



STATION ROAD, MARKET BOSWORTH

Design and Access Statement

July 2024

millerhomes

MILLER HOMES

Building homes is what we do and we are proud of the care and quality that goes into each and every one. We also know from our experience what people really like about the homes we build and we use that knowledge to continually improve and enhance what we offer our customers.

The homes we build are the foundations of sustainable communities that will flourish for generations to come. We work considerately with the natural environment, protecting and preserving it wherever we can. With our customers, colleagues and suppliers we strive to promote better practices and ways of living. We're playing our part in making the world A Better Place. All new Miller Homes are built in-line with modern building regulations which means that they are also extremely energy efficient.

The following consultants have worked as a team with Miller Homes in the preparation of the submitted materials:



Urban Design and Town Planning
nineteen47



Highways
ADC



Noise
AECOM



Flood and Drainage
JPP



Landscape, Ecology and Arboriculture
Pegasus



Heritage
RPS Group

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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.

National Design Guide

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INTRODUCTION

Site area	7.12ha (17.60 acres)
Existing Land Use	Agriculture
Proposed Access Arrangements Road	New junction from Station
Residential Use	138 Dwellings (including 40% affordable housing provision)
Employment Use	0.55ha (1.35 acres)



Coloured Planning Layout

INTRODUCTION

This Design and Access Statement (DAS) has been prepared and submitted on behalf of Miller Homes in support of a Hybrid planning application seeking full planning permission for residential development of 138no. dwelling houses along with landscaping, public open space, drainage infrastructure and new access following demolition of 2no. existing dwelling houses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8).

Site Location and Context

The application site, hereafter referred to as “the site”, is located to the south of Station Road, toward the western edge of Market Bosworth, Leicestershire; a small town within Hinkley and Bosworth Borough Council.

The site comprises of two agricultural fields and a narrow corridor of land connecting to Station Road. It is located adjacent to the existing urban edge of the settlement, with residential areas to the north and west and employment uses to the east. The southern edge of the site is largely defined by existing hedgerows and associated trees, with an overhead power line running broadly parallel to the south-eastern edge. An existing hedgerow with associated trees and watercourse defines the field boundary through the centre of the site, roughly on a north-south alignment

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, access and movement, 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.





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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.

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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 (updated December 2023) (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

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 123 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.

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 135 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
- g. Where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136 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.

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".

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: -

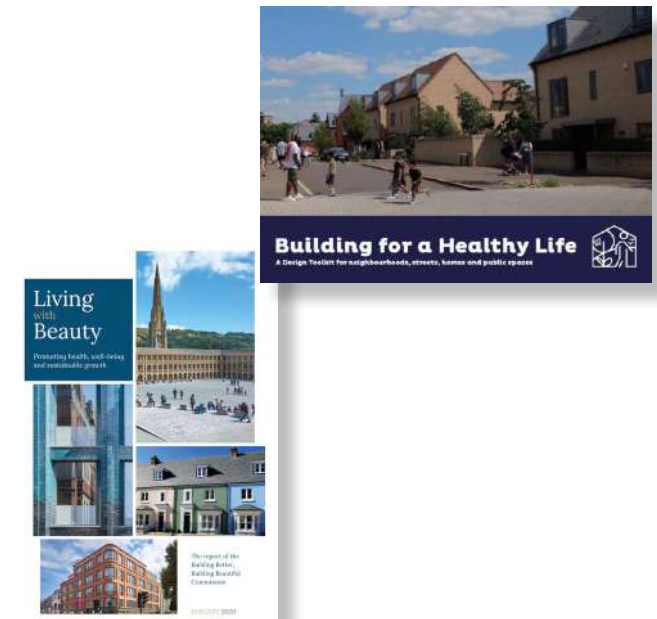
1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social, and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy, and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.

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.



Local Plan and Sites and Policies Document

The Development Plan for the purposes of determining this Application consists of the Core Strategy DPD (adopted December 2009) [the Core Strategy], the Site Allocations & Development Management Policies DPD (adopted July 2016) [the SADMP] and the Market Bosworth Neighbourhood Plan (adopted September 2016) [the Neighbourhood Plan].

The submitted Planning Statement sets out the key elements of these documents with regard to the application and repetition in this DAS is therefore not considered necessary. It is worth noting however, that Policy SA5 refers to the allocation MKBOSO2 on the Application Site. The policy states that proposals for the site should:

- Provide between 0.5 hectare to 1 hectare of additional B1, B2 or B8 employment land;
- Provide approximately 100no. dwellings with a density, mix and design in line with Core Strategy Policy 16;
- Create a safe pedestrian access off Station Road and alternative pedestrian access into the site;
- Provide some allotment provision on site with associated car parking facilities;
- Provide open space and play provision in line with Core Strategy Policy 19; and
- Provide affordable housing in line with Core Strategy Policy 15.

The Neighbourhood Plan also identifies that future residential growth should be allocated on the south side of Station Road and will include some redevelopment of the industrial estate to provide access and improve and expand existing facilities for employment.

The "Supplementary Planning Document – Market Bosworth – An Opportunity South of Station Road Development Brief (2021)" document was prepared on behalf of Hinckley and Bosworth Borough Council and St Peter's Parochial Church Council to inform development of the Application Site. In light of the allocation requirements and wider planning policies, the SPD sets out a number of development requirements that proposals will be required to deliver. This includes:

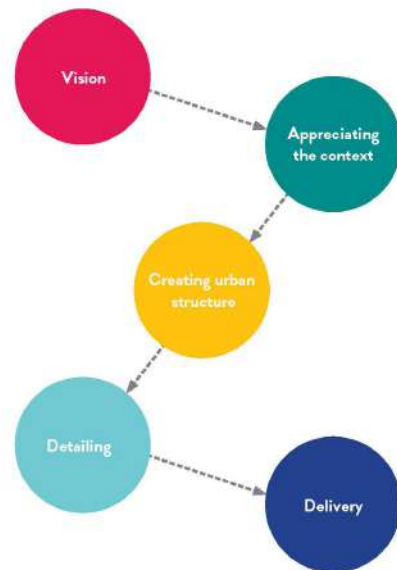
- Approximately 100no. dwellings (taking into account local needs and other local evidence);
- A minimum of 40% affordable housing units;
- 0.5 to 1 hectare of employment land;
- 1.08 hectares of green space and play provision.

The SPD also sets out a number of design principles which proposals should consider when being developed, these include creating a new access off Station Road; using trees to define the entrance road; providing focal spaces within the layout and locating public open space on the southern edge – as is well summarised by the Concept Plan presented in the document (reproduced opposite).



Concept Plan for the Site Presented in the Development Brief Document

Alongside its Neighbourhood Plan, Market Bosworth Parish Council has also adopted a Design Brief for the Site, which sets out to guide developers through planning policies, key considerations and best practice design principles in order to aid the development of proposals that comply with the policies and aspirations of the Neighbourhood Plan. The Brief provides design principles for the mixed-use development of the Site providing guidance on matters such as layout, landscaping, parking, and accessibility.



Good Design Guide SPD 2020 Supplementary Planning Document.

This document aspires to “Substantially raise design quality in Hinckley and Bosworth Borough whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced. It sets out an approach to the preparation of design proposals that proposes similar steps and methodologies to the Building for a Healthy Life.

The document sets out design objectives which form the building blocks for design development. It then breaks down the individual component elements of design to promote clear communication of design features.

The Good Design Guide also states that “In addition to the core principles of urban design, there are a series of individual components, or building blocks, that can collectively be utilised to describe the elements of design proposals.” These 5 Design Components have informed the structure of Chapter 6 of this Design and Access Statement.



Leicestershire County Council Interim Highway Design Guidance

This guide sets out an aspiration that “new residential streets should be designed to form part of a well-connected street network” and includes standards for highway geometry across several different street typologies. It also defines car parking standards requiring 2 allocated parking spaces for 1-3 bedroom dwellings and 3 spaces for 4+ bedroom dwellings. It also sets out parameters for the size of car parking spaces and garages.







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A mix of arable and pasture farmland arranged in small to medium scale fields in a simple regular pattern....Despite its proximity to the built up area of Hinckley, the area has a rural character, with little light pollution....Hedgerows with trees and occasional woodland copses add visual interest to an otherwise open landscape. Occasional long distance views can be obtained from the high points across agricultural fields to distant horizons

National Design Guide

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UNDERSTANDING THE PLACE



Site Location Plan

UNDERSTANDING THE PLACE

Background

The site is located to the south of Station Road, toward the western edge of Market Bosworth, Leicestershire; a small town within Hinkley and Bosworth Borough Council.

Settlement Patterns and Growth

As referenced in the Hinckley and Bosworth Good Design Guide, Market Bosworth largely dates back to medieval times, when it prospered as a market town. Industrial development throughout the 18th and 19th centuries, in particular framework knitting and hosiery, led to rapid expansion of the town centre and outward in the form of Georgian and Victorian terraces. The 20th century saw further expansion driven largely by the addition of suburban housing estates around the historic core. More recently, residential development has been permitted close to the site, to the west of the railway line; both north of Station Road (completed) and to the south of Station Road (under construction at the time of writing).





Streetscene in the centre of Market Bosworth



Buff/brown brick with elements of render along Heath Road



Bungalows near the site with timber elements to street-facing gables



Buff/brown brick near the site



Existing employment-use buildings adjacent to the site



Red/orange brickwork and grey roof tiles in the historic core



Red/orange brick, high-level render and street-facing gables



Heath Road Play Area



Street-facing gables



Open space on St Peters Close



Dwellings backing on to the northern boundary



Local Character

Within the direct context of the site, houses backing on to the northern boundary along Heath Road date broadly from the mid-late 20th century and are often set back from the footpath behind planted frontages that partially screens cars parked on-plot. Some parking is located between/to the side of dwellings which creates breaks in the frontage, but the majority now have car parking spaces within the private frontages.

Heath Road is predominantly residential and is punctuated by two green spaces; a children's play area and a pleasant incidental space at St. Peters Close dominated by trees. Homes are predominately 2 storeys tall, but there are also a number of bungalows and dormer bungalows

Dwellings along Heath Road define a street scene consisting predominantly of buff/brown brick frontages with grey profiled concrete roof tiles. Some primary elevations also feature white rendered sections; either full height down to plinth level, or to first floor sections on street-facing gables. Roof forms are uniformly gable-ended with occasional street-facing gables providing some interest.

Station Road leads to the centre of town and is lined by mature trees set within a wide grass verge. Buildings visible along the stretch of this road near the site include a mixture of both houses and employment uses, but they are usually obscured by the existing mature vegetation. The employment use buildings are functional in form and appearance and are approximately 7.5m high. The buildings occasionally include elements of red/orange brickwork and stone-effect panelling, but more generally, are clad in grey profiled metal panels with blue feature bands at high level. Windows in these buildings are either white or blue framed. Houses here include a mix of red/orange brickwork and a variety of coloured or treated timber cladding. Grey/brown profiled concrete and grey smooth roof tiles are visible. Some houses are two-storeys high, but the majority are bungalows and private frontages are defined by mature hedges and/or timber post and rail fences.

Planning permission has recently been granted for a new employment-use building adjacent to the western boundary, with a height of approximately 9m). The materials specified for this building are largely composite cladding panels of varying texture and coloured white, silver, grey and black.

The centre of Market Bosworth has been given Conservation Area status and the Appraisal of it that has been published by Hinckley and Bosworth Borough Council provides a detailed account of its history. Of interest in terms of local character when considering appropriate materials, the Conservation Area Appraisal states that;

There are a variety of traditional materials in the Conservation Area; stone and red brick and yellow brick with a variety of finishes including painted brick, stucco and render. Roof materials include natural slate, tile and thatch. Prominent chimney stacks and steep slate roofs are also characteristic.

The majority of windows and doors are traditional in style and material; wooden casement windows and latticed metal windows are noteworthy... Boundary walls are usually red brick although there are one or two notable examples of stonework...

Decorative iron railings and gates are important features.

Landscaping

Landscape Context

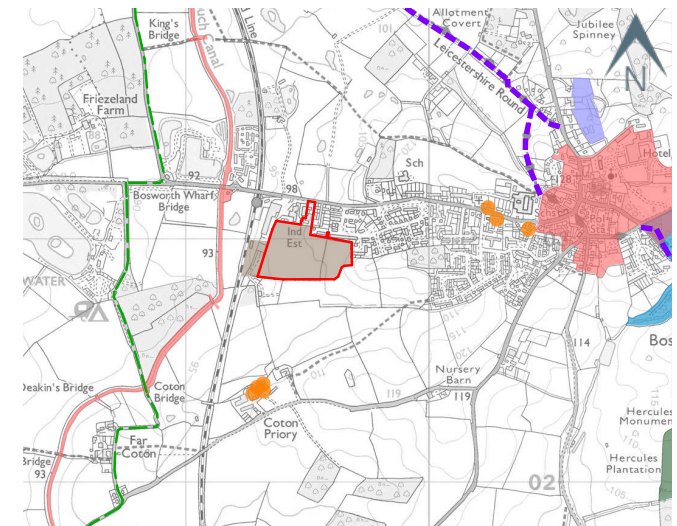
The site comprises an area of agricultural land located directly adjacent to the existing western edge of Market Bosworth. The site itself is generally of medium scale in the context of the wider agricultural landscape to the south and west and is currently in arable use. Directly west and north-west of the site is an area of industrial development, as well as a heritage steam railway, 'The Battlefield Line'. Beyond to the west is an area of recently built housing located between the railway line and Ashby de la Zouch canal. The north-eastern extent of the site is defined by the rear boundaries of mid to late 20th century housing including a mix of bungalows, terraced and semi-detached properties. The southern boundary of the site is defined by an existing hedgerow; whilst to the south-east the boundary is undefined on the ground where it crosses part way through the adjacent field enclosure. The historic centre of Market Bosworth is located to the north-east. As has been shown earlier, over time the settlement has extended in a broadly linear pattern west along Station Road, and generally south of this route during the 20th century, as well as along Barton Road to the north.

