

LEGEND

- Canopy Spread
- Tree Stem
- Root Protection Area
- A Category Tree  
(High quality / retention value)
- B Category Tree  
(Moderate quality / retention value)
- C Category Tree  
(Low quality / retention value)
- U Category Tree  
(No remaining retention value)



## ECOLOGY AND BIODIVERSITY

4.26 A Preliminary Ecological Appraisal has been undertaken at the site by Zebra Ecology Limited to assess baseline conditions with further survey work recommended to inform site design and any mitigation requirements. Consideration has been given to the emerging requirement for biodiversity net gain within planning consents in England. Following the completion of further survey work, an Ecological Impact Assessment (EclA) will be completed so that the Local Planning Authority (LPA) can make a robust assessment of the development impacts in line with planning policy (e.g. NPPF, ODPM Circular 06/2005) and current best practice guidelines (CIEEM, 2018).

## Designated Sites

4.27 Thirteen statutorily designated sites have been identified within 10km of the site. The closest being Burbage Common & Woods (LNR) located c. 2.3km east. The Natural England SSSI Impact Risk Zones used to assess planning applications for likely impacts on SSSIs/SACs/SPAs & Ramsar sites was consulted via the government's multi-agency website MAGIC ([www.magic.gov.uk](http://www.magic.gov.uk)). It is not anticipated that Natural England will need to be consulted on this application.

## Habitats

4.28 All land parcels comprise grazed species-poor, semi-improved grassland surrounded by a combination of species-rich and species-poor hedgerows. Hedgerow losses as a result of future development will be replaced a minimum ratio of 1:1 with a native species-rich mix. Development of the site also holds significant opportunity to enhance existing boundary hedgerows through infill planting, relaxed management and increasing margins.

4.29 A number of mature trees are present within the site. The majority are to be retained with appropriate root protection areas. Planting of additional native tree species is proposed as part of the scheme through both woodland and community orchard areas.

4.30 The retention of on-site ponds and maximisation of attenuation features for wildlife value also forms part of the design.

## Protected Species

4.31 The site provides suitable habitat for a range of protected species and further surveys are being undertaken to establish the presence / likely absence of great crested newts, roosting bats (trees) and riparian mammals at the site. A number of birds of conservation concern with reference to Eaton et al., 2015 (e.g. yellowhammer, skylark, redwing) have been recorded on-site; therefore, an assessment of breeding bird activity is being completed. The hedgerows provide suitable commuting / foraging habitat for bat species and assessment of the value of the site for these species is also underway to inform mitigation requirement.

4.32 The illustrative masterplan has been designed to minimise impacts on protected species and associated habitats. Where this cannot be avoided, mitigation and habitat compensation / enhancement will be incorporated into design. European Protected Species Licenses will be attained (if required) to ensure full compliance with wildlife legislation (i.e. The Conservation of Habitats and Species Regulations, 2017).



View along the southern boundary (H1), looking east



View of the seasonally dry pond (P1)



View of the pond P2



View of the rubble pile (TN1)



View along Hedgerow 7, looking east

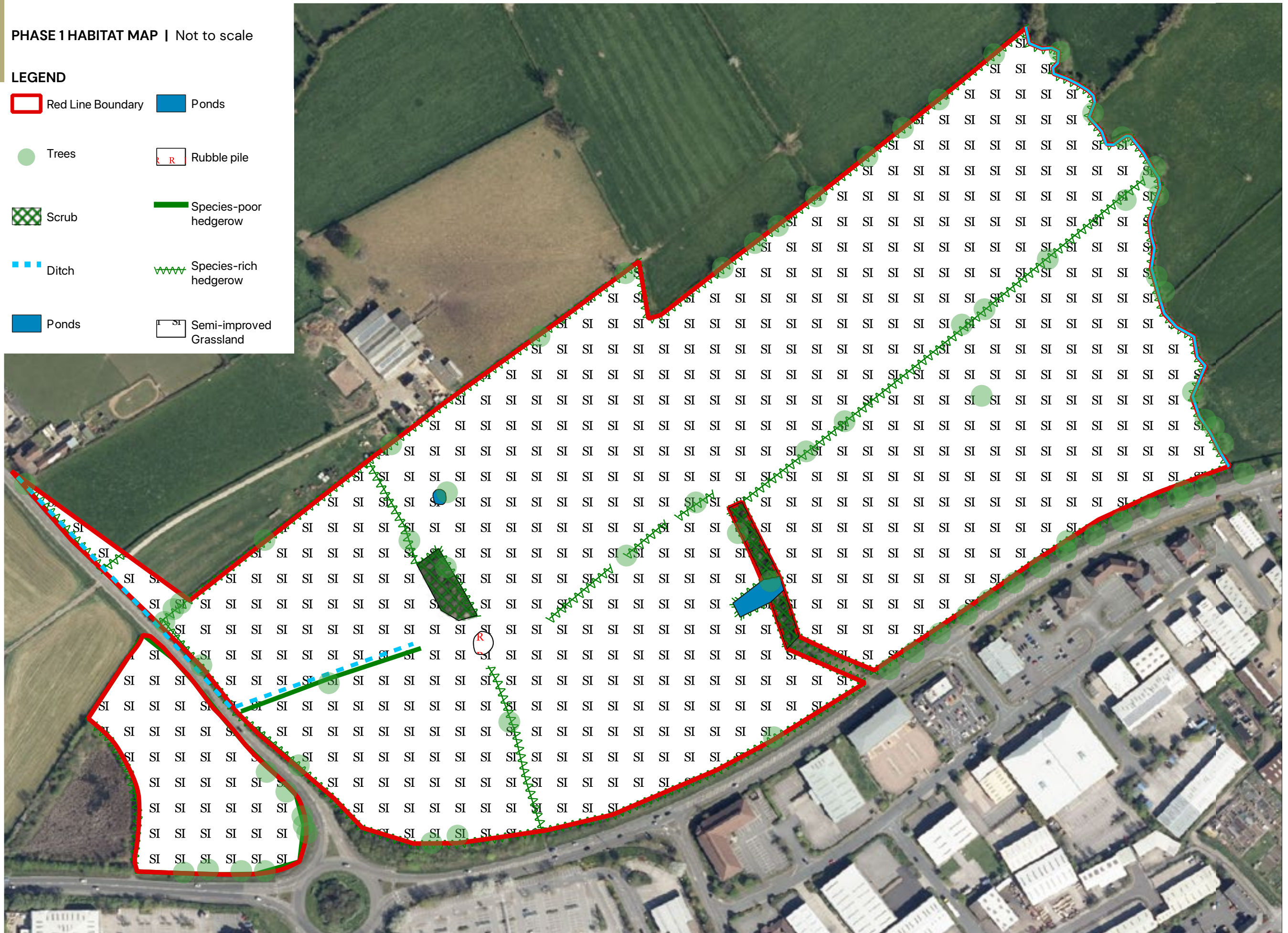


Hedgerow 3 and the bank of the river Tweed tributary

# PHASE 1 HABITAT MAP | Not to scale

## LEGEND

- |                                                                                                     |                                                                                                           |
|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
|  Red Line Boundary |  Ponds                   |
|  Trees             |  Rubble pile             |
|  Scrub             |  Species-poor hedgerow   |
|  Ditch             |  Species-rich hedgerow   |
|  Ponds             |  Semi-improved Grassland |



## HYDROLOGY AND DRAINAGE

- 4.33 A Flood Risk Assessment and Sustainable Drainage Statement have been carried out by BWB Consulting Ltd.
- 4.34 According to the Environment Agency's Flood Map for Planning, the application site is located entirely within Flood Zone 1 (Low Probability), which is land defined as having less than a 1 in 1000 annual probability of river or sea flooding.
- 4.35 An Unnamed Ordinary Watercourse (UOW) is shown to flow adjacent to the eastern site boundary in a northerly direction. A series of ditches are shown to be present either side of Stoke Road, located to the west of the site. A hydraulic modelling exercise has been undertaken to determine the flood risk associated with these features as they are not currently represented within the Flood Map for Planning due to their small catchment area (<3km<sup>2</sup>).
- 4.36 It is recommended that the finished floor levels of proposed dwellings are set 600mm above the 1 in 100-year plus 22% climate change peak flood level. All built development should be located outside of the associated flood extent to avoid displacing flood water and increasing risk elsewhere.
- 4.37 The proposed development has also been assessed against a further range of potential flood risk sources including surface water, canals, groundwater, reservoirs and sewers. None of these flood sources have been found to represent a barrier to development.
- 4.38 The existing site is entirely greenfield in nature, with Stoke Road bisecting the west of the site. The topography of the site falls to the west and east from the centre of the site, thus draining towards Stoke Road and the bordering UOW respectively.

- 4.39 An appropriate Surface Water Management Strategy, which complies with the latest local and national advice, will be implemented on the site to attenuate the increase in surface water runoff caused by the proposed development. As a first option, infiltration should be considered for the disposal of surface water, however only localised areas on the site have the potential to infiltrate. In the event that infiltration is not viable, the rate at which the runoff is discharged into the bordering UOW will be restricted to the equivalent greenfield runoff rate. This therefore prevents an increase in flows leaving the site, thus ensuring that the proposed development does not have a detrimental impact upon flood risk elsewhere.
- 4.40 Through the application of Sustainable Urban Drainage Systems (SuDS), the additional surface water will be stored within the site and subjected to multiple stages of treatment to guarantee that the water quality in the wider drainage network is protected. Wherever possible, SuDS features will be above ground to enhance the aesthetic amenity of the proposed development and provide valuable habitats for the local wildlife. The attenuation provided will be appropriately sized to include an allowance for climate change. Example SuDS features that will be incorporated into the proposed development wherever possible include attenuation basins with low flow channels and semi-permanent wet areas and conveyance swales.

## AIR QUALITY

- 4.41 An Air Quality Assessment has been carried out by BWB Consulting Limited. The assessment findings are summarised below.

### Construction Phase

- 4.42 A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management (IAQM) guidance to assess the risk of dust and human health effects associated with construction phase activities. The highest risk category identified was 'Medium Risk'. Mitigation measures proportionate to the level of risk identified were provided in the assessment. With the implementation of these mitigation measures, the impact of construction phase dust emissions is considered 'not significant' in accordance with IAQM guidance.

### Operational Phase

- 4.43 A detailed road traffic emissions impact assessment has been undertaken to consider the impact of development generated road traffic on local air quality at existing sensitive receptors in the vicinity of the site. The assessment concluded that the proposed development is not predicted to result in any exceedances of the annual mean air quality objectives at the identified existing receptors.
- 4.44 A detailed road traffic emissions exposure assessment was undertaken to assess the suitability of the site for the proposed residential use. Concentrations of nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) were predicted across the site and were below the relevant air quality objectives. Therefore, the site was considered to be suitable for the proposed residential use with regard to the current air quality objectives.

