

Phase 4, Normandy Fields, Hinckley

DEVELOPMENT BRIEF

Prepared on behalf of



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INTRODUCTION

Context

In May 2018 Hinckley & Bosworth Borough Council (HBBC) granted outline planning permission to BHL for the construction of up to 850 new dwellings, a 1 form entry primary school, convenience retail space, public open space, and associated infrastructure (including other green infrastructure, drainage, access and utilities at “Normandy Fields”. The outline application site constituted the vast majority of Site SA2 ‘Land West of Hinckley’ that is allocated for residential development in the Site Allocations and Development Management Plan Document (SADPD) that was adopted in 2016.

The detailed design of Phases 1 and 2 of Normandy Fields were subsequently approved in November 2018 and the construction of those phases accessed from a new roundabout junction on the A47 is well progressed. Further reserved matters applications relating to the detailed design of Phases 3 and 7, the Local Centre and Primary School have also been recently approved and there is a pending for application for Phase 8.

This reserved matters application relates to the development of Phase 4 of the Normandy Fields scheme. It is being submitted simultaneously with a full planning application for the further development of the residual land within the site that benefits from the existing outline planning permission, and additional land adjacent to the Triumph Motorcycles factory and extending north alongside the A47, that also forms part of the SADPD allocation site but was excluded from the original outline planning application.

Whilst there are sperate applications for adjacent parcels of land, a single comprehensive and cohesive scheme is proposed with consistent design principles to ensure high quality place making is realised within the new neighborhood.



Development Framework Plan

The Reserved Matters Submission

In accordance with condition 2 of the outline planning permission, this reserved matters application seeks approval from HBBC of the detailed design for the construction of 97 dwellings with associated public open space and infrastructure; specifically the proposed layout of development, the scale and appearance of the buildings and the associated landscaping.

Condition 3 of the outline planning permission requires that the development is carried out broadly in accordance with the approved Development Framework, albeit subject to the details to be approved under condition 2. Condition 4 also requires the development to be carried out in accordance with a number of other approved application plans and documents including the Design and Access Statement (DAS), and condition 5 requires the submission of a "Development Brief" with each Reserved Matters submission that demonstrates the detailed scheme's compliance with the DAS.

The DAS summarises the assessment and design process undertaken to inform and support the outline development proposals, including the involvement of key stakeholders, and evaluation. It then communicates the key development principles as described in Section 2 below, and sets out the design principles in respect of use and amount, scale, layout, landscape, access and appearance as described in further detail in Section 3 below.

This report, therefore, seeks to simply provide the Development Brief required by condition 5 attached to the outline planning permission in the form of a Compliance Statement. It highlights how the detailed scheme accord with the approved development and design principles as set out within the Development Framework and DAS.



Normandy Fields Design and Access Statement

OUTLINE PLANNING APPLICATION DESIGN AND ACCESS STATEMENT

Concept

The DAS illustrates how the site will be developed in a comprehensive manner that ensures the creation of a sustainable development, taking into account the specific opportunities and constraints identified therein. It presents a Concept for the development of the site with the following key features:

1. Access from Normandy Way, with a single legible main (bus) route looping around the site connecting the development areas and key facilities.
2. Co-location of the school and retail store in a prominent location near to the site entrance and central park with recreation and play facilities to provide a distinctive hub of activity accessible to the new and wider community.
3. Enhance the Normandy Way corridor and links across it through the provision of improved pedestrian and cycle facilities, and hedgerow and tree planting and placing the power lines underground to soften the road infrastructure and give a strong sense of identity at the entrance to the site.
4. Use the existing landscape structure to create distinctive development areas. Retain the existing hedgerows and streams as the focus of green corridors that include recreation and play facilities, SUDs features, and pedestrian / cycle routes that connect the development areas and key features within the site.
5. Retain and enhance the public rights of way that cross the site and provide access to the surrounding countryside.
6. Use structural tree and hedgerow planting in the green links, around the proposed public open spaces and at the countryside edge to strengthen landscape character, help integrate the development into the wider landscape, break up the development form, and filter and screen views into the development from the countryside.
7. Locate playing fields and allotments on higher ground along the northern boundary to provide a landscaped buffer to Wykin.
8. Use the natural drainage regime and new SUDs features to create an ecological wetland in the southern part of the site providing a landscape buffer alongside the Triumph factory.
9. Create a legible network of streets and spaces to ensure that the development areas have distinctive characteristics that reflect the local context, created through the building arrangement and relationship to the public realm, the architectural form, and use of varied building materials.
10. Build sustainably to current and emerging national standards with regard to construction, operation and use of resources.

