



LAND EAST OF ASHBY ROAD, HINCKLEY

Design and Access Statement

September 2025



DAVIDSONS
HOMES





1

INTRODUCTION

1 INTRODUCTION

nineteen47 have been instructed by Davidsons Homes to prepare this Design and Access Statement in support of an application for outline application for up to 103 dwellings with all matters reserved apart from the access from Ashby Road.

This statement focuses on explaining the design process that has been followed during the formulation of these proposals for a well-designed place that delivers much needed new houses and wider benefits to the local area.

This report summarises the key technical considerations and design parameters that have shaped the proposals. For specific details please refer to the relevant technical reports.

Site Breakdown

Site area:	5.53 hectares
Total dwellings:	103
Dwellings per hectare:	36
Open space:	2.38 hectares



Illustrative Layout

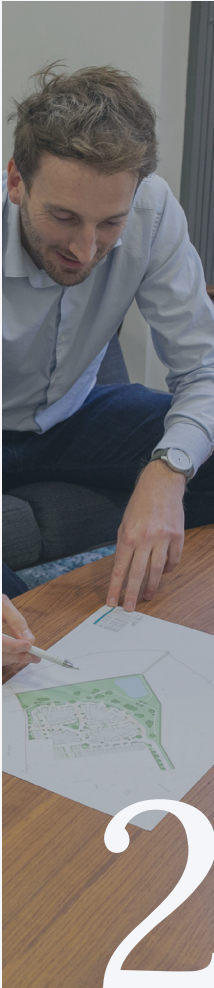
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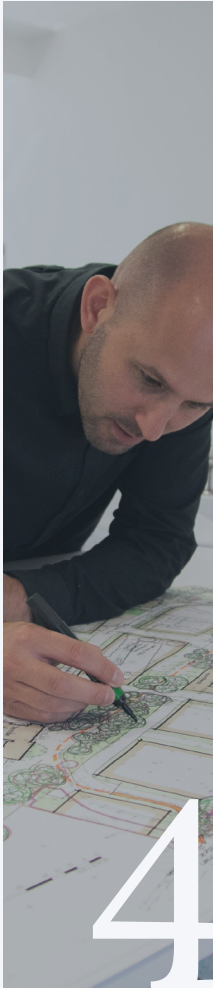
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PLANNING POLICY

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PLANNING POLICY

Full consideration of the national planning policy context is set out in the submitted Planning Statement, but the below is a succinct summary focused specifically on design and access matters.

The National Planning Policy Framework 2024

The National Planning Policy Framework (NPPF) outlines the Government's planning policies for England. The 'presumption in favour of sustainable development' is at the heart of the document. The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

Section 12 of the NPPF specifically addresses the matter of well designed places. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 124 of the Framework states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 129 with reference to density, states that Planning policies and decisions should support development that makes efficient use of land.

Paragraph 135 states that planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136 states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

Planning Practise Guidance

Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development;
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are: -

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

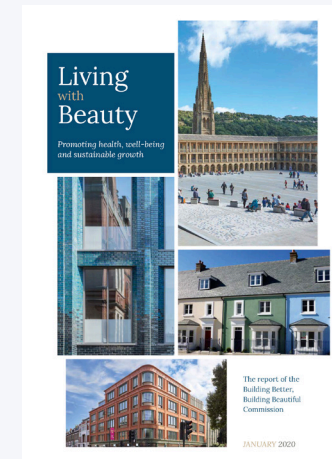
Living With Beauty

The Building Better, Building Beautiful Commission is an independent body set up to advise government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods. In its final report, ‘Living with beauty’, the Commission has set out its recommendations to government proposing: -

“a new development and planning framework, which will ask for Beauty; refuse ugliness; and promote Stewardship”.

Building for a Healthy Life

Building for a Healthy Life is the latest edition of – and new name for - Building for Life 12. The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.



Living with Beauty



Building for a Healthy Life

The Local Planning Policy and Guidance Context

As with the national policy, full consideration of the local planning policy context is set out in the submitted Planning Statement, but the below is a succinct summary focused specifically on design and access matters.

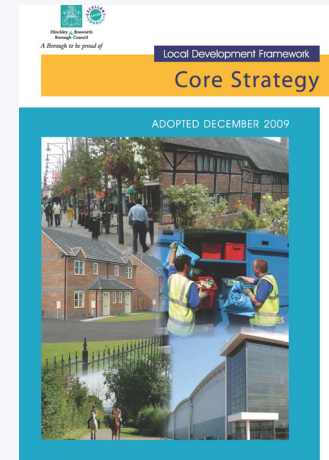
Hinckley and Bosworth Core Strategy 2006 - 2026

The Core Strategy in Hinckley and Bosworth was adopted in 2009 to set out the policies of where and how development should take place in the borough up to 2026.

- Policy 1: Development of Hinckley. This states that to support Hinckley as a sub-regional centre, land will be allocated for a minimum of 1,120 dwellings including a range of house types as supported by policies 15 & 16.
- Policy 6: Hinckley / Barwell / Earl Shilton / Burbage Green Wedge. This policy identifies the green wedge between Hinckley, Barwell and Earl Shilton which protects the separation of the three settlements, helping to protect their individual identities and provides easy access from the urban areas into green spaces, contributing towards the quality of life for residents in these urban areas. Maintaining the Green Wedge is an important part of protecting the green infrastructure of the borough. There are opportunities within the green wedge for enhancement to further increase its amenity as well as ecological value. A review of the boundary of the green wedge will take place

through the Site Allocations and Generic Development Control Policies Development Plan Document.

- Policy 15: Affordable Housing. This provides the required affordable mix for development, stating that in Hinckley, developments consisting of 15 or more dwellings have a target of 20% affordable housing on site. Of this 20%, 75% will be social rented and the remaining 25% will be intermediate housing.
- Policy 16: Housing Density, Mix and Design. The council requires a mix of housing types and tenures on sites with 10 or more dwellings, based on household projections in Table 3 and local evidence, such as the Housing Market Assessment and housing needs surveys. It also identifies that a minimum net density of at least 40 dwellings per hectare should be provided unless site characteristics dictate otherwise. Policy does not explicitly state what the area used to calculate density should include.
- Policy 19: Green Space and Play Provision. This outlines the requirements for developments to contribute to Green Space and Play Provision.



Hinckley and Bosworth Core Strategy 2006 - 2026

Site Allocations and Development Management Policies DPD

The Site Allocations and Development Management Policies Document (DPD) designates land to meet the development needs specified in the Hinckley and Bosworth Core Strategy, including housing, employment, recreation, green spaces, community facilities, and leisure uses. It also includes development management policies that apply throughout the borough and will guide the determination of planning applications. The DPD aligns with the strategic policies in the Core Strategy.

DM1: Presumption in Favour of Sustainable Development. Planning applications that accord with the policies in the Local Plan (and, where relevant,

Other Relevant Supplementary Planning Documents

with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

DM6: Enhancement of Biodiversity and Geological Interest. Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long term future management.

DM10: Development and Design. Developments will be permitted where they are in keeping with the local character, would not have an adverse effect on the privacy of existing residents, a high level of landscaping is provided, and maximising opportunities for the conservation of energy and being sustainable

DM17: Highways and Transportation. This sets out the Council's support for proposals that seek to make the best use of existing public transport services, safe active travel provisions, need for travel is minimised and there will be no significant adverse effects upon highway safety.

DM18: Vehicle Parking Standards. All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design.

Good Design Guide (SPD) 2020

The proposal has been informed by the SPD. The intent of this document is to inform every stage of design development, from initially appraising a site, through to submitting a planning application and reaching determination.

Section 1: Planning and Design Process
This chapter describes the planning application process including expectations for pre-application and planning application submissions together with the fundamental components of a best practice design development process.

Section 2: Urban Design Principles
This chapter sets out design objectives which form the building blocks for design development. It then breaks down the individual component elements of design to promote clear communication of design features.

Section 3: Understanding Local Context
This chapter provides contextual information and principles for Hinckley and Bosworth Borough.

Section 4: New Residential Developments
This chapter provides specific guidance for what is expected from the design of applications for new residential development on greenfield and brownfield sites, including infill development.

