



Building for a Healthy Life Assessment

Aston Flamville Road, Burbage

April 2026

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Introduction

A Building for a Healthy Life (BHL) assessment is a validation requirement for planning applications and reserved matters submissions in Hinckley and Bosworth.

This document is our assessment of the detailed proposals submitted by Bloor Homes for the northern part of scheme located at the eastern edge of Burbage that received outline planning approval in July 2023 (ref: 23/00673/OUT).

The approved outline planning application includes a Development Framework Plan that sets out the parameters for future reserved matters submissions, such as this. Our detailed proposals have therefore been developed with reference to the Development Framework Plan and other information submitted for outline approval.

This document is our assessment of the scheme submitted for Reserved Matters approval, within the context of this wider emerging masterplan.



Integrated Neighbourhoods



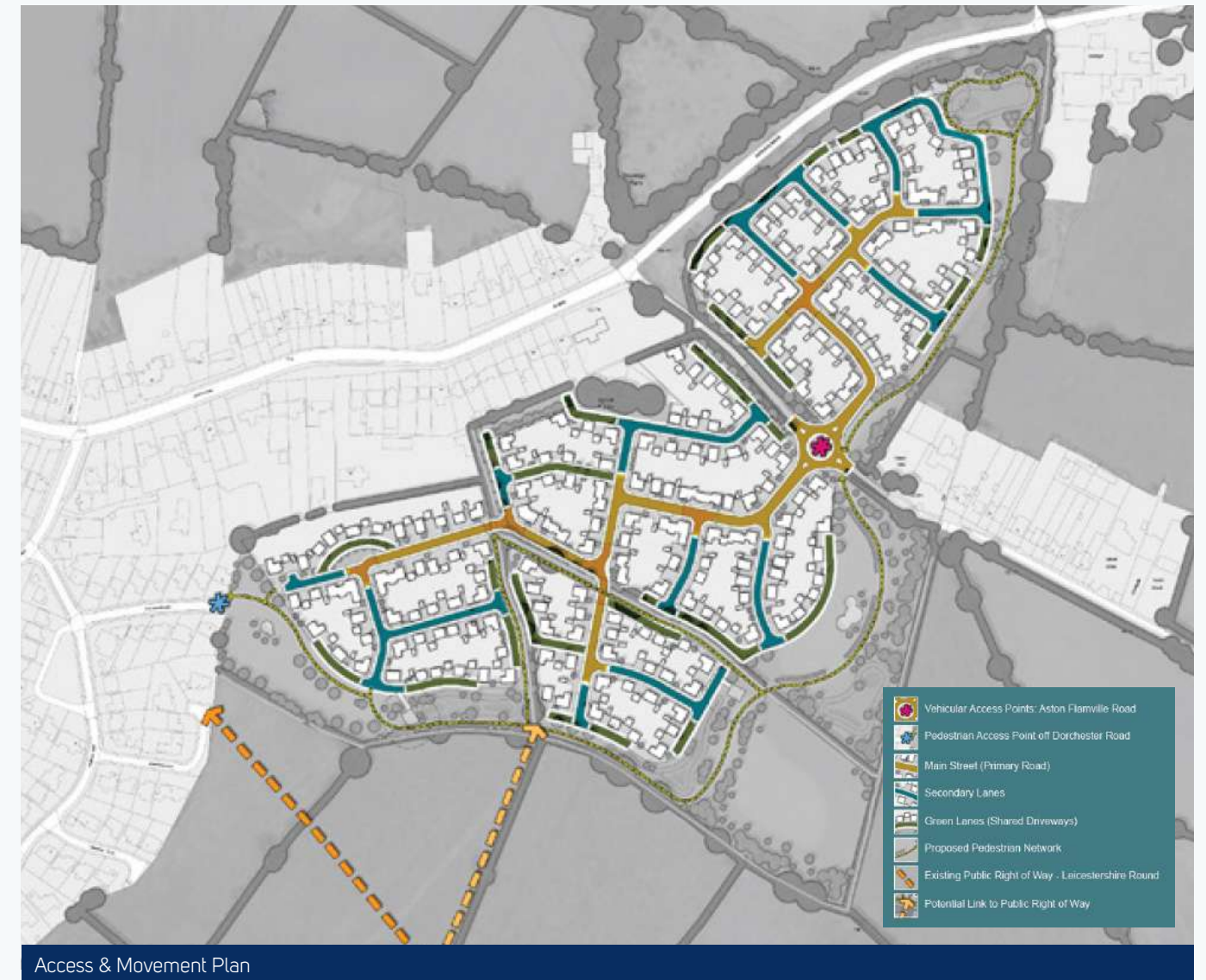


1. Natural Connections

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 Development Framework Plan establishes the movement framework for the wider development that this scheme forms the northern part of, with the point of vehicular access from Aston Flamville Road approved as a detailed element of the outline application. This new roundabout ensures connectivity with the adjacent emerging residential area for vehicles and also provides crossing points for pedestrians that respond positively to anticipated desire lines. Within the scheme, a near-straight primary street is proposed that makes pedestrian routes to and from the new roundabout as direct as possible.