The detailed design for the development for Phase 4 directly responds to this overarching Concept for the development of the site, whilst also allowing for additional connectivity to the Full Planning application in the south that is being submitted simultaneously with this RM submission.

Development Framework

The DAS then proceeds to present a Development Framework that embodies the established Concept for the development for the site as a whole. It does not seek to fix the exact form of development, but illustrates the key development principles that should guide the detailed development proposals for each phase of the development.

The DAS then proceeds to establish more detailed development and design principles to guide subsequent submissions under the following headings:

- Use & Amount
- Scale
- Layout
- Landscape
- Appearance
- Site Access & Movement
- Inclusive Access
- Sustainable Design

A detailed review of the development and design principles established in the DAS for the proposed development is set out in Section 3 below (as relevant to this part of the development), alongside a summary of the approach that has been taken to the detailed design of Phase 4. This analysis demonstrates how the proposed scheme accords with the key development and design principles established in the OPA DAS or, if appropriate, provides clear justification for an alternative design approach and the specific basis for this.



Concept Plan

COMPLIANCE SUMMARY

Development Content

USE, AMOUNT & SCALE

Outline Planning Application DAS Principles

Up to 850 dwellings including 20% affordable (at a density of circa 35 dwellings per hectare).

Central Park (circa 1.44ha net of SUDS features and play facilities).

Children's play areas (up to 0.31ha).

Green infrastructure (circa 7ha natural and semi-natural green space including Green Corridors, net of SUDS).

Drainage areas, SUDS features and ecology mitigation areas (circa 4ha).

Other infrastructure including roundabout and access road from Normandy Way, internal roads and paths, pedestrian and cycle links.

Predominantly 2 storey dwellings, with 2.5 and 3 storey dwellings to create focal points and add variation to the roof line.

Include larger detached dwellings and smaller linked properties, with some limited apartment provision (2-3 storey).

Reserved Matters Response

Phase 4 will provide 97 dwellings, plus associated public open space and infrastructure (access and drainage).

The Planning Layout includes a schedule of accommodation and proposes a total of 97 dwellings, comprised of 83 market dwellings and 14 affordable dwellings.

The proposed dwellings within Phase 4 are predominantly 2 storeys in height, with some use of 2.5 storey buildings.

A mix of 2, 3 and 4 bedroom dwellings (including affordable dwellings) are proposed in detached, semi-detached and short terraced building arrangements.

"Play Green" is defined centrally within the scheme and sized to accommodate a LEAP. A natural and seminatural green corridor with pedestrian links is also proposed along the northern and western boundary, inclusive of the required watervole offset as set in the DAS.

A SuDS basin is proposed in the north-western corner of the site which is broadly the same shape and size as was shown on the OPA.