Landscape Related Designations

The site is not the subject of any landscape specific designations, however there are a number of relevant designations in the wider study area with some relevance to landscape and visual matters. These include:

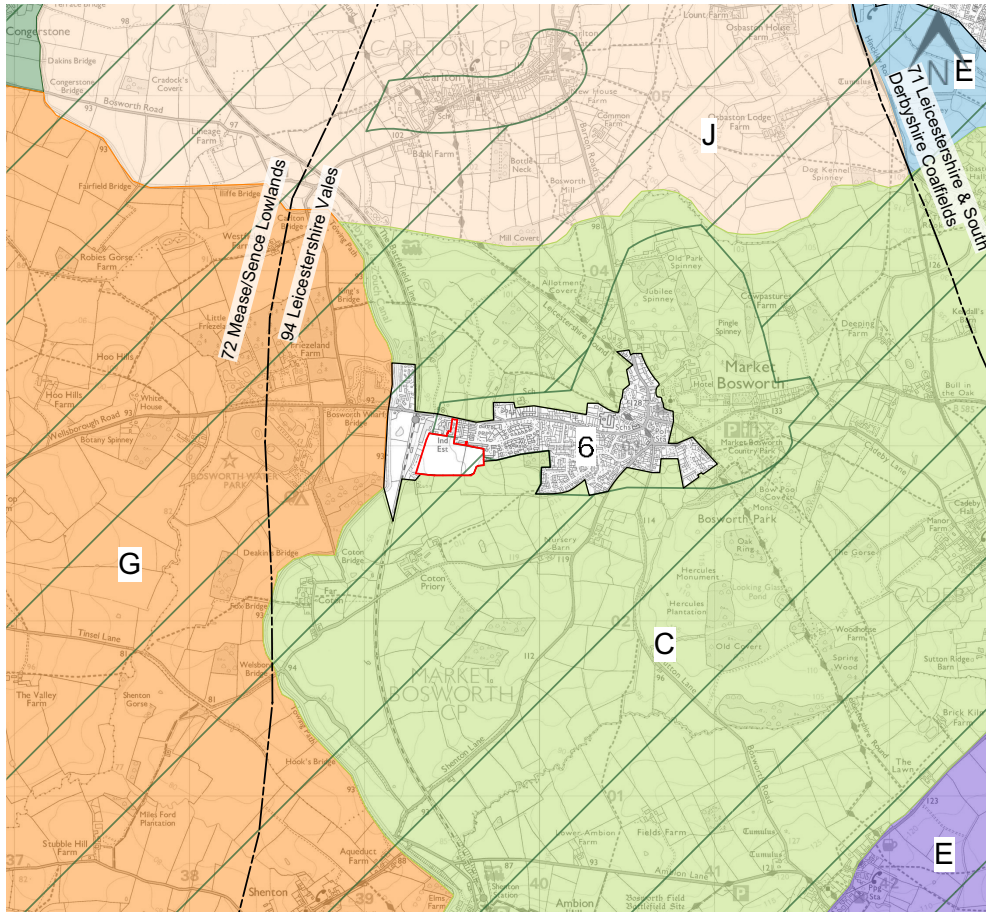
- Ancient woodland – the closest area being Hercules Plantation, ca. 1.5km to the south-east;
- Market Bosworth Country Park, located ca. 1.2km to the west;
- Scheduled Monuments – including roman foundations east of Barton Road, ca. 1km to the north-east;
- Conservation Area – Ashby de la Zouch canal conservation area is located ca. 200m to the west of the site. The boundary of Market Bosworth Conservation Area is located ca. 750m to the north-east.
- National Cycle Route 52 is located ca. 560m to the west;
- The Battle of Bosworth Registered Battlefield is located ca. 2.2km to the south;
- Listed Buildings – There are a limited number within the urban area and across the wider landscape, but none present on the site itself. The closest are a group of Grade II listed buildings at Coton Priory Farm, ca. 450m south of the site.

Overall, these designations are not likely to be affected by the proposed development on the basis that they are generally physically and visually separated from the site, and sufficiently so that indirect impacts will not occur in landscape character terms, or in relation to views/vantage points.



Planning Designations

Key	
	Site Boundary
	Mixed Use Allocation (MK03032) *****
	Conservation Areas *****
	Scheduled Monument *
	Country Park *
	Ancient Woodland *
	Battlefield *
	Sites of Special Scientific Interest
	Long Distance Route - Leicestershire Round
	National Cycle Route 52 ***
	Listed Buildings (excluding those within a conservation area)



Landscape Character Plan

Key

-  Site Boundary
-  National Character Area Boundary

National Character Area 94: Leicestershire Vales
(The whole site sits within NCA 94)

Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (2001)
(The whole site sits within LCA 5: Mease/Sence Lowlands)

Hinckley and Bosworth Landscape Character Assessment (2017)

Landscape Character Area

-  Agricultural Parklands
C - Bosworth Parkland
-  Lowlands
G - Sence Lowland
-  Village Farmlands
J - Barton Village Farmland
-  Rolling Farmlands
E - Stoke Golding Rolling Farmland
-  Settled Forest Hills
B - Charnwood Forest Settled Forest Hills
-  Agricultural Parkland
I - Gopsall Parkland

Urban Character Area

-  6 - Market Bosworth

East Midlands Regional Landscape Character Assessment (2014)

-  54 - Village Farmlands

Landscape Character

At a national level, the site is situated within the National Character Area (NCA) 94, Leicestershire Vales. Given the scale of the NCA these components are likely to be represented across the wider context of the NCA. Consequently, in the context of the scale of the NCA and relationship between the site and the adjacent settlement and infrastructure, changes at a site level will be small scale and not likely to impact upon landscape character as defined by the NCAs.

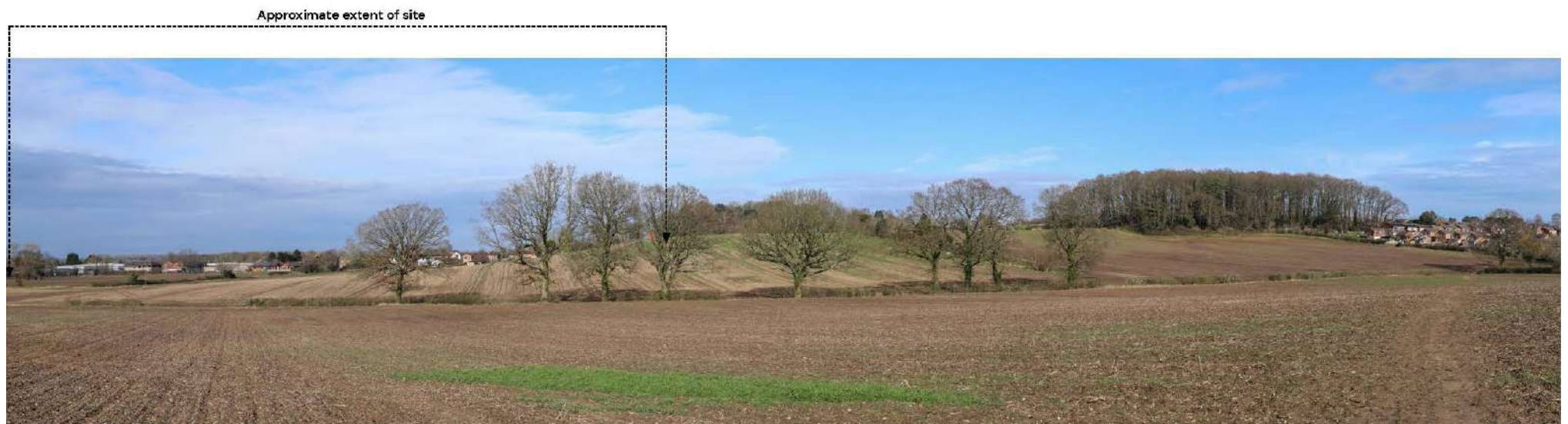
At the county level, the landscape character of the study area is described in detail within the Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (referred to hereafter as the LWS). The site is located within the 'Mease/Sence Lowlands' LCA as defined by the LWS

At the Borough level, landscape character is addressed by the Hinckley and Bosworth Landscape Character Assessment³. The site is in an area defined by the guidance as 'LCA C – Bosworth Parkland'. Also of relevance is the definition and characterisation of the urban area to which the site is directly adjacent, defined by the guidance as 'UCA 6 – Market Bosworth'.

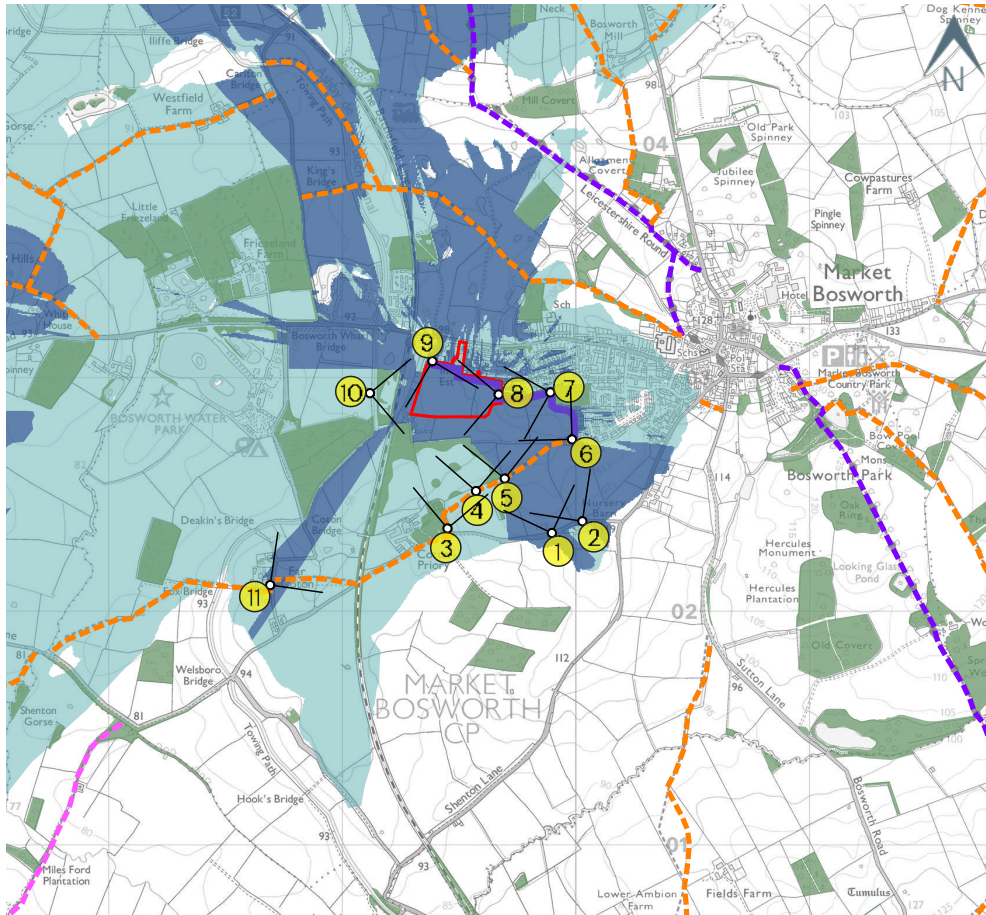
In addition to the published guidance, the submitted Landscape and Visual Impact Assessment also considers the landscape character at a local level.



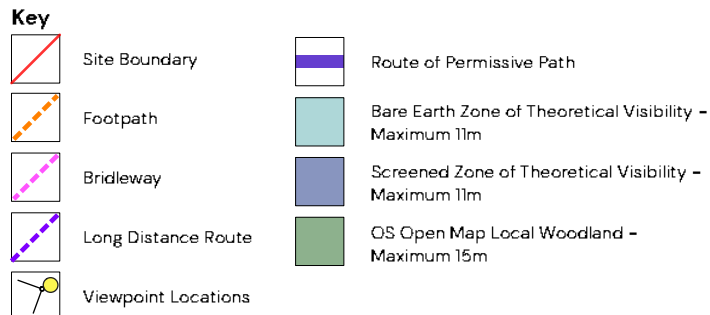
Viewpoint 3: View from footpath S72, east of Coton Priory, looking north.



Viewpoint 5: View from footpath S72, south-east of site, looking north.



ZTV, PROW and Viewpoint Locations



Visual Baseline

The visual envelope is the area of landscape from which a site or proposed development will potentially be visible. It accounts for general judgements on the theoretical visibility of a site or proposed development and sets a broad context for the study area within which to address landscape and visual impacts. The extent of a visual envelope will be influenced by the physical landscape components of an area, such as hedgerows, woodlands or buildings and can also be influenced by distance from a site.

A computer generated Zone of Theoretical Visibility (ZTV) has been produced for the site, based on initial assumptions regarding the potential for development and accounts for some degree of screening by existing built form and vegetation.

Based on the ZTV and informed by subsequent site survey and observations from the field work, the visual envelope is broadly defined as follows:

- From the east, views of the site are restricted by the settlement of Market Bosworth, in combination with the rising landform and the woodland block to the east of the site.
- From the south, views are similarly limited by intervening vegetation, including that north of Coton Priory, although there is greater visibility where the vegetation pattern is less extensive, particularly from the south-east where the landform rises towards Shenton Lane.
- From the west, views are limited by vegetation associated with the railway line and some woodland blocks to the north and south of Bosworth Water Park. In the wider landscape there are views across the valley from a high point at Wellsborough.
- From the north, there is some potential visibility from the public right of way network north-west of Market Bosworth but generally the industrial development directly north of the site serves to limit views.



Viewpoint 4: View from footpath S72, south of site, looking north.



Viewpoint 12: View from footpath S98 at Wellsborough, looking east.