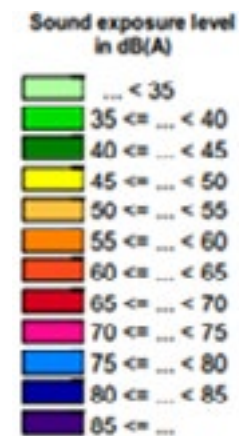
## NOISE

4.45 A Noise Assessment has been carried out by BWB Consulting Ltd to review potential noise sources that may pose a constraint to development including noise from road traffic and commercial uses on proposed noise-sensitive receptors (NSRs).

4.46 A baseline noise survey and the subsequent assessment work was undertaken in accordance with current standards and guidance. Where appropriate, consideration was given to noise mitigation measures to demonstrate how an appropriate level of protection could be afforded to NSRs.

4.47 Proposed mitigation measures include:

- Offset to development from roads and commercial noise sources;
- The implementation of a ground bund;
- Up-rated glazing and alternative ventilation (Middlefield Farm); and
- Localised acoustic barriers for the plots located closest to Normandy Way.



Noise Contour Plot with Mitigation, dB LAeq,16h, 1.5m above ground



Internal mitigation strategy

## ARCHAEOLOGY AND HERITAGE

- 4.48 A Built Heritage Statement and an Archaeological Desk Based Assessment by RPS, have been prepared in accordance with Section 16 of the Framework.
- 4.49 There are no designated or non-designated built heritage assets within the application site. Whilst there are two Listed Buildings and seven non-designated built heritage assets located within a 1km search area, the report considers that only the non-designated assets of Middlefield Farm, Stoke Road and the Isolation Hospital, Ashby Road, had the potential to be affected by development within the site through changes within their setting. The assessment concludes that the site comprises a neutral element within the setting of these non-designated built heritage assets whereby it makes no contribution to their respective significance. Although the development will result in changes within the settings of Middlefield Farm and to a lesser extent the Isolation Hospital, these changes will not affect how their limited significance is appreciated or understood and will cause no harm.
- 4.50 The proposed development accords with the requirements of the NPPF and Policy DM12, emerging Policies HE01 and HE02, and in the context of the NPPF, the tests of paragraphs 201, 202 and 203 are not engaged.
- 4.51 The site has been subject to geophysical survey, together with a desk-top review and site visit/walkover survey. The geophysical survey has identified a potential Medieval windmill and a possible ring ditch, together with scattered features representing discrete short ditches and pits, along with a possible ditched enclosure. Buried remains of Medieval or Post-Medieval ridge and furrow were also identified, reflecting the historical agricultural use.
- 4.52 The Archaeological Desk Based Assessment concludes that there are no fundamental archaeological constraints to development on the site, and it is proposed that further confirmation of the site's potential for below ground archaeology through trial investigation work is secured by an appropriately worded planning condition.

## GROUND CONDITIONS

- 4.53 A specialist consultant, BWB Consulting Ltd, has reviewed the ground conditions in the area.
- 4.54 A Phase 1 Geo-Environmental Assessment has been undertaken for the site. The report identified that the site was largely greenfield with the exception of former farm buildings located in the centre of the site. Limited sources of contamination were identified at the site which would represent a constraint to development. A Phase 2 Geo Environmental Assessment was recommended to inform the requirement for any mitigation measures which may, or may not, be required.

## EXISTING UTILITIES

- 4.55 A specialist consultant, BWB Consulting Ltd, has reviewed the existing utilities that may pose a constraint to development, and design restrictions if necessary, including:

### Potable Water

- 4.56 A 450mm Ductile Iron clean water main encroaches onto the south-eastern boundary of the site. A 10" Cast Iron water main is shown near the boundary to the west, along the western footpath of Stoke Road.

### Sewers

- 4.57 The nearest adopted public foul sewer is a 300mm Vitrified Clay (VC) asset shown approximately 100m to the south of the proposed development, at the junction of Clover Field and Wheatfield Way. This network is shown to terminate a manhole in the carriageway (Manhole ref: 1402). Flows from this asset are shown to fall in an easterly direction, supplying the local area.

## Gas

- 4.58 There are no gas mains present within the site boundary, so no diversion or disconnections are required. On the southern side of Normandy Way there is a Low Pressure (LP) 125mm diameter Polyethylene main. This asset is shown to be integral to the commercial premises south of Normandy Road.

## Electricity

- 4.59 Western Power show 11kV and 33kV overhead assets within the site boundary. These assets are shown entering the northern, western, and eastern boundaries where they connect via a pole mounted transformer off Middlefield Lane. It is anticipated that diversionary works will be required to facilitate the current testing layout proposals. These assets will likely have to be factored into the proposed development with a standoff of 3m for the 11kV assets and 6.3m for 33kV assets.

## Communications

- 4.60 Openreach asset record indicate a well-established underground and overhead infrastructure located to the north of the Town of Hinckley. There are assets present within Stoke Road, so diversions are expected for the construction of the new roundabout and site access.
- 4.61 Virgin Media asset records indicate a well-established existing network supplying properties beyond the southern boundary of the proposed development in the Town of Hinckley. There are no assets within the site, so no diversions or disconnection will be required.
- 4.62 There is a network adjacent to the southern boundary of the site that goes from west to east. There are no assets within the site, so no diversions or disconnections will be required.

Existing watercourse and overhead power lines along the eastern site boundary



## SUMMARY OF SITE AND CONTEXTUAL CONSIDERATIONS

### Considerations:

- The site topography and associated site high and low points;
- Existing field boundaries and existing vegetation;
- Contextual views into and out of the site;
- Former field boundaries;
- Residential amenity of existing dwellings and neighbouring land uses;
- Mitigating the visual impact of the development on the wider countryside;
- The proximity of the site to the town centre and the existing amenities on Normandy Way;
- Vehicular movement along Normandy Road and the wider transport network;
- Pedestrian and cycle desire lines and the existing public footpath network;
- Areas of potential ecological value;
- Ensuring the development positively assimilates into the existing urban edge and settlement pattern;
- Watercourses and ponds; and
- Former field boundaries.



# DEVELOPING THE DESIGN CONCEPT

***“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”***

(Para. 132, NPPF 2021)

## SUSTAINABLE STRUCTURING

- 5.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
- 5.2 Plan-makers, as well as decision makers should apply a presumption in favour of sustainable development, which will mean that:
 

*“All plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects”.*

(Para 11(a), NPPF 2021)
- 5.3 The application of key urban design objectives will ensure a high-quality layout is achieved, whilst the early identification of the sites features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.
- 5.4 The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:

## Function and Quality

*“...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”*

(Para. 130(a), NPPF 2021)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation activities whilst complimenting the existing surrounding local area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Provision of Sustainable Drainage systems to ensure that the development does not increase the risk from flooding in the area;
- New development north of Normandy Way will be designed to deliver the proposed residential and educational use and will represent value for money in terms of lifetime costs;
- Make efficient use of the site by proposing a development with an appropriate density; and
- It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified within Section 2.

### Visually Attractive

*"...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping"*

(Para. 130(b), NPPF 2021)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features will help to soften the built form, particularly towards the northern edge of the development and it's interface with the countryside;
- Minimise the impact of the development on the open countryside and surrounding context;
- New development will be set within a considered and attractive landscape setting; and
- Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character.

### Response to Context

*"...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)"*

(Para. 130(c), NPPF 2021)

- Integration of the development into the existing surrounding built form of Hinckley and the local area, particularly in relation to development block form, scale, height and massing;
- Consider how distinctive elements of the local vernacular and the best examples of local buildings relate to the space they enclose, and how this might be reflected within the proposals and can be used to inform the architecture of the proposed development;
- Respond to the existing site topography including the consideration of key views in and out of the site, particularly from the high point within the centre of the site;

- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

### Strong Sense of Place

*"...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"*

(Para. 130(d), NPPF 2021)

- Position key spaces and focal points where movement corridors converge to encourage activity and vitality;
- Creation of a development which allows ease of movement for all types of users;
- Consider how open spaces will best meet the recreational needs of the local community, thereby encouraging social interaction;
- Consider how the type and positioning of enclosures and soft landscape will clearly define the ownership of the space between buildings;
- Incorporate existing and proposed landscape features into the proposals, so as to enhance the richness and attractiveness of the streetscape; and
- Creating places including – school, gateway, green corridors , meeting places, character areas, street hierarchy and different building frontage treatments and tree-lined streets.

### Accessibility

*"...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"*

(Para. 130 (e), NPPF 2021)

- Integration of the proposed development into the existing movement network of footpaths, cycleways, bus routes and vehicular routes, with new public transport provision with bus stops located within easy walking distance of the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes;
- Integrating the existing public rights of way network into the development, particularly facilitating sustainable access to the Town Centre and existing employment areas;
- Ensure a mix of appropriate residential tenures to further promote the economic and social success of the scheme; and
- Consider the potential for a variety of uses to be included within the development to promote its economic and social success, and to reduce the need to travel.

### Safe, Inclusive and Accessible Places

*"...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"*

(Para. 130 (f), NPPF 2021)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities;
- Control of access to private areas, particularly rear gardens and parking courts; and
- Provision of land for new school with safeguarded land for future development.

***"Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large-scale housing and mixed-use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels."***

(Para. 133, NPPF 2021)

### PRE-APPLICATION ADVICE AND DISCUSSIONS

- 5.5 The proposed development was subject to pre-application discussions with Hinckley and Bosworth Borough Council with a request for formal pre-application advice submitted in December 2021. A meeting was held with the case officer on 16th March 2022, whereby the pre-application response (including responses from consultees) was discussed, together with the emerging Local Plan position, the scope of the planning application, an update on the public consultation process, and timescales for submission of the planning application. The consultant team has sought to engage with various statutory consultees in terms of agreeing the scope of technical work to inform the outline planning application.

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

(Para. 17, NDG 2021)

### COMMUNITY ENGAGEMENT PROCESS

- 5.6 Between February and March 2022 Richborough Estates Limited have carried out community and key stakeholder engagement to inform the proposals for land north of Normandy Road, Hinckley.
- 5.7 The aim of the community engagement process has been to:
- Raise awareness of the project and design development;
  - Gather local knowledge to inform thinking, together with an understanding of the ambitions and key issues for the area's future;
  - Be inclusive, accessible, transparent and engaging;
  - Offer a wide variety of ways for people to get involved;
  - Ensure a wide and representative range of views are heard;
  - Offer topic-specific events to enable thorough and dedicated discussions on key areas of interest;
  - Provide clear and thorough information, with experts and specialists on-hand to provide informed responses; and
  - Clearly communicate the feedback from the community, including any concerns, to the developer, the design team and relevant consultants.

