



LAND EAST OF STOKE ROAD AND NORTH OF NORMANDY WAY (A47)

HINCKLEY

DESIGN AND ACCESS STATEMENT

Prepared by Pegasus Group on behalf of Richborough Estates and Mr and Mrs Adcock
April 2022 | P18-1531

Design.

ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.

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USES: Mixed and Integrated

MOVEMENT: Accessible and easy to move around

BUILT FORM: A coherent pattern of development

HOMES AND BUILDINGS: Functional, healthy and sustainable

IDENTITY: Attractive and distinctive

PUBLIC SPACES: Safe, social and inclusive

NATURE: Enhanced and optimised

RESOURCES: Efficient and resilient

LIFESPAN: Made to last

7. CONCLUSION

This document is designed to be viewed as A3 double sided



DESIGN VISION

The vision for the site is to provide a new living environment of the highest standard, which reflects the local vernacular and contextual surroundings. The proposals will deliver an attractive, locally distinguishable and sustainable addition to Hinckley, including:

- Up to 475 high quality new homes including up to 95 affordable homes;
- Strong landscape structure to deliver a range of green spaces and sustainable urban drainage;
- Retention and enhancement of existing landscaping and new tree and hedgerow planting to provide biodiversity enhancements;
 - A high-quality pedestrian and cycle network;
 - A range of children's play spaces;
- Land set aside for a primary school with safeguarded land for potential future expansion;
 - A new access roundabout from Stoke Road; and
- Improvements to pedestrian crossing points along Normandy Way.

INTRODUCTION

BACKGROUND

- 1.1 This document has been prepared by Pegasus Group on behalf of Richborough Estates and Mr & Mrs Adcock and the wider consultant team to accompany the Outline Planning Application (OPA) for the residential-led development of Land East of Stoke Road and North of Normandy Way (A47), Hinckley, comprising:

“Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), landscaping, drainage and associated infrastructure.”

- 1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

- 1.3 The DMPO also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

(a) the design principles and concepts that have been applied to the development; and

(b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must:

(a) explain the design principles and concepts that have been applied to the development;

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explain how specific issues which might affect access to the development have been addressed.”

PURPOSE OF THE DOCUMENT

- 1.4 The purpose of this Design and Access Statement is:

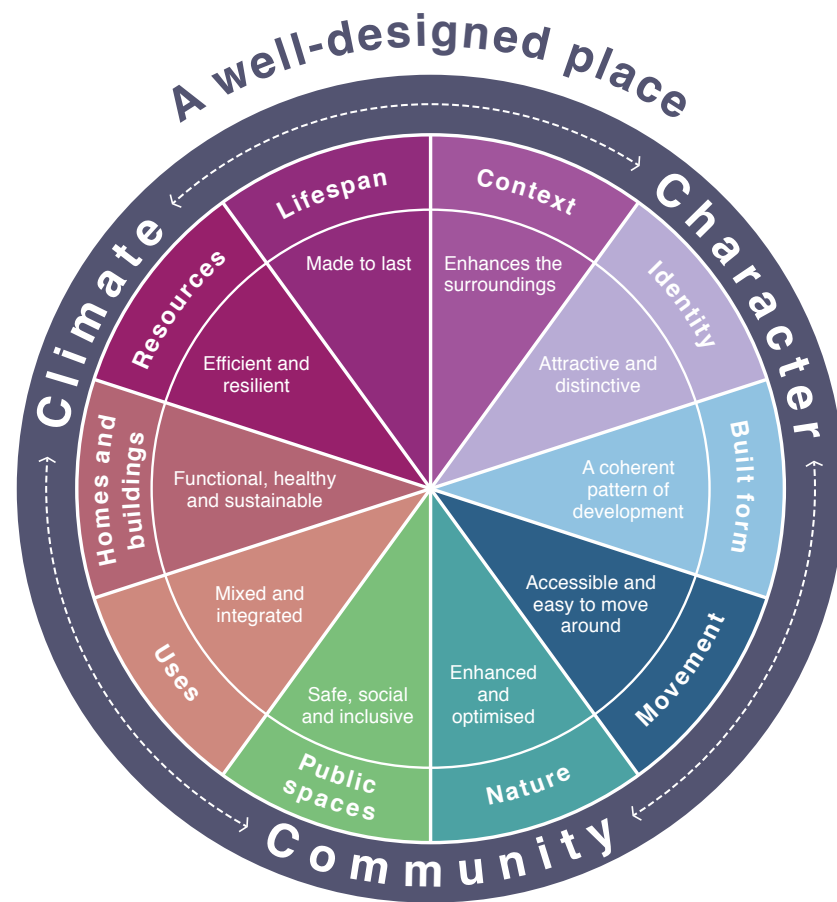
“...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.”

(Para. 029, PPG, Reference ID: 14-029-20140306)

- 1.5 This document achieves this within the following sections:

- **Section 1: Introduction.** Outlines the purpose of this document;
- **Section 2: Planning Policy.** Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
- **Section 3: Assessing the Context.** Considers the surroundings in terms of the local physical, historical and social setting;
- **Section 4: Assessing the Site.** Considers the site in terms of technical and physical Context;
- **Section 5: Developing the Design Concept.** Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
- **Section 6: Design Proposals.** Presentation of the key design proposals including the **Uses, Built form and Identity, Movement, Nature and Public Spaces, Homes and buildings, Resources and Lifespan**; and
- **Section 7: Conclusion.**

- 1.6 This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places. Highlighted items in para 1.5 are the ten characteristics of well-designed places, as set out in the National Design Guide.



The ten characteristics of a well-designed place
(National Design Guide)

- 1.7 This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.



SITE LOCATION

- 1.8 Hinckley, located to the south of the site, is a large town in Leicestershire within the Hinckley and Bosworth District.
- 1.9 The site (25.39 hectares / 62.74 acres) is located to the north of Normandy Way (A47) and east of Stoke Road. Normandy Way is a single carriageway trunk road connecting Nuneaton to Leicester with street lighting along its length. A five-arm roundabout is located to the south-west of the site from which Stoke Road runs north and through the western extent of the site.
- 1.10 The centre of Hinckley is located approximately 2.3km to the south. The larger settlement of Leicester is approximately 22km to the north-east.

THE SITE

- 1.11 The site is situated on the northern settlement edge of Hinckley and comprises five interconnected field parcels managed for livestock pasture east of Stoke Road, with a further field to the west of Stoke Road.
- 1.12 The boundaries of the site are predominantly defined by existing hedgerows and sporadic tree planting. Internally, there are mature hedgerows (native species) with scattered hedgerow trees (broad leaf species) which broadly define each field parcel. There is a small woodland block within the western area of the site and a group of extensive trees around the access from Normandy Way.
- 1.13 Broadly, the topography within the site ranges from 105m AOD to 119m AOD. At it's low point to the west of Stoke Road (approximately 105m AOD) the landform rises westwards towards the centre of the site (approximately 119m AOD) and falls towards the eastern boundary along the existing brook (approximately 106m AOD).
- 1.14 The proposals presented within this application aims to limit the development envelope, improve biodiversity, provide improved recreational opportunities and connectivity.



SITE PHOTOGRAPH 1: View from the public right of way looking south-east towards Normandy Way



SITE PHOTOGRAPH 2: View from the public right of way looking north towards Middlefield Farm



SITE PHOTOGRAPH 3: View from the public right of way off Normandy Way looking along the southern boundary and towards Stoke Road



SITE PHOTOGRAPH 4: View from the existing watercourse along the southern boundary, looking west towards Middlefield Lane

PLANNING POLICY

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

(Para. 134. NPPF 2021)

- 2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (July 2021), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

NATIONAL PLANNING POLICY FRAMEWORK

- 2.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- An **economic** objective;
- A **social** objective; and
- An **environmental** objective.

- 2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 104) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

(Para. 104(e) NPPF 2021)

- 2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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...”