The extent of development of these proposals accords with that established by the Development Framework, forming a green corridor along the eastern edge of the site that connects with a similar feature in the southern part of the wider scheme. This also ensures that existing mature trees and hedgerows around the edges of the site are largely retained as positive features of the public realm.

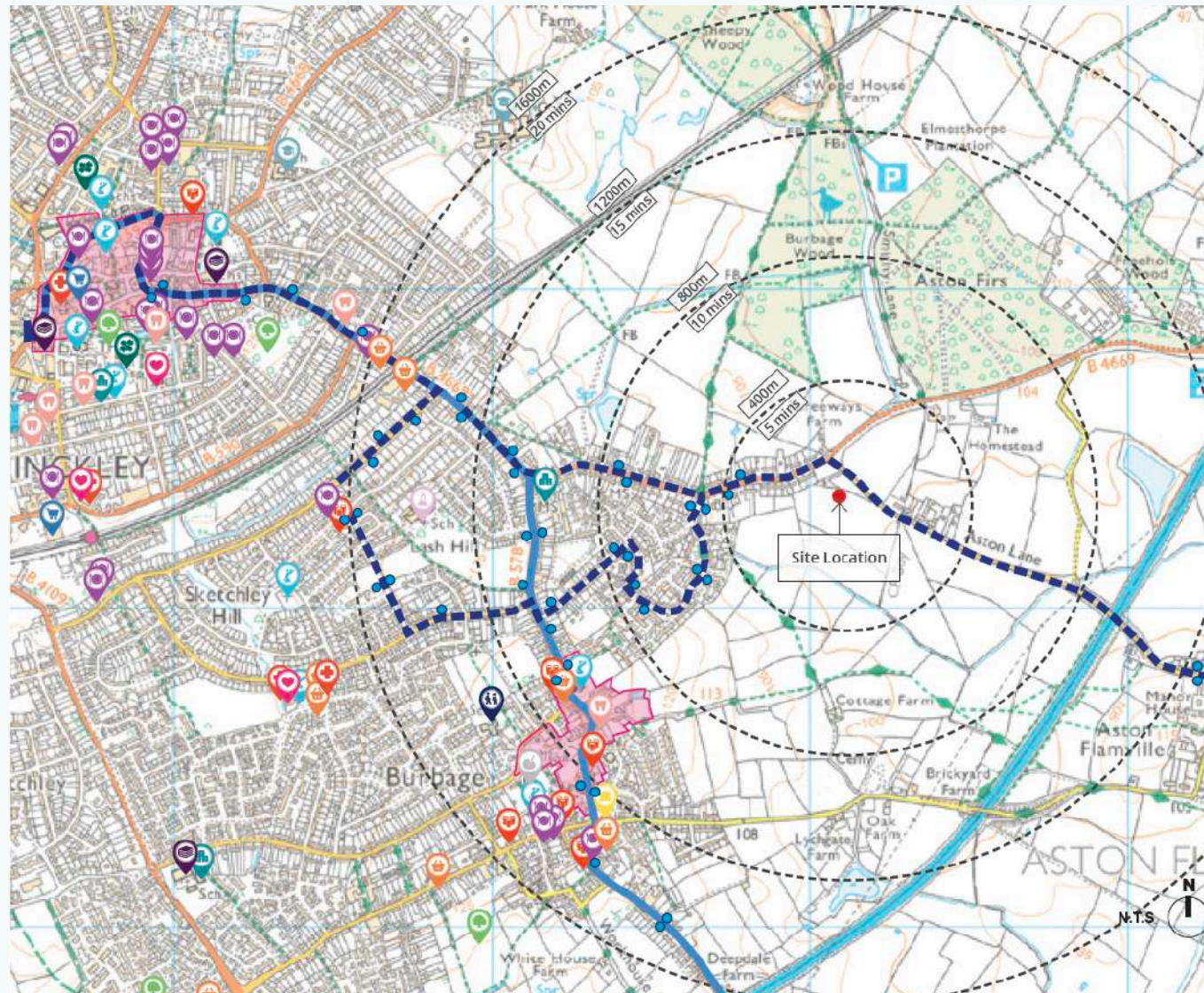


2. Walking, Cycling and Public Transport

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.

Connectivity for pedestrians and cyclists is partially dependant upon the realisation of the southern part of the wider scheme, as it is that which is likely to deliver footpath links to Dorchester Road and potentially also to nearby public rights of way.

