

Land off Station Road

MARKET BOSWORTH



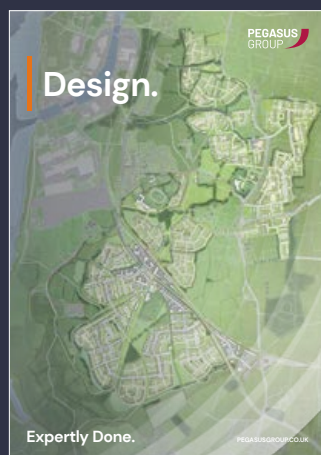
Revision B

Design and Access Statement

 Richborough

May 2025

Design.



ABOUT PEGASUS DESIGN

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

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

Richborough

ABOUT RICHBOROUGH

Richborough is a specialist land promotion business which supplies the housebuilding community with consented 'oven ready' land to accelerate the delivery of their new homes. It is a Founder Member of The Land Promoters & Developers Federation (LPDF) which is a collection of the UK's leading land promotion and development businesses.

It takes a considered and professional approach to land promotion at every stage of the process, giving confidence in both the technical work and the engagement taking place.

LICHFIELD
Central House
Queen Street
Lichfield
WS13 6QD

T 0121 308 9570
lichfield@pegasusgroup.co.uk

Offices throughout the UK and Ireland.

PEGASUSGROUP.CO.UK

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We are ISO certified 9001, 14001, 45001

RICHBOROUGH (BIRMINGHAM)

Waterloo House
20 Waterloo Street
Birmingham
B2 5TB

T 0121 633 4929

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Prepared by: Pegasus Group Ltd
Prepared on behalf of: Richborough
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Contact: James Walch

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The vision for
**Land off Station Road,
Market Bosworth**

The site provides an opportunity to create a new living environment of the highest standard, which reflects the local vernacular and contextual surroundings. The proposals will deliver an attractive, locally distinguishable and sustainable addition to Market Bosworth.



This includes:

- 126 new homes including 50 (40% of total) affordable homes;
- Strong landscape structure to deliver a range of green spaces and sustainable urban drainage;
- Retention and enhancement of existing landscaping where possible with new tree and hedgerow planting, wildflower meadows and neutral grassland to provide site wide biodiversity enhancements;

- Provision of community facilities including allotments and orchard;
- A range of children's play spaces; and
- A new access from Station Road.

1

INTRODUCTION

BACKGROUND

- 1.1 This document has been prepared by Pegasus Group on behalf of Richborough to accompany the Outline Planning Application for the residential development of Land off Station Road, Market Bosworth, including details of layout, scale, appearance and landscaping with the proposed development comprising of the following:

Outline planning application for the erection of up to 126 dwellings, with associated access, landscaping, open space, and drainage infrastructure (all matters reserved other than access).

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

- 1.3 The DMPO also states the following requirements:
- "(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:*

- (a) the design principles and concepts that have been applied to the development; and*
- (b) how issues relating to access to the development have been dealt with.*
- (3) A design and access statement must:*
- (a) explain the design principles and concepts that have been applied to the development;*
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;*
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;*
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and*
- (e) explain how specific issues which might affect access to the development have been addressed."*

PURPOSE OF THE DOCUMENT

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

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

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

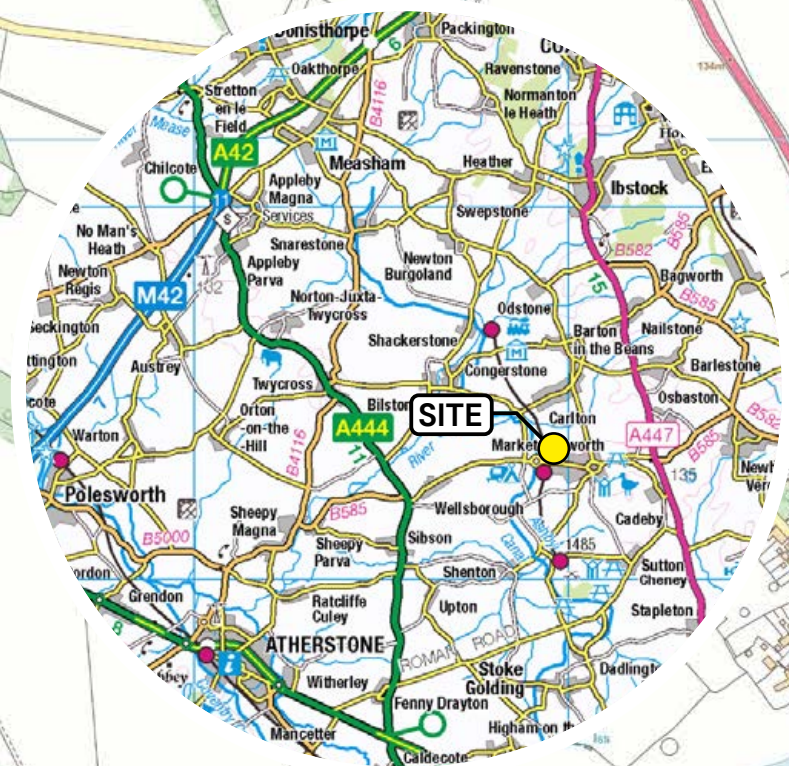
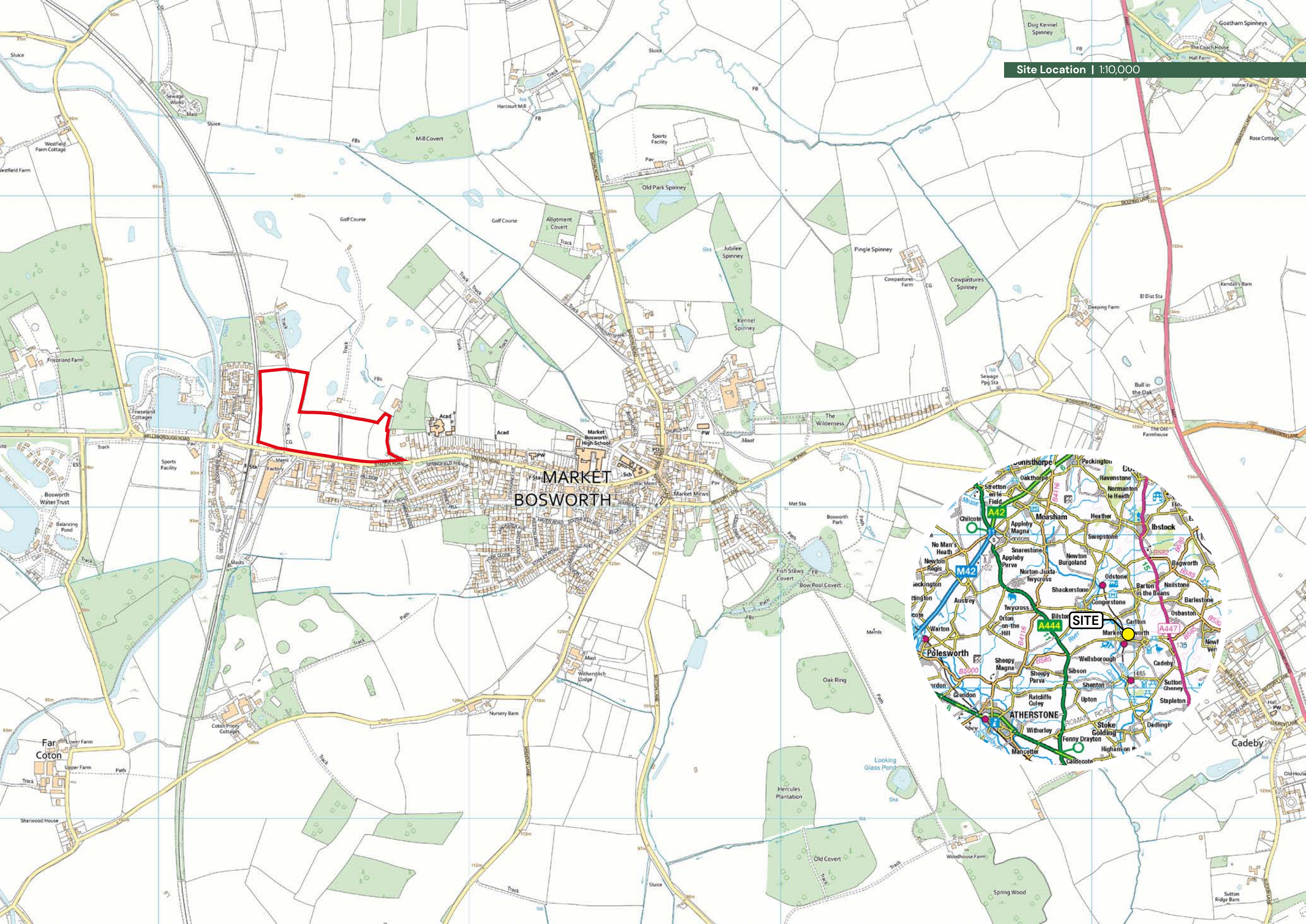
- 1.5 This document achieves this within the following sections:

- Section 1: Introduction. Outlines the purpose of this document;
- Section 2: Planning Policy. Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
- Section 3: Assessing the **Context**. Considers the surroundings in terms of the local physical, historical and social setting;
- Section 4: Assessing the Site. Considers the site in terms of technical and physical Context;
- Section 5: Developing the Design Concept. Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
- Section 6: Design Proposals. Presentation of the key design proposals including **Uses**; **Movement**; **Built form**; **Homes and Buildings**; **Identity**; **Public Spaces**; **Nature**; **Resources** and, **Lifespan**; and
- Section 7: Conclusion.
- Section 8: BFHL Assessment

- 1.6 This Design and Access Statement has been written to respond to the National Design Guide (NDG) ten characteristics of well-designed places. Highlighted items in para 1.5 are the ten characteristics of well-designed places, as set out in the National Design Guide.
- 1.7 This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.



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



SITE LOCATION

- 1.8 Market Bosworth is a small market town and civil parish in western Leicestershire, although its postal address is Nuneaton, Warwickshire and postal area code CV13.
- 1.9 The site is located to the north of Station Road which runs in an east-west direction, is a single-carriageway two-lane road with street lighting and is subject to a 30mph speed limit.
- 1.10 The centre of Market Bosworth lies about 1.1km to the east of the site. Hinckley is approximately 14km and Nuneaton 16km to the south.