BUILT DEVELOPMENT

Outline Planning Application DAS Principles	Reserved Matters Response
Provide vehicular access into the development from a new junction on Normandy Way.	The access arrangements within Phase 4 reflects the overall Development Framework (Ref. DE155_002 RevD), by providing a continuation of the looped internal primary street. The extent of development areas within the extent of this RM submission does not extend as far south and east as the Development Framework shows; some of this land is contained within the Full Planning Application that is submitted simultaneously.
New dwellings to be provided in development areas principally located in the central and southern parts of the site, defined by the existing landscape structure.	The Planning Layout for Phase 4 reflects the key layout principles for the built development. Notably, in relation to the creation of a series of perimeter blocks, dwelling location and orientation with private gardens located within the centre of the blocks.
Development to be arranged as a series of perimeter blocks, with buildings positioned to face outwards and positively address the surrounding streets. Private gardens to be located within the centre of the blocks, enclosed by housing.	Dwellings have been positioned to allow for appropriate separation distances between houses, and to positively turn corners.
Appropriate separation distances between houses will be provided. Where separation distances are tight, the careful positioning of buildings and windows will be used to ensure that the expected level of privacy is maintained.	Front boundaries broadly reflect the proposed street hierarchy with formal hedges and street trees along the Primary Street boundaries and informal hedges and street to trees to break up frontage parking on Side Streets and Green Edges.
Well-defined front boundaries will be provided to clearly define the interface between public and private space.	The road hierarchy and dwelling arrangements reflect the strategy established in the OPA DAS.
Walls will be used to clearly define and secure rear garden boundaries if they have to be exposed to the Primary Street. Green screens will be used for the boundaries exposed to the Green Corridors.	
Buildings to be carefully arranged to turn corners positively and provide an appropriate level of surveillance and activity to the adjacent public realm. No blank gable ends to face the street.	
Frontages around the edges of the development and facing the public realm to be served by low-key private driveways and lanes.	

GREEN INFRASTRUCTURE

Outline Planning Application DAS Principles
Central Park to be located close to the main route into the site, framed by retained mature trees, hedgerows and existing public right of way. To include formal and informal play and recreation opportunities and SUDs features.
Green Corridors at the site boundaries and based on existing (retained) or historic hedgerow and stream corridors running through the site to be dedicated to semi-natural and natural public open space. To include pedestrian/cycle routes linking key features, play facilities, SUDs features, ecology mitigation and strategic landscaping. Green Corridors will define the residential development cells and break up the mass of the built form, providing a landscaped buffer to neighboring areas, and softening the transition between the wider urban area and the countryside to the west.

Reserved Matters Response
The provision of Green Infrastructure within the Phase 4 development area is shown on the Planning Layout and the submitted Landscape Proposals Plan.
“Play Green” is defined centrally within the scheme and sized to accommodate a LEAP. A natural and seminatural green corridor with pedestrian links is also proposed along the northern and western boundary, inclusive of the required watervole offset as set in the DAS.

Landscape (Public Spaces and Access)

GENERAL PRINCIPLES

Outline Planning Application DAS Principles	Reserved Matters Response
The existing trees, hedgerows and watercourses have been retained where possible. These have formed the basis for a series of interconnected green corridors running through the site and will provide movement and wildlife habitat links between key spaces within the development and the surrounding area.	The Planning Layout reflects the general landscape principles described in OPA DAS Sections 5.5 and 5.6 and Appendix 1.
A number of attractive mature trees have been identified within the site and should be retained as distinctive landscape features within an area of central parkland to the north of the site.	The proposals retain existing hedgerows and trees around the edges of the site. A small length of hedgerow along the western boundary will need to be removed to facilitate the completion of the primary street internal loop.
The site naturally drains towards the south and an ecological wetland will be established along the southern edge of the site. It will mainly comprise of wildflower grassland (based on traditional water meadows) and incorporate sustainable drainage features to enhance wildlife habitat. It will also provide a landscape buffer alongside the Triumph factory.	A SuDS basin is proposed in the north-western corner of the site which is broadly the same shape and size as was shown on the OPA.
There are a number of public rights of way crossing the site and providing access to the surrounding countryside and open spaces. These routes will be retained and enhanced as part of the proposals.	
The character of the landscape across the site will generally be more formal to the north (reflected in the playing field provision, the main access arrangements and the central parkland) becoming less formal to the south (culminating in the ecological wetland along the southern boundary). This will soften the transition from urban settlement to rural countryside moving westward across the site.	