Landscape Constraints and Opportunities

The following constraints and opportunities have been identified during the landscape and visual analysis;

Constraints

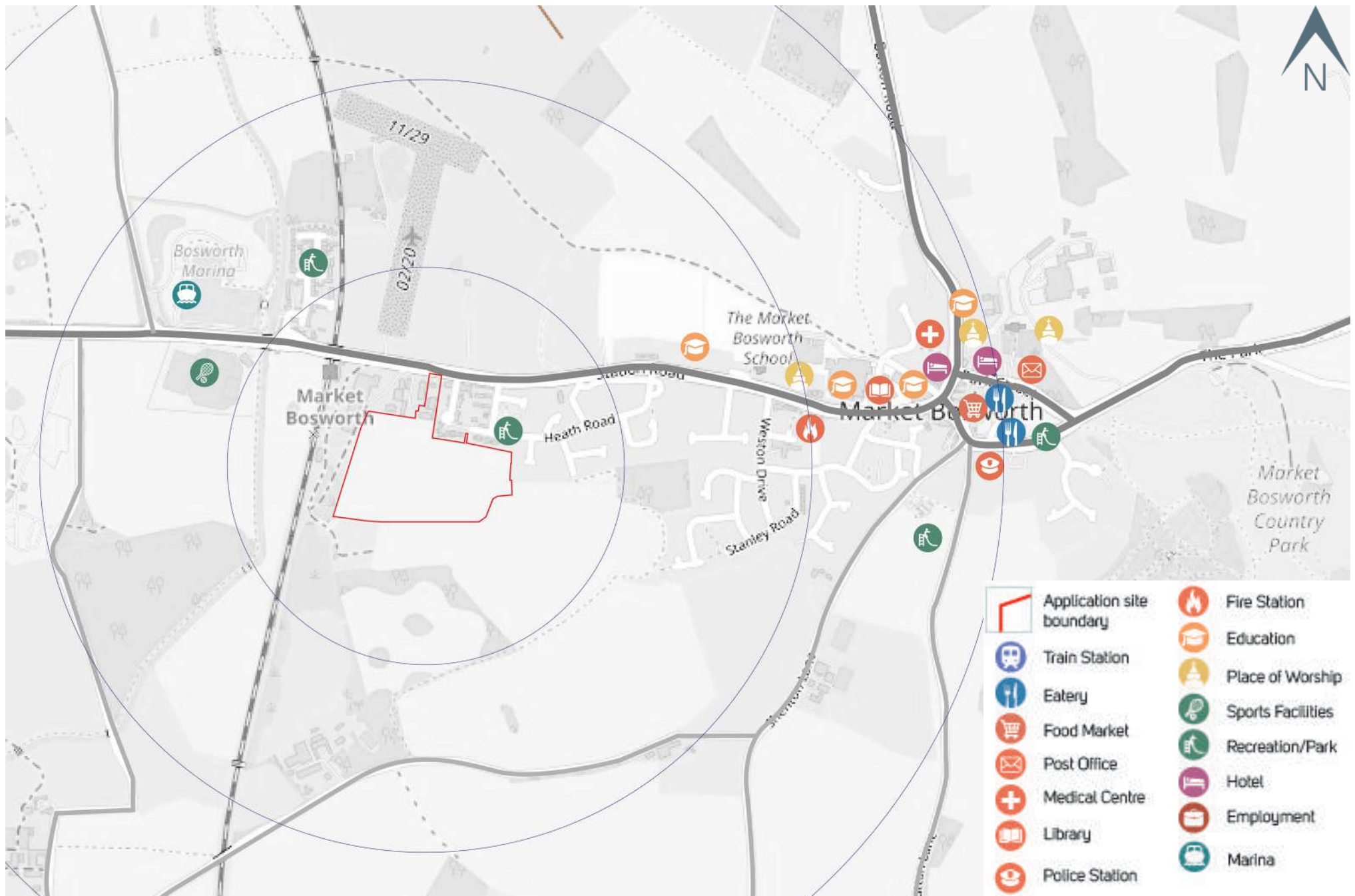
- Existing vegetation along the site boundaries which should be retained and enhanced wherever possible;
- The potential impact on views from receptors using the local PROW network to the south-east and the permissive footpath;
- The proximity of neighbouring residential dwellings (and any associated views across the site) have the potential to be impacted.

Opportunities

Opportunities associated with the site are summarised as follows:

- The site is located directly adjacent to the existing settlement edge, including the industrial area to the north and west, and the existing residential properties to the north-east and east. Recently constructed housing is also present west of the railway line. All of this has an influence on the character and appearance of the local landscape context.
- The scale of the site is sufficient that the existing green infrastructure can be predominantly retained and provide a basis for development;
- The site benefits from some degree of physical and visual enclosure due to the nature of existing built form, topography, and vegetation. Consequently, any potential development will not be prominent in the wider landscape; and
- Views from the PROW network to the south-east can be minimised with an appropriate design response setting back the development envelope and providing new planting along the southern/south-western extent of the site.



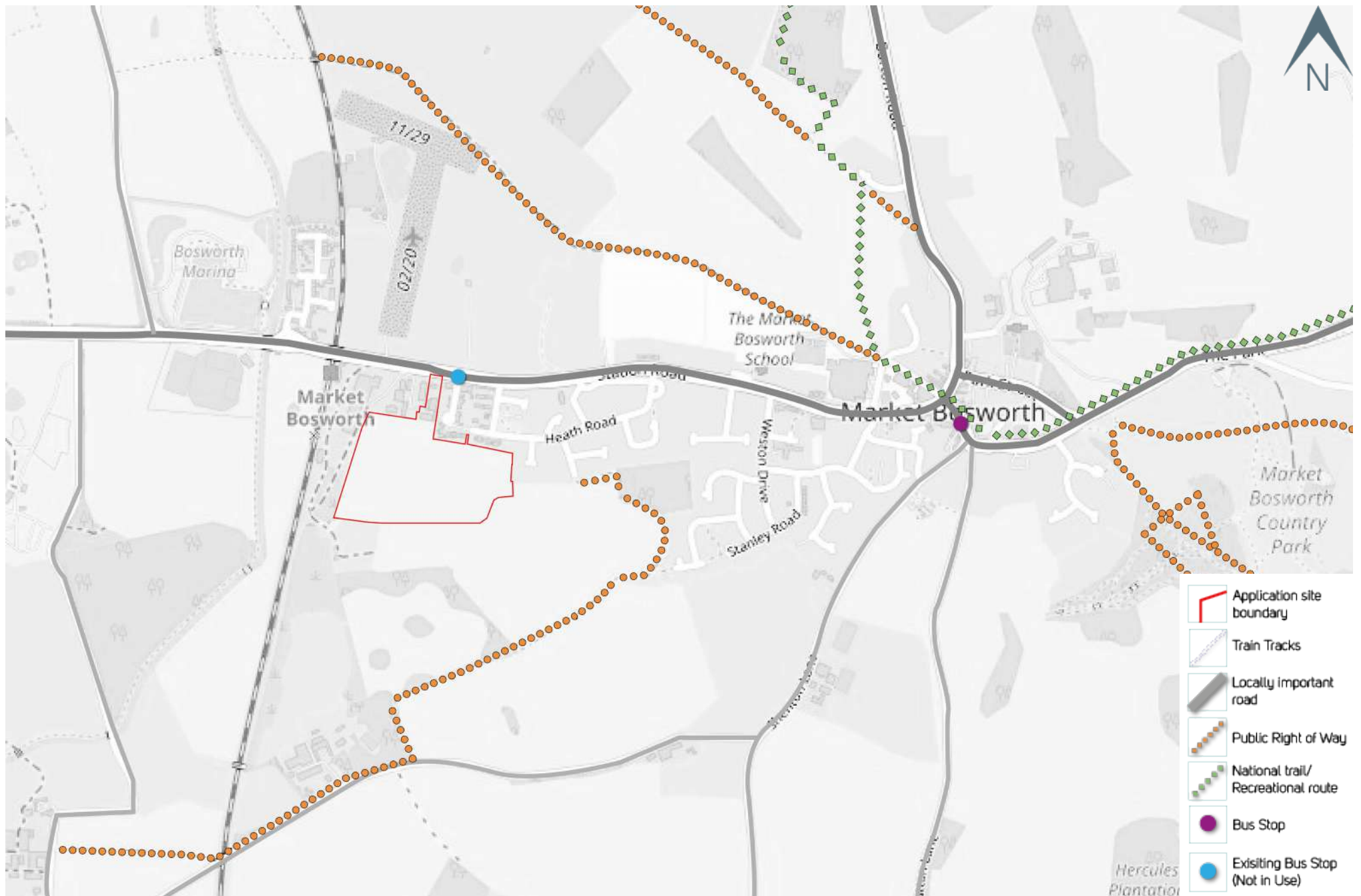


Facilities and Services Map

Local Services and Facilities

The plan presented opposite identifies the location of available services and facilities indicate the location and distance from the site of available services and facilities within the local area. This includes safe and convenient access on foot or by cycle to an equipped play area along Heath Road, St Peters Primary School and Cadeby Lane pre-school, The Market Bosworth (secondary) school and the shops, restaurants, and services on offer in the centre of town.





Existing Movement Framework

Connections and Movement

Local Highway Network

Station Road is a single carriageway road subject to a 30mph speed limit and measures approximately 6m wide. To the west, Station Road becomes Wellsborough Road and then Bosworth Road before meeting the A444 Burton Road at a priority-controlled simple T-junction. The A444 enables access to the M42 at Junction 11 to the north as well as the A5 to the south.

To the east of the site, Station Road provides connectivity to the centre of Market Bosworth, where there is a one-way system in operation with Park Street allowing traffic to route out of the town to the east whilst Rectory Lane allows for journeys into Market Bosworth from the east. Both Rectory Lane and Park Street meet with The Park at a priority-controlled junction, leading to the east and meeting the A447 that leads to Ibstock, Coalville and Hinckley and provides a route to the M1 at Junction 23A via the A511 Ashby Road and the A42.

Existing vehicular access

There is not currently and formal adopted vehicular access to the site, but farm access is gained from adjacent land.

Public Transport

The nearest bus stop is located on Market Place in the centre of Market Bosworth, approximately 1.1km walking distance from the site. The number 153 bus stops here and provides connectivity to Leicester every hour and the number 7 provides a less frequent service between Measham and Witherley. There are bus stops along Station Road, close to the location of the proposed new site access, but they are currently not in service. The potential to divert the existing 153 route to serve these stops and also possibly extend into the site are on-going.



View along Station Road Near the Proposed Site Access

Pedestrian and Cycle Movement

Within the site, there are several signs explaining that there is “permissive access” granted across the site for walking, defined by a red line on a map (see below photograph). This leads from the end of the adopted highway at the western end of Heath Road and connects to the end of the adopted highway of York Close which is also where a public footpath route terminates from the south-west.

There is a continuous foot way on the northern side of Station Road which extends to the centre of Market Bosworth. Heath Road also provides a direct walking and cycling route into the town centre and to two local schools.

Station Road is classified as an on-road leisure route² and runs through the heart of Market Bosworth providing access to Barton Road and Sutton Lane to the east which are also categorised on-road leisure routes and enable cycle connectivity to Barton in the Beans and Congerstone to the north and Hinckley to the south. To the west of the site, Station Road connects with National Cycle Network (NCN) route 52 which extends to destinations such as Nuneaton and Coalville.





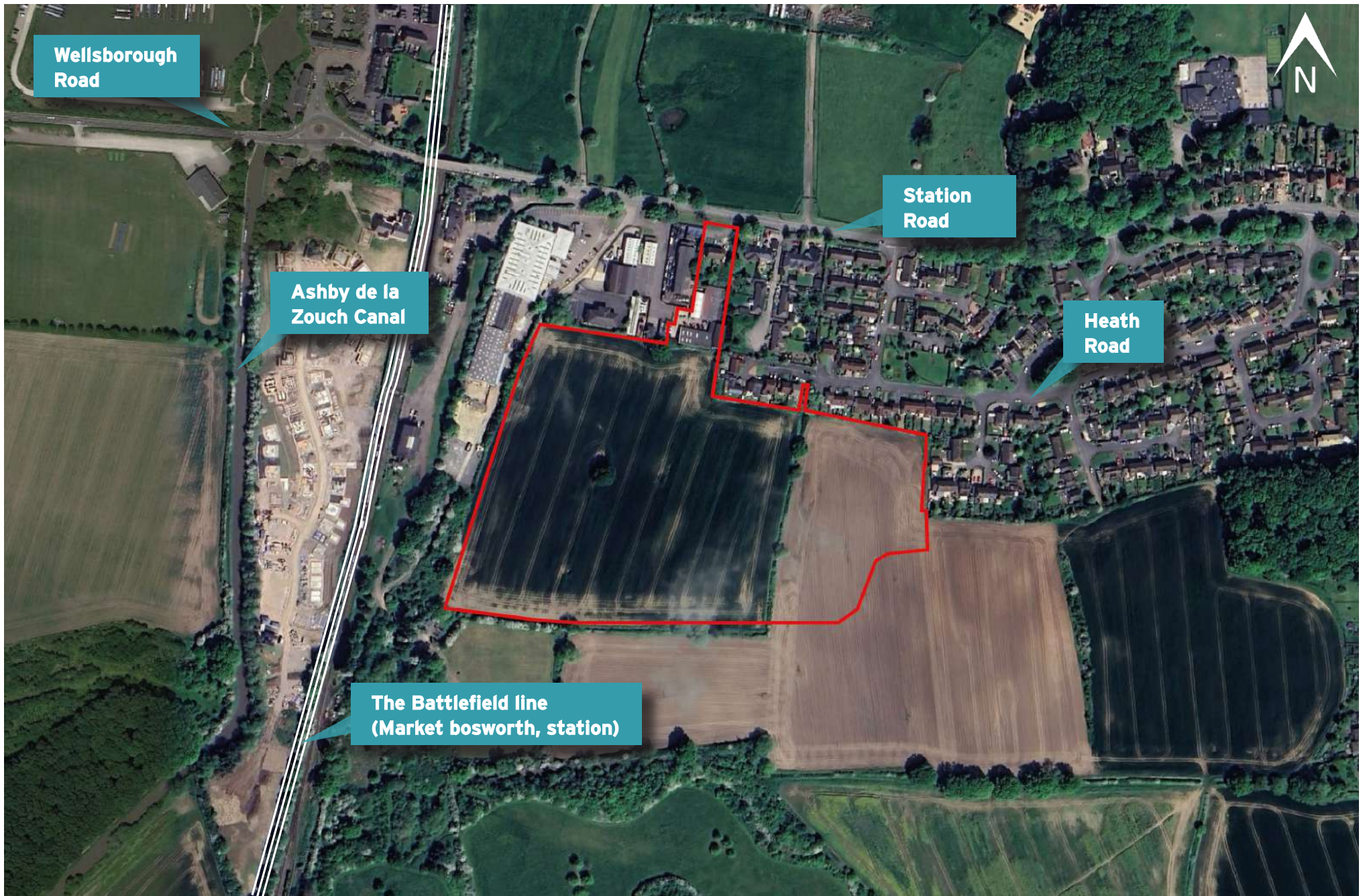
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Well-designed places are: based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design; integrated into their surroundings so they relate well to them; influenced by and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

National Design Guide

4

THE SITE



Site Ariel

THE SITE

Site Description

The site is irregular in shape and measures 7.12ha (17.60 acres). It comprises two agricultural fields, partitioned by a mature hedgerow and associated trees with a watercourse running parallel; and a narrow corridor of land connecting to Station Road.

The site is bounded to the west and north-west by security fencing associated with existing employment-use warehouse buildings. Beyond these to the west of the site is the former Battlefield Railway line and the Ashby de la Zouch Canal. Further east along the northern boundary, the site is defined by a mixture of fences, outbuildings and planting at the end of rear gardens of the residential properties fronting Heath Road. These rear garden boundary treatments also define the northern part of the eastern site boundary. The southern boundary of the site is partially defined by a hedgerow with associated mature trees and a watercourse, whilst further east the site boundary is undefined.