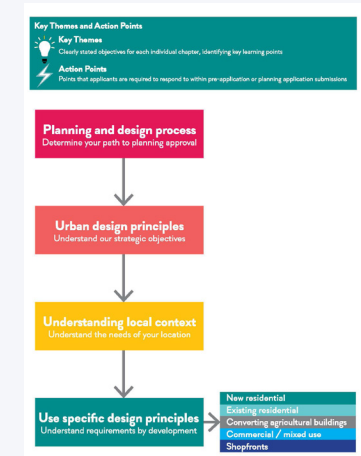


Figure 1: Process Diagram.
From Good Design Guide (SPD) 2020



Site Allocations and Development Management Policies DPD





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UNDERSTANDING
THE PLACE

3 UNDERSTANDING THE PLACE

Contextual Background

The site is located to the north of Hinckley.

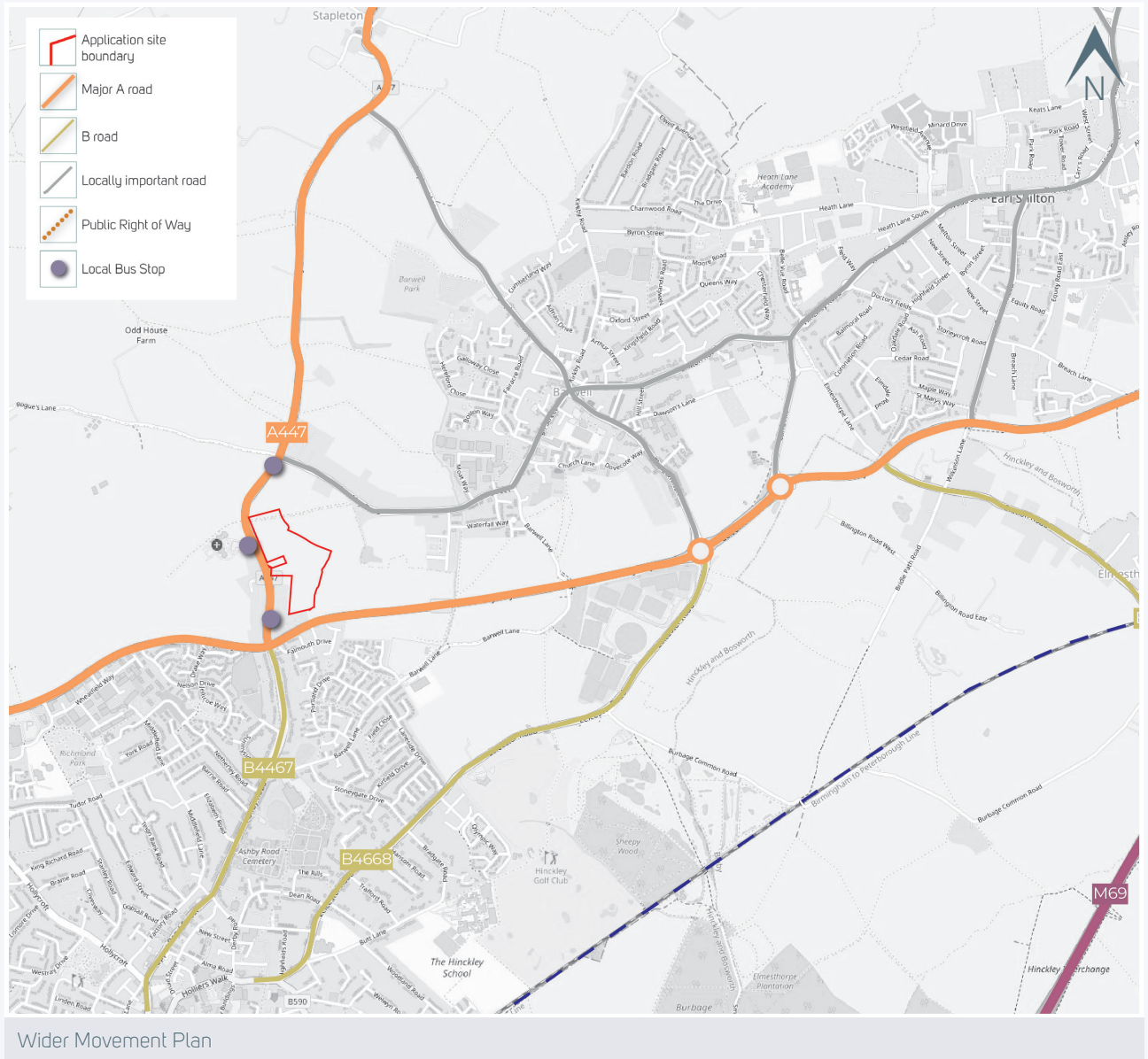
Hinckley is a market town located in the Leicestershire region of England. It's situated approximately 10 miles southwest of Leicester and 20 miles east of Coventry.

Movement and Connectivity

Hinckley is well connected, both within the town and to nearby cities and regions.

Situated very close to the M69, a major motorway that connects the town to Leicester to the north and Coventry to the south. This gives Hinckley excellent access to these larger cities and beyond. The M69 links up with the M6 and M1, which further expands the connectivity to Birmingham, London, and other parts of the UK.

The town is served by Hinckley Railway Station, which is an important hub for both regional and national travel. The station provides hourly services to Leicester and Birmingham, as well as other services throughout the day including Stansted Airport, Gloucester and Cambridge.



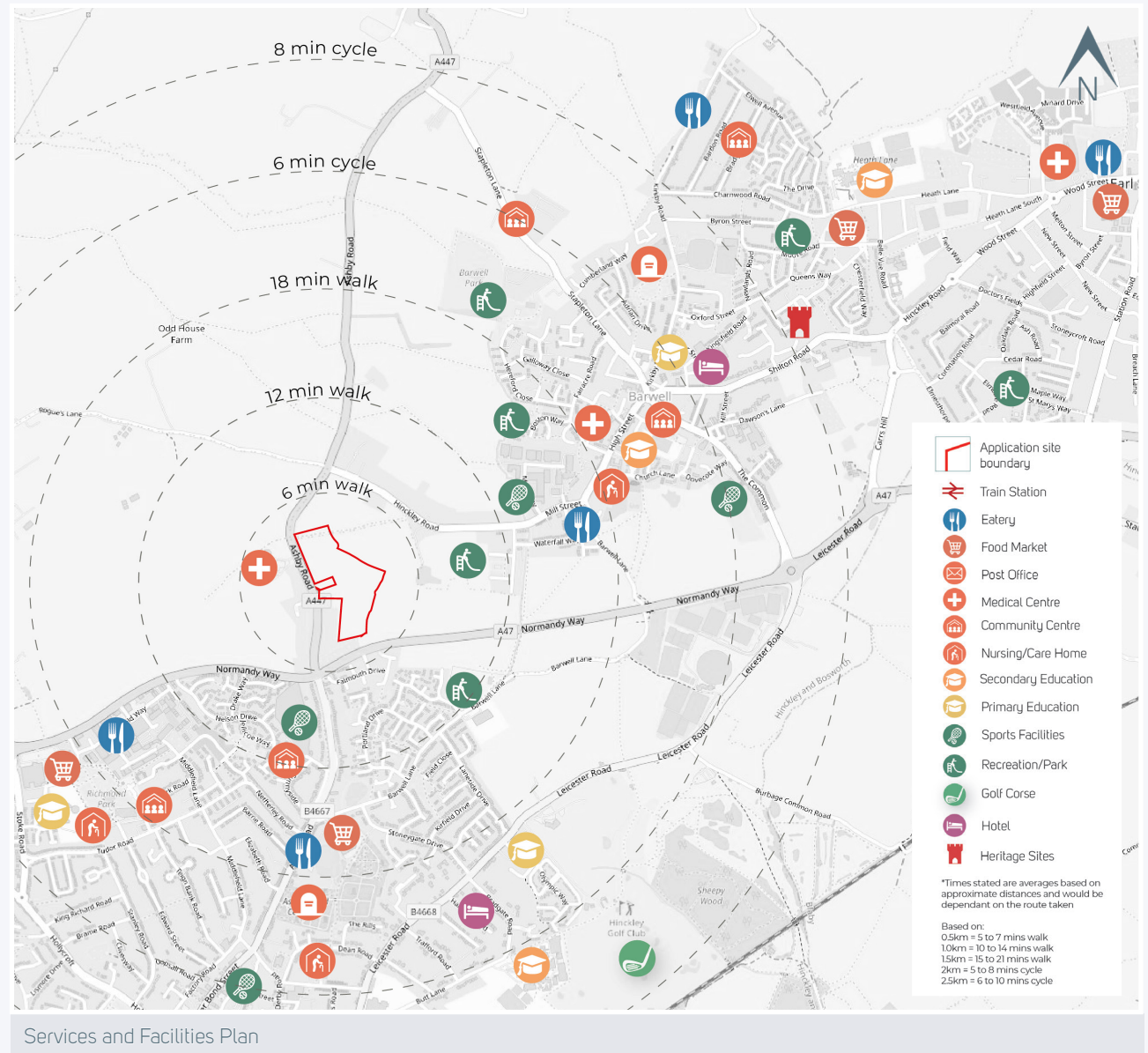
Hinckley has a variety of local bus services that connect the town to surrounding villages, towns, and cities. The nearest bus stops are situated adjacent to the site on Ashby Road. These stops offer 5 services an hour to Nuneaton (26 minute journey), Hinckley (7 minute journey), and Leicester (44 minute journey).