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GREEN CORRIDORS

Outline Planning Application DAS Principles	Reserved Matters Response
Existing hedgerows, ditches and watercourses should be retained where possible.	A natural and seminatural green corridor with pedestrian links is proposed along the northern and western boundary, inclusive of the required watervole offset as set in the DAS.
A 6-metre-wide landscape buffer should be provided on each side of the retained watercourse. This will generally comprise of a mixture of rough grassland, wildflowers, and native tree and scrub planting.	Tree planting is proposed as part of the treatment of the central green square.
In sections of the watercourse where Water Vole are present, the banks should be kept clear of excessive scrub to avoid shading.	
Access to watercourses and drainage features should be provided on at least one side for maintenance.	
New native tree and hedgerow planting should be established in some areas to provide additional wildlife connections through the site.	
A 3-metre-wide combined footpath and cycle way should be incorporated to provide an easily accessible movement route that links key parts of the site with the surrounding area.	
Surrounding housing should be arranged informally to overlook the adjacent open spaces and should be softened by native tree and shrub planting. This may include sections of hedgerow to separate the open space from adjacent private drives. Crossings over the existing watercourse should be limited to the road bridges where possible, except for where a footbridge is necessary to make important strategic connections. Crossings should be sensitively designed to meet any necessary wildlife and drainage requirements.	
Wetland habitats should be incorporated as part of the proposed sustainable drainage features (including attenuation basins, ditches or swales) to soften their appearance and provide additional wildlife benefits.	
Housing frontage follows "Green Edge" character.	

RESIDENTIAL SQUARES (NODES)

Outline Planning Application DAS Principles
More formal character.
Well defined by a distinctive change of surface materials (including block paving).
Front boundaries defined by railings or formal hedging. Frontage parking and access.
Use of distinctive landscape features (such as ornamental trees and shrubs, type of play equipment, street furniture and surface materials) to add a sense of individuality to each space and help way finding around the development.

Reserved Matters Response
The proposals deviate from the OPA in the delivery of a Residential Square in Phase 4 as two nodes are proposed in the wider extent of this field parcel rather than one. The simultaneously submitted Full Application defines a Residential Square as an arrival space from the south, whilst this RM submission is inclusive of "Play Green" a landscape-led square further north that has been designed to be large enough to accommodate a LEAP (and associated activity buffer).
Play Square is located at a key junction along the Primary Street, approximately in place of a perimeter block shown on the OPA Framework Plan.

Appearance and Landscape (Streets)

PRIMARY STREET

Outline Planning Application DAS Principles	Reserved Matters Response
Formal / semi formal character, with frequent paired (semi-detached / detached), grouped or linked dwellings, connected via a 'car port' or habitable accommodation, with parking typically to the side of dwellings (and occasionally to the front of dwellings). Frequent symmetry of dwellings and features on dwellings e.g., gables or bays, and porches and windows.	A formal/semi-formal character is defined along the Primary Street by the detailed design proposals through both the layout and house type design and detailing.
Dwellings are typically 2 to 2.5 storeys, 'red' brick and grey coloured roof tiles.	There is a consistent building line to the dwellings fronting the route, with dwellings set back on one side of the carriageway and located close to the back of the footpath on the other.
6.75m carriageway (to accommodate bus services), 2.0m footway on one side, 3.0m shared footway / cycleway on the opposite side. 'Tarmacadam' surfacing for carriageway and footways / cycleway with kerb - 125mm upstand. A change of surface and level will define squares, crossings and key junctions.	The dwellings are commonly 2 storeys in height with occasional 2.5 storey buildings used at nodes and to create interest.
Front gardens to be large enough to accommodate and boundary treatments to be formal hedgerows.	The proposed building materials reflect the principles set out in the DAS, with the use of red brick and slate grey roof tiles predominantly and buff brick at nodes.
	The highway design as set out on the Planning Layout accords with the design principles set out in the DAS.
	Front gardens incorporate trees in accordance with the approved strategy and where appropriate formal hedgerows define the property boundaries.

SIDE STREET

Outline Planning Application DAS Principles

Semi-formal in character, incorporating smaller detached and semi-detached dwellings, with regular symmetry of dwellings and features such as door canopies.