(Para. 126, NPPF 2021)

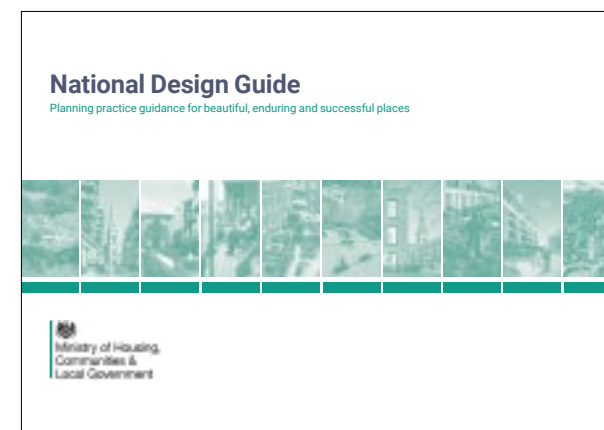
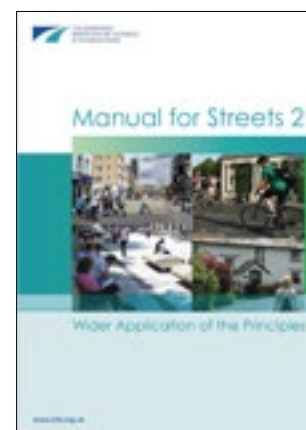
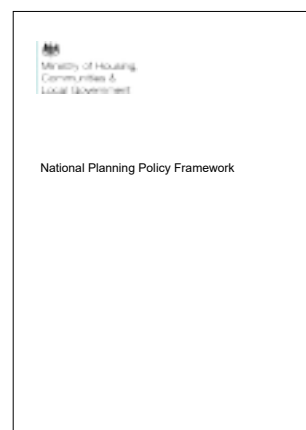
- 2.5 Furthermore, a new test is being introduced in the latest edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 134, the NPPF states that:

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.

(Para 134, NPPF 2021)

- 2.6 The NPPF is also clear at paragraphs 127 and 128 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

- 2.7 Paragraph 130 of the NPPF states that with regard to design planning policy and decision making should 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 the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*



PLANNING PRACTICE GUIDANCE

- 2.8 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:
- Planning for well-designed places;
 - Making decisions about design;
 - Tools for assessing and improving design quality; and
 - Effective community engagement on design.
- 2.9 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.
- “Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”*
- (para. 001, PPG, ID: 26-001-20191001, October 2019)

NATIONAL DESIGN GUIDE

- 2.10 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:
- “In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”*
- (Para. 13, NDG 2021)
- 2.11 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.
- 2.12 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:
- To create physical character;
 - To help to nurture and sustain a sense of community; and
 - To positively addresses environmental issues affecting climate.
- 2.13 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:
- **Manual for Streets 1 & 2** (Department of Transport/Department for Communities and Local Government, 2007/2010); and
 - **Building for a Healthy Life** (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

NATIONAL MODEL DESIGN CODE

2.14 The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.”

(Para 1, National Design Code 2021)

2.15 The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.

LOCAL PLANNING AND DESIGN GUIDANCE

2.16 The development proposals have been formulated having due regard to the Hinckley and Bosworth Borough Council Local Development Plan Documents (DPD) comprising:

- Core Strategy DPD (Adopted December 2009); and
- Site Allocations & Development Management Policies DPD (SADMP) (Adopted July 2016).

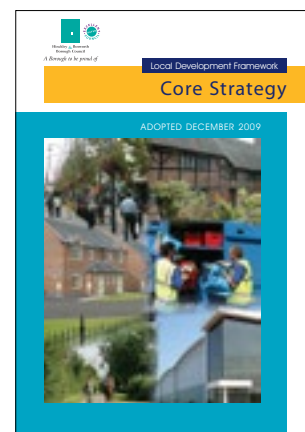
2.17 Consideration has also been given to the following local planning and design guidance;

- Emerging Local Plan Consultation (Regulation 19) – February 2022;
- The Good Design Guide 2019; and
- Open Space and Recreation Study 2016.

Core Strategy (2009)

2.18 The amended Core Strategy DPD provides the overarching spatial strategy and vision for the development of the District up to 2026. The Plan contains a number of strategic policies to guide planning applications and subsequent development plan documents. Those policies which are considered most relevant to design of this application are listed below.

- **Policy 1 Development in Hinckley** advises that the Council will allocate land for the development of a minimum of 1,120 new dwellings, over the plan period 2006 – 2026, to support Hinckley’s role as a sub-regional centre.
- **Policy 15 Affordable Housing** confirms that a minimum of 2,090 affordable homes will be provided over the plan period. For the Urban Areas of Hinckley, Barwell, Earl Shilton and Burbage, on sites of 15 dwellings or more, there is a 20% target for on site affordable housing, with a tenure split of 75% social rented and 25% intermediate housing. The target will be monitored regularly and may be revised to reflect changes in the housing market and local circumstances.
- **Policy 16 Housing Density, Mix and Design** requires a mix of housing types and tenures to be provided on sites of 10 or more dwellings, taking into account the type of provision that is likely to be required. Table 3 set out a starting point for housing mix. All developments of 10 or more dwellings are required to meet a ‘very good’ rating (16 or more positive answers out of 20) against the Building for Life criteria, unless it can be demonstrated that this is not viable on the particular site.
- **Policy 19 Green Space and Play Provision** sets out standards in relation to green space and play.
- **Policy 24 Sustainable Design and Technology** sets out requirement for the Urban Area, including Hinckley, to meet Code for Sustainable Homes at the following level; minimum of Code Level 6 from 2016 onwards.



Site Allocations and Development Management Policies (2016)

- 2.19 The Allocations & Development Management DPD sets out detailed policies and allocations to deliver the requirements of the Core Strategy (2009), up to 2026. This includes detailed local allocations and site-specific policy to set the localised framework for delivery of new developments. Those policies which are considered most relevant to the determination of this application are listed below.
- **Policy DM10 (Development and Design)** states that development will be permitted once the following requirements have been met:
 - It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers;
 - It complements or enhances the character of the surrounding area;
 - It incorporates a high standard of landscaping;
 - An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority;
 - It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction;
 - Where parking is to be provided charging points for electric or low emission vehicles are included where feasible; and
 - It maximises natural surveillance and incorporates the principles of Secured by Design.
 - **Policy DM18 Vehicle Parking Standards** requires all new development to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Development will be expected to provide disabled parking provision.

Emerging Local Plan Consultation (Regulation 19) – February 2022

- 2.20 Hinckley and Bosworth are working to produce a new Local Plan which will cover the plan period until 2039. Consultation on the Regulation 19 Pre-Submission Draft Local Plan took place until 23rd March 2022.
- **Policy SS02 Development Strategy** seeks to direct development to the most sustainable locations based on a hierarchy of settlements, with the majority of homes directed to the urban area. The urban area is the focus for new development, with over 5,000 dwellings directed to the urban area of Hinckley, Burbage, Barwell and Earl Shilton, with provision made for a minimum of 9,537 dwellings over the plan period.
 - **Policy SS04 Strategy for Hinckley** advises that to support Hinckley's role as sub-regional centre and key market town, Hinckley will be the focus of development of urban areas in the Borough. Development is to contribute to Hinckley's character, sense of place, landscape and townscape features, securing high-quality design and prioritising place making. A mix of housing will be planned for, based on current and future demographic and market trends, and the needs of different groups in the community.
 - **Policy CC01 Mitigating and Adapting to Climate Change** confirms proposals should seek to minimise carbon emissions, though measures such as reducing the need to travel, making efficient use of land, supporting active design and travel, incorporating electric vehicle charging points, supporting sustainable construction and design and integrating renewable and low carbon energy generation wherever possible. Carbon storage should be maximised through increasing tree cover, incorporating green infrastructure and minimising degradation and erosion of soil. Impacts of climate change should be mitigated by ensuring properties are not susceptible to overheating, managing flood risk, ensuring high levels of energy and water efficiency, creating a better linked habitat network by conserving, creating and enlarging existing habitats and delivery biodiversity net gain. Flood risk from all sources should be mitigated, including using sustainable drainage systems, incorporating recycling and waste reduction and including high speed broadband to facilitate home working.
 - **Policy CC05 Sustainable Design and Construction Measures** supports new development that promotes sustainable design by; ensuring proposals demonstrate how sustainable design principles have been incorporated, demonstrate how carbon use can be minimised, development should achieve reductions in CO2 emissions of 19% below the target emission rate of 2013 edition of the 2010 Building Regulations (Part L), and encourage the use of Home Quality Mark and Passivhaus design standards, encouraging the achievement.