Services and Facilities

Within the Travel Plan it identifies that an acceptable distance to walk is 1km, with 2km being a preferred maximum distance. Below is a list of services and facilities that are within a 2km walk from the site, with their locations identified on the opposing plan.

- Retail: ASDA supermarket, Morrisons supermarket.
- Education: Richmond Primary School, Redmoor Secondary Academy, Dorothy Goodman Secondary School (SEN Specific).
- Health: Hinckley and Bosworth Community Hospital, ASDA Pharmacy.
- Recreational: Ashby Roads Sports Complex.

Additional services and facilities are located within the town centre which can be accessed via a 15min cycle journey. Further information can be found within the Travel Plan.



Services and Facilities Plan

Local Character

Hinckley's residential character has evolved over time, shaped by distinct periods of development. In the town centre, Tudor-style buildings reflect its medieval roots, while Georgian housing—recognisable by its symmetrical fronts and sash windows—marks a phase of urban expansion. The Victorian period added a large number of terraced homes and ornate cottages, built during Hinckley's industrial growth. Residential development continued through the 20th century with post-war housing and a range of modern suburban estates, resulting in a varied and well-established mix of housing types across the town.

The residential character of Ashby Road, north of the A47 in Hinckley, is largely shaped by early to mid-20th-century suburban development. The area is typified by a mix of semi-detached and detached dwellings, combining traditional forms with some modern interventions. Properties are commonly constructed in red or orange brick and feature architectural elements such as bay windows, tiled roofs, and modest decorative detailing reflective of the period.

The character of the local area is not particularly distinctive or unique and the traditionally Davidsons styled houses will not only fit in, but lift the local area.





Davidsons Development

To the south of Hinckley in Burbage, Davidsons Homes Sunlock Meadows development is currently being constructed.

This 135 home site is Davidsons first biodiversity net gain site, which aims to bring benefits to both wildlife as well as the local community.

This development offers a range of 2, 3, 4, and 5-bedroom homes designed in Georgian and Victorian styles, blending traditional aesthetics with modern living standards



The Site

The site is located north of Hinckley, with Ashby Road (A447) running north to south adjacent to the western boundary. The site extends to approximately 5.53 hectares in size and is currently in agricultural use. It is relatively flat but with a gentle slope in a north easterly direction from c.124 AOD to c.118 AOD.

Site Description

The boundaries are enclosed by hedgerows and boundary trees, including an internal hedgerow with an associated dry ditch dissecting the site in the middle. The western boundary of the site fronts on to Ashby Road, with existing residential dwellings and the Community Hospital located on the opposite side of the road. A number of properties back onto the site's western boundary and there are public allotments to the south.

A public right of way runs just beyond the northern boundary of the site. The north/eastern boundaries open out onto the open countryside which separates the site from the neighbouring settlement of Barwell.

The planning application is supported by a suite of detailed technical assessments covering topics such as Landscape and Visual Impact, Heritage, Ecology, Noise and Air Quality, Transport, Flood and Arboriculture. This section outlines the implications of this work upon the design of the proposed development



View of existing vegetation within site



View of full site from the northern boundary



View of northern field and Ashby Road from western boundary



View of full site from the southern field



View of full site from south-western boundary

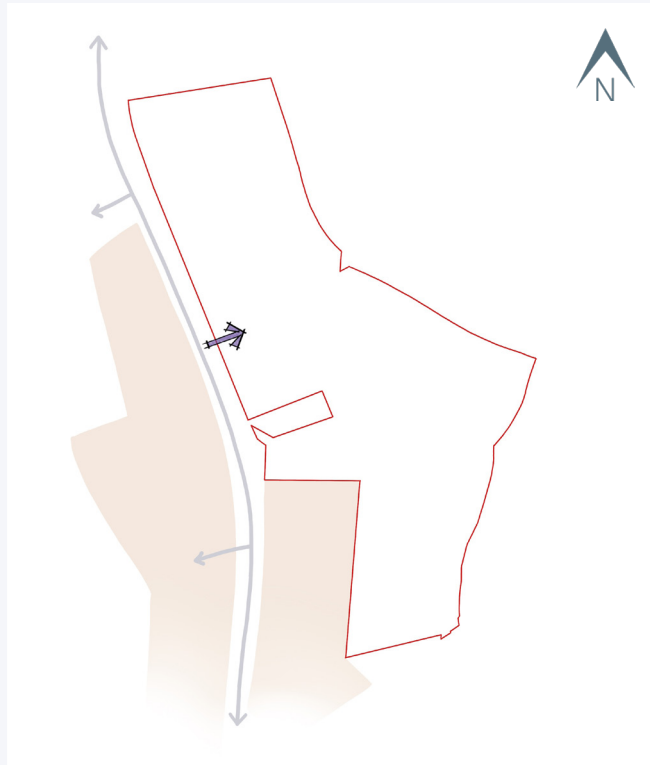
Design Parameters



Land Uses

To the south and west of the site there are existing residential areas. To the north and east of the site lies open countryside.

Residential development should replicate this, keeping developable areas towards the urban edge, whilst maintaining a buffer to the open countryside.



Access

A new point of vehicular access will be created to the site from Ashby Road.

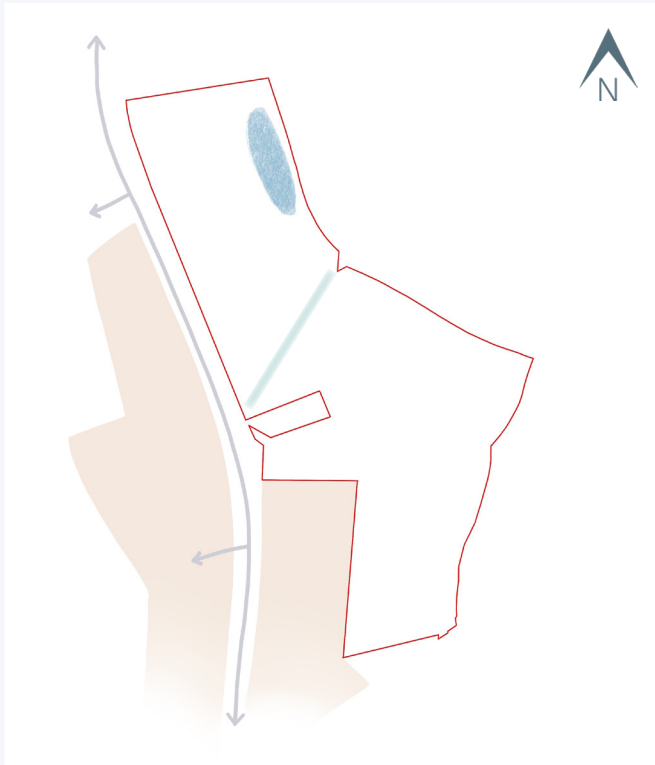
The location of the access should consider the existing bus stop to the north, and visibility due to existing hedgerows and the bend on Ashby Road.



Permeability

Pedestrian connectivity should be considered from the site to the existing Public Right of Way and bus stop to the north.