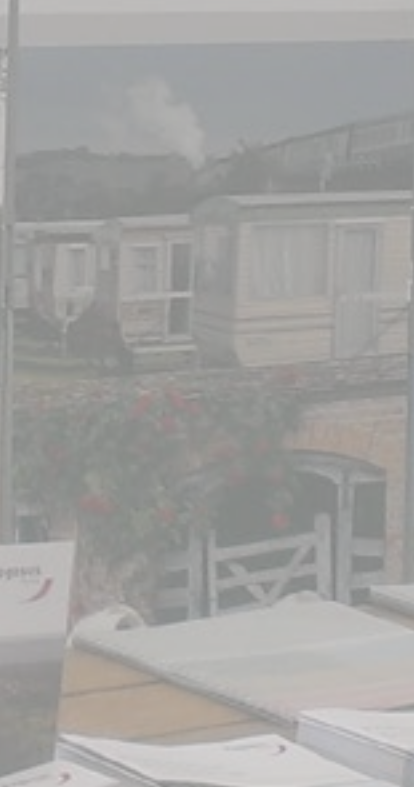
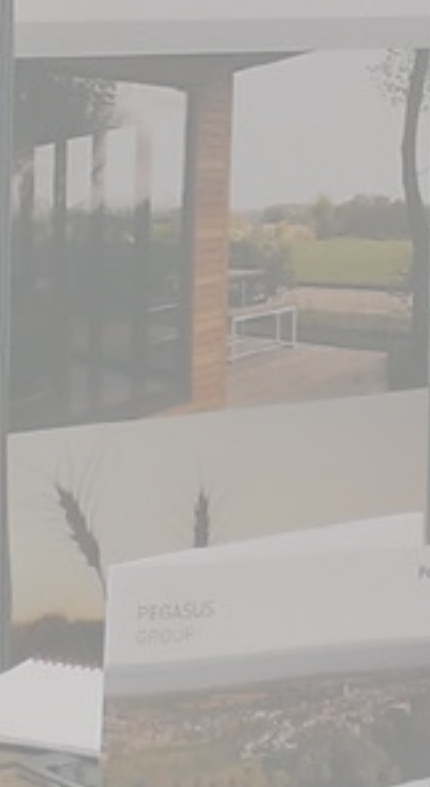
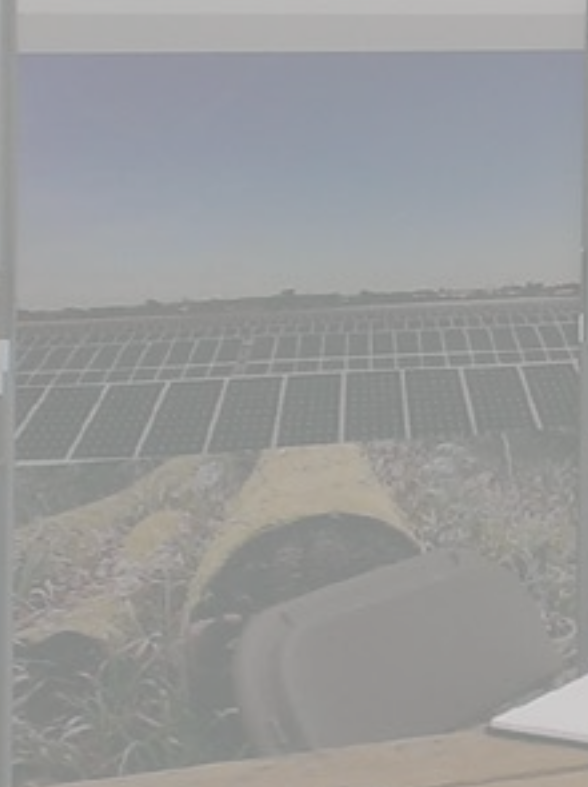
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ADVICE TO CREATE A BETTER  
TOMORROW



# LAND NORTH OF THE A47 NORMANDY WAY AND EAST OF STOKES ROAD, HINCKLEY

## PUBLIC CONSULTATION

[HOME](#)
[CONSULTATION](#)
[MAKE YOUR VIEWS KNOWN](#)

### WELCOME TO THE CONSULTATION WEBSITE

Richborough Estates has proposals for residential development on land to the north of the A47 Normandy Way and east of Stokes Road, Hinckley. For more information on Richborough Estates, please see: <https://www.richboroughestates.co.uk/>

The site adjoins the existing built up area of Hinckley. The proposals include up to 500 dwellings, a 1ha site for a new primary school, with land reserved for future expansion, together with public open space, landscaping and drainage infrastructure. Vehicular access would be taken from Stokes Road.

We are keen to involve local people in shaping our ideas for the development. This website provides details of the illustrative masterplan proposals for the site. You can leave any comments you may have about the proposals on the 'Make Your Views Known' page.

### The Need for The Development

The Hinckley and Bosworth Core Strategy (2006 – 2026), the Site Allocations and Development Management DPD (2006 – 2026), and the emerging Local Plan (2020 – 2039) all identify Hinckley, Burbage, Barwell and Earl Shilton as the Main Urban Area in the Borough, and therefore the focus for new development, as the most sustainable location for strategic growth.

Hinckley and Bosworth Borough Council is preparing a new Local Plan which will make provision for the delivery of a minimum 9,537 dwellings over the plan period from 2020 to 2039. The Pre-Submission Draft Local Plan Consultation document (February 2022) confirms that the Urban Area is the focus for new development, as the most sustainable location for strategic level growth, but does not propose the allocation of the site.

Richborough Estates consider that the site north of Normandy Way does provide an opportunity to deliver housing growth to meet identified requirements in a sustainable location. Richborough will be responding to the Local Plan consultation promoting the site for allocation and will be submitting a planning application to demonstrate the site's suitability and deliverability.

The site is well related to the wide range of existing employment areas and retail facilities to the south of Normandy Way, and offers the opportunity to deliver a highly sustainable new development.



Leaflet

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Aerial Site Location Plan



Development Framework Plan

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Your thoughts and views are important and we look forward to hearing from you.

Thank you for your interest.

[YOUR VIEWS](#)

## Public Consultation

### Land north of the A47 Normandy Way and east of Stoke Road, Hinckley

**THE NEED FOR THE NEW DEVELOPMENT**

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### HOW CAN I MAKE MY VIEWS KNOWN?

In addition to the FREEPOST comments form attached to this leaflet, a special project website will be launched on **Thursday 17th February 2022**, which also includes a comments feedback facility. The website address is:

[www.normandyway-hinckley.co.uk](http://www.normandyway-hinckley.co.uk)

You can make your views known on the proposals, give us alternative suggestions, and let us know about any issues that we need to consider to inform our emerging proposals. All comments should be submitted by **Friday 4th March 2022**.

### WHAT WILL HAPPEN TO THE COMMENTS?

All thoughts, suggestions and issues received as part of the consultation will be carefully considered to help shape the proposals. We are keen to engage with local residents and local interest groups to develop our proposals further.

Given the need to provide for new homes, we consider that it is an appropriate time to bring forward proposals for the site in response to the Local Plan consultation and submit an outline planning application to Hinckley and Bosworth Borough Council. It is likely that an application will be submitted within the next two months.

### WHEN WILL I BE CONSULTED AGAIN?

Following the submission of an outline planning application, Hinckley and Bosworth Borough Council will consult local residents and other interested parties before reaching a decision.

### PLEASE LET US KNOW YOUR THOUGHTS

Your comments are important to us and form part of the public consultation process for the proposals. Thank you for taking the time to look at this leaflet.

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## Proposed Development at Normandy Way, Hinckley

Richborough Estates has proposals for residential development on land to the north of the A47 Normandy Way and east of Stoke Road, Hinckley. The site adjoins the existing built up area of Hinckley. The proposals include up to 500 dwellings, a 1ha site for a new primary school, with land reserved for future expansion, together with public open space, landscaping and drainage infrastructure. Vehicular access would be taken from Stoke Road.

### THE PROPOSALS

The development proposals for the site include the following:

- Up to 500 new homes, incorporating a mix of house types ranging from 1 to 5 bedroom family homes, including affordable housing to meet local needs;
- Vehicular access into the site via a new roundabout on Stoke Road, and additional pedestrian access from A47 Normandy Way;
- A 1ha site for a new Primary School, with a further reserved site for future expansion;
- New landscaping, public open space and drainage infrastructure; and
- The longer term opportunity for a larger scale of development and supporting facilities, including the provision of a new link road from Ashby Road to Stoke Road, bypassing the existing signalised Ashby Road/Normandy Way junction.

### DEVELOPMENT FRAMEWORK PLAN



**Key:**

- SITE LOCATION (27.6 ACRES) / 23.43 HECTARES
- LAND UNDER CONTROL OF RICHBOROUGH ESTATES
- RESIDENTIAL DEVELOPMENT (11.23 HECTARES)
- POTENTIAL PRIMARY SCHOOL SITE (2 HECTARES)
- POTENTIAL DOWNHART ACCESS (2 HECTARES)
- PRIMARY MOVEMENT ROUTE WITH INTEGRATED VEGETATION AND TREE PLANTING
- SECONDARY STREET MOVEMENT WITH INTEGRATED TREES
- DEVELOPMENT MOVEMENT WITH GREEN INFRASTRUCTURE
- INFORMAL FIELDS / PRIVATE LANES
- LOCAL JUNCTIONS
- PUBLIC RIGHTS OF WAY
- PRIMARY PEDESTRIAN MOVEMENT ROUTES
- EXISTING VEGETATION
- POTENTIAL HISTORIC FIELD BOUNDARIES TO BE REINFORCED
- PROPOSED COMMUNITY ORCHARD
- PROPOSED STRUCTURAL PLANTING
- PROPOSED ORNAMENTAL PLANTING
- EXISTING BODIES OF WATER
- SUSTAINABLE URBAN DRAINAGE
- LOCALLY EQUIPPED AREAS OF PLAY
- WOODLANDS EQUIPPED AREA FOR PLAY
- CONTOURS
- REINFORCEMENT OF EXISTING PEDESTRIAN CROSSING / CYCLE LANE

## Public Consultation

- 5.8 Wider public consultation was undertaken between 17th February 2022 and 4th March 2022. This included a consultation leaflet that was distributed to approximately 1,150 residential and business addresses in the vicinity of the site. This leaflet contained information regarding the proposed development, including an illustrative masterplan, the need for development and emerging Local Plan position, and how consultation responses will be used. Residents and businesses could provide comments via the website link, or through a freepost response form attached to the consultation leaflet.
- 5.9 The consultation was promoted via the distributed leaflets and posters that were displayed on lampposts near the site on 17th February. Both of these methods provided a link to the consultation website. The website **www.normandyway-hinckley.co.uk** provided the same information as the leaflet, as well as a comments feedback facility. An article was published in the Leicester Mercury on 13th February 2022 which included information about the emerging proposals and the public consultation process.
- 5.10 As of the 4th March 2022, the consultation received 28 responses through all methods. This represents a 2.43% response rate of the total 1,150 leaflets that were distributed. Of these 28 responses, 15 were received via the freepost leaflet response form, and 13 were submitted through the website. Throughout the consultation period, the website attracted 65 total visits, of which 48 were unique visits.