- **Policy PMD01 High Quality Design** confirms that development should achieve the highest standards of design, architecture, inclusivity and place making. Development proposals should be accompanied by a Design Statement having regard to site survey and design, which demonstrates the understanding and implementation of local context, distinctiveness and character, including the local pattern of development, building form and landscape character, style details and materials, and the archaeology, history and culture of the local area. The amenity and privacy of nearby residents should not be materially adversely affected, development should complement/enhance the character of the surrounding area, and all elements should be designed with climate change in mind. Development should encourage ease of movement for all users, and active design should be encouraged. Layouts should be designed to be logical, legible and inclusive, supporting active street frontages and providing distinction between public and private space. Well designed and located high quality landscaping should be provided, including tree lined streets. Natural surveillance should be provided to reduce opportunities for crime and minimise the fear of crime. A sufficient level of well-integrated vehicle parking and recycling/waste management should be provided.
- **Policy PMD02 Active Design and Travel** requires development proposals to demonstrate how they can support active lifestyles following Active Design Principles – which should be demonstrated within a Design and Access Statement and/or Transport Assessment. Active travel should be integrated within green infrastructure and opportunities should be sought to protect and enhance the Public Right of Way network.
- **Policy PMD05 Open Space, Sport and Recreation Facilities** advises that new provision should be provided within residential sites (unless otherwise agreed with the Council) and should be informed by the most up to date Open Space, Sport and Recreation Study and Playing Pitch Strategy. Provision should be multi-functional, accessible, usable, of a high-quality design, visible and safe, and include facilities for a range of ages. Links should be created between new development and surrounding recreational networks (including Public Rights of Way), and appropriate landscape and maintenance schemes should be provided.
- **Policy HO02 Housing Mix, Size and Type** advises that a mix of dwelling sizes should be provided, informed by the most up to date evidence of housing need. Table 2 sets out the suggested mix for market and affordable as derived from the Housing Needs Study Overview (2019).
- **Policy HO03 Space Standards** confirms that all new dwellings should comply with the Nationally Described Space Standards as set out in the Technical Housing Standards (2015) or as superseded.
- **Policy HO04 Housing Density** confirms a minimum density target of at least 45dph within and adjoining Hinckley, Burbage, Barwell and Earl Shilton, unless justified through principles of good design.
- **Policy HO05 Accessible Housing** requires all new dwellings to meet at least M4(2) standard, and 5% of all new dwellings to meet at least M4(3) standard, unless evidence is provided to demonstrate that it is not physically possible or viable to provide level access or to mitigate the dangers of flood risk.
- **Policy HO06 Self-build and Custom Housing** confirms that 5% of plots for self-build and custom housing must be provided on sites of over 100 dwellings.
- **Policy HO09 Affordable Housing** requires a minimum of 271 affordable homes per year during the plan period, and 25% of all affordable homes on qualifying sites will be sought as First Homes. For sites of over 10 dwellings within the Urban Area, affordable housing will be sort, and affordable housing level/target/tenure split will be set out in the latest Infrastructure Capacity Study/Viability Report. Any reduction on viability grounds will require an independent viability assessment.
- **Policy NATO1 Green Infrastructure** sets out requirements for development proposals to create high quality places, contributing to healthy lifestyles and wellbeing, nature, climate resilience and prosperity. Onsite provision should be planned and designed from the outset as a network of multifunctional spaces, informed by the latest Green Infrastructure Strategy. The scheme should identify important local character features as a starting point, incorporating them into the scheme to reference, reflect and enhance the local environment and its biodiversity. Proposals should be resilient to climate change, and should consider the long-term management and maintenance of green infrastructure.

The Good Design Guide (2019)

2.21 The Council adopted Good Design Guide Supplementary Planning Document (SPD) in March 2020. The Guide aspires to substantially raise design quality in Hinckley and Bosworth whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.

2.22 The Guide sets out seven core design objectives for new development, which advise that development should:

- Be functional
- Support mixed uses and tenures
- Include successful public spaces
- Be adaptable and resilient
- Have a distinctive character
- Be attractive
- Encourage ease of movement

2.23 The Guide also details five design components (layout, scale, appearance, landscape and access), as well as defining appropriate separation distances between dwellings.

2.24 The document also sets out area specific design guidance. For Hinckley the document sets out a description and characteristics of the town, before detailing a series of design objectives. Section 4 provides guidance for what is expected from new residential developments in terms of design. The document sets out the process to be followed to ensure good quality design is achieved and sets out cues for applicants for material to inform pre-application discussions.

2.25 Section 6 of this Design and Access Statement will show how these objectives are reflected in the design proposals using the following table.



The Good Design Guide: Design Objectives	Score
Functional	✓
Support Mixed Uses and Tenures	✓
Successful Public Spaces	✓
Adaptable and Resilient	✓
Distinctive Character	✓
Attractive	✓
Encourage Ease of Movement	✓

Open Space and Recreation Study (2016)

2.26 This document sets out a quantitative and qualitative assessment of open space and recreational facilities within the Borough, and outlines how the document will be used when determining planning applications. The document makes recommendations for local provision standards to be taken forward as part of the new Local Plan to replace Policy 19 of the Core Strategy, as follows:

Hinckley – Proposed Development Population: 2.4 persons per household = 1140 persons (@475 dwellings)	
Open Space Type	Local Provision Standard
Parks and Gardens	0.83ha per 1000 population; within 600m (equivalent to circa 12 minute walk); and with all sites gaining an 80% quality score.
Natural and semi-natural green spaces	2.00ha per 1000 population (new development only should not be used to assess current deficiencies); within 700m (equivalent to circa 14 minutes walk) for sites under 10 hectares, 18 minute drive time for sites over 10 hectares (encompassing country parks); and with all sites gaining an 80% quality target.
Amenity green space	0.60ha per 1000 population; within 300 metres (equivalent to circa seven minutes walk); and with all sites gaining an 80% quality target.
Provision for children	Urban areas 0.039ha per 1000 population Rural centres 0.074 hectares per 1000 population Rural villages and hamlets 0.140 hectares per 1000 population; 400m (equivalent to circa eight minutes walk); and with all sites gaining an 80% quality target.
Provision for young people	0.038 hectares per 1000 population; 500m (equivalent to circa 11 minutes walk); and with all sites gaining an 80% quality target.
Allotments	0.31 hectares per 1000 population; 500m (equivalent to circa 10 minutes walk); and with all sites gaining an 80% quality target.

ASSESSING THE CONTEXT

“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.”

(Para. 39, NDG 2021)

- 3.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.



View of Public Right of Way crossing on Normandy Way

STREET PATTERN AND CONNECTIVITY

- 3.2 The site is well connected to the surrounding urban area of Hinckley, and benefits from easy access to public transport and strategic highway links within close proximity of the site. The plans opposite illustrate the location of the site within the context of the local access and movement network.

