transport

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

The street network has been designed to achieve 20mph design speeds within the site, encouraging new residents to use bikes or walk to local facilities. These existing and emerging facilities are accessible on foot, as is explained in the DAS.

3. Facilities and services

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

The open space strategy set out in the DAS explains how policy compliance is being achieved across this site and the adjacent masterplanned area, such that residents are easily able to access recreational walking routes and children's play areas from their homes.

4. Homes for everyone

A range of homes that meet local community needs.

A range of dwelling tenures and sizes are proposed, including the provision of policy compliant affordable housing quantum.

5. Character

Understand and respond

Dwellings are arranged to sensitively respond to emerging and planned neighbouring properties and so that existing trees and boundary hedgerows can be retained. Houses are set out to avoid the water main that is known to run below ground parallel to and within the southern boundary of the site and so that streets and spaces compliment the RM proposals to the north.

6. Working with the site and its context

Create places that are memorable

Vistas into the scheme upon arrival are addressed by the frontages of buildings, creating a positive first impression. An internal nodal space is defined, around which taller buildings are positioned.





7. Creating well defined streets and spaces

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

The proposals set out a simple network of connected and well overlooked streets and spaces using perimeter blocks with clearly defined public frontages and private backs. Varied levels of street enclosure have been specifically used across the scheme to create character, space for landscaping and to set up views along streets.

8. Easy to find your way around

Use legible features to help people find their way around a place.

The Square is a key element of the proposals that would form a recognisable feature and help people to form a mental map of the place. Housing frontages are used to terminate vistas along internal streets, with views left open at the edges of the site to create visual links to the wider context.

9. Healthy streets

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

The street network defined by the proposals is designed to achieve 20mph design speed. Buildings are shown that present active frontages (and front doors) to the street, with boundary treatments to private frontages used to create further interest and define public and private space.

10. Cycle and car parking

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Car parking provision is achieved using several different solutions, creating a scheme that does not need to overly rely on any one specific car parking typology. Car parking is integrated into the street scene, with frontage parking used to create space for landscaping whilst elsewhere parking is located between dwellings to form more enclosed streets.

11. Public and private spaces

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

A surface water attenuation basin is proposed within the extent of the adjacent and simultaneously submitted RM proposals, to which this full application connects and for which capacity has been designed in.

12. Back of pavement, front of home

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

The proposals use several different materials to form clear demarcation of boundaries, including estate railings, knee rails and on-plot planting. Front doors always address the street, providing activity at street level, whilst spaces within and around the development area provide opportunities for people to meet and interact.