5.11 Key topics raised through the consultation process include:

- The majority of comments provided were comments in relation to the principle of development – comments often suggested Hinckley was becoming too big, with too much development to the North of the town – such as the Bloor Homes development, also accessed from the A47. Comments also noted a loss of a distinct boundary to Hinckley.
- Approximately a quarter of comments were in relation to traffic, especially at the Morrisons/A47 roundabout and the A47 toward the A5. Comments also referenced the level of pollution caused by increased traffic.
- Access to facilities, especially schools and doctors was also raised. Comments referenced the proposed school within the site, concerned that this school will not be built, and that whilst this will provide primary education, secondary would not be provided for on site.
- Other comments raised concerns about the site being unallocated, the lack of jobs created, issues with parking and emergency vehicle access, and lack of affordable housing within the development.
- There were no comments in relation to design.

5.12 Further detail on the consultation process and community involvement is set out in the accompanying Statement of Community Involvement.

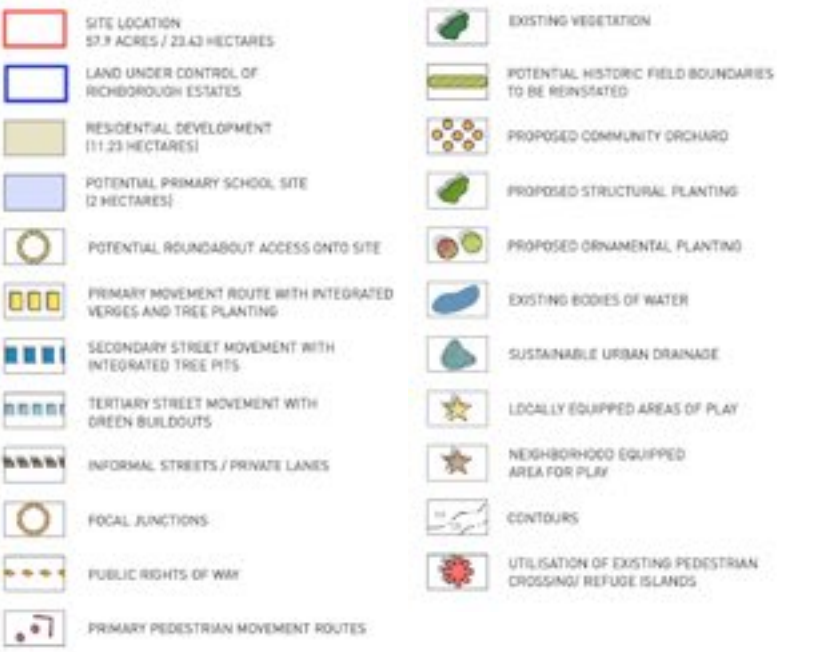
## KEY STAKEHOLDER CONSULTATION

- 5.13 Set below are the discussions that have been carried out with the key local stakeholders regarding the design of emerging scheme, to demonstrate how the views closely affected by the proposals have been taken account of to comply with para 132 of the NPPF.
- 5.14 Local councillors for Hinckley Trinity ward (which the proposed site falls within) and nearby Hinckley De Montfort/Ambien (Stoke Golding) wards were contacted regarding the development, on 9th February 2022, prior to the wider distribution of consultation leaflets. The email sent out to councillors advised of the emerging proposals, including a copy of the illustrative masterplan, information about the public consultation process, and the expected timeline of the application submission. The email also offered the opportunity to attend a meeting with Richborough Estates and Pegasus Group discuss the emerging proposals.
- 5.15 The two parish councils for the areas to the north of the proposed development site were also contacted regarding the proposals. These are Barwell Parish Council and Stoke Golding Parish Council – both were similarly advised via email of the proposals, consultation process, and anticipated timeline. Both Parish Council's were invited to meet with Pegasus and Richborough representatives to discuss the emerging proposals. Following this email, a meeting was set up with Stoke Golding PC to discuss the proposals, and this meeting will take place in early April 2022.

## Opportunities:

- To provide access to the development via the existing road network (Stoke Road and Normandy Way);
- To provide a high quality landscape led development, supported by extensive public open space and ecological enhancement;
- To provide an enhanced network of pedestrian and cycle paths through linked green spaces and natural corridors that can be utilised for play areas and public amenity;
- To create a sustainable, balanced development that offers a range of family housetypes, sizes and tenures;
- To create a strong public open space strategy that retains existing landscape and reinstates historic lost landscape features such as field boundaries and hedgerows;
- To create community landscape amenity assets such as orchards;
- To provide new homes including affordable homes to help meet the future housing needs of the Borough; and
- To create a vibrant and sustainable new residential community supported by a range of new community uses.

LEGEND





## PARAMETER PLANS

- 6.1 The following plans form part of the formal application submission:
- Land Use Parameters
- 6.2 The parameter plans and associated wording set out in this section are to be 'fixed' as part of the Outline Planning Application (OPA). The plans, when read together, will provide a framework for future, more detailed designs, and will define the type of development that can be bought forward at the Reserved Matters stage.
- 6.3 The Parameter Plans should be read in conjunction with all documents submitted as part of the OPA package. The accompanying Illustrative Masterplan shows one way in which the development could be laid out in accordance with these parameters.

## SUPPORTING DESIGN STRATEGIES

- 6.4 The outline application plans are accompanied by a set of Supporting Design Strategies that illustrate how the development could be realised, in accordance with the outline application. The supporting design strategies include:
- Illustrative Masterplan;
  - Land Use;
  - Access and Movement Strategy;
  - Placemaking Strategy; and
  - Landscape Strategy.
- 6.5 The strategies set out here are for illustrative purposes only, and do not form part of the formal outline submission. They are therefore subject to interpretation and discussion and should be read in conjunction with the parameter plans.
- 6.6 The following section references the National Design Guide (NDG) and the ten characteristics of well-designed places; the National Planning Policy Framework (NPPF); and Hinckley and Bosworth Borough Council's 'The Good Design Guide'. It provides a framework for the detailed design as part of a future Reserved Matters application.

# 6

# DESIGN PROPOSALS



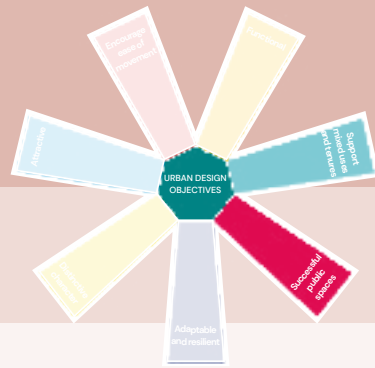
## DESIGN NOTES

1. Proposed new access via highways improvements to Stoke Road;
2. Primary street providing vehicular, pedestrian and cycle movement;
3. Secondary movement routes providing a looped infrastructure to primary movement routes;
4. Shared surface routes serving clusters of development;
5. Private lanes serving outward facing development providing passive surveillance over newly created open space;
6. Highways improvements along Normandy Way providing dedicated crossing points to existing development;
7. Retained public right of way running north to south through the development, picking up key east to west movement routes;
8. Key pedestrian movement routes running in north to south and east to west directions providing good permeability;
9. Key meeting point at the highest point of the site, providing visual corridors to surrounding context;
10. Key play spaces along pedestrian movement routes providing extensive and accessible options for residents;
11. Maximum retention of existing field boundaries and wooded areas;
12. Creation of community spaces in the form of community orchards and informal kick-about areas;
13. Creation of a series of greenways providing key wildlife network throughout the development;
14. Proposed additional planting to the northern edge to aid biodiversity and wildlife opportunities;
15. Potential school site with safeguarded land for potential future school expansion;
16. Key pedestrian meeting points providing residents with opportunities for social inclusion;
17. Site low points utilised for sustainable urban drainage aiding wetland habitats along existing watercourses;
18. Maximum continuous frontage along development abutting Normandy Way to reduce impact of acoustic interference to rear garden spaces;
19. Streets and development orientated to run with contours reducing the impact of retaining structures on street scenes;
20. 2m high planted bund; and
21. Potential access point for future development.

LEGEND

- |                                                                                   |                                                                          |                                                                                   |                                         |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------|
|  | SITE LOCATION<br>25.39 HECTARES / 62.74 ACRES                            |  | SIDE STREET / SHARED SURFACE            |
|  | PROPOSED RESIDENTIAL DEVELOPMENT                                         |  | PRIVATE LANES                           |
|  | PROPOSED 1 HECTARE FOR 1 FORM ENTRY SCHOOL + 1 HECTARE SAFE GUARDED LAND |  | RETAINED PUBLIC OF RIGHT OF WAY         |
|  | PUBLIC OPEN SPACE (INCLUDING SuDS)                                       |  | KEY PEDESTRIAN MOVEMENT WITHIN SITE     |
|  | RETAINED EXISTING LANDSCAPE                                              |  | SUSTAINABLE URBAN DRAINAGE              |
|  | ADDITIONAL / REINSTATED VEGETATION                                       |  | NEIGHBOURHOOD EQUIPPED AREA OF PLAY     |
|  | PRIMARY STREET / AVENUE                                                  |  | LOCALLY EQUIPPED AREA OF PLAY           |
|  | KEY FOCAL JUNCTION                                                       |  | LOCAL AREA OF PLAY / NATURAL PLAY SPACE |
|  | SECONDARY STREET                                                         |  | KEY VISUAL CORRIDORS                    |





# USES

## Mixed and integrated



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

(Para. 109, NDG 2021)

### LAND USE PARAMETERS

#### Residential

- 6.1 The proposals will provide 13.87 hectares of land for residential development which will accommodate up to 475 dwellings in a range of types, sizes and tenures. The built development areas identified will include associated infrastructure; enabling engineering works (such as attenuation features); amenity green space; formal and informal play areas and landscaping alongside residential development.

#### Accessible Public Open Space

- 6.2 7.10 hectares of public open space will be provided within the proposals. This will accommodate existing and proposed planting; pedestrian and cycle routes; areas for community use; and for the provision of formal and informal play spaces.

#### Attenuation

- 6.3 1.00 hectare for the provision of sustainable urban drainage systems (SuDS) including attenuation basins and swales.

#### Potential Education Provision

- 6.4 1.00 hectare of land is retained for the provision of a 1 Form Entry Primary School together with an additional 1.00 hectare safeguarded for potential future expansion.

#### Utilities

- 6.5 The land uses shown on the Land Use Parameter Plan will include easements and/or diversion routes for existing utilities as appropriate, as well as areas for drainage, access roads, car parking and associated infrastructure requirements.

### SUMMARY OF LAND USES

|                                   |          |
|-----------------------------------|----------|
| Application site area:            | 25.39 ha |
| Residential and infrastructure:   | 13.87 ha |
| Accessible public open space:     | 7.10 ha  |
| None accessible open space        | 1.42 ha  |
| Attenuation:                      | 1.00 ha  |
| 1FE School and Safeguarded land:  | 2.00 ha  |
| New access and road improvements: | 0.61 ha  |

- 6.6 The development proposals include the following:

#### Residential – up to 475 dwellings (Class C3)

- 6.7 The development proposals provide approximately 13.87 ha of residential development, achieving up to 475 dwellings, allowing space for a range of dwelling types suitable for people of different ages and lifestyles. The range of housing leans towards family housing including maisonettes, apartments and dormer bungalows.