THE SITE

- 1.11 The site, circa 7.96ha, is centred at National Grid Reference SK 39545 03242 and comprises three pasture fields. The western parcel contains an access track running north to south from Station Road to Wharf Farm. The middle parcel contains an access road to the Kyngs Golf & Country Club located to the north of the site. Within the middle parcel is a small pond, adjacent to an internal hedgerow.
- 1.12 The boundaries of the site consist of hedgerows and intermittent mature trees in the west and north. The east and south are bounded by wooden fencing and some hedging in the south, which allows views towards the residential development to the south of Station Road. The western boundary, formed by a mature hedgerow, lies adjacent to the railway line.
- 1.13 Currently vehicle access to the site is served directly off Station Road via the existing access junction that serves the Kyngs Golf and Country Club.
- 1.14 Station Road, running along the southern boundary, includes an existing footway located on the northern side of the carriageway. There is an intermittent footway on the Southern side of Station Road.
- 1.15 A mix of residential and industrial units are located to the south of the site; woodland to the eastern end; a number of farm buildings (Godsons Hill Farm and Wharf Farm) and Kyngs Golf Course to the north; and a railway line to the west, with a recently constructed residential development beyond.

View 01



View 02



View 03





PIPISTRELLE DRIVE

STATION ROAD

3

2

1

GODSONS HILL

HILLSIDE

Godsons Hill Farm

St Peter's C of E Primary Academy

SPRINGFIELD AVENUE

Industrial Estate

LAND OFF STATION ROAD, MARKET BOSWORTH | DESIGN AND ACCESS STATEMENT



2

PLANNING POLICY

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

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

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

(Para. 139, NPPF Dec 2023)

2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2023), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

NATIONAL PLANNING POLICY FRAMEWORK

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

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

2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 108) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

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

(Para. 108(e) NPPF Dec 2023)

2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, to achieve “high quality,

beautiful and sustainable buildings and places”. Detailed advice on how to achieve this objective is provided in Section 12: Achieving well-designed and beautiful places. The contribution that good design makes to sustainable development is set out in paragraph 131, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

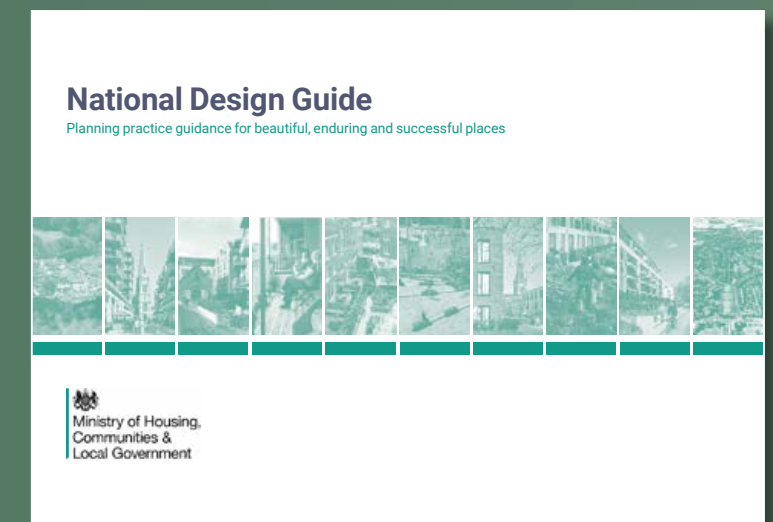
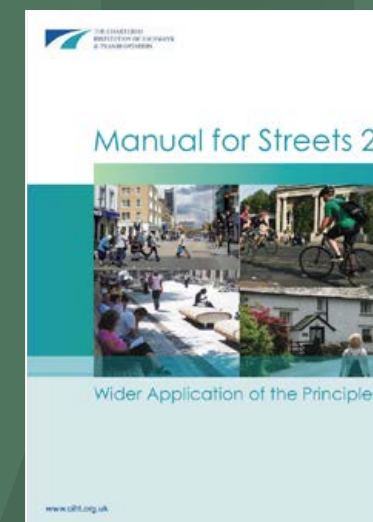
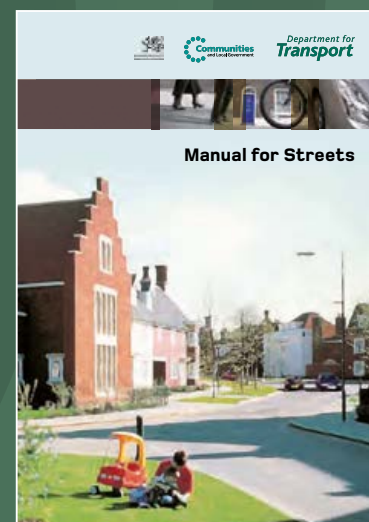
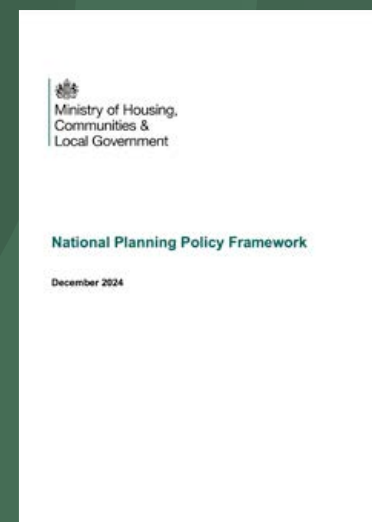
(Para. 131, NPPF Dec 2023)

2.5 Furthermore, a test was introduced in the 2021 edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

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

(Para 139, NPPF Dec 2023)

2.6 The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.



2.7 Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

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

PLANNING PRACTICE GUIDANCE

2.8 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

2.9 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”

(para. 001, PPG, ID: 26-001-20191001, October 2019)



NATIONAL DESIGN GUIDE

2.10 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”

(Para. 13, NDG 2021)

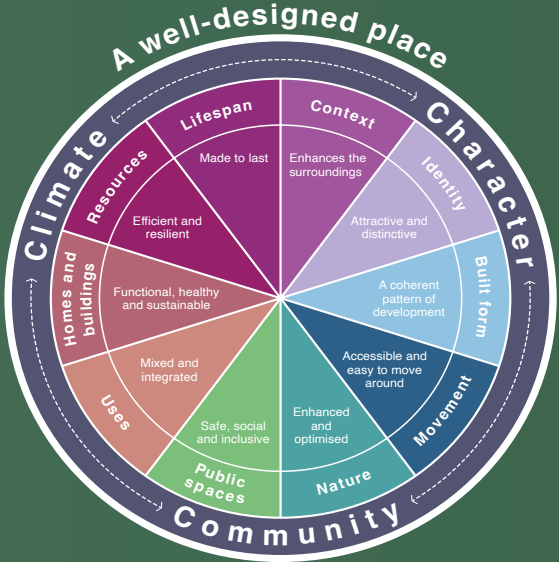
2.11 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

2.12 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

2.13 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010);
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG, and
- Streets for a Healthy Life (Homes England, Issue 2, August 2022).



LOCAL PLANNING AND DESIGN GUIDANCE

- 2.14 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan material to this proposal comprises:
- Core Strategy DPD (Adopted December 2009)
 - Site Allocations & Development Management Policies DPD (SADMP) (Adopted July 2016)
 - Market Bosworth Neighbourhood Plan (MBNP) (Made September 2015)
- 2.15 It is noted and accepted by the Council that the housing policies in the Local Plan are out of date. The planning officer's report for the nearby site at Sedgemere, Station Road, Market Bosworth set out that "housing policies in the development plan are considered to be out of date as they focus on delivery of a lower housing requirement than required by the up-to-date figure identified in the Governments Housing Delivery Test and the Council is unable to demonstrate a 5 year housing land supply". This is applicable to both Borough level documents and the MBNP, which is over five years old and thus no longer afforded the greater protection provided by paragraph 14 of the Framework.
- 2.16 In addition, national government policy, principally the National Planning Policy Framework published in December 2023 (the Framework), is material to the determination of planning applications.
- 2.17 Limited weight can be given to the emerging Local Plan Review, given the early stage of its preparation and delays to the review as a result of Covid-19 restrictions. When such works can continue, evidence documents are likely to require updates which may further delay advancement of the review.

CORE STRATEGY

- 2.18 The amended Core Strategy DPD provides the overarching spatial strategy and vision for the development of the District up to 2026. The Plan contains a number of strategic policies to guide planning applications and subsequent development plan documents. Those policies which are considered most relevant to design of this application are listed below.
- 2.19 The Core Strategy identifies Market Bosworth as a 'Key Rural Centre'. The Core Strategy sets out that these are "villages that have populations over 1500 people, have a primary school, local shop, post office, GP, community/leisure facilities, employment and a 6 day a week bus service (hourly). Key Rural Centres that provide localised provision of facilities permit access by foot, cycle and local bus and can minimise car journeys".
- 2.20 Policy 11: Key Rural Centres Stand Alone sets settlement specific policies for a number of the Key Rural Centres, which do not relate to the Leicester Urban Area or National Forest. In respect of Market Bosworth, the Council set out that to support local services and maintain rural population levels, the Council will:
- Allocate land for the development of a minimum of 100 new homes. Developers will need to demonstrate the housing proposed meets the needs of Market Bosworth, having regard for the latest Housing Market Assessment and local housing needs surveys.
 - Support the improvement of GP facilities in Market Bosworth to support the increase in population.
 - Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Market Bosworth.
 - Implement the Strategic Green Infrastructure Network Policy 20.
 - Deliver safe cycle routes.
 - Protect the fingers of green open land which penetrate towards the market place as these are important to the rural setting of the town.
 - Require new development to respect the character and appearance of the Market Bosworth Conservation Area by incorporating locally distinctive features of the conservation area into the development.
- 2.21 Policy 15: Affordable Housing sets out that the affordable housing target in the rural areas (including Market Bosworth) is 40% on sites above 4 dwellings, or 0.13ha, or more. The tenure mix is 75% social rent and 25% intermediate. These figures may be negotiated on a site by site basis, taking factors such as local need, existing provision, characteristics of the site and viability.
- 2.22 Policy 16: Housing Density, Mix and Design states that the Council require a mix of housing types and tenures on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required. All proposals are required to meet a 'very good' rating (16 or more positive answers out of 20) against the Building for Life Criteria, unless it can be demonstrated that this is not viable on the particular site. Proposals for new residential development will be required to meet a minimum net density of at least 30 dwellings per hectare within and adjoining the Key Rural Centres. In exceptional circumstances, where individual site characteristics dictate and are justified, a lower density may be acceptable.
- 2.23 Policy 19: Green Space and Play Provision sets the standards which will be used in relation to the level of green space and play provision in the Borough to ensure all residents have access to sufficient, high quality, accessible green spaces and play areas.
- 2.24 Policy 24: Sustainable Design and Technology states that residential development in Rural Centres will be expected to meet the sustainability targets set out in Building a Greener Future. The Code. BREEAM level is to be met will be determined at time of determination of detailed planning permission or reserved matters.