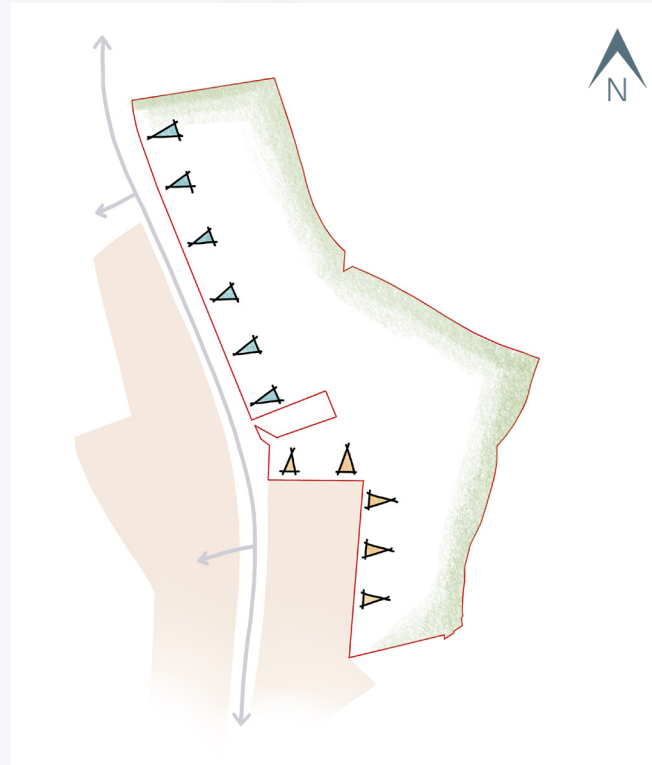
A pedestrian and cycle connection should also be considered towards Ashby Road.



Drainage & Ecology

Areas of surface water flooding can be found towards the low point of the site on the north-eastern boundary. Attenuation basins should be considered on this side of the site, as this is the lowest point but outside of the surface water flooding areas.

Running north to south through the centre of the site, a hedgerow with an associated dry ditch should be preserved where possible to ensure minimal impact on biodiversity.



Edges

The western and southern edges represents existing houses with active frontages that predominantly back onto the site with relatively generous gardens in excess of 30m.

With open countryside to the north / north-eastern boundaries, a looser edge and green buffer will soften residential development creating a logical extension to the settlement.



Landscape

Where possible the existing perimeter trees and hedgerows should be retained and the two high-value trees incorporated into a feature within the site.

The existing green wedge minimum separation distance of 360m between Hinckley and Barwell should be maintained, and the development should not encroach any closer than this.

Design Concepts

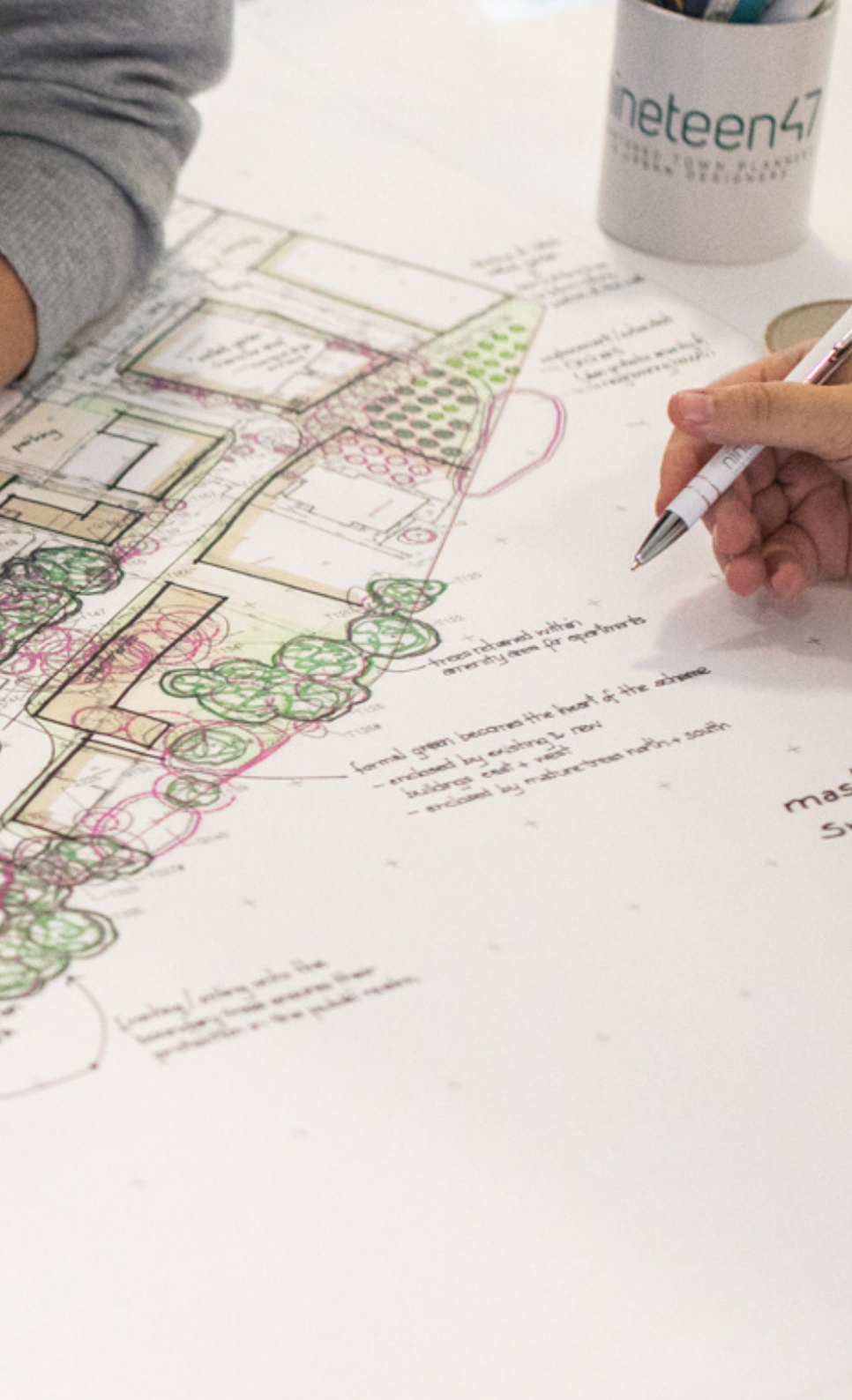
- celebrate the heritage assets
- create a primary route which visually connects Sitwell House & Swinden House
- create a focal point/heart to the scheme around Swinden House and design a layout that pushes all residents through the space
- respond to the walled garden with a 'red brick' character, respecting historic patterns.
- create an attractive, tree lined walking & cycle route through the scheme using the existing

... trees across the site with very removal (low value), and extend the

deal aspect apartments to face Beaurefield Rd access and front the tree lined pedestrian route.

Assess the existing landscape character for the layout of the scheme.





4

DESIGN EVOLUTION

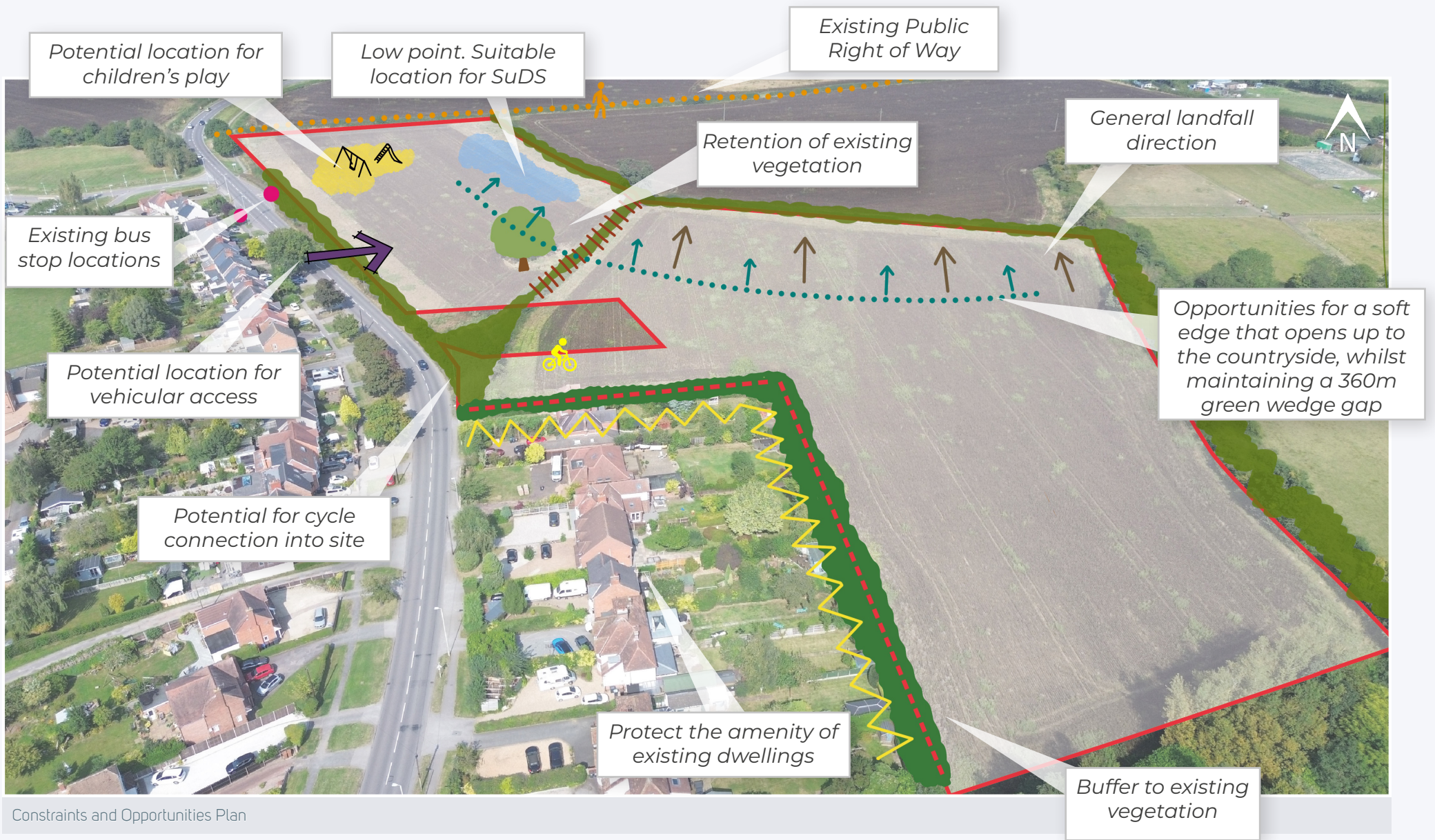
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DESIGN EVOLUTION