#### Affordable Housing

- 6.8 It is proposed that 20% of the dwellings (up to 95) provided are to be affordable housing, in accordance with Hinckley and Bosworth Borough Council Core Strategy 2009, Policy 15. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement

with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.

#### Public Open Space and Green Infrastructure

- 6.9 Policy 19 of the Core Strategy (Green Space and Play Provision) sets the total requirement of open space for all new developments. The calculation is shown below and assumes an average household size of 2.4 (as stated in the Hinckley and Bosworth Borough Council Open Space and Recreation Study 2016):

475 dwellings x 2.4 people per household = 1140 population.

|                                       |               |
|---------------------------------------|---------------|
| Parks and gardens                     | 0.95ha        |
| Natural and semi-natural green spaces | 2.28ha        |
| Amenity green space                   | 0.68ha        |
| Provision for children                | 0.04ha        |
| Provision for young people            | 0.04ha        |
| Allotments                            | 0.35ha        |
| <b>TOTAL</b>                          | <b>4.34ha</b> |

- 6.10 The proposed development provides a total of **7.10ha** (excluding SuDS) which is an over provision of **2.76ha**.

- 6.11 The open space forms a green network across the site with green corridors breaking up development blocks. The green infrastructure provision retains and enhances existing tree and hedgerow planting and in doing so, protects the existing field pattern and existing ecological corridors.

- 6.12 There is a considerable over provision of public open space within the site, which demonstrates a more than adequate provision of both Passive and Active open space within the proposed development. This will include areas of native tree and shrub planting, orchard planting and blue/green infrastructure corridors providing residents with a range of spaces to enjoy.

- 6.13 Further details on the proposed landscape design are provided within the Landscape Strategy presented later in this document.

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

LEGEND

Site boundary  
25.39 hectares / 62.74 acres

LAND USE PARAMETERS

Residential  
11.84 hectares / 29.26 acres

Accessible public open space  
7.10 hectares / 17.55 acres

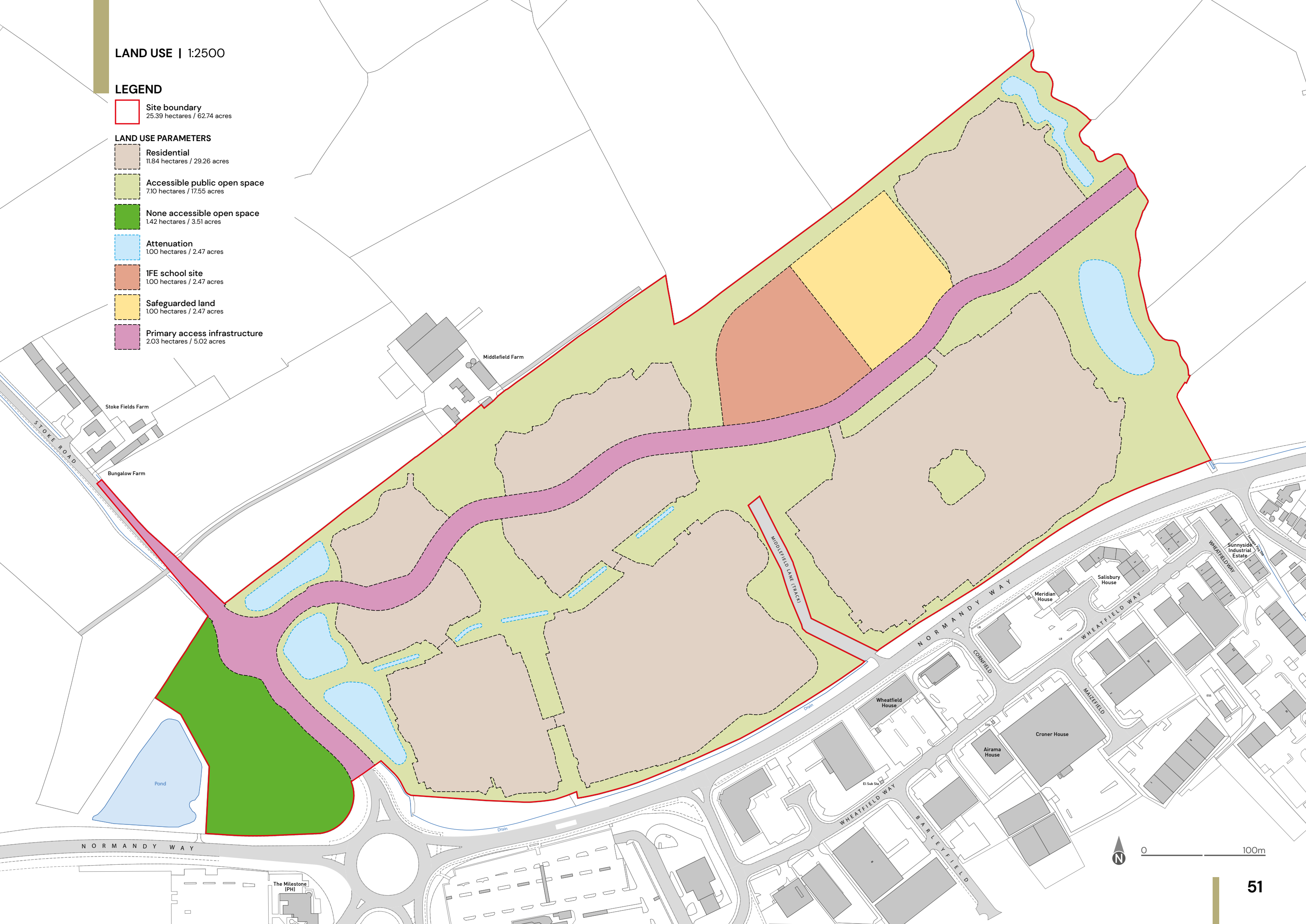
None accessible open space  
1.42 hectares / 3.51 acres

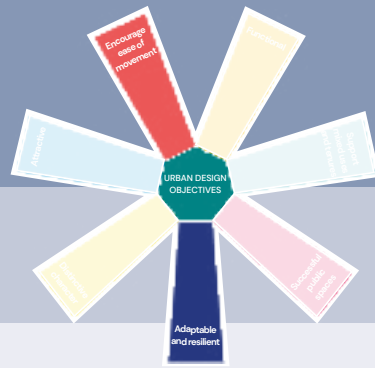
Attenuation  
1.00 hectares / 2.47 acres

IFE school site  
1.00 hectares / 2.47 acres

Safeguarded land  
1.00 hectares / 2.47 acres

Primary access infrastructure  
2.03 hectares / 5.02 acres





# MOVEMENT

## Accessible and easy to move around



**NPPF**  
CHAPTERS  
8,9,12

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

Para. 75, NDG 2021)

- 6.1 The Illustrative Masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:
  - Proposed access points;
  - Proposed pedestrian and cycle movement network;
  - Street hierarchy;
  - Street typologies; and
  - Parking strategy.
- 6.2 The location of the development, adjacent to the existing and established community of Hinckley is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.
- 6.3 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

### PEDESTRIAN AND CYCLE ACCESS STRATEGY

- 6.4 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure for the site. Pedestrians are led into the site from links created between areas of existing development and proposed residential development, including the new primary movement corridor which provides a shared use pedestrian/cycle link through the site from west to east.
- 6.5 Cycle use is encouraged through the high degree of permeability within the layout. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.
- 6.6 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Access and Movement Strategy Plan:
  - Provision of an off-road shared use formal foot/cycleway (minimum 3m width) running adjacent to the Principal Street and connecting Stoke Road in the west to potential new development in the east;
  - Provision of circulatory pedestrian routes (minimum 2m width) through the site, offering pedestrians easy access to development and a choice of routes away from the primary street;
  - Provision of key new pedestrian links across the site, linking Stoke Road, PROW T60 and Normandy Way;
  - Where possible pedestrian links will be suitable for use by disabled people;
  - Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users; and
  - To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements crossing points will be defined where appropriate, to enable all users to cross safely.

| THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES | SCORE |
|-------------------------------------------|-------|
| ADAPTABLE AND RESILIENT                   | ☑     |
| ENCOURAGE EASE OF MOVEMENT                | ☑     |

PEDESTRIAN AND CYCLE MOVEMENT | 1:2500

LEGEND

Site boundary

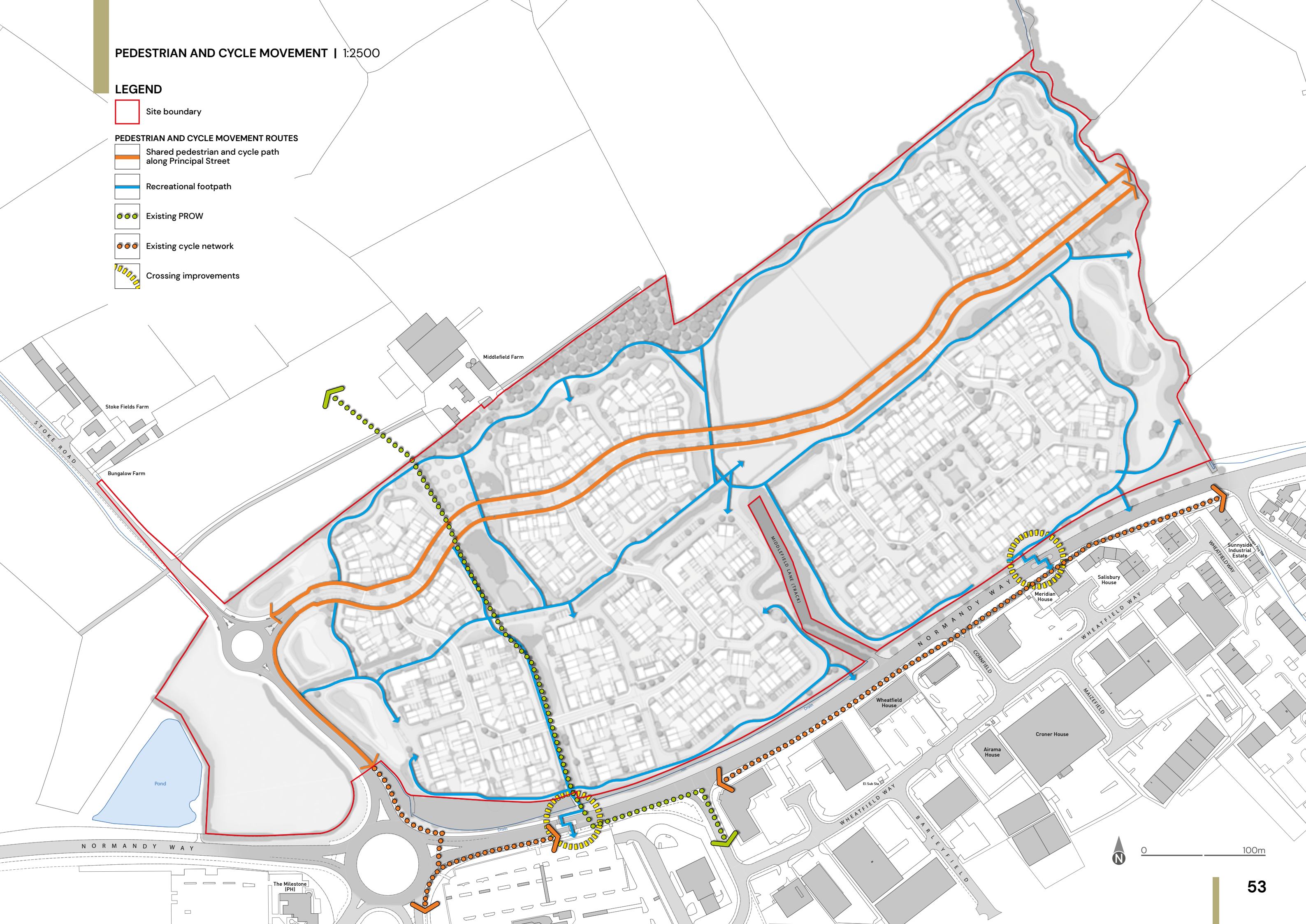
PEDESTRIAN AND CYCLE MOVEMENT ROUTES  
Shared pedestrian and cycle path along Principal Street