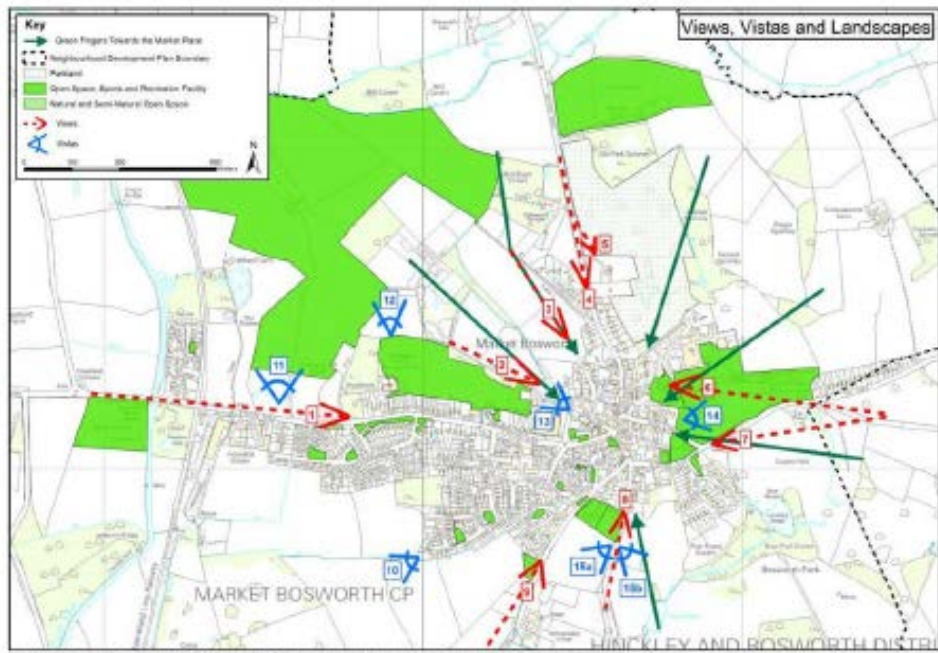
SITE ALLOCATIONS & DEVELOPMENT MANAGEMENT POLICIES DPD (SADMP) (ADOPTED JULY 2016)

- 2.25 The Allocations & Development Management DPD sets out detailed policies and allocations to deliver the requirements of the Core Strategy (2009), up to 2026. This includes detailed local allocations and site-specific policy to set the localised framework for delivery of new developments. Those policies which are considered most relevant to the determination of this application are listed below.
- 2.26 Policy DM1: Presumption in Favour of Sustainable Development repeats the now outdated former Paragraph 14 of the Framework.
- 2.27 Policy DM6: Sustainable Development sets out that development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value, including proposals for their long-term management. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured.
- 2.28 Policy DM7: Preventing Pollution and Flooding states that adverse impacts from pollution and flooding will be prevented by ensuring that development proposals demonstrate that:
- It will not adversely impact the water quality, ecological value or drainage function of water bodies in the borough;
 - Appropriate containment solution for oils, fuels and chemicals are provided;
 - All reasonable steps are taken through design, siting and technological solutions to ensure the abatement of obtrusive light to avoid sky glow, glare and light intrusion;
 - It would not cause noise or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of recreation or amenity;
 - Appropriate remediation of contaminated land in line with minimum national standards is undertaken;
 - It will not contribute to poor air quality;
 - It will not result in land instability or further intensify existing unstable land; and
 - The development doesn't create or exacerbate flooding by being located away from areas of flood risk unless adequately mitigated against in line with National Policy.
- 2.29 Policy DM10: Development and Design sets that development number of criteria by which new proposals will be assessed. This includes avoiding adverse impacts on privacy and amenity, the design compliments or enhances the character of the surrounding area, the use of materials which respect the existing vernacular, the use of high quality landscape, the use of appropriate SuDS and other drainage solution and the design maximises natural surveillance and incorporates the principles of secured by design and has considered the incorporation of fire safety measures.
- 2.30 Policy SM13: Preserving the Borough's Archaeology states where the proposal has the potential to impact a site of archaeological interest, developers should set out in their application an appropriate desk-based assessment and, where applicable, the results of a field evaluation detailing the significance of any affected asset.
- 2.31 Policy SM13: Preserving the Borough's Archaeology outlines development proposals will be supported where they make best use of public transport, ensure there is safe and accessible pedestrian and cycle access, demonstrate that there is not a significant adverse impact upon highway safety, is located where the need to travel is minimised and use of sustainable modes can be maximised and where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.
- 2.32 Policy DM18: Vehicle Parking Standards states that all proposals for new development will be required to provide an appropriate level of parking provision, justified by an assessment of the site's location, housing proposed and availability of other modes of transport.

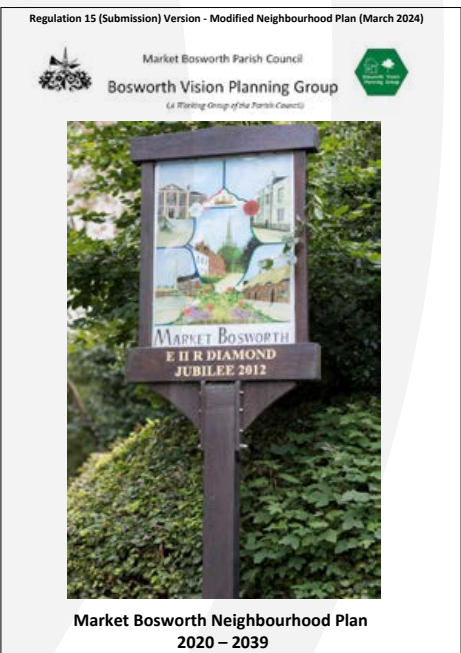
MARKET BOSWORTH NEIGHBOURHOOD PLAN (2015, REVISED 2020)

- 2.33 The Market Bosworth Neighbourhood Plan was made in 2015, following a successful referendum. It sets local non-strategic policies within Mark Bosworth Parish. The policies of relevance to the determination of this planning application are considered below.
- 2.34 Policy CE1: Character and Environment sets out that all new development in Market Bosworth should be in keeping with its character area (as defined in the Plan), in regard to scale, layout and materials to reflect local distinctiveness and create a sense of place.
- 2.35 Policy CE3: Important Views and Vistas outlines that development which harms important views and vistas, as illustrated on the associated policies maps, will be resisted. Development which has a significantly adverse impact on important views or vistas will not be supported. It is noted that vista 11 crosses the application site, northwards from Station Road. This is described as being important, as it gives extensive views of north west Leicestershire.
- 2.36 This application sets out how development can be delivered whilst still maintaining important sightlines through the site.

Views, Vistas and Landscapes (page 34 of Neighbourhood Plan)



- 2.37 Policy CE5: Landscape of the Wider Parish states that in the Countryside, outside the settlement boundary, new development will only be permitted wherein it contributes to the local economy, is for the re-use or extension of an existing building, for sport or recreation or for a new dwelling in circumstances identified in paragraph 55 of the Framework (2012). In all cases development will only be permitted where it does not cause harm to the landscape or biodiversity of the countryside. As already established the settlement boundary policies are now out of date, as are policies such as this which seek to put a blanket restriction on new development, which conflicts with the aims of the NPPF.
- 2.38 Policy BD1: Affordable Housing sets out that all residential development of 11 or more dwellings should provide 40% affordable homes on-site. New affordable housing is to be prioritised to those who have a local connection and is to be spread throughout new developments in smaller clusters of four to six dwellings.



MATERIAL CONSIDERATIONS

- 2.39 Hinckley and Bosworth Borough Council are currently preparing a new Local Plan to supersede the already out of date Core Strategy and Site Allocations plans, reflecting the pressing need for additional housing due to the significant quantum of unmet housing emanating from Leicester City (c18,700 dwellings up to 2036). The Statement of Common Ground agreed by the Leicestershire Authorities sets out a contribution of 187 dwellings per annum, which when added to Local Housing Need gives an annual requirement of 660 dwellings per annum. To meet such needs the new Local Plan will need to find allocations for 8,398 dwellings.
- 2.40 Proposed changes to the NPPF in July 2024 will increase the housing requirement to 689 dpa however, (excluding any unmet needs arising from Leicester City) resulting in the new Local Plan needing to find allocations for 9,005 dwellings. Based on proposed allocations in the emerging Plan an additional 1,121 dwellings will need to be identified. Further need emanating from Leicester City will only increase this figure.
- 2.41 Market Bosworth is acknowledged to be a one of the Council's most sustainable rural settlements, within tier 2 of the hierarchy, only behind the urban areas of Hinckley, Burbage and Earl Shilton and Barwell. Forming a significant part of the settlement hierarchy for Hinckley and Bosworth, Market Bosworth is suitable and capable of accommodating sustainable development. This is evident through the proposed allocation of 180 dwellings on land south of Station Road (previously proposed as 243 dwellings in the Regulation 19 Plan), in addition to the 2015 allocation for 100 dwellings to which no planning application has come forward. It is clear additional residential land is needed within Market Bosworth.
- 2.42 The site north of Station Road, Market Bosworth can form part of a balanced selection of allocations across the settlement hierarchy to ensure the housing needs are met providing a wide range of choice and competition to the market, including larger strategic sites as well as smaller sites.
- 2.43 The site is well located to access existing services and facilities within Market Bosworth, many of which lie within the village centre are within walking distance of the site (approximately 800m east down Station Road). St Peter's CE Primary Academy is approximately 400m from the centre of the site. Station Road Industrial Estate is immediately south of the site, providing employment opportunities within walking distance. Hourly bus services operate between Market Bosworth and Leicester providing regular access to wider employment and retail opportunities.

2.45 The development proposal seeks to address the key concerns from previous planning applications on the eastern part of the site. The proposed layout addresses the landscape and visual concerns by reducing the amount of built development in the eastern parcel of the site from the earlier proposal. There will be no built form on the area to the east of the access to the golf club and instead it will be a community park with play spaces, new footpaths and biodiversity enhancements, as well as preserving open views across the eastern parcel towards the countryside to the north. In addition to this, the development is set back from Station Road across both eastern and western land parcels, ensuring the view across to the wooded area to the east is retained and protected, with provision of further open space, play areas, a community orchard, ecological ponds and water meadows. A further green corridor is proposed between the two adjoining land parcels providing a retained viewpoint from Station Road to the countryside to the north. Overall, the design enhances upon the open landscape features to successfully incorporate the Neighbourhood Plan View 1 and Vista 11 into the design.

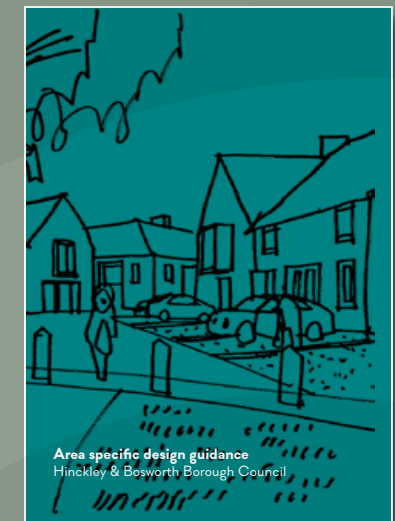
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2.46 The Good Design Guide Supplementary Planning Document was prepared in 2020 and aspires to:

“Substantially raise design quality in Hinckley and Bosworth Borough whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.”