Public Transport

Bus

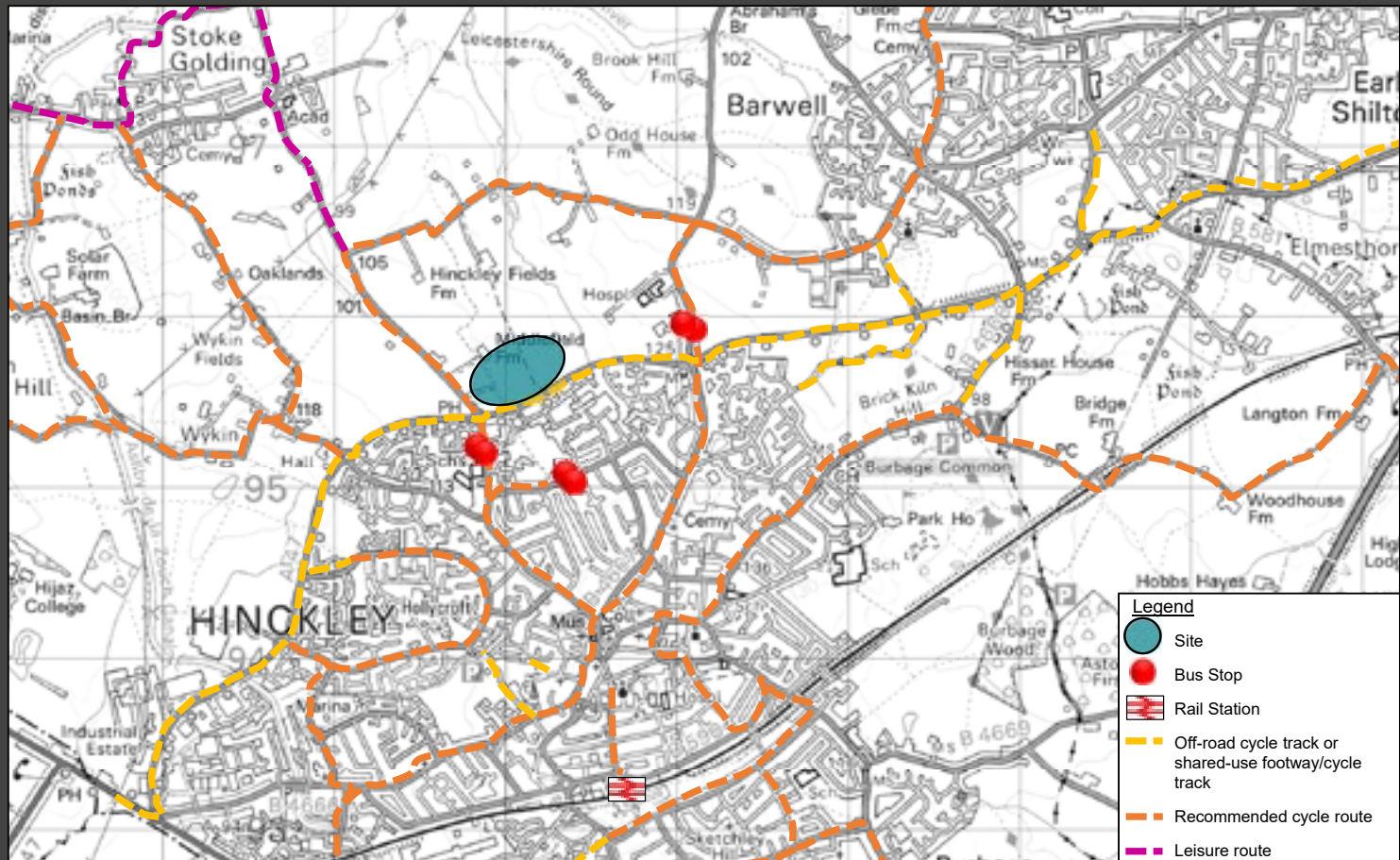
- 3.3 The closest bus stops from the centre of the site are located approximately 610m to the southwest of the site on Stoke Road; these stops benefit from shelters and are served by the number 6 bus service. This provides an hourly service between Burbage and Nuneaton, via Hinckley.
- 3.4 Further stops are located on Tudor Road, approximately 960m to the south measured from the centre of the site, and are served by the number 1 and 2 bus services which provide local services to Hinckley, Barwell and Earl Shilton.
- 3.5 Bus stops are also located on Ashby Road, on the eastern boundary of the site, and are served by the number 48 and 158 bus services. These regular services run between Coventry and Leicester and Nuneaton and Leicester respectively, operating every 20-minutes.

Rail

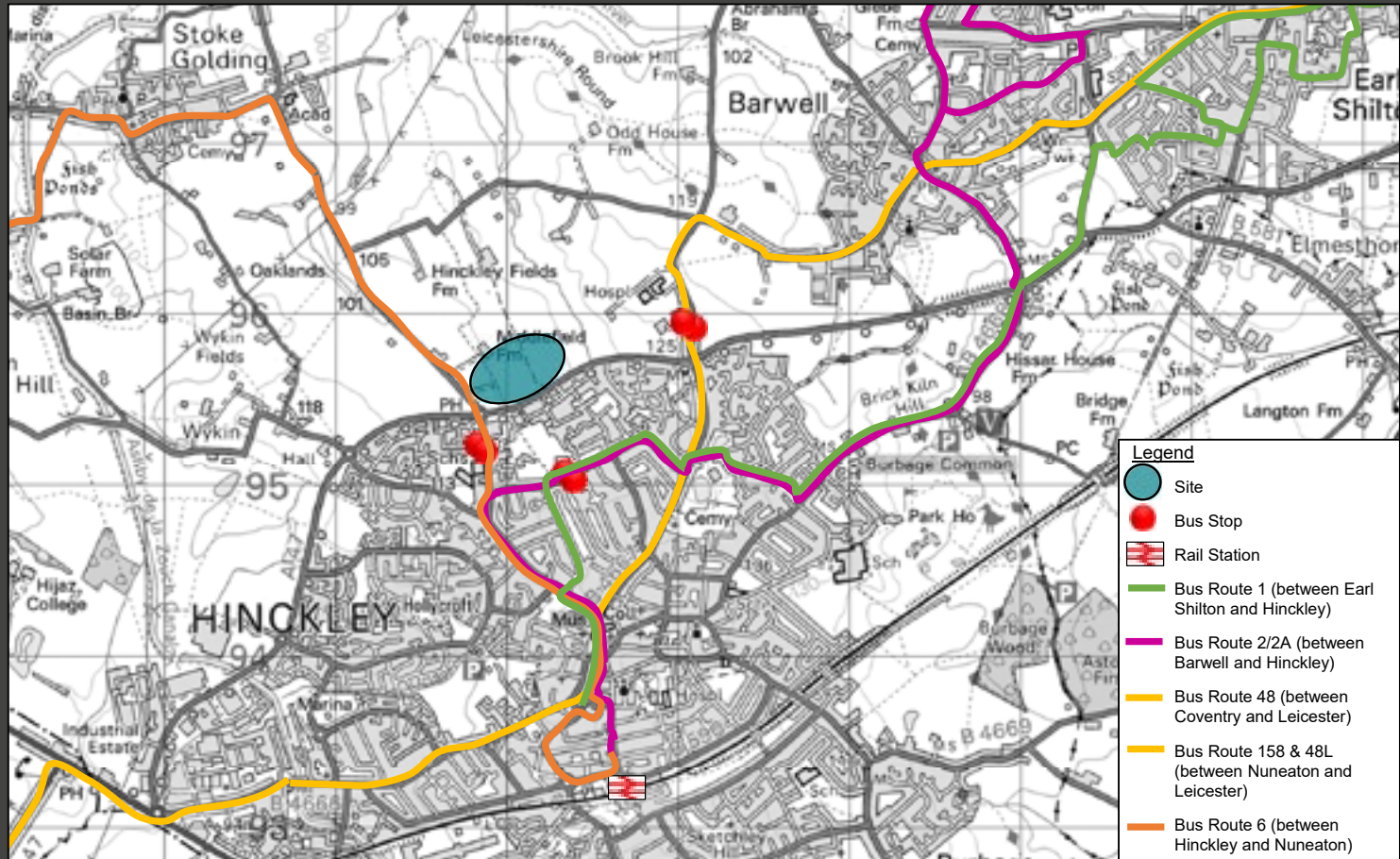
- 3.6 Hinckley Rail Station is located approximately 3.4km south of the site and can be accessed by the 6-bus service (c.20-minute journey time) which stops directly adjacent to Hinckley Rail Station. The station provides regular services between Leicester and Birmingham New Street.

Pedestrian and Cycle Connections

- 3.7 A segregated off-road footway/cycleway is located on the southern side of the A47 in the vicinity of the site. The footway/cycleway routes around the outside of the A47/Stoke Road roundabout junction with informal crossings located on all arms of the junction apart from Stoke Road.
- 3.8 To the north of the roundabout the footway/cycleway extends part way up Stoke Road. On the eastern side of the road the footway/cycleway extends approximately 40m north of the roundabout junction, whilst on the west side it extends approximately 100m north of the junction.
- 3.9 The segregated footway/cycleway is clearly marked and dropped kerbs are provided at crossing points along the route. This route continues northeast to Earl Shilton and southwest to Harrowbrook Industrial Estate.
- 3.10 A Public Right of Way (PRoW) (T60/2) runs north-south through the site and provides a connection to the A47 approximately 90m west of Clover Field. An existing pedestrian spitter island is located across the A47 at this point. To the south of the A47 the PRoW runs along Clover Field, through Richmond Park and provides a link to Tudor Road.
- 3.11 To the south of the A47/Stoke Road junction the segregated footway/cycleway heads south along Stoke Road before turning into a shared use facility. The footway continues in a southerly direction towards Hinckley Town Centre.
- 3.12 Recommended cycle routes which provide a link to Hinckley Town Centre are also available in the vicinity of the site.
- 3.13 Based on the average cycle trip of 6.1km as per the 2020 national travel survey, residents would be able to access a number of employment opportunities including the Triumph Factory and Phoenix Business Park as well as those in the centre of Hinckley, Barwell and Earl Shilton.