Recreational footpath

Existing PROW

Existing cycle network

Crossing improvements



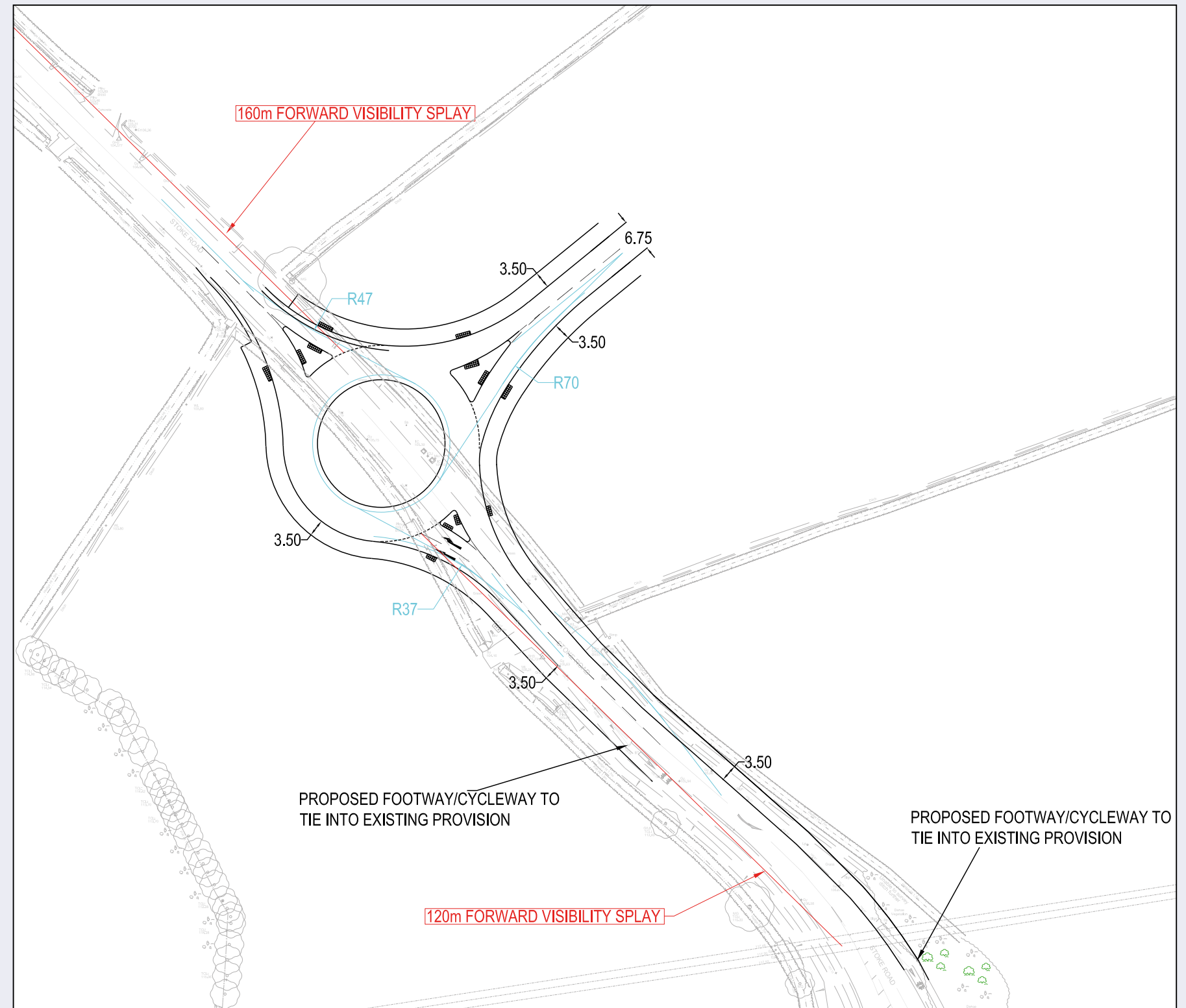
## PROPOSED VEHICULAR ACCESS POINTS

- 6.7 Vehicular access to the site is proposed from Stoke Road via a new 3-arm roundabout junction. The roundabout has been designed in line with DMRB guidance. (see drawing 1 adjacent)
- 6.8 The site access arm of the roundabout has been set at 6.75m in width. This is in line with the Major Residential Access Road category set out in LCC's Highway Design Guide (HDG).

## OFF-SITE HIGHWAY MITIGATION

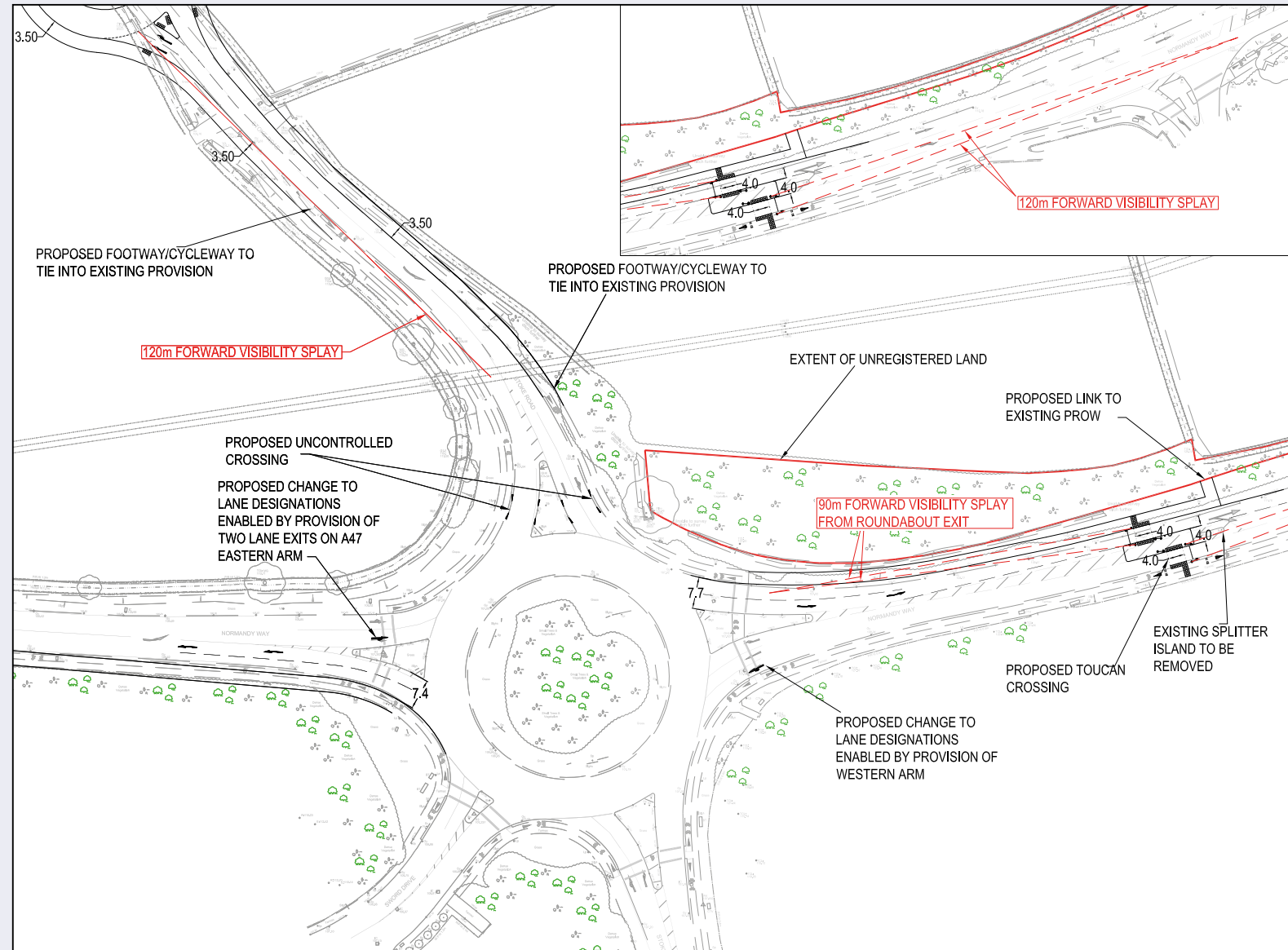
- 6.9 As part of the site access proposals, the existing footway/cycleway on both sides of Stoke Road will be extended up to the site access and along the central spine road that routes through the site. Crossing facilities in the form of dropped kerb crossings with tactile paving will be provided at the access roundabout.
- 6.10 In order to facilitate safe crossing of the A47, two Toucan crossings are proposed. The first of these is proposed approximately 90m west of Clover Field and aligns with the existing PRoW which routes through the site. The crossing will be staggered which reduces the crossing distances and minimises delay to traffic on the A47. The location of the crossing has been chosen to best suit desire lines through the site to local facilities south of the A47 (see drawings 2 opposite).
- 6.11 The second Toucan crossing will be located between Cornfield and Nelson Drive. This will also be a staggered crossing and will connect to the existing footway/cycleway infrastructure on the southern side of the A47 (see drawing 3 opposite).