Once existing buildings have been demolished to form the new access corridor, part of the application site will be returned to current landowners to continue in existing use. Development proposals must therefore avoid this area; as shown below;



Mixed Rear Boundary Treatments of Dwellings Backing on to the North-eastern Edge of the Site



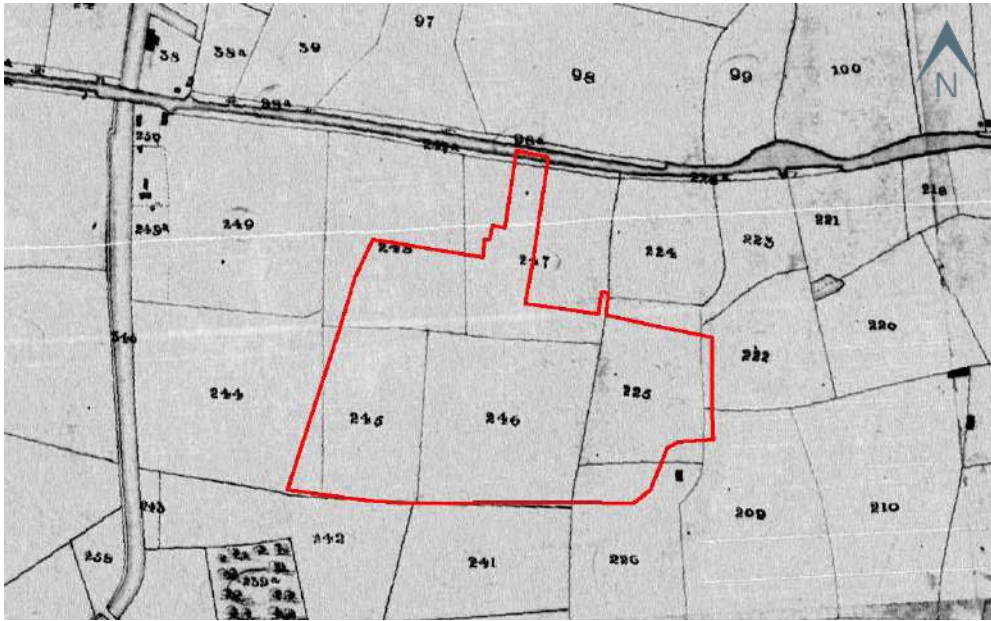
Western Boundary of the Site



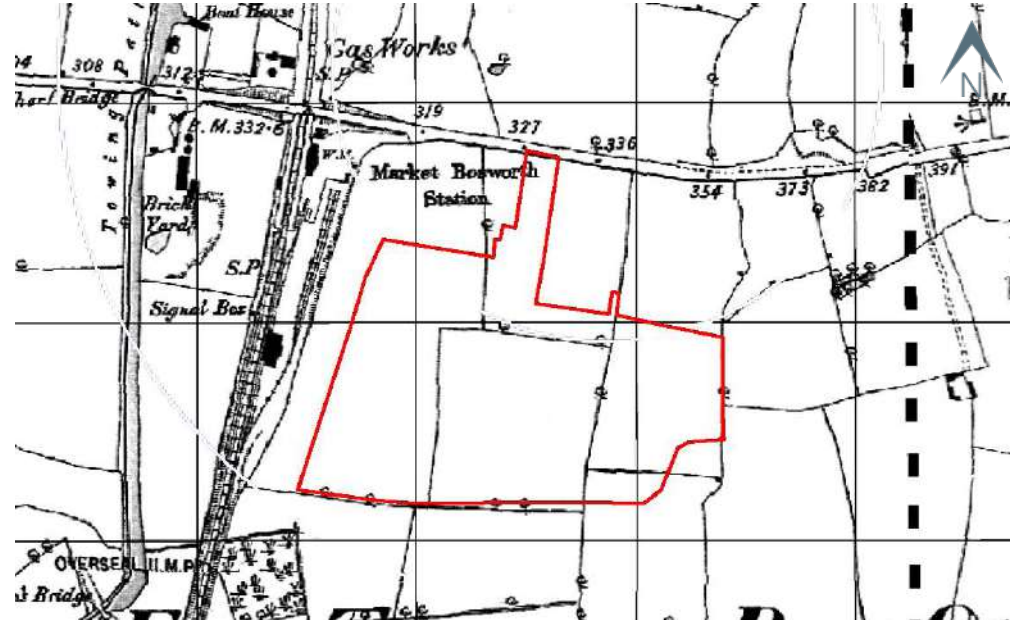
Southern Boundary of the Site



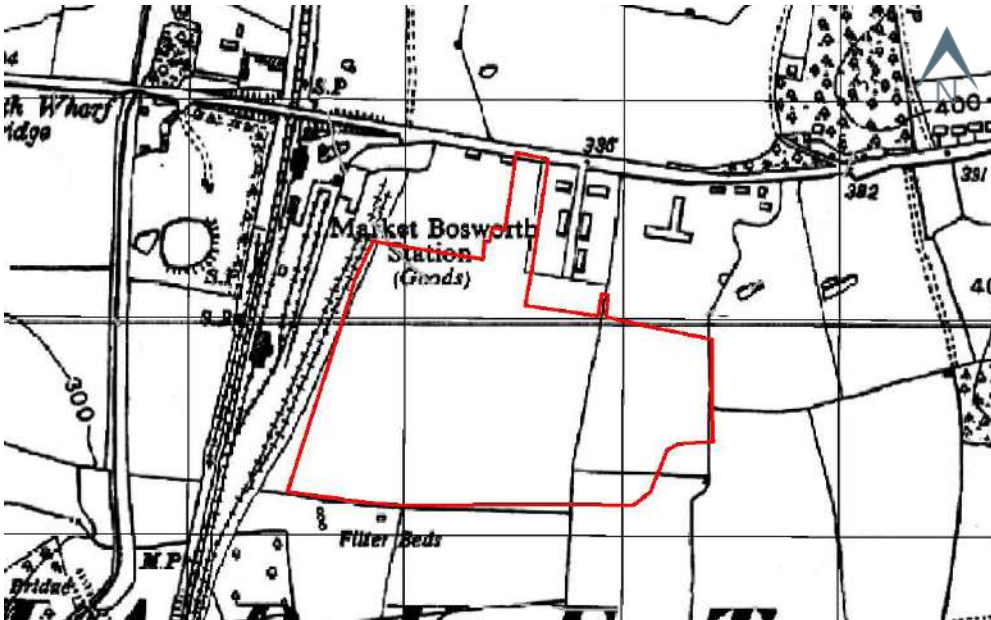
North-western Boundary of the Site



Ordnance Survey Mapping of the site: 1849



Ordnance Survey Mapping of the site: 1885



Ordnance Survey Mapping of the site: 1955



Google Earth Aerial Photography of the Site: 1999

Heritage

The application is supported by a Built Heritage Statement and Archaeological Desk-Based Assessment. The report confirms no designated or non-designated heritage assets are located on the site. The assessment identifies that sixty-four Listed Buildings, two Conservation Areas, a scheduled monument and forty-six non-designated built heritage assets are located within 1km proximity to the site. The significance of development of the site will have little to no visual change to their setting and will not affect how their significance is appreciated or understood.

There is no identified archaeology within the site. Archaeological potential within the site is therefore considered to be low, and there is currently nothing to suggest the presence of any historic remains to be of a significance that would pose an overriding constraint to development.

Existing Buildings

There are several small industrial units and two semi-detached residential properties (273 & 275 Station Road) within the site. It is proposed that these buildings will be demolished to facilitate the delivery of a new street leading into the site.



Rears of Buildings to be Demolished to form the New Site Access



Existing Dwellings and Employment-use Buildings Fronting Station Road to be Demolished to Form the New Site Access



Arbiculture Plan

Arboriculture

There are no Tree Preservation Orders on, or near the site and therefore no statutory constraints apply in respect of trees.

A total of 25 individual trees, 8 groups of trees and 3 hedgerows were surveyed as part of the submitted Arboricultural Assessment. The assessment states that tree cover on the site is typical of an arable setting with maintained and unmaintained hedgerows forming field boundaries and mature tree stock largely being restricted to the site boundaries and present within field boundary hedgerows.

A mature English oak is situated reasonably centrally within the western field parcel and is currently a prominent feature of the site. An English oak situated along the southern site boundary has been assessed as being veteran and it therefore potentially has significant ecological habitat value. To afford this veteran specimen greater protection, a buffer zone calculated in accordance with the guidelines detailed within Ancient and other Veteran Trees: Further Guidance on Management (Lonsdale, D (ed.) (2013) should be maintained. This buffer zone is defined as a distance equal to 15 times the trees stem diameter.

A total of four individual trees (T22-T25) and two groups (G7 & G8) are present within the strip of land connecting the main part of the site area with Station Road.



T4, T5, T6 Located Adjacent to the North Western Boundary



T8 - Located Adjacent to the Northern Boundary



T1 Located Centrally Within the Western Field Parcel



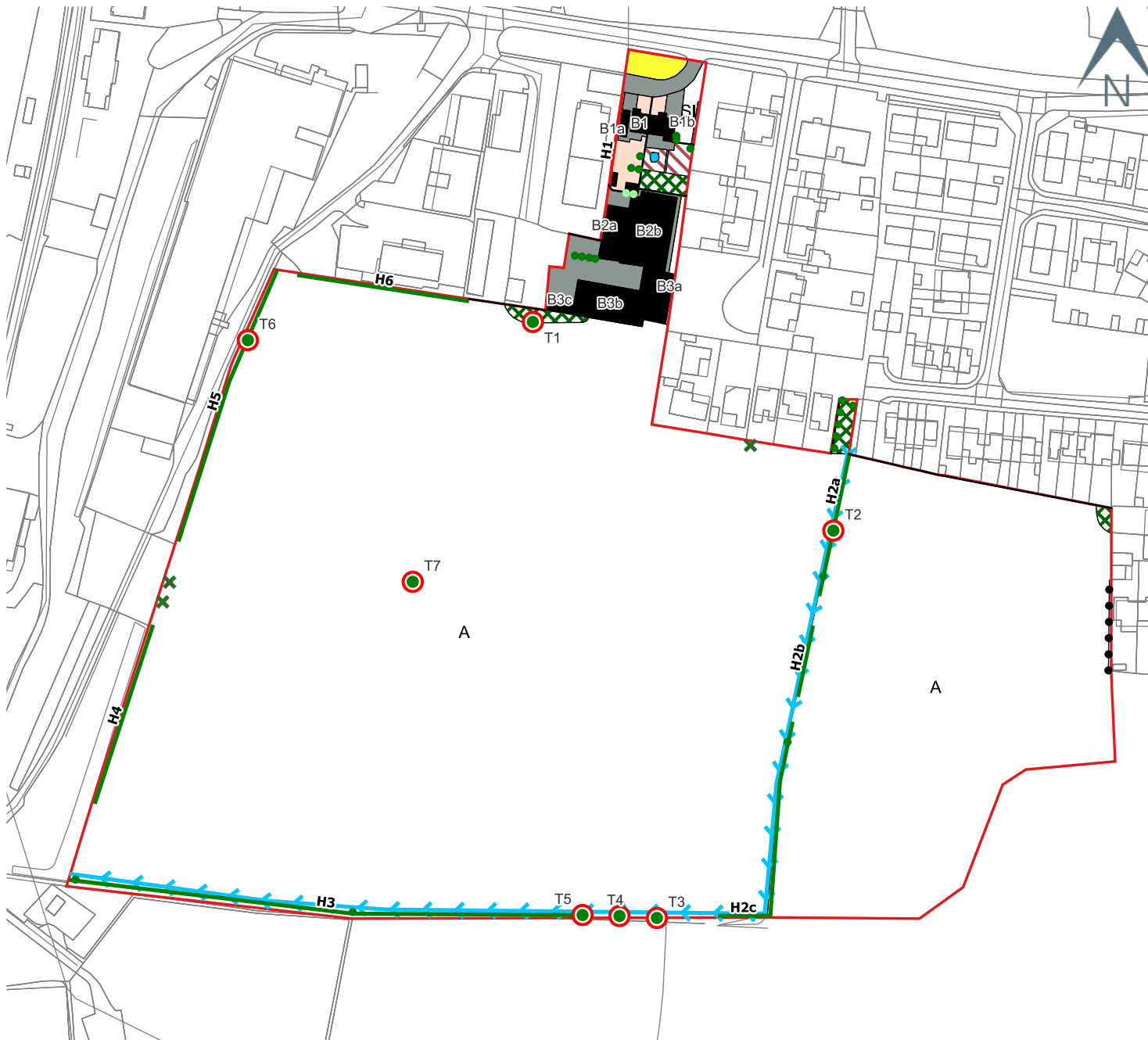
T12 at the Northern End of H1 Hedgerow



T16, T17, T18 Located Adjacent to the Southern Boundary



North - South H1 Hedgerow at its Southern End



Key

- Site Boundary
- Buildings
- Built Environment: Buildings/hardstanding
- Built Environment: Gardens (lawn and planting)
- Cultivated/disturbed land - amenity grassland
- A Cultivated/disturbed land - arable
- Cultivated/disturbed land - ephemeral/short perennial
- Other tall herb and fern - ruderal
- SI Poor semi-improved grassland
- Scrub - dense/continuous
- Standing water
- Broadleaved trees
- Running water
- Hedges: Introduced shrub
- Intact hedge - species-poor
- Fence
- Earth bank
- X Scrub - scattered
- Tree with bat potential
- coniferous trees
- Broadleaved tree

Phase 1 Habitat Plan

Ecology

The Site largely comprises two arable fields bisected by a hedgerow and flowing ditch. There is also an area of residential and industrial development including buildings and hardstanding in the north with associated amenity grassland and gardens. Other habitats include areas of dense scrub and scattered scrub and tall ruderal vegetation. Site boundaries and field compartment boundaries are formed by native hedgerows, ditches, broadleaved trees, walls and fence lines.