Cycle Network | Not to scale



Bus Routes | Not to scale



Highways

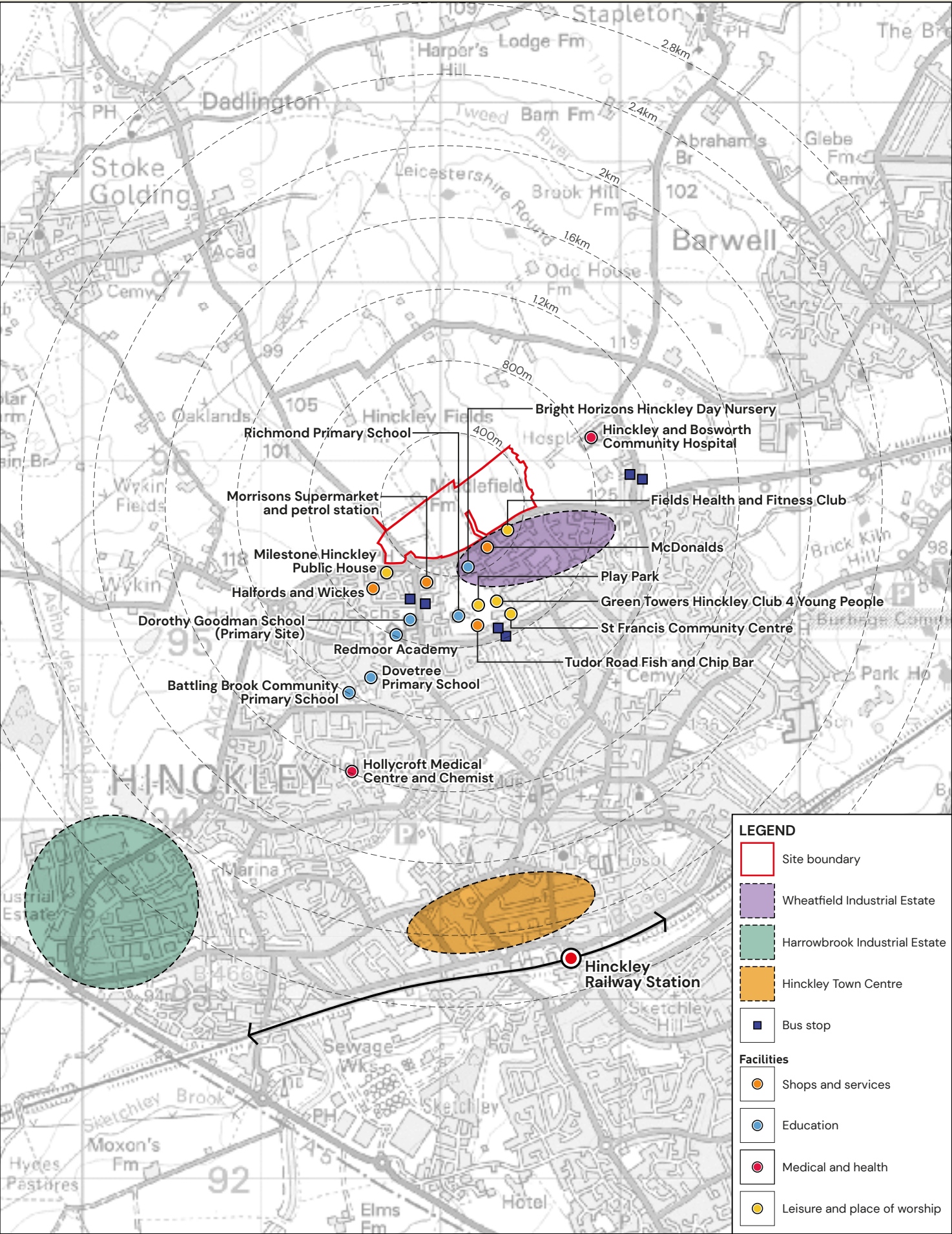
- 3.14 The site benefits from excellent links to the wider A road and motorway network.
- 3.15 Stoke Road, which runs along the western frontage of the site, takes the form of a single carriageway road and is subject to the national speed limit. To the north, Stoke Road provides access towards Stoke Golding and Market Bosworth.
- 3.16 To the south of the site, Stoke Road forms a five-arm roundabout junction with the A47 and Sword Drive. To the south of the roundabout Stoke Road provides access to residential areas and Hinckley Town Centre. Sword Drive gives access to a residential estate and Halfords and Wickes retail outlets.
- 3.17 The A47 is a wide single-carriageway road subject to a 40mph speed limit. To the west the A47 meets the A5 at a four-arm signalled roundabout to the southwest of Hinckley. The A47 then continues southwards towards Nuneaton via the signalled Longshoot junction. To the northeast, the A47 provides a route towards Barwell and Earl Shilton (effectively bypassing both settlements) and onwards to Leicester.
- 3.18 The site is located approximately 5km from the M69 Junction 1, from here links to the M6 and M1 can be achieved.

Accessibility of Local Facilities and Services

- 3.19 A number of retail, leisure, and employment opportunities, lie directly to the south of the proposed development and south of the A47. The facilities are set out in the following table.

AMENITY	DISTANCE
Morrisons Supermarket and Petrol Station	430m
Fields Health and Fitness Club	450m
McDonald's	525m
Bright Horizons Hinckley Day Nursery	550m
Barleyfield/Maizefield Industrial Estate	550m
Milestone Hinckley Public House	600m
Halfords and Wickes	730m
Play Park	730m
Dorothy Goodman School (Primary Site)	760m
Green Towers Hinckley Club 4 Young People	820m
Redmoor Academy	910m
Richmond Primary School	940m
Tudor Road Fish and Chip Bar	970m
St Francis Community Centre	1.0km
Dovetree Primary School	1.45km
Battling Brook Community Primary School	1.5km
Hinckley and Bosworth Community Hospital	1.6km
Hollycroft Medical Centre and Chemist	2.0km
Hinckley Town Centre	2.3km

- 3.21 The site benefits from a range of facilities within 800m of the site which comes under the walkable neighbourhoods description included within Manual for Streets. Most facilities are also within the preferred maximum walking distance to local facilities, as set out in the Chartered Institute of Highways and Transportation (CIHT) guidance: Providing for Journeys on Foot (2000).



Local Facilities and Services | Not to scale



HISTORICAL GROWTH

“When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.”

(Para. 46, NDG 2021)

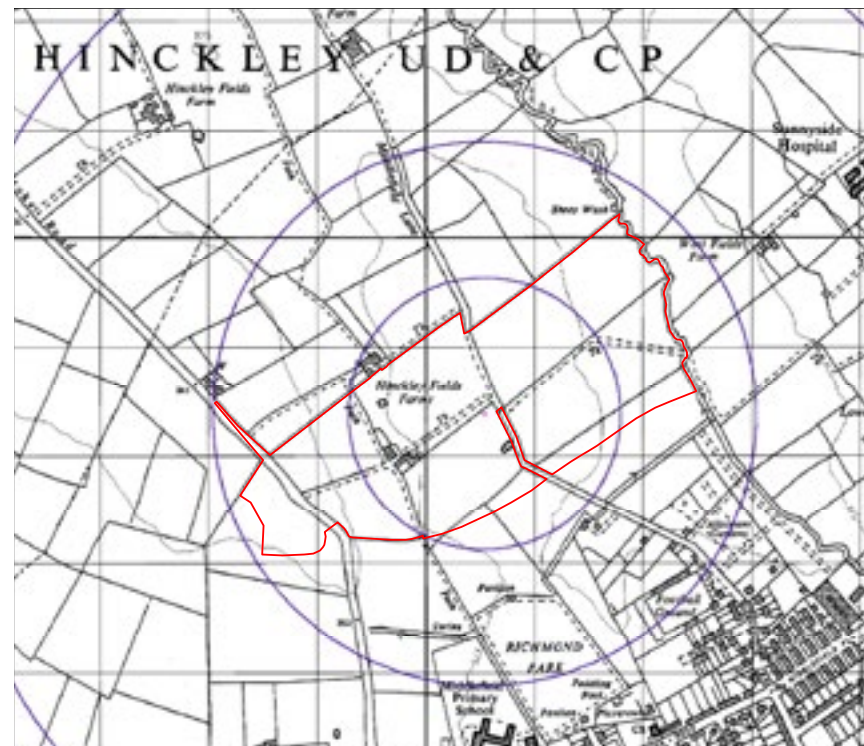
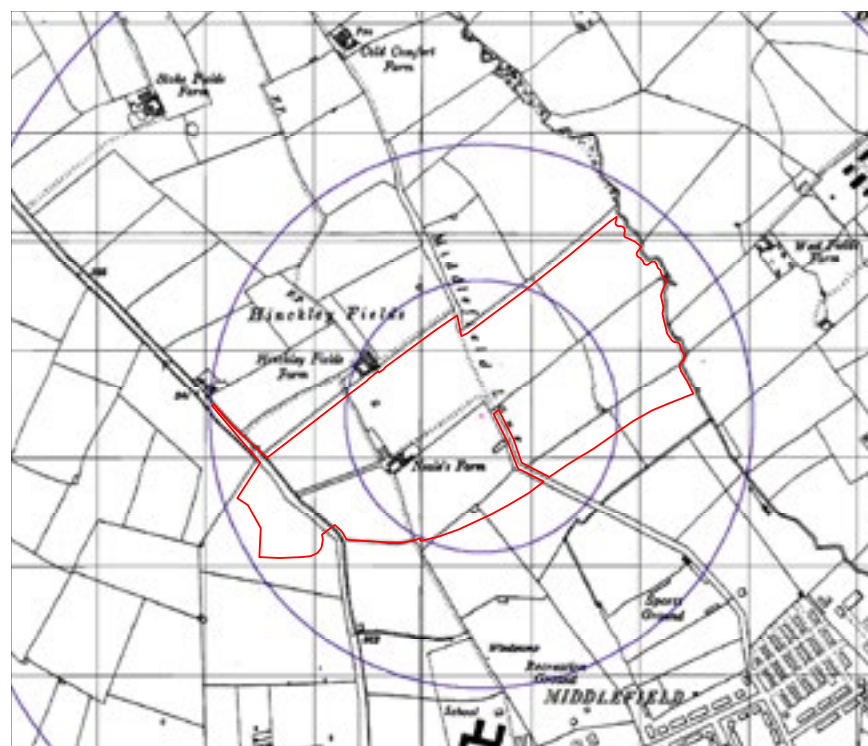
- 3.22 As referenced in the Good Design Guide, Hinckley largely dates back to medieval times, when it prospered as a market town. Industrial development, in particular framework knitting and hosiery, led to rapid expansion of the town. With this, social growth resulted in development within the town centre and new suburbs of Georgian and Victorian terraces. The 20th century brought dramatic expansion with large scale suburban housing estates pushing out the settlement edge.
- 3.23 The site has remained within a relatively rural setting, with only field boundary configuration changes being of note. Following the construction of Hinckley’s northern bypass (Normandy Way A47) in the 1980’s, Middlefield Lane became a redundant access point off the A47 and the building labelled as ‘Neale’s Farm’ was demolished.