Dwellings are typically 2 storeys, incorporating 'orange' and 'red' brick and a mix of grey with some brown coloured roof tiles.

Minimal (1.0m) or no front gardens, with boundary treatments to be hedgerows or shrubs. Parking is typically to the side or front of dwellings. Side streets should include a minimum 7.5m 'highway' corridor width, with carriageway / footways with minimal kerb (25mm) or no kerb.

Street trees and soft landscaping to be incorporated in selected locations to break up frontage parking (to reflect Outline Planning Application DAS Tree Strategy).

Reserved Matters Response

The highway and landscape design as set out on the Site Layout drawing accords the design principles set out in the DAS.

The proposed building materials generally reflect the principles set out in the DAS, with the use of red and orange bricks and grey roof tiles.

Access and Movement

INTERNAL ROAD STRUCTURE

Outline Planning Application DAS Principles

The detailed road arrangement to be based upon a road hierarchy as set out in OPA DAS Figure 13: Movement.

The internal highway will be designed in accordance with the Leicestershire County Council's 6C's design guide document, and will seek to slow traffic with priority given to pedestrians and cyclists wherever possible.

Appropriate turning facilities will be provided within the site for service/delivery vehicles. Provision will be made within the proposed primary school and retail unit layouts for service and delivery vehicles to be loaded and unloaded clear of the highway.

The primary vehicular route (the Primary Street) forms a looped arrangement, circulating through the development to the south and west, and distributing traffic from the internal roundabout. The looped arrangement will allow easy access and movement of buses, and service and delivery vehicles. It will comprise a 6.75m carriageway, with a 2m footpath to one side and a 3m shared foot/cycle path to the other side. It will generally be defined by grass verges and avenue tree planting (commonly in front gardens) flanking the road.

The side streets will be smaller in scale with a minimum total width of 7.5m. At the Green Links and Edges and facing other public open spaces, private drives will generally be used to provide access to the new houses. These will be arranged to allow houses to front outwards on to the open spaces and countryside. Side Streets smaller than 7.5m.

Reserved Matters Response

The proposed internal road structure in Phase 4 generally reflect the street hierarchy and associated design principles set out in the DAS.

The key street design principles relating to road dimensions, kerb detail and materials are incorporated into the planning layout.

The design accords with LCC's design guidance to provide a safe environment for pedestrians, cyclists and vehicles.

Turning heads are incorporated to provide suitable turning areas for cars and service vehicles as appropriate, with relevant tracking tested.

BUSES AND SUSTAINABLE MOVEMENT

Outline Planning Application DAS Principles

Accessed from Normandy Way, the bus route within the site will use the loop road (Primary Street) to circle through the development. This will ensure that all of the new dwellings are within 400m easy walking distance of regular bus stops.

Reserved Matters Response

The proposed layout for Phase 4 provides part of the loop road within the wider development.

As a departure from the OPA Framework, it also forms the northern part of a link that would be created to the southern roundabout along Normandy Way with the realisation of the simultaneously submitted Full Planning Application to the south.

CAR PARKING STRATEGY

Outline Planning Application DAS Principles

Parking will mainly be provided on driveways to the front or side of properties. Where parking is recessed to the side of properties the building line will help to screen cars from view. Where possible, parking will be provided on plot, and larger properties will have garages (including integral garages on some wider units).

On the primary street, parking will generally be provided to the side of properties and the road will be wide enough to allow informal parking on street for visitors or delivery / refuse / emergency vehicles without causing obstruction. On the side streets parking can be to the front or side of the properties. Where apartments are provided (limited) some rear courtyard parking will be necessary. Where houses front on to public open space (green links or the central park) parking will generally be on private driveways to side of properties.

The quantum of parking provided will be in accordance with the County Council’s guidelines.

Reserved Matters Response

The proposed parking strategy reflects the street hierarchy identified for the overall site and accords with LCC guidance.

A mixture of on-plot parking located to the front and side of dwellings is shown along the Primary Street, creating space for landscaping whilst maintaining an appropriate overall street corridor width.