## 1. PROPOSED VEHICULAR ACCESS FROM STOKE ROAD | 1:1000



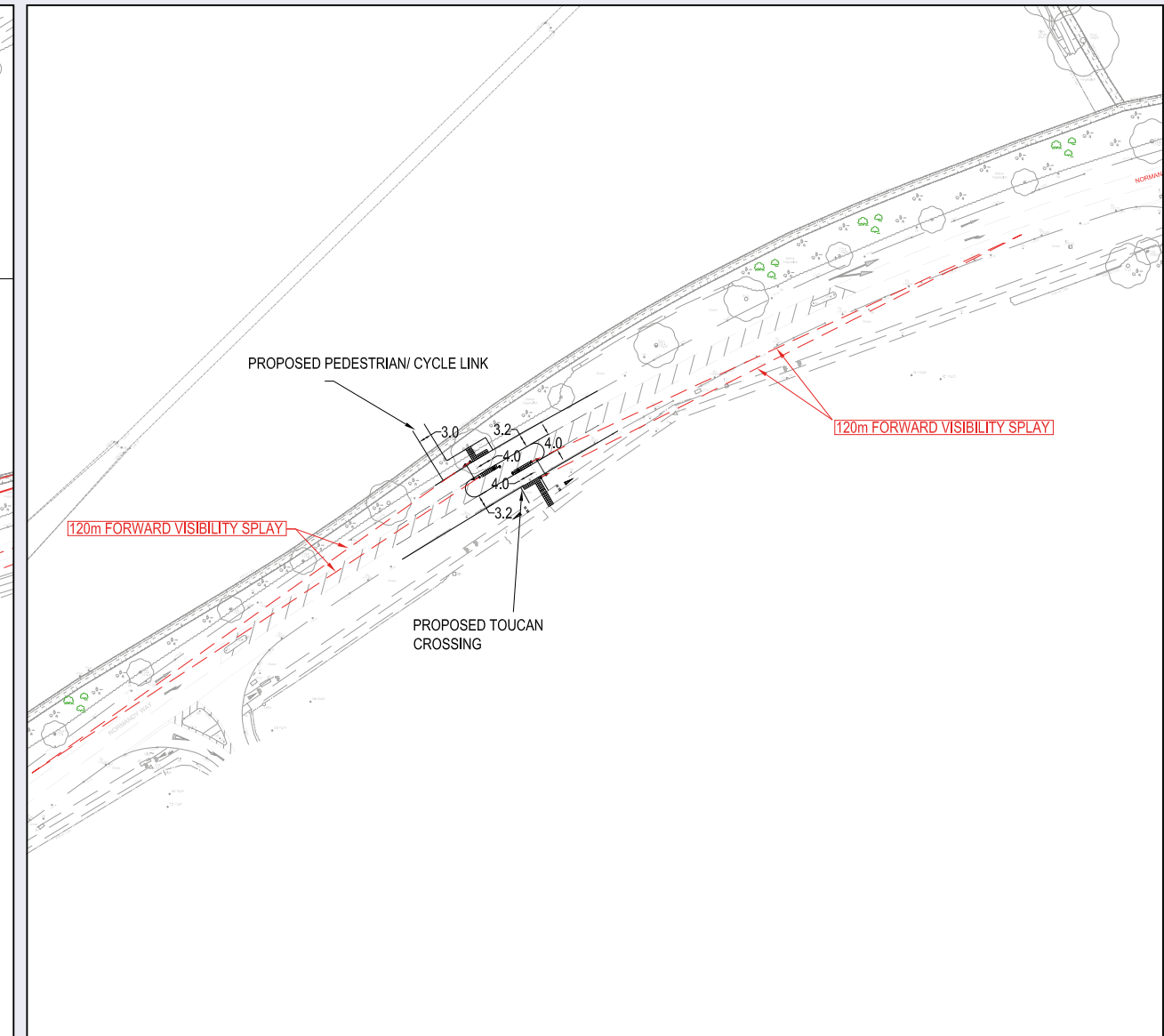
Plan prepared by HUB Transport Planning (drawing number T19595.001 rev C)

## 2. PROPOSED JUNCTION IMPROVEMENTS TO NORMANDY WAY | 1:1500



Plan prepared by HUB Transport Planning (drawing number T19595.002 rev D)

## 3. PROPOSED JUNCTION IMPROVEMENTS TO NORMANDY WAY | 1:1500



Plan prepared by HUB Transport Planning (drawing number T19595.006)

## STREET HIERARCHY

- 6.1 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.
- 6.2 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by "Manual for Streets 1 & 2" & "The Good Design Guide SPD", which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high-quality places for all users, ages and abilities.
- 6.3 Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined street has been given a priority in the latest edition of the NPPF, stating that:

*"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users".*

(Para 131, NPPF 2021)

- 6.4 The development and internal road network will be designed to encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.
- 6.5 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 6.6 Within the site the Principal Street will provide the main vehicular access route into the development from Stoke Road in the west and safeguard potential future development in the east. This will also provide provision for buses.
- 6.7 Secondary Streets are accessed directly from the Principal Street, forming two loops through the main residential blocks, increasing the permeability of the development and enabling easy access to dwellings from the primary access point.
- 6.8 Tertiary streets branch from these two higher category streets to serve smaller areas of residential development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.
- 6.9 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.
- 6.10 The following street typologies are proposed for inclusion within the proposals:
- Principal Street (Primary);
  - Secondary Streets (Secondary);
  - Shared Surface Streets (Tertiary);
  - Shared Surface Courtyards (Tertiary); and
  - Private Lanes (Informal).

## BIN STORAGE

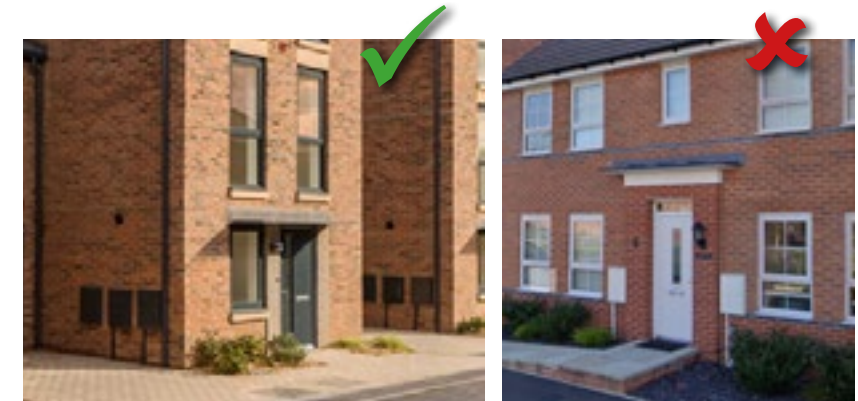
- 6.11 Bin storage is to be to the rear of dwellings but where required to be on the street frontage, suitably designed storage areas should be provided that is in-keeping with the street character. Sufficient space to be provided for service/ wheelie bin access between parked cars, on private driveways and/ or in grouped configurations.

## FLUES AND METER BOXES

- 6.12 Locating these on front elevations (street facing) should be avoided and ideally positioned on side/rear elevations. Flues can't be located to the side if on shared drive.
- 6.13 White boxes should be avoided. Ideally use of brown or black boxes is preferred.