1955

1968

2021



LOCAL CHARACTER

“Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.”

(Para. 52, NDG 2021)

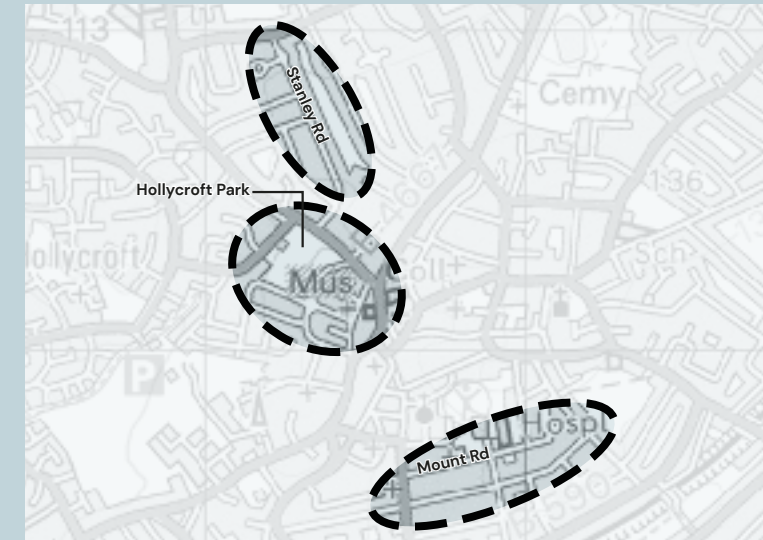
3.24 The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”

(Para. 53, NDG 2021)

3.25 An analysis of the existing built form of Hinckley and the immediate context to the site can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

3.26 The immediate site context is predominantly industrial and retail based, with Hinckley Fields Industrial Estate being located to the south of the site. Residential areas are located to the south-west and south-east of the site, which is predominantly built in the late 20th century. Architectural styles, detailing, materials and thereby character is generally of its time.



Early 20th Century



Mount Road



Mount Road



Hollycroft Park



Stanley Road

Hinckley Fields Industrial Estate



Wheatfield Way



Wheatfield Way



Wheatfield Way



Wheatfield Way

Late 20th and early 21st Century



Bonneville Road



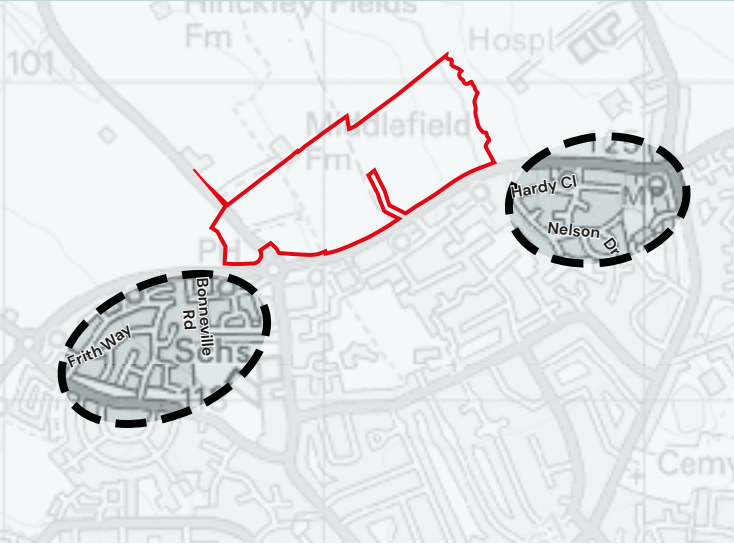
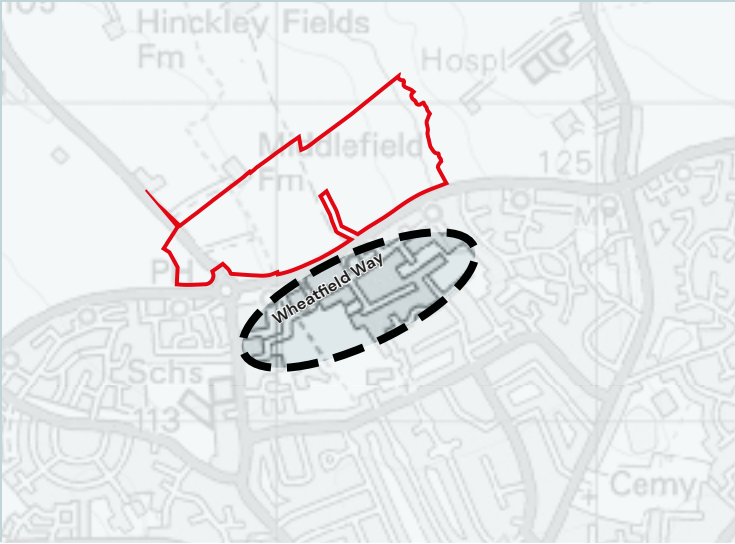
Frith Way



Hardy Close



Nelson Drive



ASSESSING THE SITE

“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”

(Para. 43, NDG 2021)

LANDSCAPE AND VISUAL IMPACT

- 4.1 A Landscape and Visual Impact Assessment has been undertaken by Zebra Landscape Architects Limited. A qualified Landscape Architect undertook a site-based assessment in February 2022, with an earlier site visit in autumn 2021, to advise on the development of the site masterplan, and the iterative development of the development proposals.

Landscape Designations

- 4.2 The site does not lie within or close to a nationally designated landscape; and with consideration of the adopted Local Plan (2006 to 2026), the site does not lie within or close to a locally designated landscapes, such as Strategic gap, Significant Gap, Local Green Space or similar. Given the foregoing, the site area is not afforded elevated protection in terms of National and local planning policy.

Landscape Fabric within the Site

- 4.3 The site is situated north of Normandy Way, and is a relatively linear and runs parallel to this road leading down to Stoke Road on the western periphery of the site. The site constitutes five interconnecting fields managed for livestock pasture east of Stoke Road, and a further field west of Stoke Road. Internally, there are mature hedgerows (native species) with scattered hedgerow trees (broad leaf species) which broadly define each field. There is a small woodland block within the western area of the site, and a group of extensive trees around the access from Normandy Way.
- 4.4 In its general sense, landform within the site varies from 119m AOD at the approximate site centre, sloping to 106m AOD on the eastern edge with the existing brook, and 105m AOD to the west of Stoke Road.