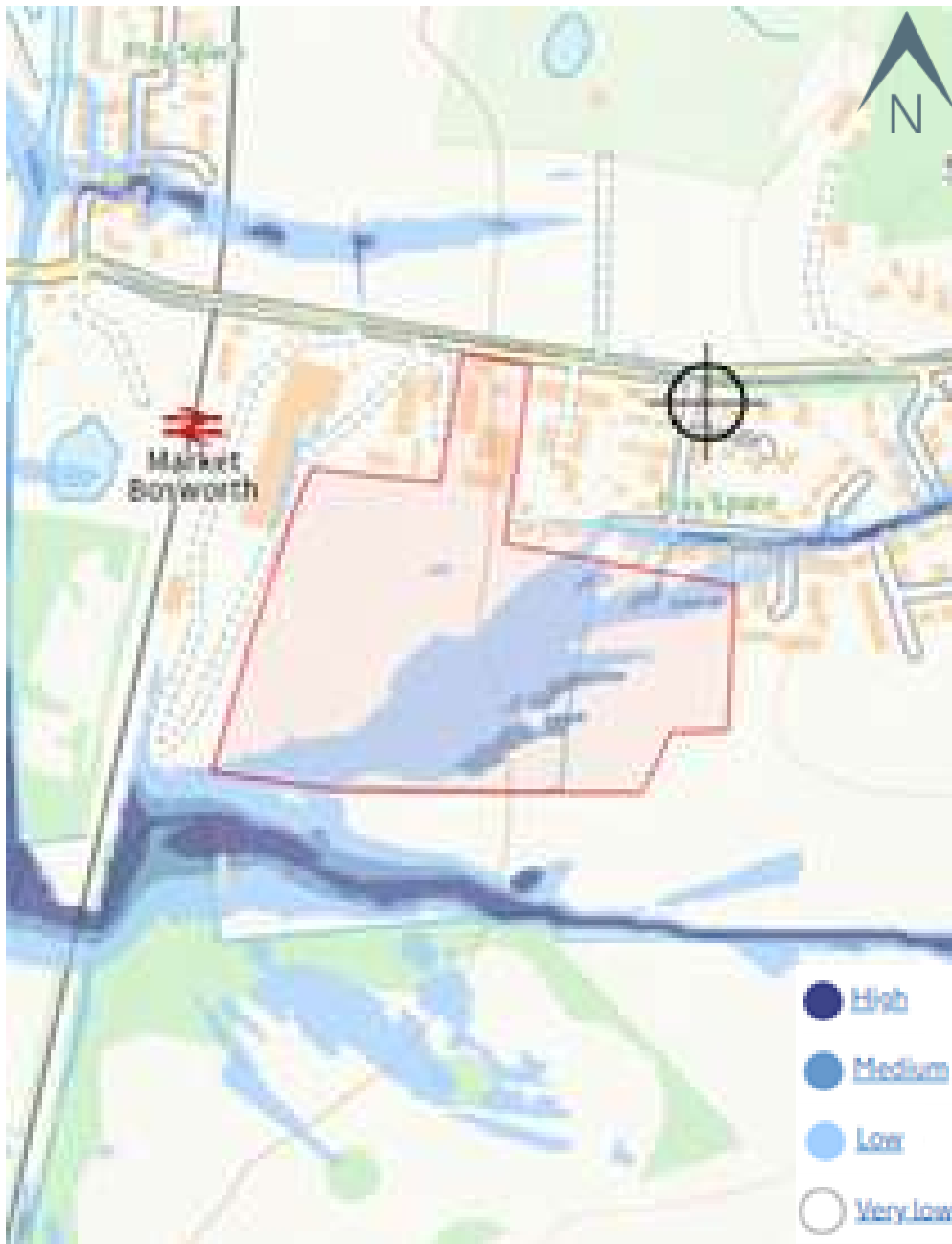
The site is not covered by any statutory ecological designations and no direct impacts to local statutory and non-statutory designations are anticipated.

The vast majority of habitat comprising, poor semi-improved grassland, provides a sub-optimal commuting and foraging resource and unsuitable sheltering resource for great crested newts (GCN). Suitable terrestrial habitats present within the site include hedgerows and scattered scrub. A single waterbody is present within the site and comprises a small garden pond which tested negative for GCN. Four ponds are present within 250m of the site, however GCN are considered reasonably unlikely to disperse into the site.

One tree presents features providing roosting potential for roosting bats and should be retained and buffered by development proposals. All buildings are assessed as providing low roosting potential, and no roosts were found during nocturnal surveys. The site has been assessed and shown to support low numbers of common and widespread species of bats, with the activity survey identifying hedgerows and broadleaved trees as suitable foraging features, the majority of these should ideally be retained.

Proposals should aim to provide opportunities to provide additional habitat creation such as ponds and areas of species-rich grassland to retained retain green corridors around development areas which will enhance biodiversity across the site and provide a measurable biodiversity net gain (BNG) in excess of 10%.





Risk of Flooding from Surface Water



Flood Risk Map (Rivers and Sea)

Topography

The site has a gradually sloping topography and falls toward the south-west from a height of approximately 105m AOD in the east, to approximately 95m AOD in the west.

Flood Risk and Drainage

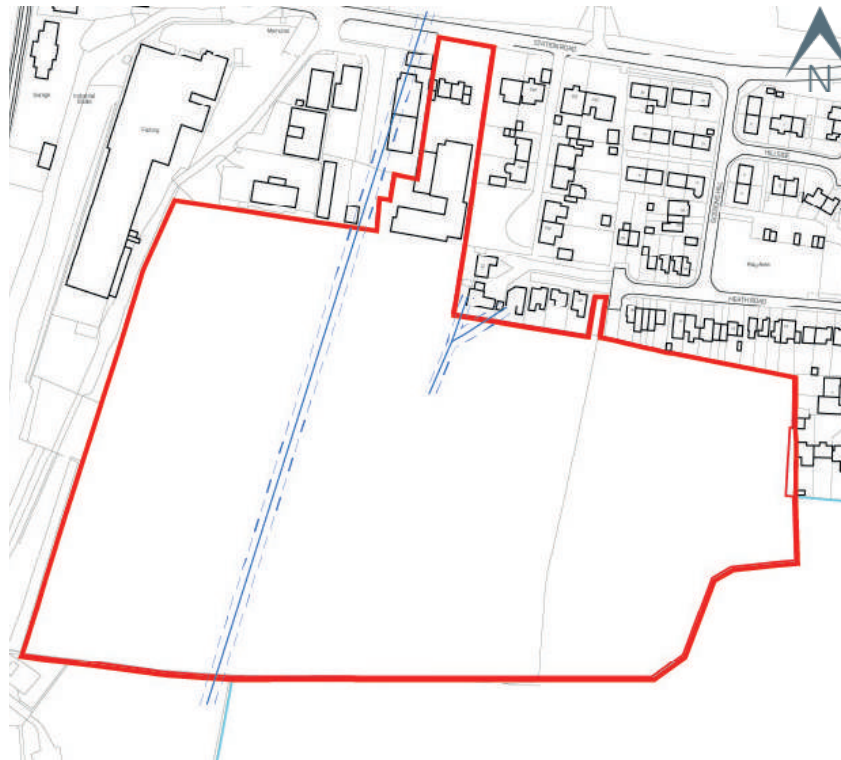
A Flood Risk Assessment is submitted in support of the planning application and contains detailed information on the subject.

The Environment Agency's Flood Map for Planning (Rivers and Sea) presented opposite indicates that the site is located within Flood Zone 1 and at a low risk of flooding from rivers or the sea.

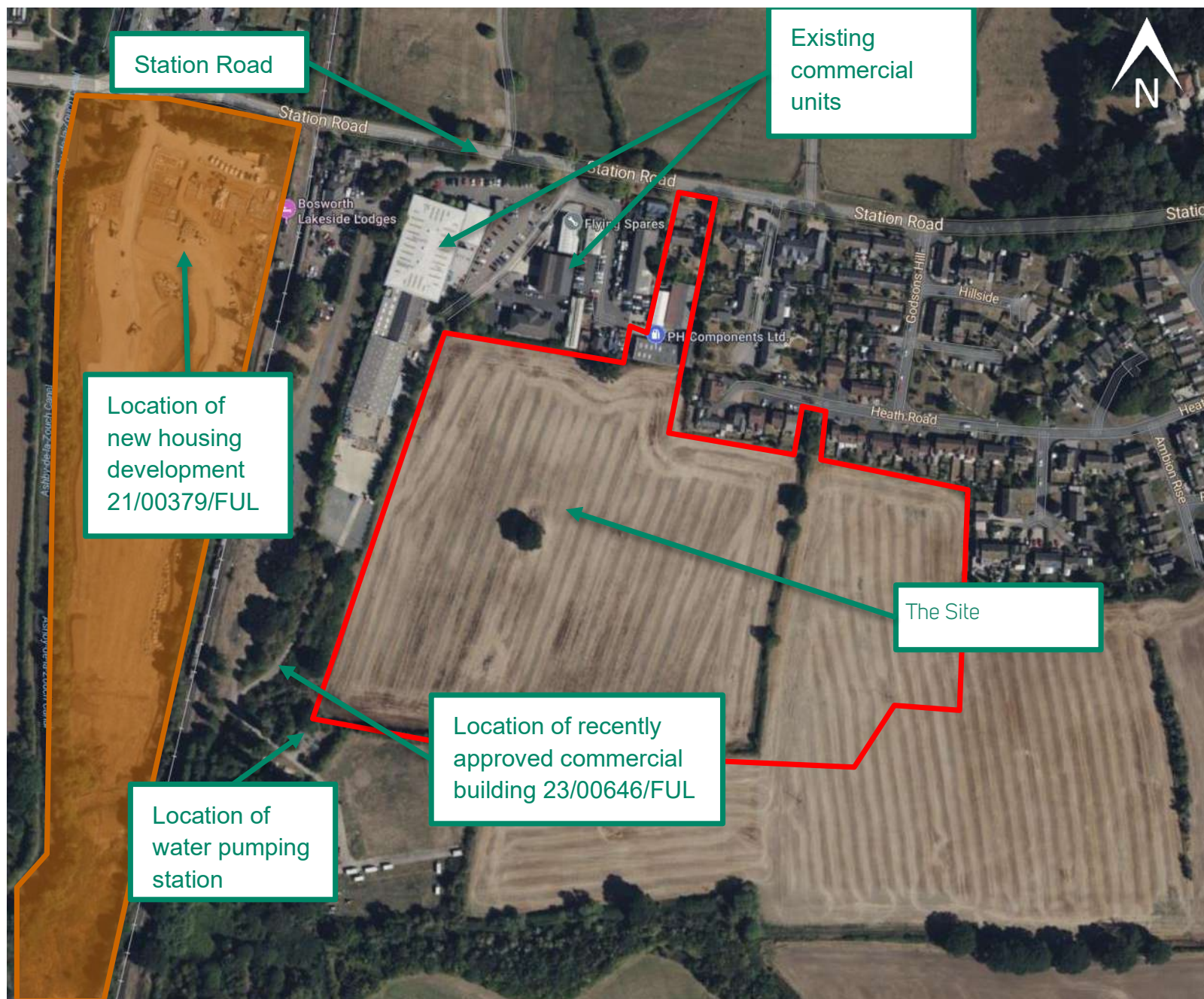
The Environment Agency map 'Risk of Flooding from Surface Water' presented opposite shows that the majority of the site is located at a very low (less than 1 in 1000) risk of surface water flooding in a given year. A surface water flow route flowing from north-east to south-west is shown by the mapping to cross the site at a low (1 in 100 to 1 in 1000) and medium (1 in 30 to 1 in 100) risk of surface water flooding in a given year. This route is considered to be associated with the existing watercourse running parallel to the north-south hedgerow between field parcels within the main part of the site. It should be noted that this map is generated using a broad methodology applied at the national scale.

The Strategic Flood Risk Assessment (SFRA) for Hinckley and Bosworth Borough Council and nature of the underlying geology, suggests that groundwater emergence at the surface is unlikely, such that groundwater flood risk does not constitute a constraint to the development of the site.

A foul water sewer and a combined water sewer both run across the site. The combined sewer runs from the northern boundary of the site to the southern boundary. The foul water sewer crosses the site from the adjacent residential area and connects to the combined water sewer centrally within the western field of the site. The combined sewer should be considered a constraint to development as it is not easily diverted and a 6m overall width easement should be allowed along its length. It is feasible that the foul sewer could be partially diverted, but a 6m easement should similarly be allowed along the existing or diverted route.



Route of Sewers Crossing the Site



Noise source assessment

Noise

A Noise Impact Assessment is submitted as part of the application and provides detailed information on this topic.

It summarises that the acoustic environment on site is dominated by road traffic noise from Station Road and fixed mechanical plant noise from the existing and future JJ Churchill buildings. AECOM has liaised with Hinckley and Bosworth Borough Council (HBBC) and have agreed suitable criteria for existing and future commercial noise to ensure acceptable levels are achieved in rear gardens and inside the proposed new dwellings on the site, but this in order to achieve these levels mitigation at the boundaries of the site will be required. This is likely to take the form of earthwork bunding and acoustic fencing. The massing of proposed dwellings should also be used to protect rear gardens by orientating them to face the noise source and minimising gaps between buildings where possible.

Services

An overhead electricity power line crosses the south-eastern corner of the site, supported by tall timber posts.



Overhead lines Crossing the south-eastern corner of the site



View looking north-east showing the existing overhead power lines at the eastern edge of the site





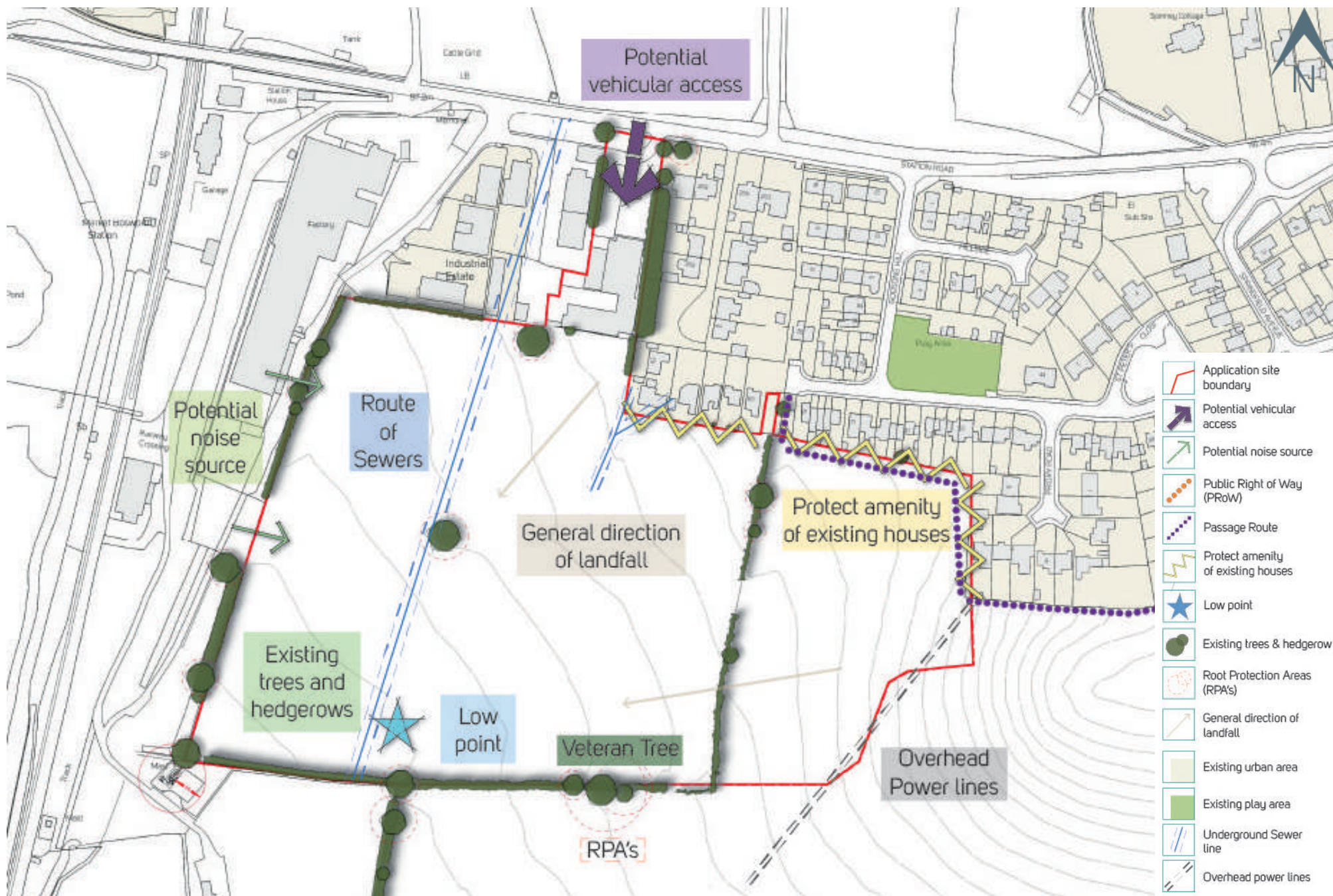
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Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and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

National Planning Policy Framework

5

DESIGN PROCESS



Constraints and Opportunities Plan

DESIGN PROCESS

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.