Constraints and Opportunities

The Design Parameters presented in the previous section of this document were the starting point from which the design concept evolved. It has been informed by the constraints and opportunities of the site and its context, which are summarised below.

- The existing landform with its gentle slope to the north east provides a suitable location for a sustainable drainage pond towards the eastern boundary part of a sustainable urban drainage strategy;
- The site can be accessed safely from Ashby Road;
- There are bus stops on Ashby Road close to the site;
- The site can accommodate significant areas of green open space along its northern and eastern boundaries;
- This green space will provide opportunities to enhance recreational opportunities for existing and new residents, enhance wildlife habitat and create a green buffer between the new dwellings and the countryside;
- Most of the existing boundary vegetation and trees can be retained and integrated into the scheme with appropriate stand-offs to protect and manage them, alongside any replacement planting where appropriate;
- An outward looking frontage of dwellings can face onto Ashby Road with Davidsons traditional styled new dwellings creating a positive addition to the streetscene in keeping with the local area;
- Consideration needs to be given to the relationship with neighbouring residents including respecting separation distances back to back (21m minimum) and back to side (12m minimum) which the new houses will be well in excess of given the garden depths of existing properties being over 30m themselves;
- The presence of a neighbouring Public Right of Way to the north presents an ideal opportunity to connect the site into the wider public footpath network;
- Provide a landscape buffer to existing vegetation for protection and management;
- Maintain a green wedge gap of 360m which is equal to the narrowest existing gap between Hinckley and Barwell;



Constraints and Opportunities Plan

Concept Plan

The understanding of the site and its context gained during the assessment work that has taken place shaped an initial "Design Concept". The key elements of this approach to setting out residential development on the site are;

- Retention of existing perimeter trees and hedgerows where possible.
- A central green node incorporated into the site allowing for the protection of high-value trees within the site.
- Soft outward facing edge, creating a transition from the urban area to the open countryside.
- Buffer between existing dwellings and proposed development.
- Formation of a positive frontage to Ashby Road.
- Connection to Public Right of Way and bus stop to the north.
- Permeability for pedestrian and cycle connection to Ashby Road.



Concept Plan

Public Consultation

The Concept then formulated into the Illustrative Layout which was then used as part of a public consultation.

An online consultation was created, allowing members of the public to access the consultation boards over a 3 week period, which was subsequently extended following an issue with leaflet delivery.

A detailed Statement of Community Involvement was submitted that explains the consultation event and addresses specific points raised.

The majority of the comments from the consultation were about the principle of the design and any other comments about the detail of the scheme can be found in section 4 of the Statement of Community Involvement.

4 DAVIDSONS DEVELOPMENTS BUILDERS AND PLACEMAKERS

The Proposed Development

The Illustrative Illustration shows the draft proposals for the site. The key aspects of the proposals and the design are as follows:

- The provision of new dwellings and large areas of green public open space;
- A new vehicular access from Ashby Road and cycle facilities for pedestrians and cyclists including a new pedestrian crossing and a new section of footway;
- A clear street hierarchy and different character areas within the site;
- The creation of an attractive frontage of dwellings to Ashby Road;
- An 'urban green' at a key node in the centre of the site set around a central water feature which will be a feature space for landscaping with dwelling gardens around it;
- Feature dwellings to be located in prominent locations within the development;
- An outdoor seating area to development to be used overlooking the surface water drainage area and public open space;
- A new green area at the northern end of the site, set into an existing public open space;
- A footpath connecting through the public open space at the northern end of the site through to the existing Public Right of Way in the north;
- New areas of wellflower planted a surrounding wet area within the surface water drainage area and other elements of landscaping to enhance a 10% improvement in air quality;
- A green corridor as a buffer between existing rear gardens and new development;
- New areas of wellflower planted a surrounding wet area within the surface water drainage area and other elements of landscaping to enhance a 10% improvement in air quality.

1 DAVIDSONS DEVELOPMENTS BUILDERS AND PLACEMAKERS

Welcome

Davidsons Developments welcomes you to the public consultation for the site. The key aspects of the proposals and the design are as follows:

About Davidsons

Davidsons Developments is a family owned company established in 2002. The family has been building homes in the north east for over 100 years. Our design approach is based on seeking to reflect the quality of traditional towns and villages that make these distinctive, memorable and loved places.

We pride ourselves on delivering well crafted homes that collectively contribute to create beautiful areas and spaces. Davidsons are high quality master builders and place makers. We believe in our heritage, our quality and our commitment to our customers and we have built our company to reflect these values. Customer focused service and build quality that the Wilson family has developed over generations of master building.

Our main focus is not to build new homes in rural areas. We use our time to make sure they are right for the surrounding area, paying great attention to the site, the local context, design, materials and detailing. Each development is designed to fit naturally into the local area.

3 DAVIDSONS DEVELOPMENTS BUILDERS AND PLACEMAKERS

Contextual Analysis

The adjacent plan summarizes the analysis which has informed the emerging development proposals. Key aspects are:

- The existing footway with its gentle slope to the north east provides a suitable location for a sustainable drainage pond towards the eastern boundary part of a sustainable urban drainage system;
- The site can be accessed safely from Ashby Road;
- There are two bus stops on Ashby Road close to the site;
- The site can accommodate significant areas of green open space along its northern and eastern boundaries;
- The green spaces will provide opportunities to enhance recreational opportunities for existing and new residents, enhance wildlife habitat and create a green buffer between the new dwellings and the countryside;
- Most of the existing boundary vegetation and trees can be retained and integrated into the scheme with appropriate standards to protect and manage them, alongside any replacement planting where appropriate;
- A natural looking drainage of dwellings can face onto Ashby Road to be in keeping with the existing street scene;
- Consultation needs to be given to the relationship with neighbouring residents including sharing reports for their existing residential interests;
- The dwellings look back onto the site have relatively high and diverse profiles, and the presence of a neighbouring Public Right of Way to the north presents an ideal opportunity to connect the site into the wider public landscape network.



6 DAVIDSONS DEVELOPMENTS BUILDERS AND PLACEMAKERS

Benefits of the Scheme

The benefits that will arise from the proposed development include:

- Providing a required input to Hinckley and Bosworth Housing Strategy with the authority currently failing to deliver their mandatory housing requirement for the district;
- The delivery of high quality homes to Hinckley and Bosworth Housing. The site offers benefits from a regular bus service into Hinckley with a cycle route in front of the site. This is a logical and sustainable location for residential development;
- Features of public accessible open space and a play area;
- The enhancement of habitats and wildlife areas;
- The creation of public through construction and related employment;
- Small benefits through infrastructure improvements that are a part of the development.