The Development Framework Plan, complimented by an Access and Movement Plan presented on page 36 of the Design and Access Statement, shows a footpath that leads from the new roundabout on Aston Flamville Road through the new green corridor at the eastern edge of the site, to a loop around a surface water attenuation basin in the northern corner. Our detailed proposals deliver this route that connects to the pedestrian crossing points of the roundabout to link with the routes proposed in the southern part of the wider scheme.



Facilities & Services Plan

3. Facilities and Services

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

The outline approval of development in this location confirms its sustainable location; that being within close proximity of the Burbage local centre and with access to a range of transport options, as set out in the Design and Access Statement. Connections to these services and facilities are set out by the Development Framework Plan and these detailed proposals deliver them as was anticipated.

These proposals define outward-facing edges that mean areas of open space, streets and footpath routes are overlooked by houses and so benefit from natural surveillance. Whilst not shown by the Development Framework Plan, these proposals include the provision of a children's play area, which has been positioned to form a positive and visible feature of the movement network and could encourage "play-on-the-way" as part of a move to encourage children to walk.



Proposed Play Area

4. Homes for Everyone

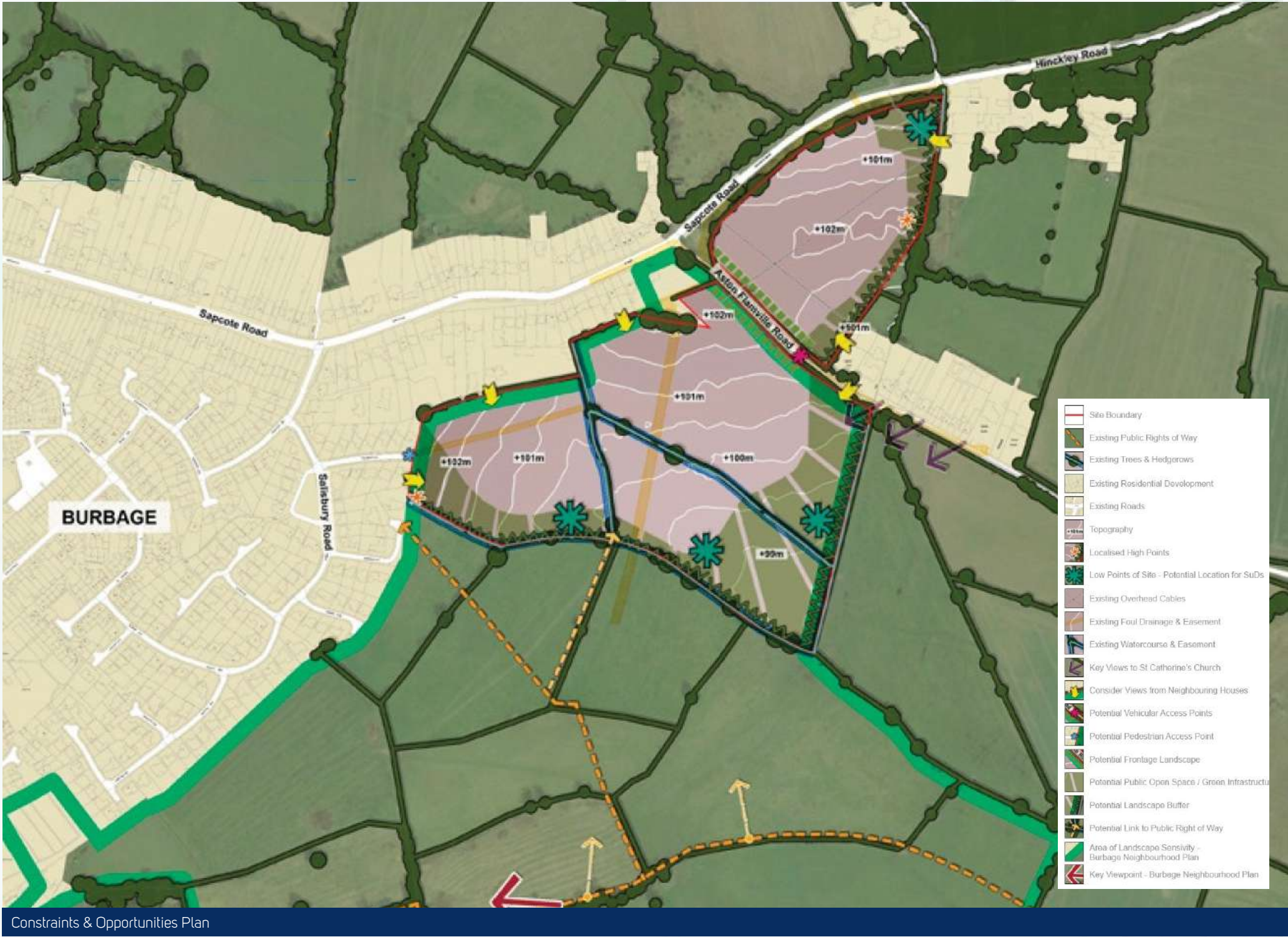
A range of homes that meet local community needs.