Cons and Opps

Constraints

- The acoustic environment on site is dominated by road traffic noise from Station Road and fixed mechanical plant noise from the existing and future JJ Churchill buildings. Mitigation at the boundaries of the site will be required and this is likely to take the form of earthwork bunding and acoustic fencing. The massing of proposed dwellings should also be used to protect rear gardens by orientating them to face the noise source and minimising gaps between buildings where possible.
- A foul water sewer and a combined water sewer both run across the site. A 6m easement should be allowed along the existing or diverted routes
- An overhead electricity power line crosses the south-eastern corner of the site, supported by tall timber posts.
- The amenity of existing dwellings adjacent to the northern and western boundaries of the site must be protected by achieving separation distances set out in the Good Design Guide
- A veteran tree has been identified at the southern boundary of the site and this requires a development offset to be maintained around it.
- An area of land at the south-western end of the proposed access corridor from Station Road is to be retained for current use once existing buildings have been demolished.

Opportunities

- The site is allocated for residential and employment uses.
- The sustainable location is well suited to the provision of a variety of household sizes and tenures.
- Existing employment uses define a context in which a limited additional amount of employment use is appropriate, partially as a replacement for the loss of existing buildings.
- Existing mature trees and hedgerows with the site and at its boundaries provide a mature landscape setting within which new homes can be positioned.
- The existing permissive walking access link from Heath Road could be formalised as a permanent connection between the site and the wider area, forming a route to school for new residents along a residential street.
- The equipped children's play area along Heath Road offers opportunities for future residents and links to it should be considered. The gently falling topography provides a logical location for attenuation basins as part of a sustainable urban drainage strategy.



Station road



Trees on the site



Boundaries of existing houses



Heath Road Play Area

Developing a Vision

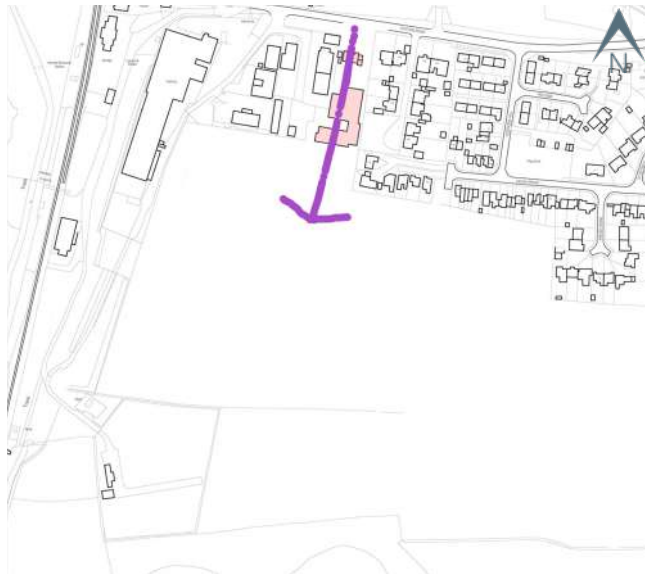
The Vision for development of the site has already been given consideration in the Development Brief document. Developing detailed proposals within this context that respond to the constraints and to feedback during consultation has led to some deviation from the Development Brief, but most of the key principles have been retained in our approach;

Vehicular Access

A new road has been designed that forms a junction along Station Road and leads into the site, cutting through part of the existing employment area. This requires the demolition of some existing buildings. The carriageway must be designed to an appropriate width to accommodate both residential and employment use vehicles.

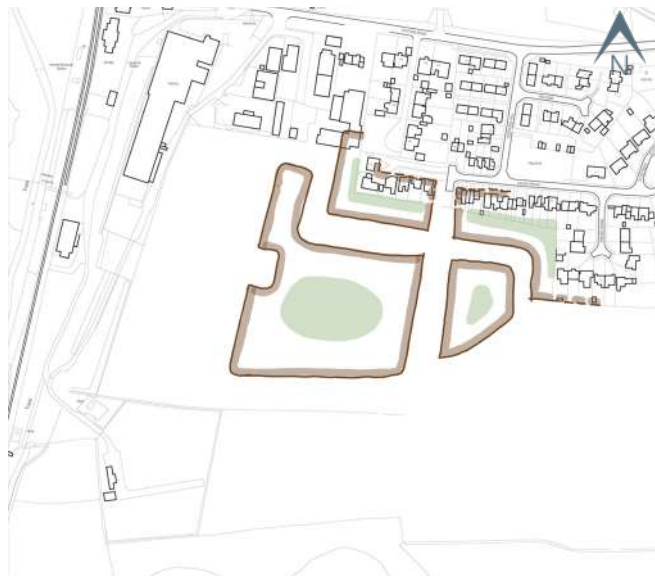
Employment Uses

The loss of several employment use buildings is to be countered by the provision of a new area of employment in the western part of the site. This is located on the more visually contained lower ground to the west of the site, next to other existing employment uses.



Residential Layout

The layout will set out homes to form perimeter blocks – a form that ensures that front doors address the street and where garden spaces are secured within the centre of the block. This approach will also be used along the surrounding edges of the site to ‘wrap’ existing private gardens within new perimeter blocks rather than exposing them to the proposed public realm.



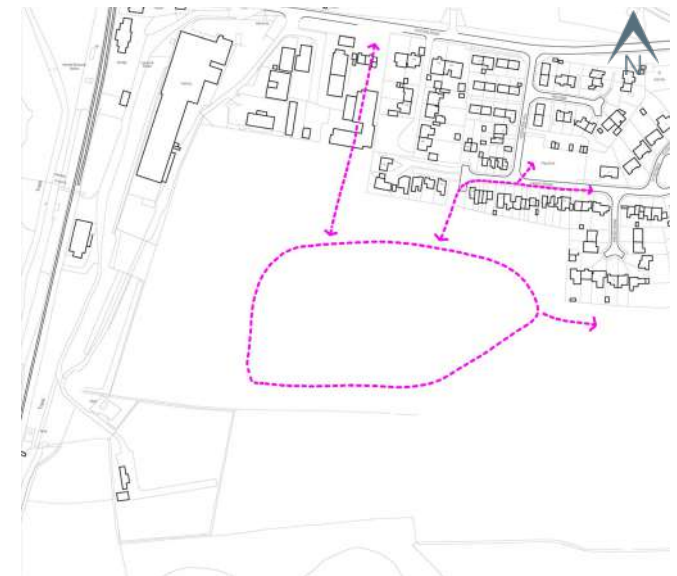
Landscape Features and Integration of Rural to Urban

The existing mature hedgerows and trees will be retained and enhanced to help integrate the new development into the landscape. This will be supplemented by new tree planting and public open space located along the southern edges of the site. As well as softening the impact of the new housing in views from the south, appropriate set backs and filtered screening will help to ensure a sensitive transition is provided between the proposed housing and the surrounding countryside. Views out will be incorporated where possible.



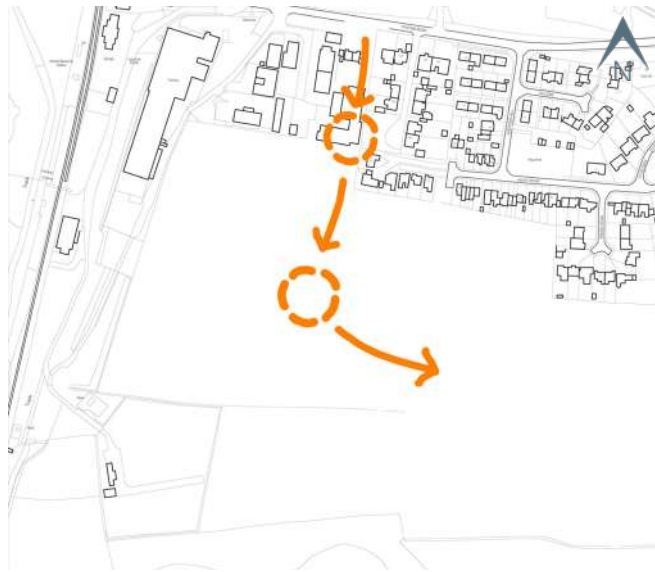
Promote Active Movement

A pedestrian link between the new development and Heath Road will be provided, allowing easy access to the nearby play area and to bus stops on Station Road. It will also allow people to walk to the nearby market place and local schools. Residents from the existing community will also be able to access facilities within the new development, which will include a circular footpath route and a trim trail. A link to the existing permissive footpath route will also be maintained, allowing new and existing residents to enjoy this access and the wider connection to the nearby public right of way.



Legible Nodes within the Layout Structure

The detailed proposals will define an internal “arrival” space and a further central “feature” node to both aid way-finding and contribute to character.



Considerate Neighbours

A number of dwellings back on to the north-eastern boundary of the site, including bungalows. New homes be set out to complete perimeter blocks with appropriate separation distances achieved. New buildings will be of an appropriate height and scale to minimise the potential effect on the amenity of neighbouring properties. Furthermore, the ongoing operation of the nearby employment uses should be respected and reflected in the location and arrangement of the proposed development, particularly with regard to noise and light generated by the employment use buildings.



Respond to Topography and Services

The underlying topography helps to inform the structure of the masterplan, with proposed housing positioned on the rising ground next to the existing residential area and new employment proposed on the more contained lower ground. It will also dictate the drainage strategy for the site, with attenuation features being located to positively manage runoff from the development. The existing services crossing the site will need to be accommodated or diverted locally where necessary.



Concept Plan

Following on from the plan presented in the Development Brief document, our Concept Plan shows how on-going consultation, land ownership and detailed analysis of constraints and resulted in some subtle changes to the Concept. It does however, continue to show the provision of residential development at the site's east and employment development at the site's western extent; separated by a vegetated linear green corridor that incorporates new tree planting to act as a buffer between the two uses. Hedgerows and trees at the site's boundaries will be retained and enhanced through new planting, particularly at the site's east.



Concept Plan

Consultation

Engagement with Market Bosworth Parish Council

An in-person meeting was held at the Parish Hall on Tuesday 7th November. Councillors were in attendance and presenting were representatives of Miller Homes and members of their appointed consultant team. The generally positive session at which an early iteration of the emerging proposals was tabled included discussion points around;

- The potential to explore providing a shop at the site entrance, potentially instead of some of the employment requirement.
- A request to investigate if the amount of employment land required could be reduced.
- Useful confirmation that there had recently been a planning application approved for a new employment use building adjacent to the western boundary of the site.
- A acceptance that the final number of dwellings proposed is likely to exceed the numbers anticipated in the Development Brief document.
- Clarification sought that the affordable housing requirement is 40%.
- Councillors were well informed and had taken time to research Miller Homes. They expressed positivity for recent schemes delivered at Desford and Stoke Golding.
- The idea of holding a public consultation event was supported, and Councillors encouraged this to be an in-person event rather than on-line.

Public Consultation

An in-person public consultation event was held at Bosworth Hall Hotel on Tuesday 6th February 2024.

The submitted Statement of Community Engagement provides details of how the event was advertised to the community, the number of people that attended in person, and also the number and types of responses received.

Several points that were raised during the session were noted by the team for further investigation and consideration as the proposals continue to emerge. These were;

- Can the arrangement of new dwellings against the eastern site boundary be improved to reduce the impact upon the amenity of the adjacent existing dwelling on Priory Road?
- The proposed footpath link shown from the site to Heath Road must be checked to ensure that it does not use privately owned land around the shared private driveways at the western end of Heath Road.
- Is it possible to either clear the existing vegetation to the side of nr 83 Health Road or reinforce it, and provide a new side fence to the boundary of that existing dwelling.
- Consider the separation distances between the proposed dwellings and the existing bungalows along the northern boundary of the site
- When levels are confirmed through detailed design, it would be appreciated if new fences along the northern boundary between existing and proposed dwellings could be positioned to protect the amenity of existing residents by locating the fences at the higher ground level of the existing plots rather than what is likely to be a lower level of the new dwellings.
- Can a landscape strategy be delivered that protects what will become exposed rear boundary fences of the existing dwellings that back on to the new access corridor, potentially that includes spiky planting to deter intruders from climbing the fence.

Pre-application Discussions with Hinckley and Bosworth Borough Council

Two informal “virtual” pre-application meetings have been held with the planning officer at Hinckley and Bosworth Borough Council. Presenting at both meetings were representatives of Miller Homes and members of their appointed consultant team.

The first meeting took place shortly after the public consultation event on Friday 9th February 2024. A scheme of circa 120 dwellings was presented, with 40% affordable housing provision. The conversion covered the following areas;

- Employment use area; what vehicles will use it, what are the likely hours of operation, can the size of the area be reduced?
- It would be helpful to see the outline of the buildings to be demolished on the finalised layout.
- Separation distances and garden sizes are set out in the Good Design Guide. These should generally be achieved, but there is a willingness to be flexible where necessary.
- Can the green infrastructure network be made more meaningful as a place-making feature of the scheme? Can existing trees be integrated more into the street scene?
- Conversely, does the central hedgerow need to be retained? Have options been explored that remove it resulting in a better scheme?
- Given the proximity of the equipped children’s play area on Heath Road, the preference is for a trim trail route to be provided by this scheme that caters for older children and adults.
- Can the green corridor between the employment use area and the residential area become an ecology corridor, with limited public access?