Next Steps

Davidsons plan to submit outline planning application within the next two months. Hinckley and Bosworth Borough Council will then consider the application on the proposals and will consider any comments received. Davidsons thank you for visiting the virtual public exhibition and encourage you to submit any questions or comments on the scheme provided.

2 DAVIDSONS DEVELOPMENTS BUILDERS AND PLACEMAKERS

The Site

The plans show the extent of the site with a red boundary overlaid on an aerial photograph.

This shows that the site is located within an existing residential area on the edge of the Hinckley urban area. As a result of its location, the site benefits from access to an extensive range of services and facilities within Hinckley. The site offers benefits from a regular bus service into Hinckley with a cycle route in front of the site. This is a logical and sustainable location for residential development.

The site extends to approximately 5.5 hectares (12.7 acres) and is currently in agricultural use. It is relatively flat with a gentle slope to the north. The site is bounded by hedgerows and boundary trees, with an overall hedgerow and tree cover of 10% across the site.

The western boundary of the site fronts on to Ashby Road with existing residential dwellings and the Hinckley Housing Strategy located on the opposite side of the road. A number of properties look onto the site, including boundaries and trees. There are public open spaces to the south.

5 DAVIDSONS DEVELOPMENTS BUILDERS AND PLACEMAKERS

Frequently Asked Questions

- How many houses are proposed? The application will be made in outline with the full details of the houses to be known at a later 'reserved matters' application stage. However, the outline application will be for approximately 110 new homes on the site including 20% being affordable homes.
- How will overall residential and pedestrian access to the site be achieved? Vehicular and pedestrian access to the site will be taken from Ashby Road via a single T-junction. The footway will be used to access the site from the street. A new footway will be provided on the eastern side of Ashby Road.
- Will the roads have capacity for the increase in traffic? A comprehensive assessment of highways and transport routes has been undertaken in developing the proposals. The assessment demonstrates that the development can be safely accommodated on the highway network. The Transport Assessment will accompany the outline planning application and provide further detailed information.
- What is proposed for air quality? The site is in the 'at risk of poor air quality' category. The Environmental Agency (EPA) has issued an Air Quality Management Plan (AQMP) for the site. The AQMP requires the use of sustainable transport modes by the new residents.
- What is the proposed strategy for surface water? The surface water drainage strategy will offer a safe, sustainable and robust system which will provide complete flood risk protection to both residents of the new development and the existing surrounding area. This will be achieved by the provision of a surface water drainage pond on the eastern edge of the site and the full water main sewer. It is a sturdy and fully designed to a suitable standard.
- What is proposed for flood water drainage? All flood water discharges in the existing local sewer network, it is proposed that an on-site full water storage system will be needed for discharge from the existing network, which is not usual for the local highway network and infrastructure to be able to cope with the increase in discharge.
- Flood protection will likely be required to protect the site from flooding. The development will be designed to cope with the increase in residents and ensure that the development is acceptable. Contributions are likely to include:
 - Any necessary contributions towards proposed education facilities;
 - Contributions towards library facilities within the local highway network;
 - Contributions towards bus facilities within the local highway network;
 - Contributions towards the use of sustainable transport modes by the new residents.



primary street

connector street

courtyard

ecology corridor

primary street



5

DESIGN PROPOSALS

5 DESIGN PROPOSALS

This section demonstrates how the proposal will establish a high-quality and distinctive place that not only embraces the creation of new connections and residential areas, but also showcases Davidsons well-crafted traditional homes, with a strong emphasis on thoughtfully designed streets, public spaces, and landscaping.

Use and Amount

Site Area -	5.53 hectares
Residential Area -	2.88 hectares
Open Space -	2.38 hectares
Other Infrastructure -	0.27 hectares

Development (3.15ha – 57% of GSA)

The above figures designate 2.88 hectares of land for residential, with potential for up to 103 dwellings, representing a density of 36 dph, whilst below the 40 dph policy requirement it is considered appropriate for this site on the edge of Hinckley. This area is expected to accommodate a variety of home types, sizes, and tenures. The designated residential areas include space for housing, car parking, private amenity areas (such as rear gardens), and essential infrastructure, including streets.

The precise number and mix of new homes will be determined during the detailed design phase. A Testing Layout has been created for internal use to show how up to 103 dwellings could be accommodated on the site, in line with the vision outlined in Section 4, though it is not meant to be a prescriptive plan.

The testing layout is drawn to meet the prescriptive mix set out in HENA in order to inform the quantum of development, which in turn influences the density. The testing layout shows that with a mix of house typologies and sizes 103 dwellings is an appropriate number of dwellings for the site.



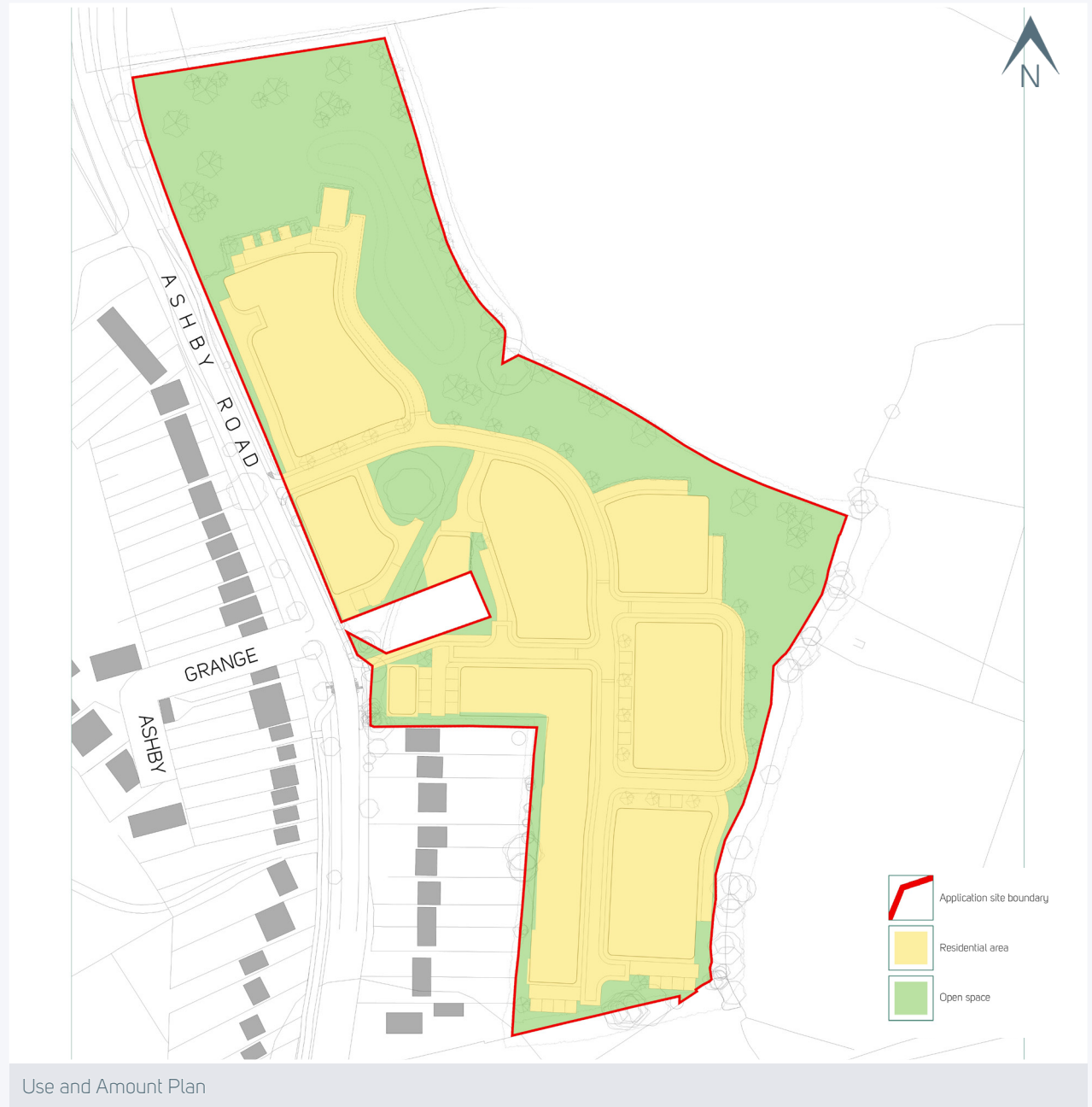
Illustrative Layout

Open Space (2.38ha – 43% of GSA)

Policy 19 of the Core Strategy (Green Space and Play Provision) sets the total requirement of open space for all new developments. On the basis that a total of 103 dwellings are provided and the average household size of 2.4 people per dwelling (as stated in the Hinckley and Bosworth Borough Council Open Space and Recreation Study 2016), the open space requirement for the site totals 0.93ha.