Topography within the Site

- 4.5 The highest land is situated within the approximate centre of the site at circa 119m AOD. Landform falls eastwards down to the existing brook which bounds the site's eastern edge, circa 110m AOD. Landform along the south eastern to south western edge with Stokes Road (from 110m AOD to 105m AOD). The northern edge follows a similar landform.

Landscape Setting

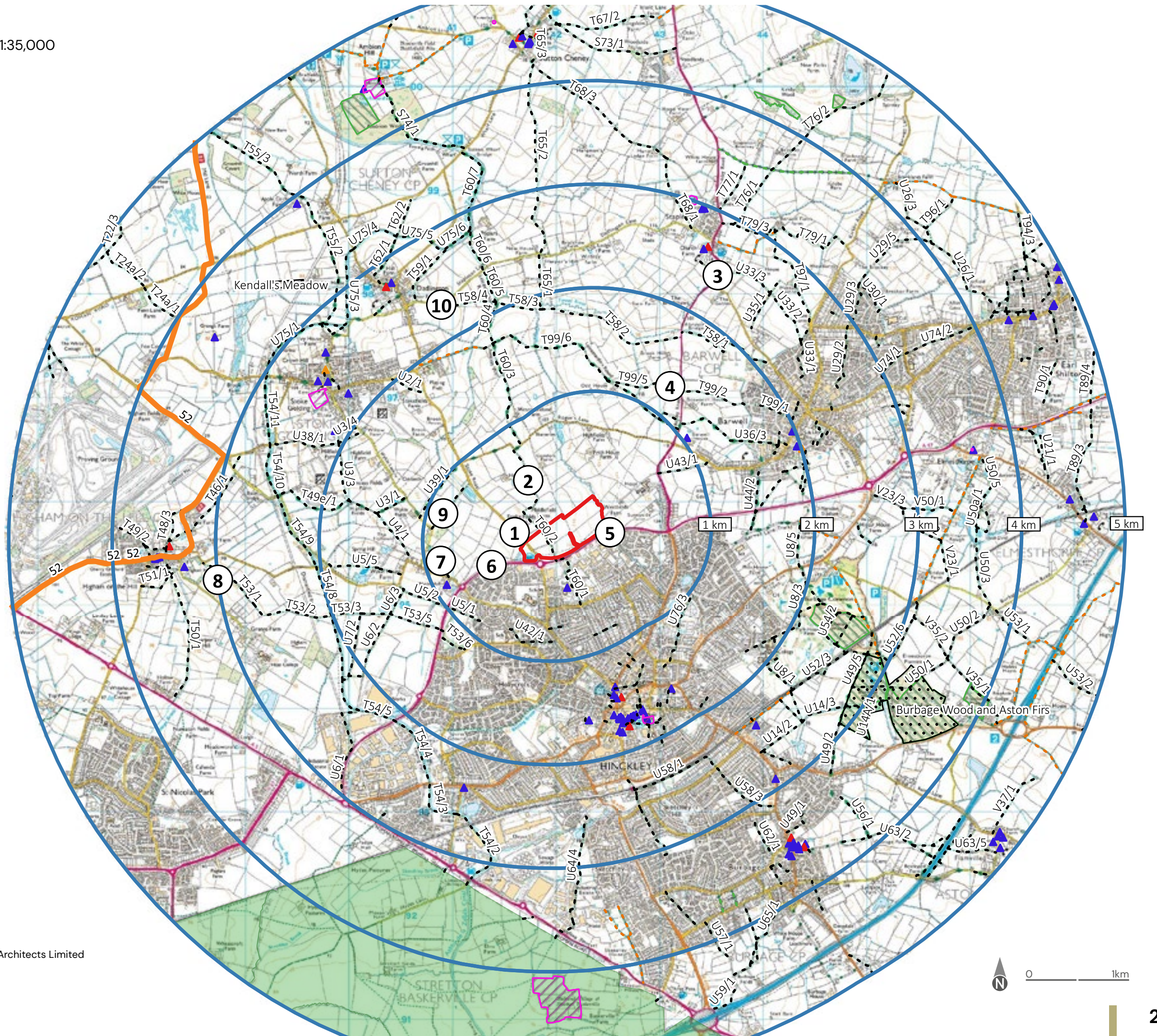
- 4.6 The site is currently managed for agriculture, and is situated adjoining the A47 Normandy Way, which is a main vehicle route. The site is overlooked by existing urban development; including (long-standing and contemporary) residential built form to the east, southern and south western periphery of the site. Furthermore, the site is overlooked by industrial, commercial and employment buildings.

- 4.7 The fields are enclosed by native hedgerows and scattered broad leaf trees. However, it was noted there is a degree of degradation of landscape character noted on site including outgrown and gappy hedgerows, limited scattered hedgerow trees, direct views across the urban setting of the site including the effects of the A47 Normandy Way, road signage and road lighting set on high columns.
- 4.8 There is direct intervisibility between the site and urban area of Hinckley, and wider views across the open countryside beyond the site. Within these views, the urban context, built form and the transient movement of vehicles along the A47 is prevailing which reinforces the perception of the site on the urban edge. In these situations, there is intervisibility between the site and the industrial/commercial built form off the A47 including McDonalds, Morrisons, Wickes store and officing.
- 4.9 From a landscape and town character perspective, these urban land uses contribute to the site's perception as urban edge. The northern edge of the site, which is neighboured by an existing farmstead (Middlefield Farm) which overlooks the site, is an approximate edge between land that is clearly 'undulating arable and pasture farmland with gentle valleys' to that which has an increasingly strong association with the town.
- 4.10 When on site, especially in the winter months (February 2022), one is aware of the presence of the surrounding urban related uses, albeit on the edge of the town, on a strong road frontage, rather than feeling divorced from it, in the open countryside. This defines a transition from open countryside (in a landscape sense) to the built edge of Hinckley. Consequently, the site has a stronger relationship with the town rather than the wider open countryside, and perceived as having an equivalence to the neighbouring urban land uses in a spatial sense.

LANDSCAPE CONTEXT | 1:35,000

LEGEND

- Application Site
- Viewpoints (1-10)
- Distance Intervals (1 km)
- National Cycle Network
- Public Rights of Way Network
 - Public Rights of Way
 - Byways
 - Bridleways
 - Scheduled Monuments
- Listed Buildings
 - ▲ I
 - ▲ Grade II
 - ▲ Grade II*
 - Green Belt
 - SSSI
 - Ancient Woodland



Plan prepared by Zebra Landscape Architects Limited
Drawing No: ZLA_1213-L101



Landscape Character

National Character Area

- 4.11 Natural England has described and classified landscape character areas across large, broad regional area. These are published in the National Character Area (NCA) profiles. Natural England finds the site to be within NCA 94. This National Character Area is referred to as the 'Leicestershire Vales', and extends to nearly 72,000 Hectares. The site and its surrounding area is broadly representative of this National Character Area, whilst there is limited tree cover and the effect of the A442 Normandy Way is disruptive of tranquillity.

Regional Character Area

- 4.12 Guidance of the local landscape character of the area can be found in the Hinckley and Bosworth Borough Landscape Character Assessment, which was published in September 2017. This Supplementary Planning Guidance provides a broad scale understanding of the landscape across the Borough. This published assessment finds the site to be situated wholly within the 'Stoke Golding Rolling Farmlands' Landscape Character Area, and wholly in the 'Rolling Farmlands' Landscape Type.
- 4.13 The Stoke Golding Rolling Farmlands Landscape Character Area is described in this assessment as:
- '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.'*

- 4.14 The site occupies an urban edge location situated off Normandy Way on the northern edge of Hinckley town. Consequently, the site is overlooked by and enclosed along its south eastern and southern periphery by existing residential development, as well as commercial/employment built form on Normandy Way. It is considered, therefore, that the site is part of the transition from the urban edge to the wider open countryside.
- 4.15 Additionally, the landscape fabric within the site is less intact, than the wider open countryside beyond its boundary (particularly to the north and west of the site area). The site demonstrates few of the foregoing key characteristics. The landform, field pattern, hedgerows and scattered hedgerow trees and tree groups to the eastern edge are notable features. The site contains no development, so the influence of urban features and built form are those from the surroundings of the site through borrowed views.
- 4.16 In their Hinckley and Bosworth Borough Landscape Character Assessment (September 2017), the Local Planning Authority recognises the limitations to such character assessments: 'whilst using the Landscape Character Assessment to inform decision making, it is important to note that the boundary between one character area and the next is transitional and there is rarely a clear cut change.' Given the site's location on the urban edge of Hinckley, the site and its immediate context represent a 'hinterland' between the broad character of the Stoke Golding Rolling Farmlands Landscape Character Area, and the urban environment of the town.