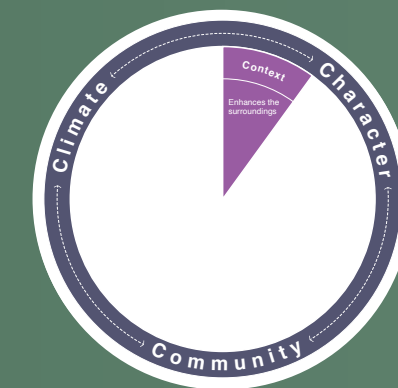
2.48 Design objectives have been identified to provide structuring principles that characterise good design and must be reflected in all forms of development within the Borough. These seven core urban design objectives are:

- 2.49 Section 6 of this Design and Access Statement will show how these objectives are reflected in the design proposals.



3

ASSESSING THE CONTEXT



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

(Para. 39, NDG 2021)

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

STREET PATTERN AND CONNECTIVITY

3.2 The site is well connected to the surrounding urban area of Market Bosworth and benefits from easy access to public transport and strategic highway links within close proximity of the site.

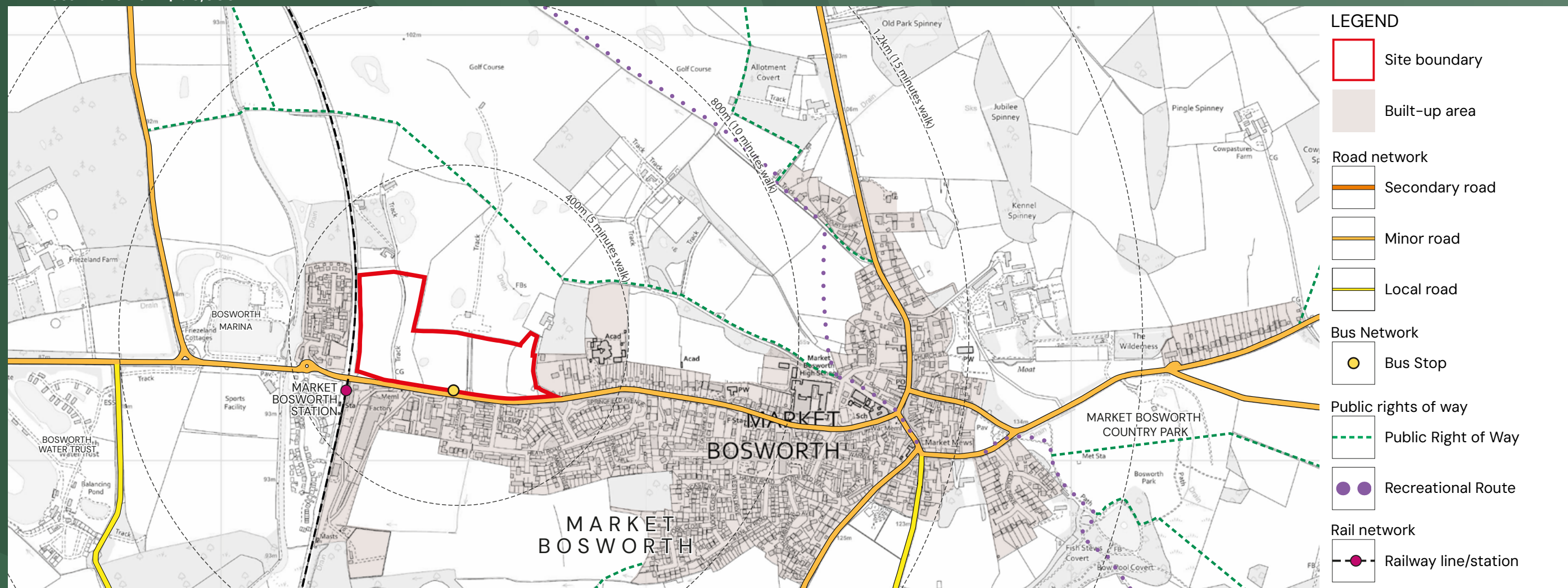
Public Transport

3.3 The nearest bus stops to the site are located on Station Road, adjacent to the site access. The stop is served by the number 153 service providing an hourly service between Market Bosworth and Leicester. Additional services are available from the centre of Market Bosworth which provide links to Hinckley.

3.4 Atherstone and Nuneaton Railway Stations are the two closest stations to the site. These stations are equipped with car and cycle parking. Both of these stations provide regular links to destinations such as Nuneaton, Rugby, Birmingham and Leicester. Nuneaton has about 200 car parking spaces giving the option for park & ride.

3.5 A Travel Plan has been prepared to accompany the planning application for the site and this sets out a number of measures to actively promote sustainable travel to and from the development. This includes updating the two existing bus stops on Station Road to provide raised height kerbing level access, as well as shelters (if practical) and timetable cases. In addition, two 6-month taster bus passes will be provided for each dwelling to help promote public transport usage.

Local Movement | 1:10,000





Extract from 'Cycling in the Hinckley and Bosworth Area' leaflet from choosehowyoumove.co.uk

Pedestrian and Cycle Connections

- 3.6 The proposed development site has a range of local services and facilities located within a 1.2km walk distance. Manual for Streets (MfS) states that the while 800m walking distance is typical, it is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km. Table NTS0303 of the latest National Travel Survey (released August 2023) indicates that the average walking trip distance in 2022 was 0.7 miles or 1.12km.
- 3.7 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 3.8 There is an existing footway on the northern side (site side) of Station Road that gives access towards the centre of Market Bosworth. It is intended to improve the width of the footway along the site frontage.
- 3.9 National Cycle Route 52 runs along a N-S axis about 700m to the west of the development site access. Locally the route provides access between Coalville and Ibstock (via /route 63) to the north via Market Bosworth to Nuneaton in the south.
- 3.10 Additionally, the Hinckley & Bosworth cycling map indicates local/leisure cycling routes alongside the national cycle network, an extract from which can be seen below.

Highways

- 3.11 Vehicle access to the site is proposed as a simple priority T-junction with Station Road using the existing shared access to Kyngs Golf Club.

Local Highway Network Capacity

- 3.12 Observations carried out during peak periods on the local highway network have indicated that the junctions in the immediate vicinity of the site operate well within capacity during both the morning and evening peaks, including the nearby roundabout junction of Pipistrelle Drive and Sedgemere Road with Station Road. Other junctions in the vicinity of the site and towards the centre of Market Bosworth also operate well within capacity during peak periods. Further afield the impact of the development will be much reduced as traffic spreads across the wider highway network.

Existing Access to Wharf Farm

- 3.13 The existing private entrance from Station Road to Wharf Farm will be retained. It is proposed to install drop bollards to restrict public access to vehicles but allow access into the development for pedestrians.



Existing access to Kyngs Golf Club off Station Road

FACILITIES AND SUSTAINABILITY

- 3.14 The site benefits from having a range of local facilities within comfortable walking distance of the site, all of which can be reached via the existing footway network.
- 3.15 St Peter's CE Academy lies just 400m to the east of the site and can be accessed directly from the existing footway that runs along the northern side of Station Road. The Market Bosworth School and The Dixie Grammar School are located approximately 890m and 1,070m from the site, respectively.
- 3.16 The centre of Market Bosworth is located approximately 1.1km from the development and provides a range of facilities including food-stores, banks, cafes, public houses and healthcare facilities. Bosworth Marina is located approximately 760m to the west of the site and includes a café with licenced premises and a convenience store.
- 3.17 Overall, the walking distances to local facilities are in line with national guidance.



View of facilities on Market Place in the town centre

Bosworth Marina



Local bus stop on Station Road



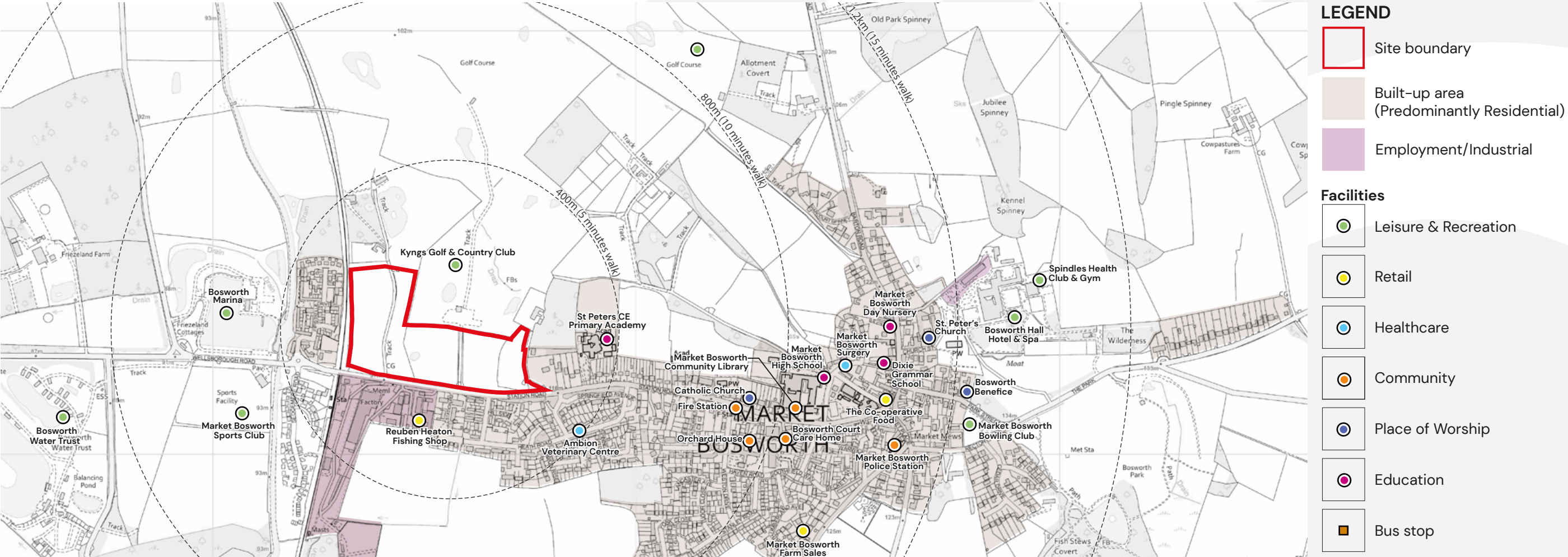
The Dixie Grammar School



Bosworth Hall Hotel and Spa



Local Facilities and Services | 1:10,000



The Market Bosworth School



Market Bosworth Surgery



St Peter's CE Primary School



Co-Op Food store



LOCAL CHARACTER

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

(Para. 52, NDG 2021)

- 3.18 An analysis of the existing built form of Market Bosworth, can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.
- 3.19 The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the following pages.
- 3.20 Three character areas have been chosen to study as each area illustrates a morphological expansion of the town with contrasting urban forms and building details as each area provides a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character.
- 3.21 Each character area is identified on the plan opposite and accompanying photographs, also across the following pages.