A second virtual meeting was held on Thursday 28th March. At this session, work was presented that explained the need for noise mitigation to address noise sources (existing and recently approved) to the west of the site. A revised scheme of 135 dwellings was presented that responded positively to the separation distances of The Good Design Guide and that showed a reduction in the size of the employment site. Feedback received included;

- A request that the proposed footpath route be extended further along the southern boundary to form an internal loop that is more often than not within the areas of open space of the site.
- Discussion about 2.5 storey (room in the roof) houses being acceptable in some parts of the site as they create variety in the roofscape.
- A recognition that some garden sizes are likely to fall below The Good Design Guide standards where density will be higher as a function of the response to the noise constraint.
- Is it possible to link the lanes that run parallel to the northern boundary to form an internal highway loop?



1 Leaflet distributed to the local community advertising the consultation event



2 Photograph Taken at the Public Consultation Event

Evolution of the Proposals

Development proposals have evolved as investigations into technical constraints has progressed and as a result of the consultation held with the Local Planning Authority and other interested parties. The below timeline details key changes that have been made to respond to this.



Plan 1

- Initial sketch establishing a layout structure to respond to known constraints.
- Landscape buffer between residential and employment uses.
- Play area at the southern edge of the site.
- Internal footpath routes linking to a footpath connection to Heath Road.
- Street hierarchy established.
- Attenuation basins anticipated in the south-western corner of the site.



Plan 2

- The green corridor between the employment use area and the residential area is shown as an ecology corridor, with limited public access
- The alignment of the sewer crossing the site was confirmed and the employment area resultantly revised to increase in size.



Plan 3

- One of the sketch layout structure options prepared to explore the benefits of removing the central north-south hedgerow.



Plan 4

- The Illustrative Layout presented at the Public Consultation event.



Plan 5

- Amended layout structure that shows a significant change in response to the noise constraints to the west of the site.
- Two separate Lanes that were previously shown running parallel to the northern boundary are now connected to form an internal highway loop.
- Proposed equipped area of children's play removed and replaced with internal trim-trail network.



Plan 6

- Enhanced landscape proposals shown along the southern boundary of the site and development pulled back from the south-eastern corner.



View of the proposals from the south-eastern edge of the site



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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

6

THE DESIGN PROPOSAL

Use and Amount

The full extent of the application site measures 7.12ha (17.60 acres)



Employment Use

(Outline element of the Application)

An area measuring 0.55ha (1.35 acres) is reserved for future detailed employment use proposals. This area is logically situated on the western boundary as an appropriate response to the neighbouring uses, and partially acts to replace the employment use buildings lost to the formation of the new access corridor from Station Road.



Residential Use

(Detailed element of the Application)

The Land Use Plan identifies 3.97ha (9.81 acres) of land for residential development within which 138 dwellings are proposed; two of which are replacements for the dwellings that must be demolished to the formation of the new access corridor from Station Road. The residential density is therefore 35 dwellings per hectare, which is considered appropriate for the site and makes efficient use of the land available. At this density, car parking can be successfully accommodated, and attractive and appropriate street scenes can be defined within and at the edges of the site.

The proposed housing mix is broadly in accordance with policy housing mix requirements

Affordable housing is provided at 40% of the overall total, with 25% shared ownership and 75% affordable rented tenure and a mix of 1-4 bedroom maisonettes and houses proposed across the tenure splits.

The mix of market housing includes 1-4 bedroom houses and is inclusive of 2 bungalows.

	1 Bed	2 Beds	3 Beds	4 + Beds
Market	1	29	37	16
Affordable (Rent)	8	17	14	2
Affordable (Shared ownership)	2	6	4	2



Open Space

The proposals include 1.96ha (4.84 acres) of open space which includes existing retained mature landscape features, elements of a sustainable surface water drainage strategy and a trim-trail route. The overall quantity of open space proposed is beyond that set out in the site allocation (1.08ha) and also beyond the total requirement of Core Strategy Policy 19: Green Space and Play Provision.

As agreed during pre-application discussions and in line with the guidance set out in the "Supplementary Planning Document – Market Bosworth – An Opportunity South of Station Road Development Brief (2021)" document, a trim-trail route is proposed within the site rather than an equipped area of children's play.

Infrastructure

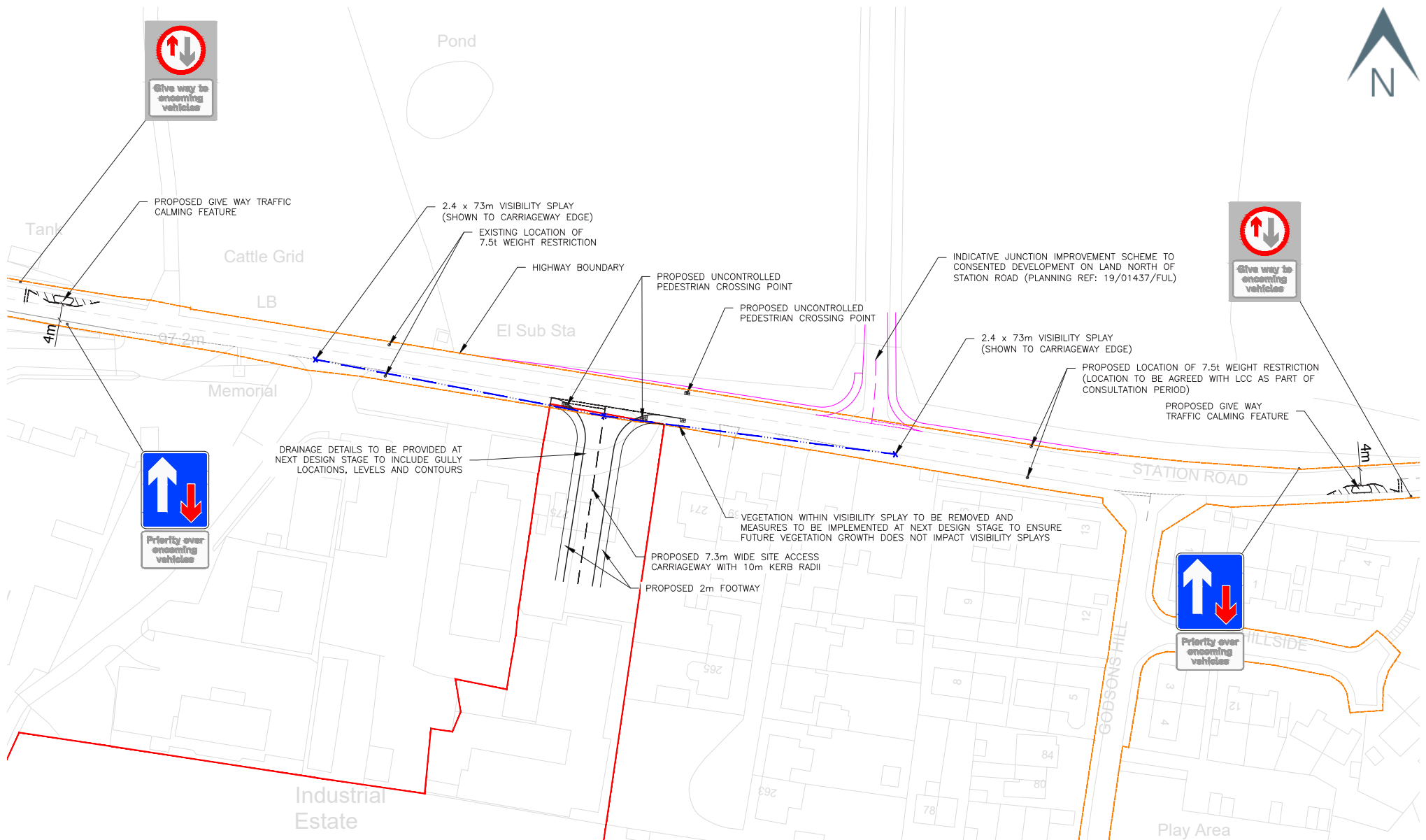
The proposals include a new access from Station Road that leads to a new internal street designed to accommodate both residential and employment uses within the site. An earthwork bund is proposed along the western boundary of the site to address existing and approved future noise constraints of the adjacent employment uses.

Existing Commercial Use

An area of land measuring 0.04ha (0.1 acres) located at the south-western end of the access corridor is to remain in existing commercial use following the demolition of existing buildings and will be secured as part of the existing adjacent industrial estate as construction phasing permits.

The Good Design Guide:
Design Objectives

- Support mixed uses and tenure ✓
- Adaptable and resilient ✓
- Functional ✓



Detailed Access Plan

Access and Movement

Access

Access is a detailed element of this application

A new access is proposed to the site from Station Road in a form of a priority T-junction. Visibility splays have been confirmed to ensure the safe function of the new access. Proposals also include the introduction of new speed control measures along Station Road and the relocation of speed limit signs.

Footpath improvements are also proposed in the vicinity of the new access, connecting to the existing provision along the northern side of Station Road.



Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

National Design Guide



View adjacent - Illustrative View of the scheme, with indicative built form shown for the employment zone in the foreground and the detailed residential use beyond



Street Hierarchy and Pedestrian Movement Plan

Street Hierarchy

Within the site, a simple hierarchy of streets is defined which will create a legible place, form the basis of a permeable movement framework and contribute to a recognisable character. Street typologies have been created that are intentionally different, so that residents and visitors are able to understand where they are.

Arrival Road

Leading into the site from Station Road, this road is designed with a 7.3m wide carriageway to accommodate the larger vehicles likely to use the employment area. A 2m wide footpath is proposed on both sides of the carriageway. Tree planting is indicatively shown beyond the extent of the adopted highway within the areas of open space in the arrival corridor. There is space for these trees to become established and form a positive experience.

Employment Road

Serving the employment area, this road is also designed with a 7.3m wide carriageway. A 2m footpath is proposed on the southern side of the carriageway and a grass verge is shown on the northern side to reduce the amount of hard surfacing in an area of the site where pedestrian movement is not anticipated. A limited number of dwellings are also served from this road, both directly accessed and via a shared private driveway.

Tree Lined Street

Beyond the point at which vehicles associated with the employment area are likely to penetrate the site, the carriageway width narrows to 6.75m. 2m footpaths are proposed on either side of the carriageway and houses are consistently set back along one side to provide space for on-plot landscaping. This street follows a reasonably direct alignment that helps to define it as the primary route.

Loop Lane

With a 6.0m wide carriageway and 2m footpath on either side, this street completes an internal loop within the site and follows a less direct route than Tree Lined Street creating a recognisable difference between them.

Lanes

Lanes are shown with narrower carriageway widths and footpaths on both sides that spring from Tree Lined Street and serve dwellings at the edges of the development zone.



Street typologies reinforced by differences in building material landscaping and public realms structure





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.

Building for a Healthy Life



Layout Structure Plan

Layout & Scale

Features of the Layout

The layout responds positively to the constraints and opportunities of the site and to the Development Brief for the site. Reinforcing the approach outlined at Concept Planning stage, the layout structure includes the following measures that combine to create a characterful place;

Employment Area

(Layout reserved at this stage)

- The Employment area is defined:
- To the west by a new earthwork bund that mitigates the impact of sound from adjacent factories upon the residential area
- To the south by a proposed surface water attenuation basin
- To the east by a proposed green corridor
- To the north by the route of Employment Road.
- It is anticipated that buildings could be orientated to further mitigate the further impact of sound from adjacent factories by being arranged as short terraces in a north-south alignment, but detailed design proposals may justify a different approach.



Residential Area

(Detailed element of the application)



- Homes are arranged in a perimeter block layout formation. Within this, separation distances set out in the Good Design Guide are achieved both between new homes and existing ones along Heath Road and Priory Road.
- Green corridors retaining existing landscape features and separating the different uses.
- Dwellings located to address vistas within the scheme.
- Central feature space created at the bend of Tree Lined Street.
- Homes are located to create an outward facing edge along the boundary.
- Dwellings on the western edge of the residential area are orientated to face the noise constraints of the adjacent existing and approved employment use and are arranged in short terraces with few gaps between them.
- Development of at the western edge of the residential area positively responds to the existing below ground sewer and associated easement.





Noise and Scale Plan

Scale

Employment (Layout reserved at this stage)

It is anticipated that buildings proposed in the employment area will be no more than 10m in height when measured from finished floor level to ridge; a parameter that is informed by the height of the existing and proposed (approved) adjacent employment use buildings. It is anticipated that buildings may be arranged as short terraces in a north-south alignment, so that their plan form massing is not over-bearing on adjacent residential uses or areas of nearby open space.

Residential (Detailed element of the application)

The proposed houses are generally two storeys in height. As was encouraged during pre-application discussions, a small number of 2.5 storey (room in the roof) dwellings have been introduced to create interest and variety to the roofscape. These slightly taller buildings, featuring dormer windows in the front elevation of the roof, have been located to avoid more visually sensitive areas of the site, reinforce the street typologies and address vistas along streets.

Two bungalows are also proposed adjacent to the northern boundary as a direct response to the scale of the existing buildings (bungalows).

Noise

Along the western boundary an earthwork bund is proposed to reduce the effect of noise generated by the adjacent employment area on new and existing dwellings. Additionally, a 2m tall acoustic fence is proposed along the top of the bund, resulting in a noise attenuating feature that is 5m high.

Along the eastern boundary of the access corridor into the site a 2m acoustic fence is also proposed which reduces the impact of noise on the existing dwellings south of Station Road.

In addition to the noise attenuating features proposed around the edges of the site, the structure of the layout has evolved to ensure that dwellings closest to the employment uses are orientated to face the noise. These dwellings are also arranged in short terraces with gaps between them limited so that their massing provides further protection to their rear garden areas and across the wider area to the east.



Active and overlooked streets



Features of the Layout

Creating Memorable Places, Framing Views and Turning Corners

The layout structure defined at Concept stage has allowed the detailed proposals to deliver several interesting spaces on the journey through the site. A single wide-fronted dwelling is positively positioned at the southern end of the arrival corridor as a recognisable gateway feature. Active building frontages are then carefully positioned to address views experienced on the journey along Arrival Road and Tree Lined Street, with a strong nodal space formed at the bend.

Buildings are located so that views along streets are terminated at the main elevation of a dwelling rather than at a blank side gable, garage, or parking area; or are intentionally left open to allow views out into areas of open space. Several streets are also orientated to make advantage of retained mature trees within the site or at its boundaries.

Buildings are proposed that have corner-turning plan forms and provide dual-aspect outlooks at external corners of the perimeter blocks. In several locations, the building line along a street has been carefully pulled back to expose the primary elevation of these buildings to create interest and provide activity in the streetscene.



Chilton



Beauwood



Hasting



Active-dual frontages to corner-turning buildings

Safety and Security

As a contained parcel of land with uses that are likely to require a secured site. It is anticipated that at detailed design stage, the employment area will be enclosed by security fencing and potentially gates.

In the residential part of the scheme, the perimeter block formation used 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 footpath network, providing natural surveillance, and making people feel safe. The integration of existing dwellings at the edges of the site into the perimeter block formation also secures previously exposed rear garden fences within blocks and so improves their security.