Visual Amenity

- 4.17 The site is experienced as open, and only enclosed by the hedgerow trees (which are of limited number) and the groups of extensive trees along the eastern edge with the existing brook and along the southern edge with the A47 Normandy Way. The site is overlooked by adjoining urban land uses including existing residential development, industrial./commercial buildings including McDonalds, Morrisons supermarket, Wickes store and the wider industrial estate.
- 4.18 Additionally, the effect of the A47 Normandy Way and the associated movement of vehicles (noise and lights) substantially reduces the tranquillity of the site along its south eastern to south western periphery. The site area is unremarkable and contributes little if anything to the wider host landscape character. The site and its setting is not scenic.
- 4.19 The site is situated on the urban edge of Hinckley adjacent to the A47 Normandy Way, and overlooked by extensive urban development. The site is not divorced from the urban edge in the wider open countryside.
- 4.20 From views outside of the site (within the wider open countryside), the site is frequently seen in combination with the existing urban edge of Hinckley, including, existing residential development, industrial./commercial buildings including McDonalds, Morrisons supermarket, Wickes store and the wider industrial estate.

ZONE OF THEORETICAL VISIBILITY | 1:35,000

LEGEND

- Application Site
- Viewpoints (1-10)
- Distance Intervals (1 km)

ZTV 11.5M

- 1
- 2
- 3

ZTV Points (1-3)

- 1
- 2
- 3

Note:

The figure is based on the following parameters (heights above ground level):

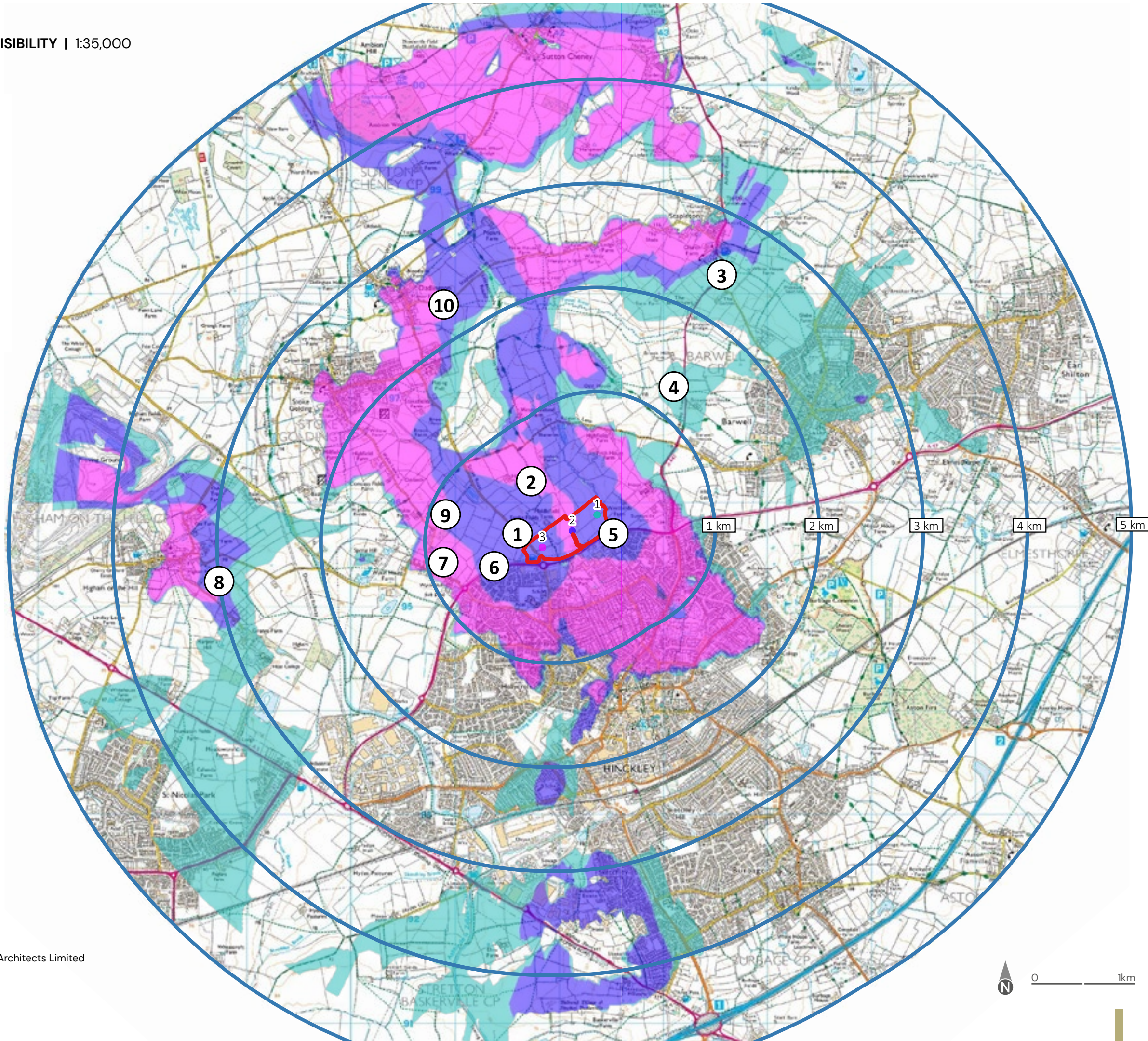
Pedestrian height 1.6m

Viewers height: 2.0m

Landform data: Terrain 50 (50m grid)

Height of proposed dwellings: 11.5m

This ZTV is based on bare earth model of the landform and does not illustrate any effects of screening such as buildings and vegetation.



Approximate extent of the Site



VIEWPOINT 1: View from Stoke Road north of the site

Approximate extent of the Site



VIEWPOINT 2: View from PRow (LPA ref: T60/2) situated to the north of the site looking south

Approximate extent of the Site



VIEWPOINT 5: View from the settlement edge at the junction of Normandy Way and Drake Way. The viewpoint is situated on local cycle route along Normandy Way

Approximate extent of the Site



VIEWPOINT 6: View from the settlement edge at Normandy Way and Drake Way



Landscape Sensitivity

- 4.21 In the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (October 2017), the site is found to be within the regional landscape character area, the Upper Soar Landscape Character Area. This regional landscape character area is substantially greater than the local landscape character area (Stoke Golding Rolling Farmlands Landscape Character Area identified within the Borough study (September 2017)).
- 4.22 With consideration of the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire, it is considered, that the Upper Soar Landscape Character Area has a moderate landscape sensitivity to new residential development. However, it is noted, that the site area is situated on the northern edge of Hinckley.
- 4.23 From a landscape and town character perspective, these urban land uses definitely contribute to the site's perception as urban edge. Consequently, the site forms part of a transition from open countryside (in a landscape sense) to the built edge of Hinckley. Consequently, the site has a stronger relationship with the town rather than the wider open countryside. Whilst there is some level of intact typical landscape features; however, hedgerows are gappy, outgrown and degraded, there is a lack of hedgerow trees and there are no woodland spinneys or woodland blocks commonly found within this landscape character area. Consequently, it is considered, that the site make a limited contribution to this host landscape character. Given the foregoing the site is considered to have, at most, a medium landscape sensitivity and a lower susceptibility to change i.e., undesignated countryside and landscape features; some distinctive landscape characteristics, but with landscape detractors.

ARBORICULTURE

- 4.24 The Arboriculture Survey and Constraints Report BS 5837 was prepared by Zebra Trees Limited, and supports this planning application. The Arborist found the following:
- The survey recorded a total of 101 individual trees, 53 hedgerows and 8 groups of trees, totalling 162 items.
 - Of all the surveyed items, then majority of trees were considered to be of low quality (categorised as C under BS 5837: 2012 criterion).
 - The majority of items identified across the Study Area are primarily of low or no value, with the exception of minority of category B items (moderate quality under BS 5837: 2012 criterion).
 - It is noted that these category B items are located either off-site or around the periphery and therefore should not adversely constrain the main body of the Study Area. Any forthcoming design should seek to exploit existing breaks within hedgerows and proposed appropriate reinforcement of existing green corridors.
- 4.25 With regard to the future development of the site, tree planting should be incorporated into the landscaping scheme, especially if tree removal is required to facilitate the development proposal. Such planting would enhance the landscape setting of the site and provide long-term amenity benefits to the surrounding areas.