Existing dwellings on Station Road



CA1

Historic Core

High Street, Market Place and Station Road.

- Approximate density of 32 dph;
- Pre 19th century buildings and architectural styles with a varying range of cottages and terraced properties with rectangular forms.
- Predominantly 2 storey retail and commercial properties with some 2.5 and 3 storey properties.
- Mostly terraced properties.
- Variation in building footprint shapes and sizes.
- Defined boundaries helping to frame the movement highway.
- Variation in building width but relatively consistent depth.
- Properties generally front onto the pavement with no front amenity space.
- Large variations in architectural and elevational designs.
- Traditional materials palettes including brick and rendered properties with mostly plain roof tiles.
- Some variation of window styles of both horizontal and vertical proportions but generally Georgian.
- Main facing materials include; render, stone or brick. Window heads in both arched and angled design, with some use of brick or stone cills.
- Traditional duo-pitched roofs with some pitched and gable fronted designs. Varying range of eaves heights and traditional chimneys to almost every property.
- Generally courtyard parking to the rear.



CA2

1960's - 70's

Springfield Avenue and Heath Road.

- Approximately density of 22 dph;
- Largely Mid 20th century buildings and architectural styles, circa 1960's onwards.
- Predominantly 2 storey dwellings with some examples of single storey dwellings.
- Limited variation in building footprint shapes and sizes, generally rectangular in form.
- Well defined boundaries with large front gardens and large spacing between dwellings.
- Some repetition in types and architectural detailing in certain building groupings (mostly traditional post war).
- Street hierarchy of 4.8 – 5.5 metre road widths with 1.5 to 2m footpaths.
- Consistent setbacks from the movement highway.
- Limited articulation to roof scape including side and front gables and flat roofs to garages.
- Traditional chimneys to the majority of dwellings.
- Traditional vernacular and materials palette including plain brick, render with plain roof tiles.
- Window styles predominantly feature large openings with minimal glazing bars.
- Varied range of hard and soft landscaped frontages with use of natural vegetation to reinforce boundary and street structure.
- Parking mainly on-plot to frontages or protruding integral garage space. Larger prominence of car dominance to the street scape.



CA3

Early 2000's

Bosworth Marina and the Canalside development: Pipistrelle Drive.

- Approximate density of 37 dph;
- Early 21th century development adjacent to the Ashby Grand Union Canal and Bosworth Marina.
- Generally terraced, mews and apartment properties.
- Predominantly 3 storey dwellings with some 2.5 and 4 storey dwellings.
- Limited variation in building footprint shapes and sizes, generally rectangular in form.
- Pastiche factory buildings or converted mills appearance.
- Small variation of window styles with some arched window and use of tax / dummy windows.
- Typically, brick being the main facing material with small use of render.
- Soldier course window heads in both arched and flat design.
- Traditional duo-pitched roofs with some pitched and gable fronted designs.
- Varying range of eaves heights, dormer windows and traditional chimneys to a number of properties.



4

ASSESSING THE SITE

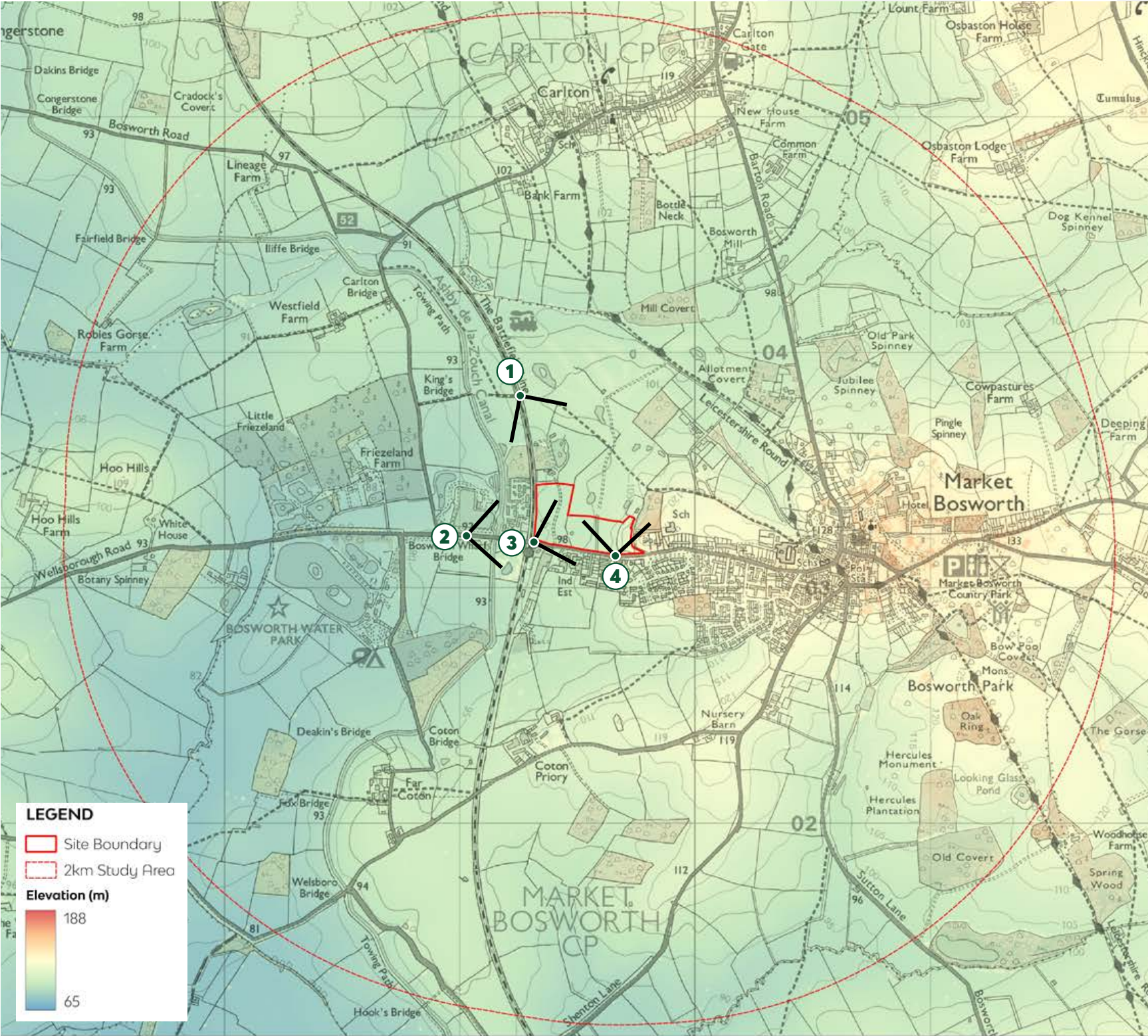
“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”

(Para. 43, NDG 2021)

LANDSCAPE & VISUAL

- 4.1 As set out within the Hinckley and Bosworth Landscape Character Assessment (2017), the Site does not lie within a landscape that is designated at either a national or local level for its landscape value or quality. As demonstrated within the LVIA and through the design of the scheme, the proposals include measures that are effective in helping to assimilate the development into its surroundings having regard to the layout, scale and height of properties and the retention and enhancement of existing hedgerows, trees and woodland.
- 4.2 Tyler Grange has worked alongside a wider technical and design team to formulate clear opportunities and constraints associated with the Site, to ensure that the development parameters respond to the local landscape context. From the outset this acknowledged the presence of View 1 and Vista 11 (latterly referred to as Vista I), recognised that the topography and local landform rises to the east and, that there was an existing framework of boundary vegetation including some scattered internal mature trees. This demonstrates that the proposed development has considered and responded sensitively to the local landscape.
- 4.3 The proposals retain views across the site from Station Road and also provide publicly accessible green spaces with elevated vantages across the wider countryside. The retention of boundary trees and hedgerows, new tree planting and green infrastructure within the Site and opening up improved visual links with the landscape provide effective mitigation. The proposed development has therefore been assessed on balance as making a site-wide, localised Minor Adverse effect upon the landscape character of the Site.
- 4.4 At a wider scale, the development will give rise to Negligible landscape effects due to the containment of the Site and proposed houses in the landscape and relationship with the existing and consented development surrounding the Site. The proposals will not introduce incongruous features into the area. The visual assessment highlights the relatively limited extent of views in which the development will be visible. The surrounding undulating topography, existing woodland blocks and existing built form, in addition to the Kyns Golf and Country Club scheme to the north, places the site in a peri-urban context.
- 4.5 For users of local roads and public rights of way, the visual effects have been assessed as Minor Adverse, reflecting the situation of the Site in relation to existing development, its contained nature and retention of the rising land to the east of the Site as undeveloped open space.
- 4.6 Overall, the planning history of the Site has been taken account of, with the Inspectors' comments made as part of the Appeal Decision used to guide and inform the current proposals. The scheme has undergone significant changes since the previous iteration which was the subject of the Planning Appeal. Specifically in relation to the extent to which the proposed layout will affect the Key Views and Vistas identified within the Market Bosworth Neighbourhood Plan ('View 1' and 'Vista 11'). The additional area of land now included as part of the red line boundary has enabled built development to be contained to the less visible north western extents of the Site, where much of the scheme will be screened and contained by the surrounding existing vegetation.