Parking to Side Streets is predominantly located between/to the side of dwellings, resulting in a narrower street corridor than the Primary Street.

PEDESTRIANS AND CYCLISTS

Outline Planning Application DAS Principles

Provision for pedestrian movement across Normandy Way is proposed along the line of the existing public right of way and will be provided via at-grade crossings. This will provide direct pedestrian access between the site and the existing urban area to the east. At the main access to the site this will take the form of a puffin crossing. Further measures are also proposed along Normandy Way to enhance cycle and pedestrian facilities and movement along this primary route.

Within the site the lines of the existing public rights of way will be retained and enhanced with new paths.

New shared cycle and pedestrian paths are proposed throughout the site, running along the proposed Green Corridors, connecting the development areas to the key public open spaces, proposed community facilities, main access into the site and town beyond, and the countryside. The routes proposed reflect key desire lines to key features within the site.

Reserved Matters Response

There are not any public rights of way within the extent of phase 4.

A pedestrian route is shown parallel to the north-western boundary, offset from the existing hedge and ditch course and providing the potential for future connection to the west.

Inclusive Access

INCLUSIVE DESIGN PRINCIPLES

Outline Planning Application DAS Principles

The detailed design should enable everybody to move around freely without encountering unnecessary obstructions, taking into account the design principles to ensure the development is: inclusive, responsive, flexible, convenient, accommodating, welcoming, and realistic.

Reserved Matters Response

The layout meets DDA requirements and promotes pedestrian and cycle access to all recreation areas. Variety in the choice of construction materials defines the different hierarchy of roads and pedestrian footpath/cycleways.

The proposed dwelling mix includes a variety of dwelling sizes and tenures to support a mix of residents.

Sustainable Design

SUSTAINABLE DESIGN PRINCIPLES

Outline Planning Application DAS Principles

Best practice sustainability will be embraced and the applicants will fully explore issues such as:

- optimum plot orientation for solar gain;
- ensuring that buildings can be easily adapted to suit different occupiers needs allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces;
- the provision facilities for refuse, recycling stores, composting and water butts;
- the provision of appropriate and easily accessible private space, car parking spaces and space for cycle storage;
- the use of environmentally friendly and more sustainable materials, for example, locally sourced or recycled construction building materials and aggregates and recycled timber; and
- Buildings that are resource and energy efficient, potentially with: efficient heating systems, which could include energy saving micro combined heat and power units; low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use; low carbon lighting, energy controls and management; and double and triple glazing, and improved insulation.

Reserved Matters Response

Sustainable design principles are embedded within proposals in respect of plot orientation, house type mix and adaptability, and provision for refuse storage, recycling, appropriate parking and material specification.

A fabric first approach is being taken to meet the sustainable design requirements. That has a number of clear benefits, notably that it is built into the property for its whole life ensuring that every occupier will benefit from a reduced electricity bill, and it still achieves the aim of reducing CO2 emissions.

SUMMARY AND CONCLUSION

This Development Brief has been prepared to satisfy condition 5 attached to the outline planning permission relating to the construction of up to 850 new dwellings, a 1 form entry primary school, convenience retail space, public open space, and associated infrastructure (including other green infrastructure, drainage, access and utilities at Normandy Fields, Hinckley (Ref. 15/00188/OUT).

Bloor Homes have a shared aspiration with the Borough Council to ensure that the concept for the comprehensive development of the site, the underlying objectives and the development and design principles that are embedded within the approved Development Framework and Design and Access Statement are respected and reflected in the detailed design of the development.

This Development Brief seeks to highlight how the detailed scheme now being submitted to HBBC for the approval of the Reserved Matters in relation to the Phase 4 development is in general accordance with the Development Framework and Design and Access Statement which were approved when outline planning permission was granted.

Indeed, this Development Brief clearly demonstrates that the proposed detailed design of Phase 4 and the associated Green Infrastructure clearly accords with the approved Development Framework and Design and Access Statement, the development and design principles therein relating to the area, and indeed, still generally accords with relevant planning policies and best design practice.