These proposals provide a range of household sizes and tenures that broadly accord with planning policy governing housing mix.

One, two, three and four-bedroom homes are proposed in short terraces, semi-detached pairs and detached buildings. Affordable housing is proposed that includes both Social Rented, Shared Ownership and Discount Market homes, alongside market housing and tenures are distributed across the scheme. Affordable dwellings are designed to be "tenure blind" in their appearance.

All houses are set out to be able to enjoy private garden space and the small number of maisonettes proposed also have external amenity space.

Distinctive Places



5. Making the most of what's there

Understand and respond.

As set out by the Development Framework Plan, these detailed proposals retain the majority of existing mature vegetation around the boundaries of the site, with only limited hedgerow loss occurring in the location of the new access roundabout. The existing topography informs the surface water drainage strategy so that an attenuation basin is proposed at the naturally low point of the site. The extent of development set out by the Development Framework is adhered to so that in the south-eastern corner of the site new homes are set back from the existing adjacent buildings.

6. A memorable character

Create places that are memorable.

These detailed proposals are an evolution of the strong concept that was established at outline application stage. The scheme creates interesting street scenes using houses that interpret elements of traditional buildings near the site in a modern way, using modern materials that have been chosen to compliment the character of Burbage.



7. 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 façades of buildings face streets and public spaces.

The Design and Access Statement from the outline application sets out a simple hierarchy of streets. Whilst the detailed layout is defined by a perimeter block structure that differs to that indicatively shown at outline application stage, it retains the intent to define a primary street centrally that leads to secondary lanes serving dwellings at the edges of the site.

By following the perimeter block approach set out by the Development Framework Plan, the detailed scheme defines streets with active frontages that are defined by cohesive building compositions and consistent building lines. Whilst the precise detail of the landscape proposals is undetermined at this stage, the intent is to reinforce private frontages with an appropriate planting strategy. Front doors address streets and corners are defined by dual-aspect dwellings. Care has also been taken to ensure that internal vistas are well resolved, terminating at the active frontages of new homes or left open to allow views out.

8. Easy to find your way around

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

The simple hierarchy of streets that is defined by the strong perimeter block structure of the detailed proposals forms the basis of a place that is easily navigated by residents and visitors who are on foot or in vehicles. This is enhanced by the placement of buildings that address key vistas and that will act as memorable features of the place.

Streets for All



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.

Streets are set out in a simple network that aids legibility by defining reasonably straight and direct routes. For longer streets it is therefore necessary to use raised table junctions to maintain low vehicle speeds and these features are located to add to the placemaking strategy. Carriageway widths are proposed that comply with the highway design guide, but that do not exceed 5.5m in width, other than directly adjacent to the site entrance from the roundabout.

The detailed landscaping proposals are undetermined at the time of writing, but the proposals show a commitment to the provision of planting in private frontages, including a regular rhythm of space that occurs consistently along one side of the primary street.

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.

Space has been allocated for Cycle Storage for each plot with easy access to and from the street.

Adequate car parking allocation is provided in front or to the side of the dwellings. This approach means that the scheme is not overly reliant on one parking typology. Where parking is proposed to the front of dwellings it is broken by landscaping so that streets aren't dominated by parked cars and runs are generally limited to four spaces.



11. Green and blue infrastructure

The majority of existing mature trees and vegetation at the boundaries of the site are to be retained and the landscaping strategy shows an intent to enhance and compliment these features. Planting is also shown in private frontages of homes to help create attractive streets.

Open space typologies defined by planning policy have been considered and a logical approach is proposed that allows for the introduction of a robust management regime.

The green corridor of public open space proposed along the eastern edge of the site will be overlooked by new dwellings, providing a sense of security to users of the new footpath route.

A surface water attenuation basin is proposed at the naturally lowest point of the site in its north-eastern corner. This area also benefits from natural surveillance afforded by adjacent new homes.

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 scheme defines streets and public spaces that are addressed by the active frontages of dwellings, with front doors opening onto the public realm. Ground floor and first floor maisonettes have their own front doors areas of private amenity.

All frontages have space for on-plot landscaping and hedgerows are likely to provide clear vertical demarcation between public and private space.

Bin storage areas are provided in rear garden areas and movement of bins to frontages for collection is convenient so that people are less tempted to leave bins in front of their home.

BLOOR HOMES[®]

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& URBAN DESIGNERS