Topography Plan | NTS



View from Footpath S70/1 crossing the railway bridge looking south



View from Wellesborough Road adjacent to the Market Bosworth Sports Club entrance looking east



View from railway bridge along Station Road looking east (View 1 in the Market Bosworth Neighbourhood Plan)



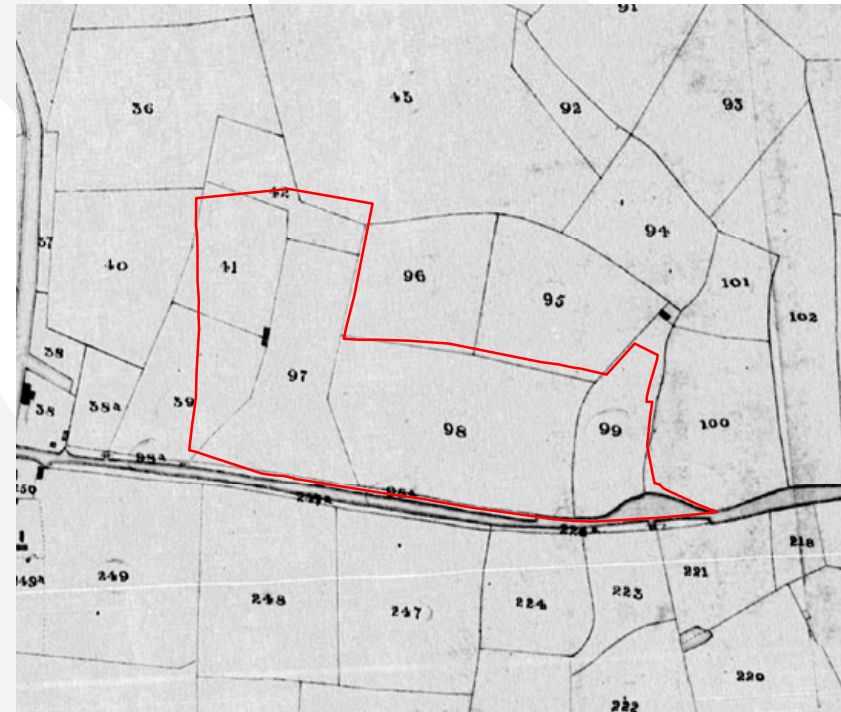
View from Station Road looking north (Vista 11 in the Market Bosworth Neighbourhood Plan)



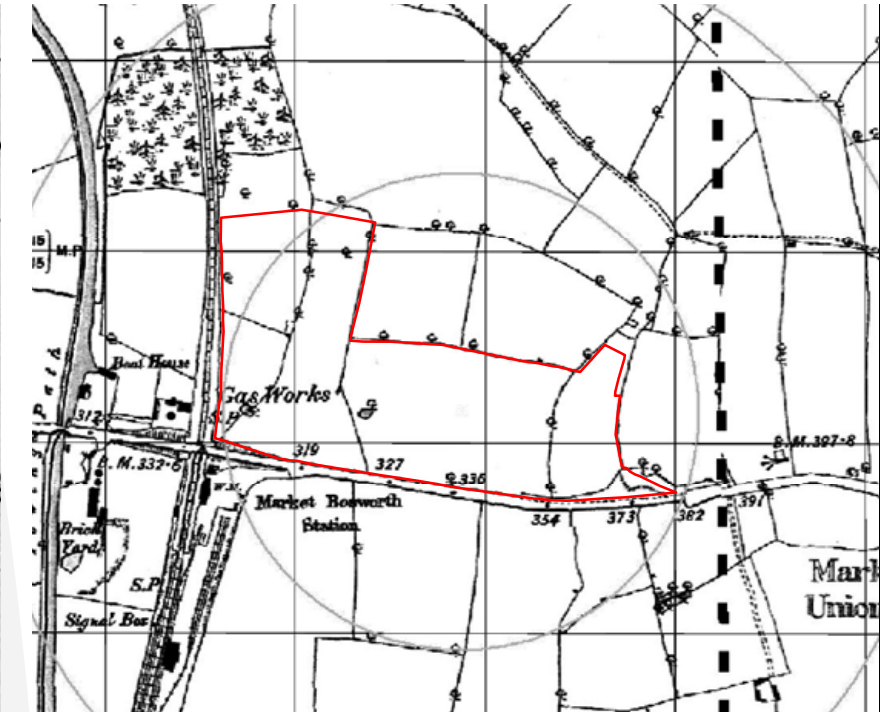
HERITAGE AND ARCHAEOLOGY

- 4.7 RPS have prepared a Heritage Statement which is informed by two previous Archaeological Desk-Based Assessments and two geophysical surveys prepared for previous applications. These confirm that there are no heritage assets identified within the site that would be a constraint to development. The planning archaeologist has previously confirmed that the heritage interest in the site can be secured by an appropriately worded planning condition.
- 4.8 There are no designated heritage assets located outside of the site assessed to be sensitive to the proposed development and no impact upon the significance of any non-designated heritage assets outside of the site.
- 4.9 The site contains a former grass landing strip, flagged by the Conservation Officer in their comments on a previous application. This is understood to have been used by Group Captain Walter Myers Churchill DSO DFC during WWII. It is recommended that the local interest in this feature and Churchill's local involvement is best recognised through street names or an information panel.
- 4.10 Development within the site allows for greater recognition of Group Captain Churchill's involvement with Market Bosworth. The ridge and furrow within the site is imperceptible on the ground and best understood through the available LiDAR data.
- 4.11 There are no heritage constraints to the proposed development. There will be a requirement for post-determination trial trenching and the development provides an opportunity to better explain and articulate the connection of Group Captain Walter Myers Churchill with Market Bosworth.
- 4.12 The Market Bosworth historic mapping show the following information:
- The site appears mostly unchanged in 1885, with the exception of a small pond located within its centre.
 - The OS from 1903 (Figure 8) shows the site as two large fields with a second pond located within the south-west and a small wooded area in the south-eastern corner.
 - Mapping from 1957-1958 shows the site divided into four fields again and a reduction of the wooded area in the south-eastern corner. A track divides the western part of the site into two sections and residential development has been built along Station Road.
 - By 1985 all site boundaries have been established as they appear today.