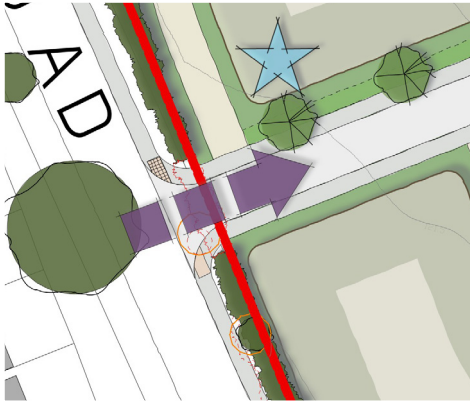
The Use and Amount Plan (opposite) provides a potential total of approximately 2.38ha of open space including surface water drainage features.

Further details of the proposed landscape strategy are provided within the Landscape section of this chapter of the DAS.



Use and Amount Plan

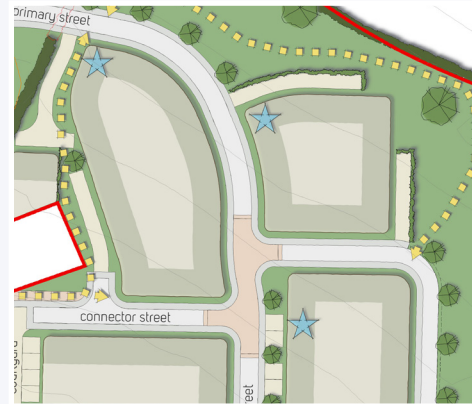
Access and Movement



Vehicular Access

The scheme proposes a single vehicular access point from Ashby Road along the site's western boundary.

This will feature a 5.5m wide carriageway with a 2m foot-way on each side, with the northern foot-way separated by a 2m grass verge, ensuring a safe and accessible route for residents to enter and exit the site.

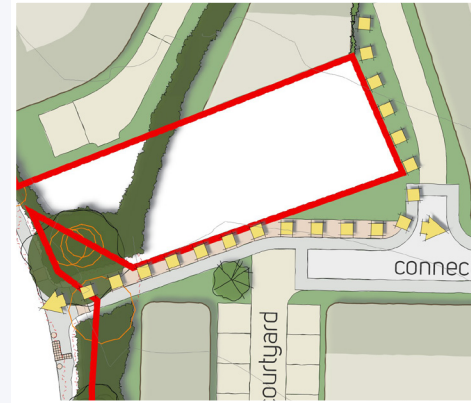


Street Hierarchy

The Illustrative Layout establishes a clear street hierarchy that not only promotes efficient movement across the site but also enhances legibility and way-finding.

As shown in the accompanying plan, the primary route runs through the site from the western access to the southern boundary, serving as the central spine of the development.

A network of secondary streets, including edge lanes, loop streets, and a connector street that serves cycle access to and from the site, branch off this main route in a logical arrangement, with their placement reflecting the quieter areas of the development.



Pedestrian and Cycle Connectivity

Key locations have been established within the site to provide pedestrian and cycle connectivity to the site.

To the north a link has been proposed, connecting the Public Right of Way to the residential development whilst intersecting the children's play space. South of the site, a cycle and pedestrian path has been introduced, connecting to the existing foot-way, providing safe and sustainable movement into the site.

Other routes have also been proposed, creating further opportunities for movement throughout the site.



Parking

The Illustrative Layout establishes a layout that accommodates various types of car parking, including on-plot parking beside houses, front parking areas separated by landscaping, and small parking courtyards with natural surveillance. This detail will be dealt with at the reserved matters stage but this approach to using various parking typologies will create well-balanced street-scapes where cars do not overpower the overall environment.



Access and Movement Plan



Key Principles

The key elements of the layout structure and distribution of uses across the site are a result of the analysis of the site and its context presented in Sections 2 and 3, of the input received through the consultation that is explained in Section 4 and also by the design concept the evolved across that period. The Illustrative Layout sets out acceptable limits to development that accord with this and the Testing Layout shows one way in which development could be set out to achieve more detailed elements.

A children's play area

Overlooked by an active frontage, the children's play area looks to create a focal point between the development and the northern pedestrian connection point.



A village green at the heart of the site

A green space within the centre of the site, focussed around an existing mature tree and framed by a backdrop of housing, creates a focal point to the development.



Permeability to the wider environment

Connections to the existing PRoW and bus stop to the north, and a cycle link to Ashby Road, providing opportunity for sustainable travel.





A tree lined primary street

A consistent rhythm of street trees is proposed along the primary street to create legibility within the site.



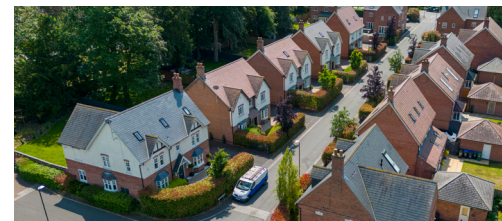
A soft edge

A low density soft building line proposed to be set behind a generous swathe of open space to create a smooth transition to the countryside, whilst maintaining the 360m green wedge buffer.



Landscape Buffer

Extended rear gardens and a landscape buffer is proposed on the western boundary, to provide privacy between the proposed development and the existing dwellings.



Layout

Layout Structure

The Illustrative Layout outlines the proposed development area, designed as a logical extension to Hinckley. It is expected that surface water attenuation basins will be located in the lowest area of the site, along the north-eastern boundary. This arrangement helps create a softer transition between the residential development and the surrounding countryside. The Illustrative Layout demonstrates one possible approach for setting out detailed proposals in line with the Illustrative Layout, incorporating the following design principles:

- A legible street hierarchy, that includes several street typologies that are recognisably differed from each other.
- Formation of a “central green” that looks to retain a high-value tree within the site.
- Areas of retained existing field boundary landscaping as a “green” feature of the place.
- Pedestrian and cycle connections to both the existing Public Right of Way, and Ashby Road.
- Looser development facing northeast, creating a softer edge towards the countryside.
- A perimeter block layout form that leads to active frontages of homes addressing streets and areas of open space.



Placemaking Strategy Plan



Designing Out Crime

The perimeter block formation shown by the Illustrative Layout ensures that front doors address the street and rear gardens are secure and private. It also allows homes to be arranged to overlook areas of open space and the footpath network, providing natural surveillance, and making people feel safe. The integration of existing dwellings at the edges of the site into the perimeter block formation also secures previously exposed rear garden fences within blocks and so improves their security.

Allocated car parking is provided on-plot, with spaces located close to the front door and such that people can see their car from their home. A parking courtyard has also been introduced to the site, with fronts of dwellings facing this space to provide natural surveillance.



Turning Corners and Addressing Views

The layout structure defined at Concept stage has allowed the Illustrative Layout to deliver several interesting spaces on the journey through the site. Building positions can assist in defining the key central green space, whilst active building frontages are then carefully positioned to address views experienced on the journey along the Primary Street.

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

Buildings are indicatively shown that have corner-turning plan forms to provide dual-aspect outlooks at external corners of the perimeter blocks. In several locations, the Illustrative Layout shows how the building line along a street could be carefully pulled back to expose the primary elevation of these buildings to create interest and provide activity in the street scene.



Building Height

The proposed development is expected to be primarily 2-storey, with a 2.5-storey homes scattered throughout, featuring similar ridge heights.

This approach will help the development blend harmoniously with the surrounding area. A small number of 3-storey homes, combined with other 2 and 2.5-storey dwellings, may be considered appropriate to define key spaces and streets, and this can be further assessed at the reserved matters stage.

Appearance

Davidsons Developments Limited has a proven track record of delivering attractive homes inspired by traditional architectural styles. The accompanying images showcase examples of the traditional housing Davidsons has built across the Midlands, highlighting the quality, detail, and design that have been recognised for enhancing the character of the communities in which they build.



Architectural Details

The proposed style will be consistently applied throughout the development and will include:

- A mix of architectural styles, incorporating Georgian influences;
- A variety of window and door designs;
- Diverse eaves treatments;
- Detailed brickwork, including window surrounds, low and mid-level feature courses, and quoining.