Bin storage examples



Fuse & meter box examples

STREET HIERARCHY | 1:2500

LEGEND

Site boundary

ROAD HIERARCHY

Proposed new access roundabout from Stoke Road

Principal Street

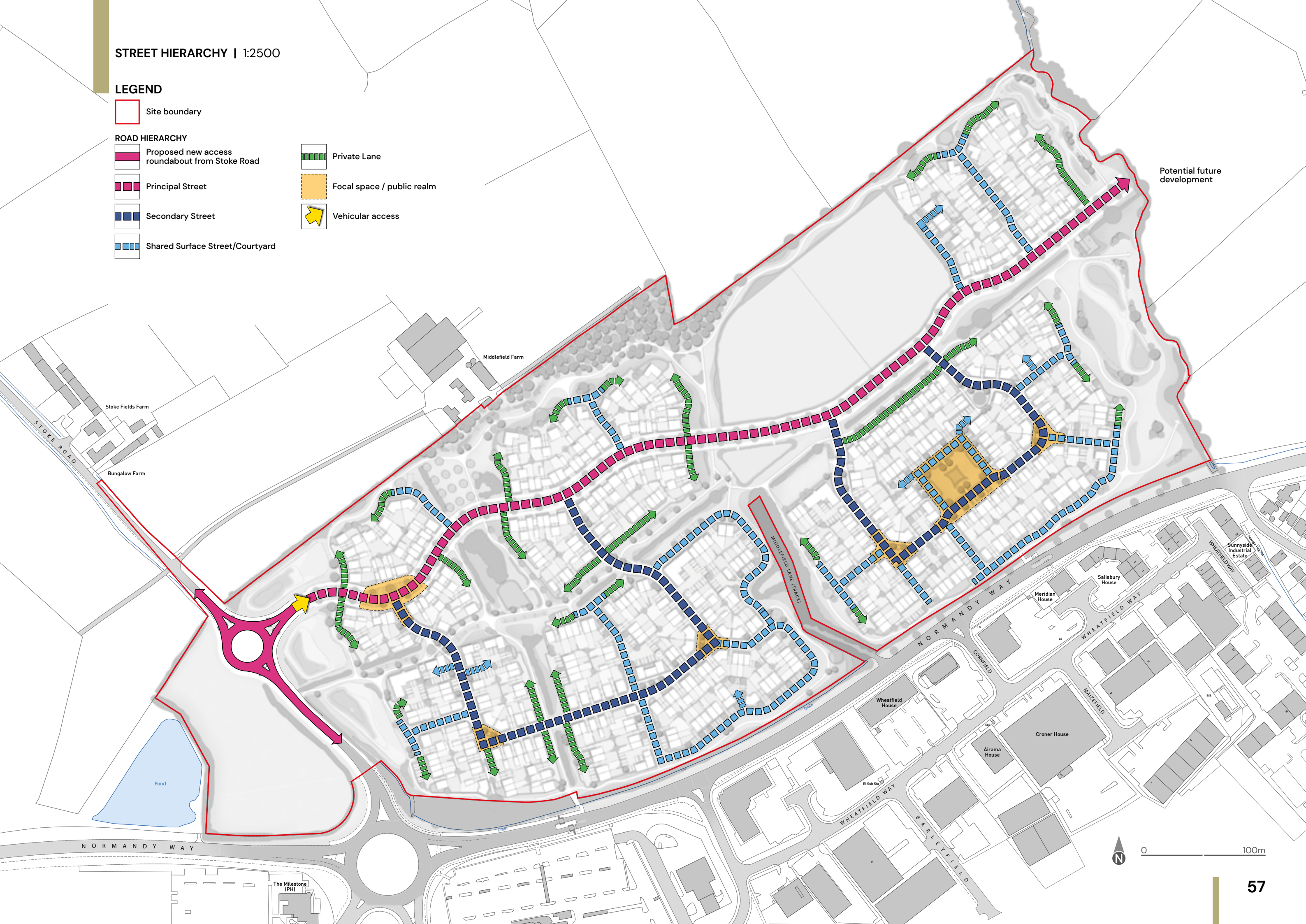
Secondary Street

Shared Surface Street/Courtyard

Private Lane

Focal space / public realm

Vehicular access

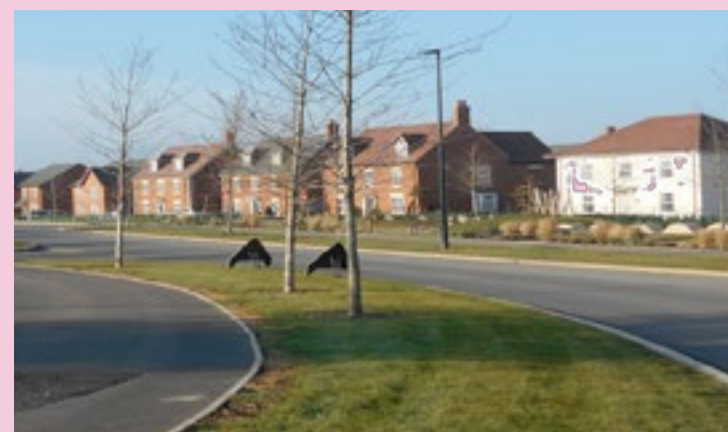
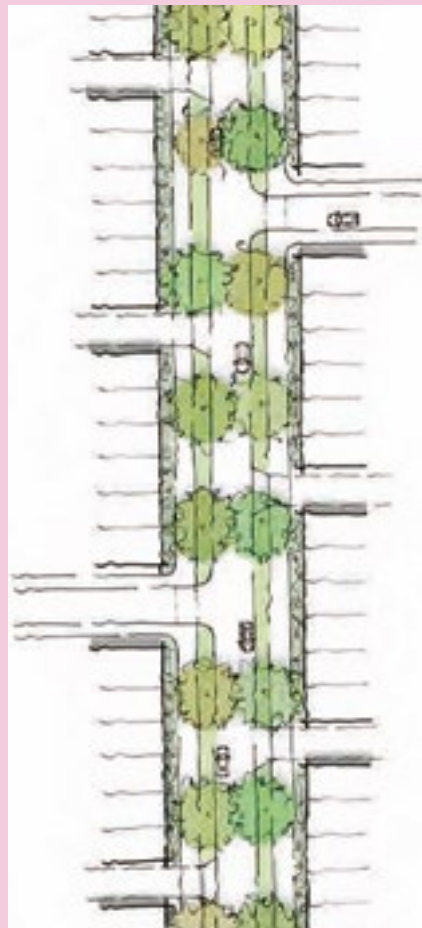


Potential future development

## PRINCIPAL STREET

- Higher density development fronting onto the highway;
- High levels of street enclosure with taller buildings;
- Grassed verges running parallel with highway and planted with uniform street trees to provide a formal character;
- Dwellings tight up against footpaths with 2m front garden spaces;
- Route capable of taking many different forms of movement and higher rates of movement;
- Buildline of development runs parallel with highway with junctions and corners under full surveillance;
- Parallel parking present in highway with driveways fed directly;
- Staggered dwellings to allow change in highway;
- Integrates a shared pedestrian/ cycle route; and
- Designed to accommodate buses.

Indicative Street Section

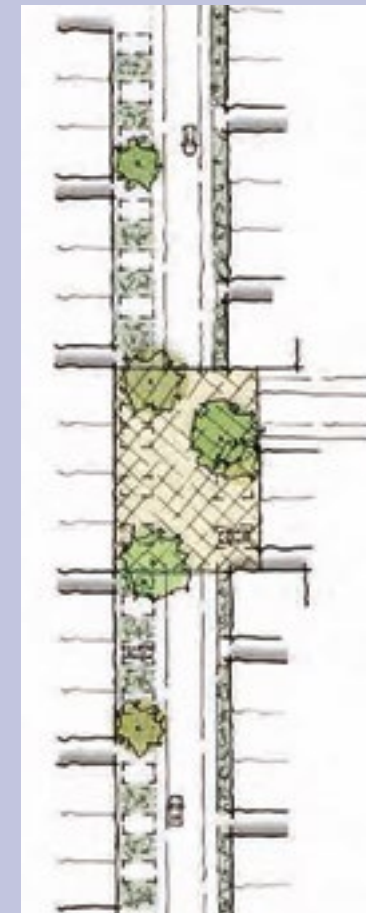


Images taken from Hinckley and Bosworth Borough Council Good Design Guide 2019

## SECONDARY STREETS

- Higher/ medium density development running parallel to the highway;
- Looser enclosure to streetscape with changes in buildline and turning of units;
- Planting present in green buildouts in highway and front garden spaces;
- Variation in garden front spaces generally 2m – 6m in depth;
- Direct movement routes with changes in surfacing and punctuation in vehicular movement through use of planting;
- Range of parking typologies; side parking, frontal parking, parallel parking and parking squares; and
- Parallel parking present in highway and parallel bays running parallel.
- Street trees
- Focal spaces at street junctions
- Can form part of a square

Indicative Street Section



2 - 6m 2m 5.5m 2m 2m

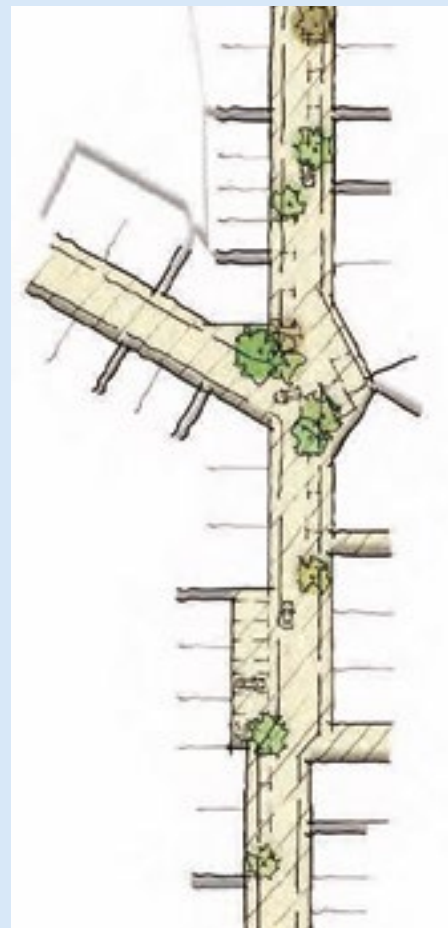


Images taken from Hinckley and Bosworth Borough Council Good Design Guide 2019

## SHARED SURFACE STREETS AND COURTYARDS

- Medium / lower density development clustering around highway;
- Narrower movement routes making streets feel safer with lower vehicle speeds;
- Variation in garden front spaces generally 2m – 6m in depth;
- Planting present in green buildouts in highway and front garden spaces;
- Shared surface style streets with vegetation used to slow movement;
- Range of parking typologies including side, frontal, parallel and parking squares; and
- Parallel parking present in highway and parallel bays running parallel.
- Street trees
- Focal spaces at street junctions

Indicative Street Section



Images taken from Hinckley and Bosworth Borough Council Good Design Guide 2019

## PRIVATE LANES

- Lower density development abutting highway / private drives;
- Low levels of street enclosure with mid-low building heights;
- Planting in front garden spaces and boundary planting to development edge;
- Routes meander in form creating variations in depth of front garden spaces;
- Irregular build lines with dwellings rotated from the street creating an informal character;
- Lowest traffic movement with shared streets;
- Informal visitor parking in highway/private spaces to edges of movement route;
- A range of softer surface treatments to compliment their largely outer parcel locations; and
- Staggered dwellings to allow change in highway/lanes.

Indicative Street Section

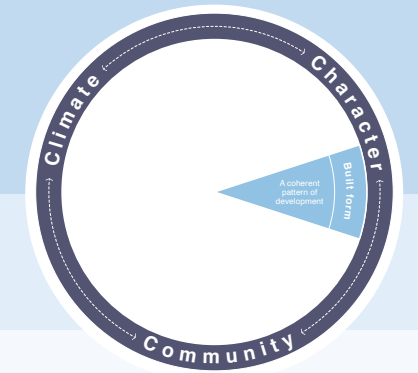


Images taken from Hinckley and Bosworth Borough Council Good Design Guide 2019



# BUILT FORM

A coherent pattern of development



**NPPF**  
CHAPTERS  
8,9,11,12

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

(Para. 61, NDG 2021)

- 6.1 The design solution for the site will reflect the variety in townscape form that can be seen in Hinckley and in particular the area surrounding the site.
- 6.2 The arrangement of the built form creates a network of attractive streets and spaces that has been informed by the following design principles:

## Placemaking

- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible;
- The relationship between existing and proposed development is a key element of the masterplan adjoining the site boundary;
- A series of focal spaces will be accommodated within the proposals aiding legibility;
- Green infrastructure is a key organising element of the masterplan, aiming to ensure a site-specific identity is created. Development has been shaped by the existing framework with blocks contained within tree and hedgerows boundaries;
- Gateway into the site via an area of open space to enhance the sense of arrival into the development;
- Continuous frontages such as those following the Primary Street and at the arrival gateway, will be particularly prominent and critical to the appearance of the development. A particular focus has been the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the proposed development;
- The use of landmark buildings at key junctions, marker buildings at secondary corners and focal buildings to terminate street vistas will enhance the legibility of this development and aid wayfinding. These will incorporate variations in materials, colour, frontage treatment and architectural styles;
- The defining of streets through a clear hierarchy is further reflected by the shared surface streets and private lanes lanes that have a generally informal building line and varying set-backs. This provides opportunities for landscape planting to soften the street scene and together with variations of surface materials, help to slow traffic and provide a safer experience for pedestrian users. The layout of buildings and the spaces around them therefore dominate the street, rather than the highway;

- Existing tree and hedgerow planting have been retained wherever possible within the proposals;
- The provision of wider key green infrastructure links will help to improve existing habitats on-site, as well as catering for biodiversity enhancements;
- Development is set back from Middlefield Farm along the northern boundary and a 2m high planted bund provides visual screening;
- Pedestrian routes converge at the centre and highest point within the site providing a meeting point and opportunities to create visual corridors towards the surrounding context through well designed development blocks;
- A centrally located Neighbourhood Equipped Area for Play (NEAP) and informal kickabout areas are linked to all other green spaces via green corridors and pedestrian routes, creating a network of new spaces and places that vary in function and character;
- A Local Equipped Area for Play (LEAP) will provide additional recreational use and provide a focal space to aid legibility;
- The development will provide active frontages to proposed areas of public open space, landscape planting and areas for formal play, providing natural surveillance and opportunities for active overlooking;
- Dwellings are set back from Stoke Road overlooking the new landscaped wetland gateway, providing a high-quality and attractive frontage; and
- Larger or by merit of materials and detailing, more distinct recognisable landmark buildings to be located at key locations.

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