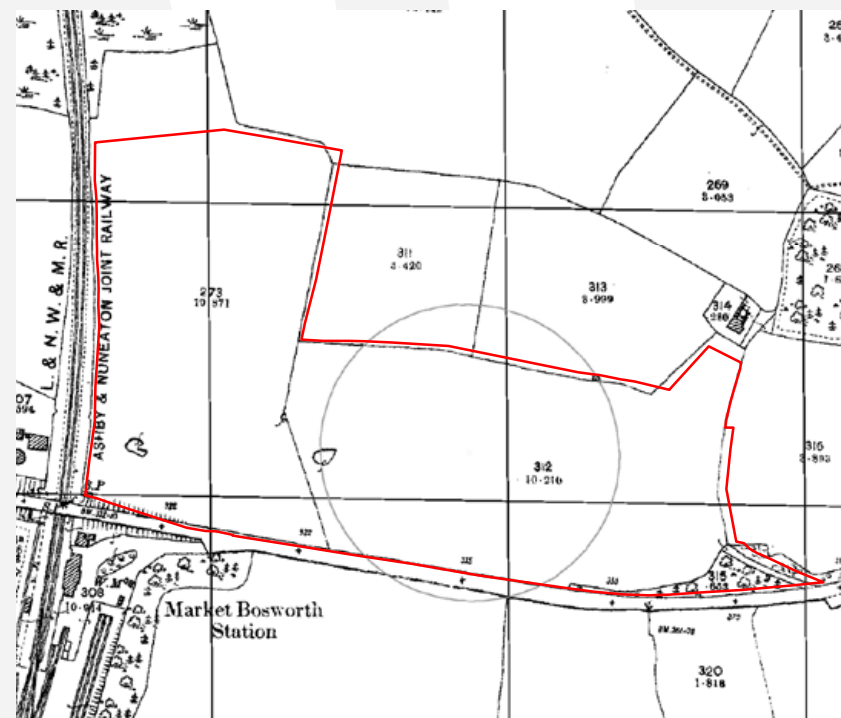
Historic Map Regression | NTS



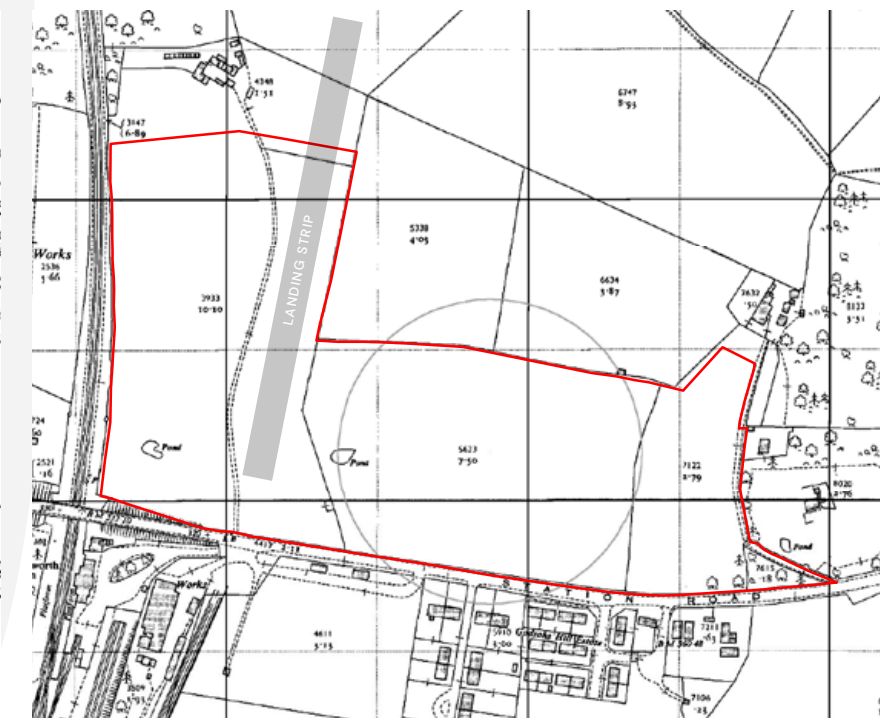
Tithe Map 1848



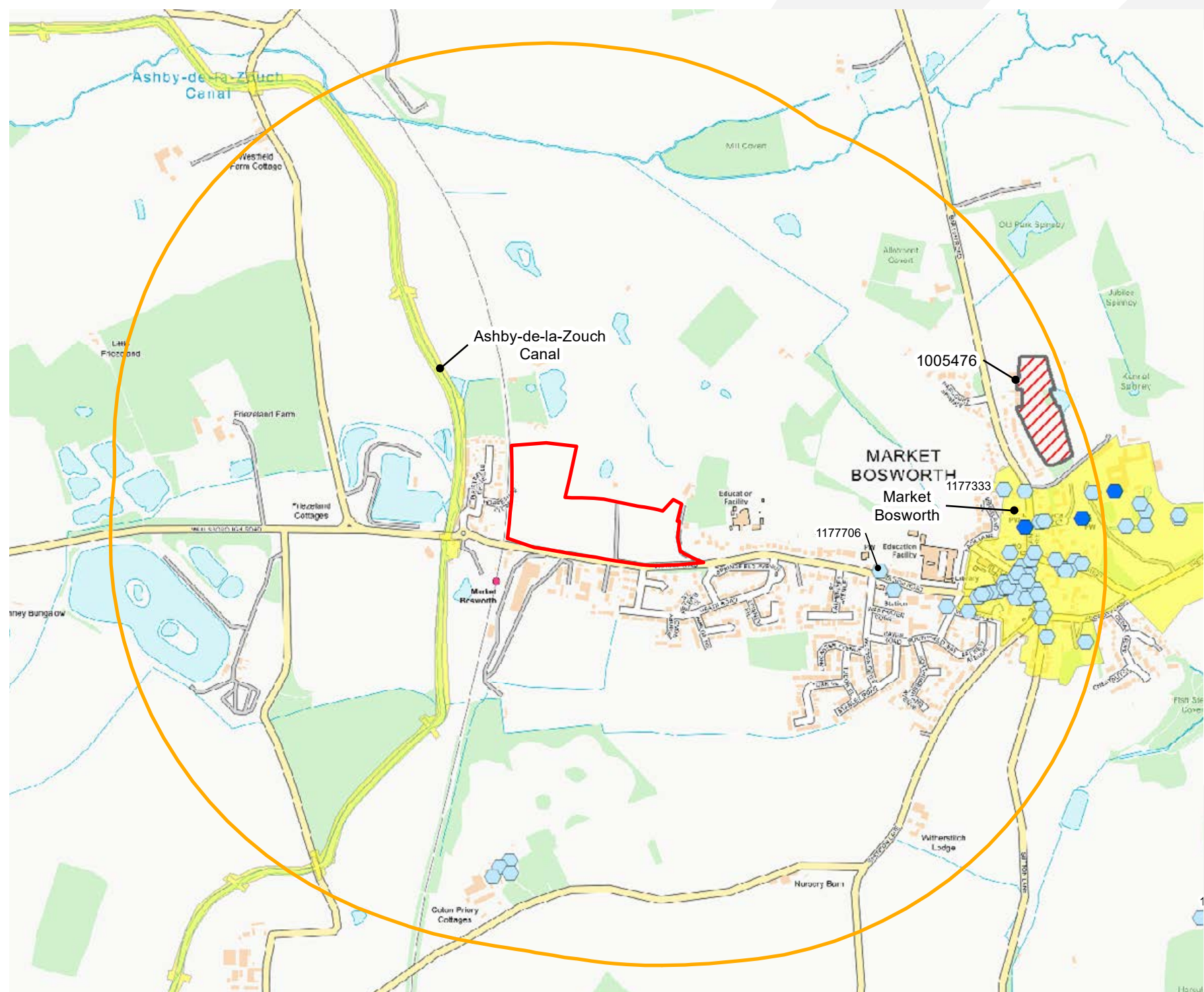
Ordnance Survey 1885



Ordnance Survey 1903



Ordnance Survey 1957-58



Designated Heritage Assets | 1:12,500

LEGEND

- Site Boundary
- 1km Search Area
- Listed Buildings
 - Grade
 - I
 - II*
 - II
 - LPA Conservation Areas
 - Scheduled Monuments

Plan produced by RPS (see Figure 2 in the Heritage Statement submitted with this application)

ECOLOGY AND BIODIVERSITY

- 4.13 Ramm Sanderson Ecology Ltd were instructed by Richborough to carry out an Ecological Impact Assessment (EclA) to assess the likely significant effects of the construction of the proposed development on all ecological features within the site. The accompanying report submitted as part of this application will be used to inform a planning proposal for the residential development of the site and information to submit with a planning application.
- 4.14 The Site does not lie within or adjacent to the boundary of a statutory Designated Site for Nature Conservation. The Veteran Ash – Market Bosworth Station Road Local Wildlife Site (LWS) is located towards the eastern boundary of the Site and will be retained as part of an area of green open space.
- 4.15 The Site itself is dominated by modified and neutral grassland, bounded by hedgerows, with one pond located toward the centre of the Site. Scattered broadleaf trees are located throughout the Site, with broadleaf woodland located to the southwestern boundary. Most habitats within the Site are of low ecological value; however, habitats of more notable ecological value are present, including an area of neutral grassland at the centre of the Site, the pond, the broadleaf woodland, boundary hedgerows and scattered broadleaf trees, (including the veteran ash tree).
- 4.16 The Site has been identified as having the potential to support great crested newts (GCN), due to the presence of one site pond, breeding birds nesting within the neutral long sward grassland and boundary habitats (hedgerows and trees), as well as bats utilising the boundary habitats and grasslands for commuting and



UKHABS Habitats Plan | NTS

LEGEND

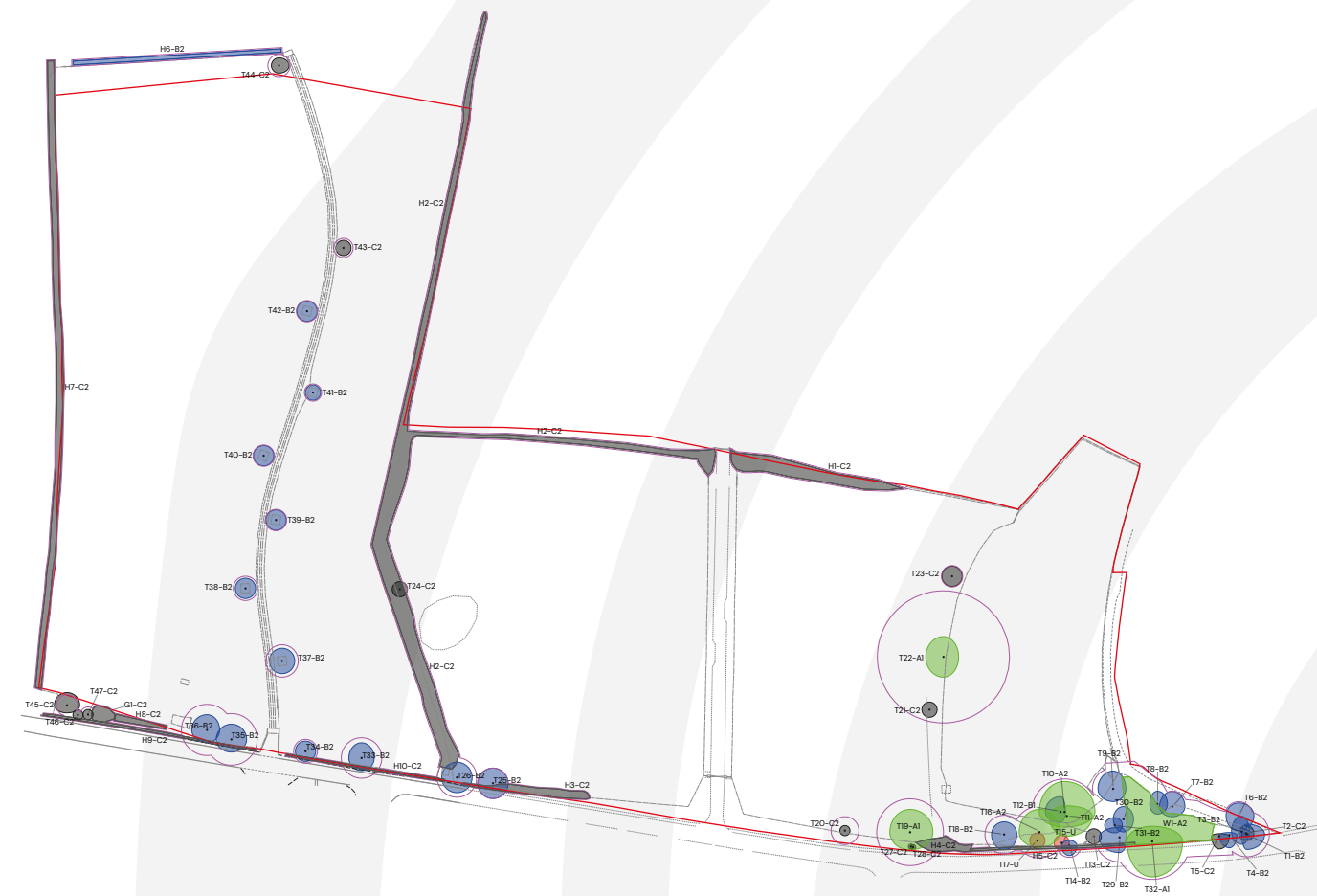
-  Site Boundary
-  g3c: Other neutral grassland
-  g4: Modified grassland
-  r1g: Other standing water
-  u1b: Developed land; sealed surface
-  w1g: Other broadleaved woodland
-  h2a: Native hedgerow
-  h2a6: Other native hedgerow
-  h2b: Non-native and ornamental hedgerow
-  u1e: Built linear features - fence
-  g4 203: Mature tree (Very large rural tree)
-  g4 204: Veteran tree (Very large rural tree)
-  g4 216: Large hollows or cavities (Very large rural tree)
-  g4 203: Mature tree (Large rural tree)
-  g4 200: Tree (Medium rural tree)
-  Target Notes
 - TN1: Horsetail
 - TN2: Giant hogweed

foraging. Three Site trees (including the veteran ash) have the potential to support roosting bats, however, based on current proposals, all these trees will be retained and will not be impacted by the Scheme. A suite of protected species surveys has been undertaken across the Site to determine presence/absence of species as well as potential population distributions. The resultant survey baseline will be used to inform design constraints and opportunities, as well as ensure legal compliance with wildlife legislation and policy.



ARBORICULTURE

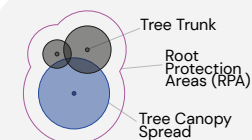
- 4.17 RammSanderson Ecology Ltd was instructed by Richborough Estates Limited to carry out an assessment of trees at Land North of Station Market Bosworth which follows the guidance of British Standards 5837:2012 'Trees in relation to design, demolition and construction – Recommendations', and to provide a report on the arboricultural implications to the proposed development of the site.
- 4.18 The survey assessed 47 individual trees, 1 tree group, 10 hedgerows and 1 woodland. Most of the individual trees were of moderate quality (Category B). With the main arboricultural features on site relating to an area of high quality (Category A) woodland and a high-quality veteran ash tree (T22).
- 4.19 There is currently no tree preservation orders (TPO) at this location and the site is not situated within a conservation area. Therefore, none of the trees detailed within this report were subject to statutory protection at the time of the survey.
- 4.20 There were 3 trees surveyed that were classified category U status and unsuitable for retention in their current form. These trees pertain to T2, T15 and T17. These trees should be removed in the interests of good arboricultural management.
- 4.21 The proposed development will require the removal of 5 moderate quality (Category B) trees, 1 low-quality (Category C) tree, and 4 sections of low-quality (Category C) hedgerows.
- 4.22 New hard surfacing is proposed within the RPAs of trees T20, T26, T33, T35, T36 and T37 this is considered acceptable in these instances, providing appropriate mitigation is applied to ensure the new hard surfacing is constructed in such a way as to minimise impacts to the tree root system.



Arboricultural Constraints Plan | NTS

LEGEND

- Site boundary
- TREE CATEGORIES**
- Category A
Trees of high quality
 - Category B
Trees of moderate quality
 - Category C
Trees of low quality
 - Category U
Trees unsuitable for retention



4.23 With regards to trees T20, T26 and T33 the incursion from the proposed hard surfacing is at a minor level and located at the outer extremity of the RPA that it negates the need for specialised three-dimensional confinement system in this case, however annual monitoring should be carried out for all trees affected by the proposed new hard surfacing so that they can be appropriately managed in the unlikely event of their decline.