Brickwork screen walls are proposed to all exposed side garden boundaries, other than plot 9 which must be a timber fence because of the underground sewer route and associated easement.

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.



Appearance

Employment Area

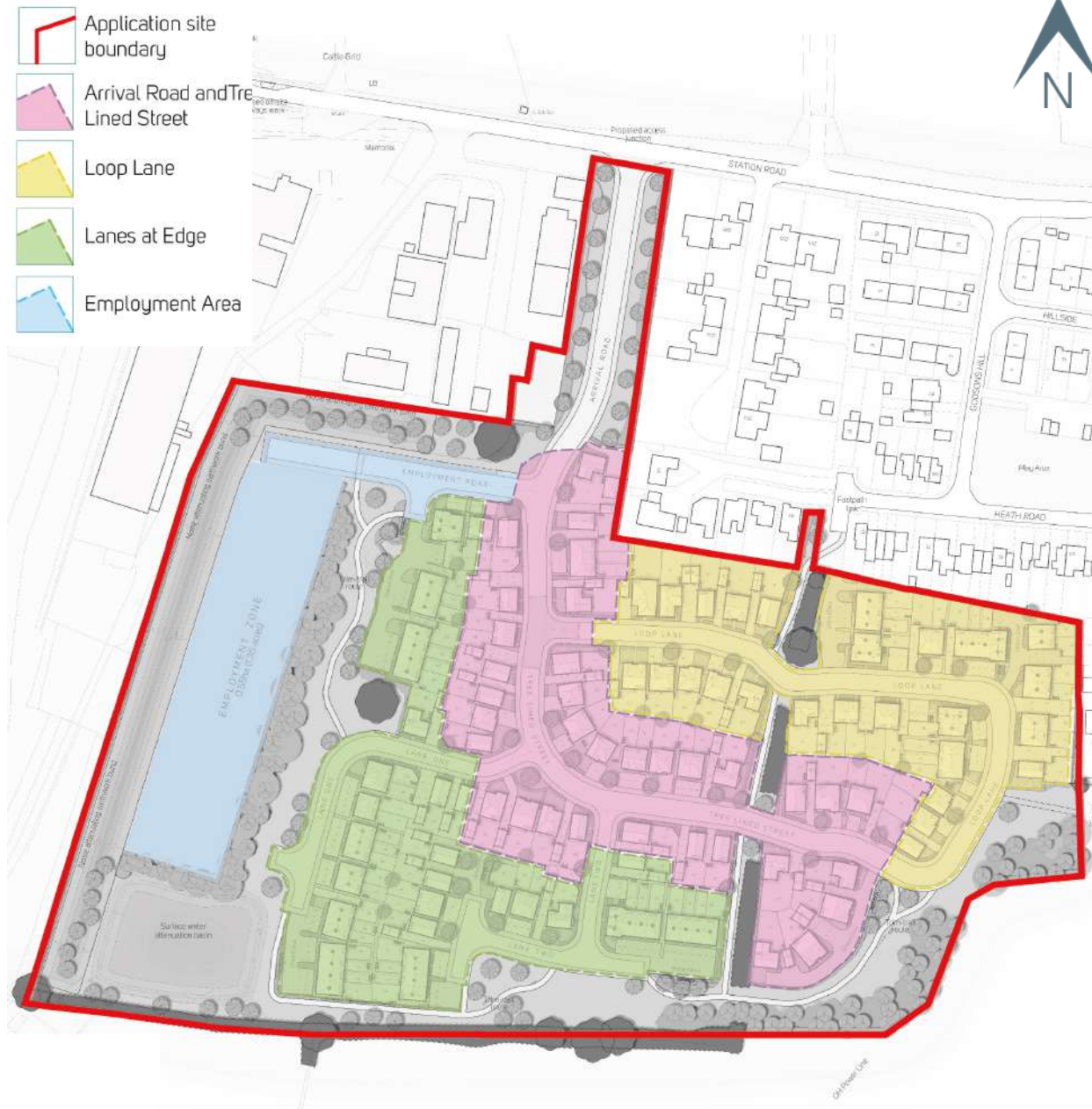


(Appearance reserved at this stage)

It is anticipated that at detailed design stage buildings will be designed with a consistent approach to materials, form and detailing. There may be some benefit to the use of a colour palette that responds positively to that of the adjacent employment buildings that use colour to add interest through feature bands and to doors and windows; and texture to break up facades.



Employment Area



Residential Area

(Detailed element of this application)

Dwellings are proposed that are of a traditional character, with smaller homes featuring arched window heads and simple apex porches to front doors that are of a “cottage” style. To create interest and enhance their status within the street, some of the larger houses feature contrasting brickwork courses, brickwork soldier window heads and flat door canopies paired with front doors that feature larger areas of glazing. The roofscape includes gable-ended, hipped and street-facing gabled forms that have been carefully distributed to provide variety in the street scene.

Whilst the submitted plans do not identify specific bricks or roof tiles, a strategy is defined by them that reinforces the street hierarchy by creating legible differences between the different street typologies. Brick Type O1, which may be a red/orange brick that takes inspiration from the older buildings in the centre of the town, is shown as the dominant facing material along Arrival Road and Tree Lined Street. This is only broken up by the use of Brick Type O2 at nodal spaces to emphasize them. Rendered street-facing gables are proposed to some houses along Tree Lined Street, which is the only street where render is used.

Brick Type O3 is mainly used along Lanes and so features mainly at the edges of the scheme. Potentially being a brown/buff brick, this also ties in the proposed buildings to the existing houses along Heath Road and Priory Road that feature a similar colour.

In order to then create a real difference along Loop Lane, a much more varied approach has been taken to the use of bricks, with Brick Types O1, O2 and O3 all proposed.

Garages and brickwork screen walls will use bricks and tiles that match the associated dwelling.

Selected front elevations of Proposed Dwellings



Shermont C



Taywood



Calderton



Hampton



Linton C



Beauwood



Charleswood



Crosswood



Briarwood

Summary of Local Character Assessment



The Good Design Guide: Design Objectives

Distinctive character ✓

Attractive ✓

Create a place with a locally inspired or otherwise distinctive character.

Building for a Healthy Life



Interesting and Characterful Street scenes



key

-  Site boundary
-  Existing trees to be retained
Root protection areas indicated with magenta dashed line
-  Existing hedgerows to be retained
-  Existing trees and hedgerows to be removed
-  Proposed native tree groupings
-  Proposed street trees
-  Proposed statement trees
-  Proposed native trees
-  Proposed rear garden trees
-  Proposed mixed native hedgerow planting
-  Proposed ornamental hedgerow planting
-  Proposed ornamental shrub planting
-  Proposed native shrub planting (to bund)
-  Proposed bulb planting
-  Proposed wildflower meadow
-  Proposed amenity grass area
-  Proposed wetland meadow mixture grassland
-  Mown footpath (permissive)
-  Hoggin gravel footpath
-  Trim trail play stations
-  Bench seating opportunities

Landscaping

Landscape and Visual Strategy

Matters of landscape character and visual amenity are embedded into the design proposals for the site, and mitigation measures included to avoid or minimise impacts are an integrated part of the proposed development.

Applying an overarching strategy for green infrastructure also has linked benefits in terms of other environmental matters, such as biodiversity and the consideration of sustainable drainage.

The overarching principles for the landscape strategy aim to:

- Conserve and enhance landscape character in the local context;
- Retain and make best use of existing landscape elements and features where these can be retained across the site;
- Optimise protection and screening for visual amenity receptors (including in relation to the interface with the countryside to the south); and
- Avoid loss or damage to retained landscape elements and features, maintaining, and enhancing the existing green infrastructure framework.

Together these place a particular emphasis on green infrastructure across the site (including landscape planting and open space) and the role that landscape characteristics and green infrastructure have in determining the spatial parameters of the proposed development.

Landscape Character Effects

Overall, the submitted LVIA concludes that the proposed development has adopted a positive approach in landscape and visual terms. The loss of part of two agricultural field enclosures, albeit set within a framework of existing residential land use and other 'settlement fringe' land uses in the local context, is largely the main cause of impact. There is also the removal of some minor areas of internal and boundary vegetation to facilitate the proposed access to consider. Such impacts are balanced by the response to the grain and pattern of the landscape and its scale, as well as the response to the characteristics of the landscape, including where these are recognised in published guidance. Where these are referenced, mitigation adopts an approach of retention and/or enhancement.



Ecology

The proposed development will provide opportunities to create new habitats that will buffer and enhance the value of retained habitats by improving the overall habitat connectivity across the site. No significant impact on the local bat population is anticipated due to the retention of existing trees and hedgerows and the proposals have scope to provide a greater commuting and foraging resource to the local bat population than the site currently provides. The proposals will also provide extensive foraging and nesting opportunities for a range of common and widespread bird species.

The proposals will provide a range of habitats that will provide greater than 10% uplift in biodiversity value. These include areas of species-rich grassland, scrub planting which benefit a range of fauna and a network of tree-lines and species-rich hedgerows. Additional enhancements will include the provision of bird and bat boxes on suitable retained trees across the scheme.



Surface water drainage strategy

The proposed drainage strategy will comprise a piped network with an outfall to the watercourse located along the site's southern boundary. Attenuation for the site will be provided in an online detention basin in the south-western corner, which will include a low flow channel and micropool to achieve required water quality.

Surface water associated with the commercial element of the proposals will be attenuated within that parcel of the development, and outfall to the online detention basin, prior to a single outfall to the watercourse located along the site's southern boundary.

Surface water discharge rates will be restricted to greenfield equivalent run-off rates to ensure that the rate of surface water run-off from the site does not increase as a result of the proposed development. The drainage network will be designed to accommodate all storm events up to and including the 1 in 100 year + climate change event



Nature contributes to the quality of a place, and to people's quality of life, and it is a critical component of well designed places.



View Along the Proposed Green Corridor Between Residential and Employment Uses





7

SUMMARY



Building for a Healthy Life

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.

In addition to the assessment of the proposals against the National Design Guide, the following reviews the proposals against the BHL considerations.

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

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 site demonstrates a logical approach to design, placing the residential and employment areas next to their corresponding uses. Furthermore, a network of roads and footpaths connects the site with the wider area and provides opportunities for connectivity in the future.

The proposals incorporate the existing trees and hedgerow, enhancing the design and creating a characterful unique place. The site sits strategically into the landscape and remains vastly hidden from the surrounding area.

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 proposed footpaths provide ample opportunities for people to walk within and around the outskirts of the site through green spaces and quiet streets. The routes have been created to connect to key destinations such as the employment sector, the play park on Heath Road and other amenities beyond to encourage people away from their cars. All streets pass in front of dwellings to provide a sense of safety and activity. To reduce traffic speeds, traffic slowing measures have been incorporated so motorists travel at low speeds through the residential area.

3. Facilities and Services.

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

The development is situated within an established community, with preexisting facilities such as schools, shops and job opportunities in close proximity. Existing and proposed green spaces, footpaths and play parks, cafes and pubs present in abundance alongside a characterful marketplace adding to the desirability of the site.

4. Homes for Everyone.

A range of homes that meet local community needs.

The development provides affordable housing, shared ownership opportunities and various housing typologies including style and sizes for all tenures, including first time buyers and those downsizing.

Distinctive Places

5. Making the most of what's there.

Understand and respond.

The layout responds positively to the constraints and opportunities of the site. Characteristics of the local area including dwelling style and pockets of open space have a notable influence on the proposed scheme.

As such, street types are defined by selective design features, including the distribution of brick type, window detailing, render features and landscaping. Additionally, the gardens to the proposed dwellings along the boundary of the site interlock with the back gardens of the homes fronting Heath Road. Likewise, the green corridor acts as a distinctive feature and is a continuation of the mentioned green spaces.

6. A memorable character.

Create places that are memorable.

The proposed house styles are reflective of a traditional character, featuring arched window heads and apex porches, connoting a cottage style to create a memorable character. The individual design components reflect the local area, including the built form and materials, building setbacks and pockets of landscaping.

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 facades of buildings face streets and public spaces.

A strategy identifying brick and roof types has been adopted to reinforce the street hierarchy and create a legible difference between the different street typologies. Dwelling style, size, and design features have been distributed to provide variety. Street corners are carefully designed with dual aspect frontages and the ends of roads frame notable views and vistas as a wayfinding strategy.

The layout sets out a network of well overlooked streets and spaces using perimeter blocks with clearly defined public frontages and private backs. Varied widths of street corridor have been specifically used across the plan 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 layout structure defined at Concept stage has allowed the detailed proposals to deliver several interesting spaces on the journey through the site. A single wide-fronted dwelling is positively positioned at the southern end of the arrival corridor as a recognisable gateway feature. Active building frontages are then carefully positioned to address views experienced on the journey along Arrival Road and Tree Lined Street, with a strong nodal space formed at the bend.

Buildings are located so that views along streets are terminated at the main elevation of a dwelling. Several streets are also orientated to make advantage of retained mature trees within the site or at its boundaries.

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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.

Within the site, a simple hierarchy of streets forms the basis of a permeable movement framework. Street typologies have been created that are intentionally different, so that residents and visitors are able to understand where they are.

Trim-trail routes and connecting footpaths facilitate the opportunity to access all parts of the site and it's wider context including the play park on Heath Road, schools and the employment area. The linking footpaths provide more direct routes than the road, encouraging users to leave the car at home and walk as the preferred choice.

Pedestrian Links

Opportunities have been created for walks through, from and within the site and connections are shown to the boundary providing onward access to local amenities such as the nearby play area on Heath Road, St Peter's CE Primary Academy, and the Market Bosworth town centre. Following a request made during the public consultation event, the route of the footpath has been taken to the eastern end of the southern part of the Heath Road turning head. This allows for a meaningful planting proposal to be prepared for the area of land to the east of 83 Heath Road, as a response to anti-social behaviour that was reported.

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 making it as easy to access the bike as it is the car.

Adequate car parking allocation in front and to the side of the dwellings, streets aren't dominated by cars. On-plot car parking is proposed in accordance with Leicestershire Interim Highway Design Guide, Part 3 Design Guidance.

11. Green and blue infrastructure.

The proposal has been designed to retain the existing landscape features and incorporate them as a green corridor. The landscaping proposals show the implementation of new trees and hedges to help towards biodiversity and provide a strong green character and sensory richness to the area.

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 site presents active frontages and well overlooked streets with front doors facing the public realm creating a safe environment. On one side of the street, houses with deeper private frontages have space for on-plot landscaping. A diverse range of boundary treatments including hedgerows and estate railings denote the boundaries and add variety. Allocated bin storage areas are provided to protect the quality of space and public realm.



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CHARTERED TOWN PLANNERS
& URBAN DESIGNERS