Building Materials

The materials proposed for this site are expected to reflect the same high quality seen in other Davidsons schemes, including elements such as the external finishes, roofing, timber porches, detailed eaves, and barge boards. There is also an opportunity to take inspiration from local architecture by responding to the area's character through thoughtful use of colour, materials, and form.



Landscape

Landscape Strategy

A Landscape and Visual Impact Assessment (LVIA) of the proposed development has been prepared by Golby & Luck, and is submitted in support of the application.

In terms of designation the LVIA confirms that the site is located within the green wedge that extends between Hinckley and Barwell and to the east of Burbage. This is a functional planning designation. Beyond this the Site is not covered by any landscape designation that would suggest an increased value or sensitivity and is not covered by any statutory or non-statutory designation that would prohibit its development for residential purposes.

The LVIA identifies that the development would result in the loss of open land that currently forms part of the green wedge extending between Hinckley and Barwell but will not result in their physical coalescence. In terms of physical reduction this will result in the existing gap between built-form reducing from approximately 485m to approximately 360m. In quantitative terms this would result in an approximate 20% reduction in the existing gap but would not reduce the gap further than its existing narrowest point that currently extends between Hinckley and Barwell which is approximately 360m.

Open Space

The Illustrative Layout demonstrates a variety of green spaces within the site which includes the following:

- A central green in the heart of the site, that aims to protect the existing Category A Oak tree whilst creating a focal point within the development.
- The north-eastern boundary which includes a green buffer between the proposed development and the perimeter hedging, allowing for space for ponds, pedestrian links and communal spaces.
- In the north, an area of green space that would include a LEAP, pedestrian connectivity to the Public Right of Way, and space for biodiversity gains.



Open Space Plan

Sustainability

At Davidsons Homes, we recognise the critical importance of addressing climate change through responsible, forward-thinking design and construction practices. We are committed to reducing carbon dioxide (CO2) emissions across all stages of development, from construction through to occupation, by prioritising sustainable design principles and low-carbon technologies.

Our Approach: Prioritising Design and Fabric First

Our primary strategy for reducing emissions is through a passive design approach, with a strong emphasis on the fabric first principle. This means we focus on enhancing the building envelope, walls, floors, roofs, windows, and doors, to minimise energy demand before considering mechanical or renewable technologies.

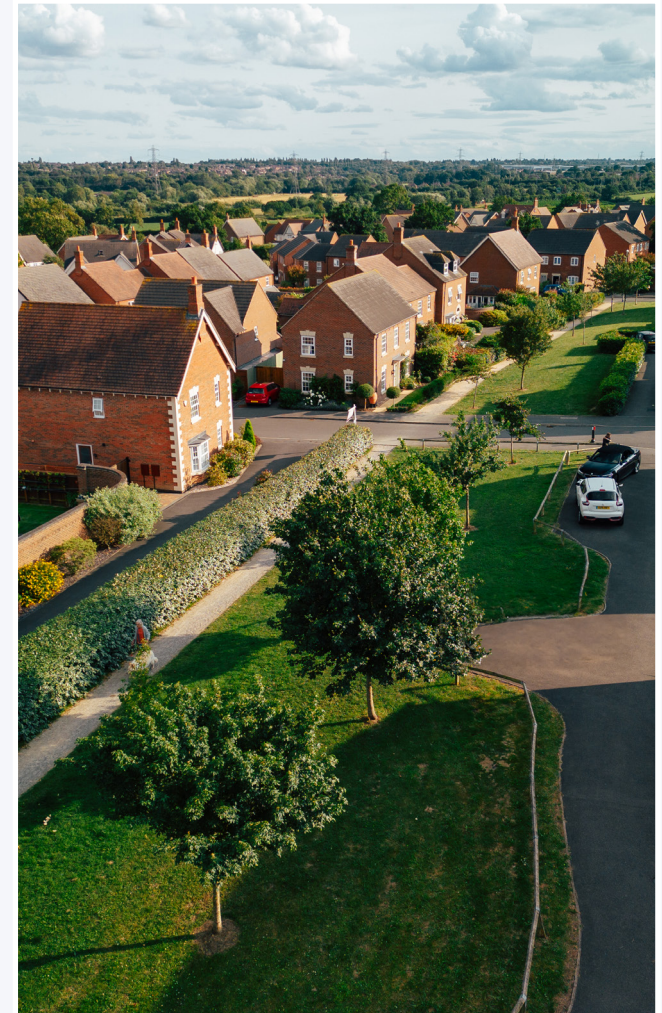
By improving the thermal performance of our homes from the outset, we reduce the need for heating and cooling, which in turn lowers energy consumption and carbon emissions. Key elements of our fabric first strategy include:

- High-performance insulation in walls, floors, and roofs to reduce heat loss.
- Enhanced airtightness to prevent unwanted draughts and improve energy efficiency.
- Thermally efficient glazing to retain heat in winter and reduce overheating in summer.
- Mechanical ventilation systems that ensure healthy indoor air quality while maintaining energy efficiency.

Low-Carbon Technologies and Sustainable Features

To complement our fabric first approach, we incorporate a range of sustainable technologies and features across our developments:

1. Solar photovoltaic (PV) panels to generate renewable electricity on-site.
2. Solar diverter cylinders in 4 and 5 bedroom homes to maximise the use of solar energy for hot water.
3. High-efficiency boilers with gas-saving technology in 1 to 3 bedroom homes.
4. Electric vehicle (EV) charging points to support the transition to low-emission transport.
5. Low-flow water fixtures and fittings, targeting a water consumption rate of 100 litres per person per day.
6. Cycle parking to encourage active travel and reduce car dependency.
7. Broadband infrastructure to support home working and reduce commuting emissions.



Preventing Overheating and Enhancing Comfort

We also take proactive steps to prevent overheating, which is increasingly important in a warming climate. Our homes are designed with:

- Trickle vents and openable large casement windows to promote natural ventilation.
- Thoughtful orientation and shading to reduce solar gain during summer months.

Intergrated, Low-Impact Communities

Beyond individual homes, our developments are designed to foster sustainable lifestyles. We create well-connected neighbourhoods with:

- Pedestrian and cycle-friendly layouts that encourage active travel.
- Proximity to local amenities, including a Local Centre, to reduce the need for car journeys.
- Accessible public transport, with bus stops located along the main spine road to support low-carbon commuting.

Sustainable Construction and Materials

Our commitment to sustainability extends to the construction phase. We carefully select materials and methods that reduce embodied carbon and promote circular economy principles:

- Innovative interlocking concrete roof tiles that reduce CO2 emissions by up to 40% compared to traditional alternatives.
- Aircrete concrete blocks made with up to 80% recycled content, including Pulverised Fuel Ash (PFA), a by-product that would otherwise go to landfill.
- Gypsum plasterboard manufactured using recycled paper and recovered gypsum, with design strategies in place to minimise waste on-site.
- Local and regional sourcing of materials and subcontractors wherever feasible, reducing transport emissions and supporting the local economy.
- Compliance with the latest Building Regulations, ensuring our homes meet or exceed current energy performance standards.

Conclusion

By adopting a fabric first approach and integrating sustainable technologies and construction practices, Davidsons Homes is committed to delivering high-quality, energy-efficient homes that contribute positively to climate change mitigation. Our developments are designed not only to meet regulatory requirements, but to exceed expectations, creating comfortable, future-ready homes for our customers and communities.



primary street





6

SUMMARY

6 SUMMARY

This Design and Access Statement provides a concise overview of the design process that has been undertaken in formulating the Illustrative Layout for up to 103 dwellings.

This statement demonstrates that the various constraints and opportunities of the site have been carefully considered and that the proposals have evolved to embrace stakeholder feedback. It is considered that the Illustrative Layout establishes the basis for an attractive residential development to be delivered that sits logically within the existing fabric of the settlement and that, through the Testing Layout, it is shown how the number of dwellings can be accommodated successfully within the extent of development defined by the Illustrative Layout.

The document demonstrates that the Illustrative Layout meets the criteria within the Building for Healthy Life Assessment such as, Natural Connections; Meeting Local Housing Needs; Green and Blue Infrastructure; Healthy Streets.

Davidsons have an excellent reputation for high quality design and as such these schemes will be a positive addition to the settlement and create a great place to live.



Illustrative Layout





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CHARTERED TOWN PLANNERS
& URBAN DESIGNERS