4.24 There will be moderate reduction in amenity and landscape value due to these losses, especially from the removal of 5 moderate quality trees. It is therefore recommended that substantial compensatory planting is implemented through an effective landscape design.

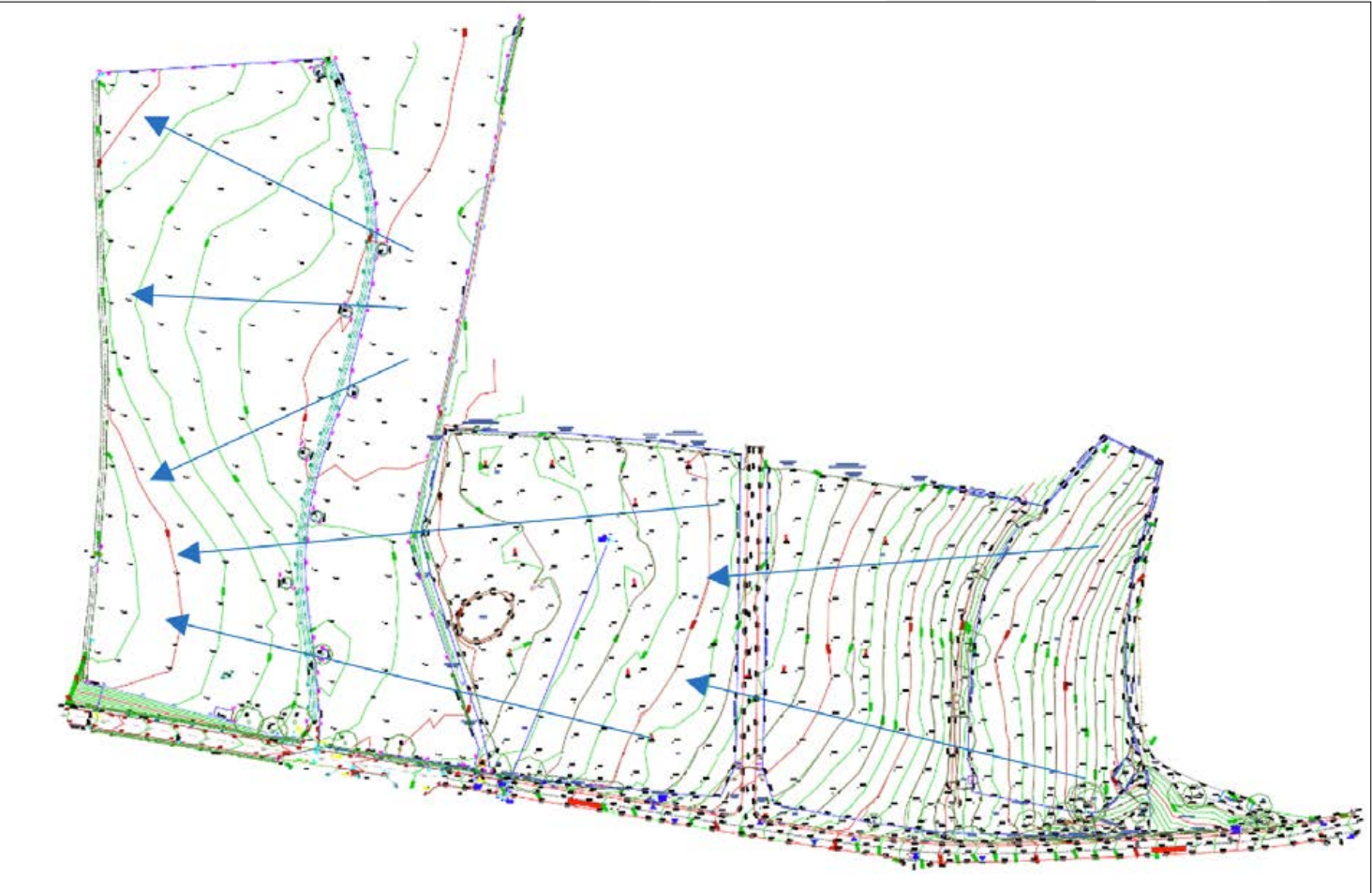
4.25 It is recommended that temporary protective fencing is erected in order to create a construction exclusion zone which adequately protects the retained trees from damage during the construction works. This fencing should be erected at the outset of the development before any activities are carried out or materials/ plant is brought onto the site.

FLOOD RISK AND DRAINAGE

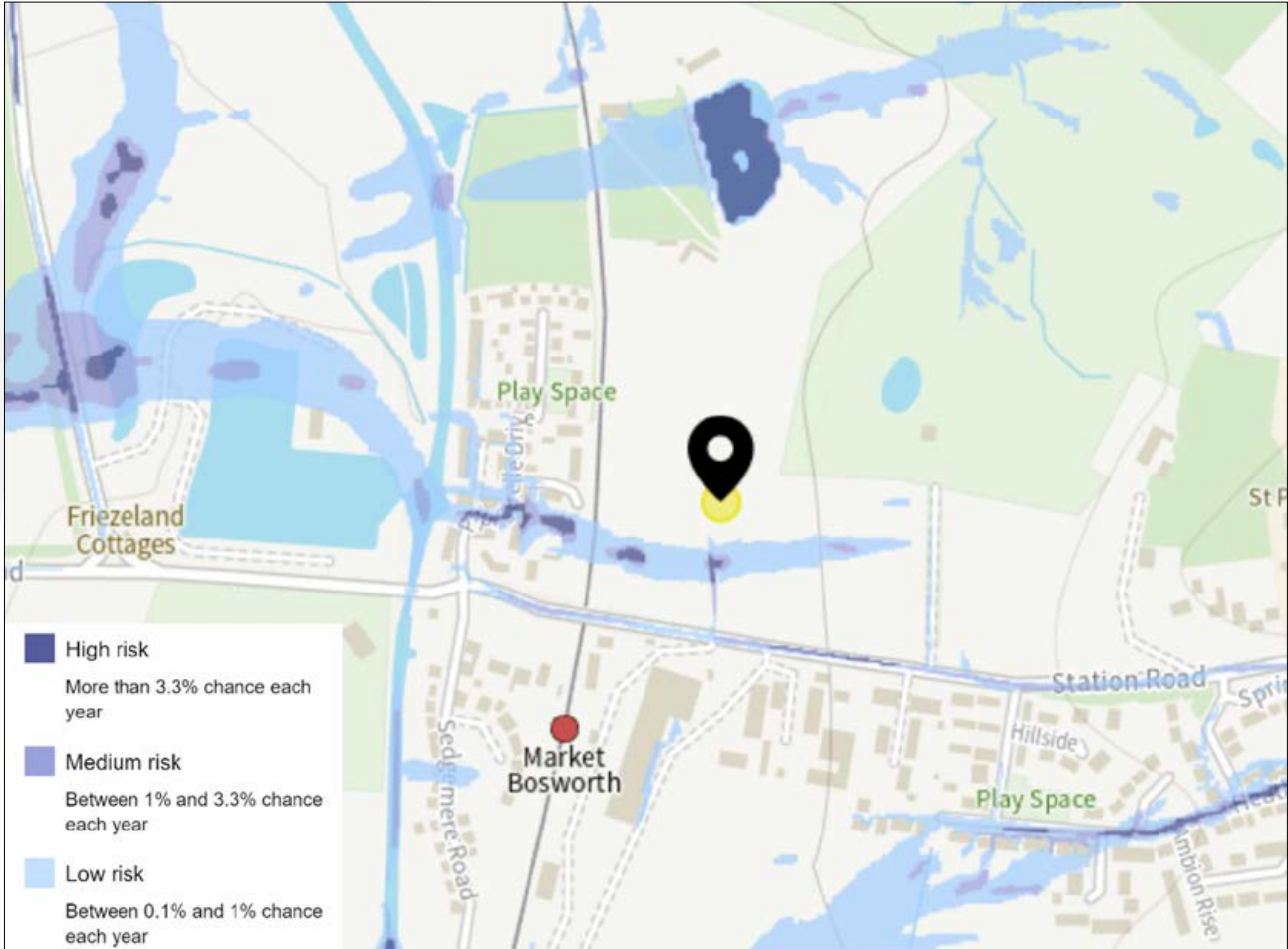
- 4.26 A Flood Risk Assessment (FRA) has been prepared by PJS Land Development Ltd. The report demonstrates that the proposed development is not at significant flood risk, and simple flood mitigation strategies are recommended to address any residual risk that may remain.
- 4.27 An existing combined sewer, two foul rising mains and a highway sewer traverse the site. A small watercourse also runs through the centre of the site which outfalls to an existing culvert. This flows in a westerly direction to an existing culvert in the southwest corner which traverses the railway.
- 4.28 The site presently drains to this existing culvert as reflected in the site topography, which falls consistently in a westerly direction from levels of around 116.5mAOD along the eastern boundary to around 94.1mAOD in the southwest corner of the site.

4.29 The site is entirely within Flood Zone 1, land at the lowest risk of fluvial flooding. There is also a low risk of flooding from tidal/coastal sources, canals, reservoirs or large waterbodies, groundwater and sewers. Some low-risk surface water flooding is present in the centre of the site. This emanates solely from within the existing site therefore, the extents will be reduced in the post development scenario as on-site surface water will be appropriately managed through the proposed SuDS network. Therefore, flood risk from pluvial sources is considered to be low post development.

4.30 Due to an increase in impermeable area introduced by the proposed development, a surface water drainage strategy should be implemented to mitigate risk both to and from the development. It is proposed that this incorporates SuDS including two attenuation basins and a piped network providing suitable conveyance. The basins are to provide appropriate water treatment and storage. Surface water discharge from the attenuation basins should be to the existing culvert in the southwest corner of the site, as this mimics existing conditions, and should be restricted to the Greenfield Rate (QBar) for the site.



Topographical Survey Plan



Flood Risk Assessment Plan



Examples of Sustainable Urban Drainage Systems

NOISE

- 4.31

A Noise Assessment has been carried out by M-EC to review the potential noise sources that may pose a constraint to development. These include road traffic using Station Road, coupled with daytime seasonal contributions from the Battlefield Line Railway.
- 4.32

An environmental sound survey has been undertaken within the Site in order to determine the prevailing conditions.
- 4.33

Based on the measured sound levels, the most exposed receptors on the Site fall within the ProPG risk category of 'Low' during both the day and night-time, for which the guidance states the Site is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed.
- 4.34

An Acoustic model has been created in order to predict sound levels across the Site, based upon the measured sound level data for Station Road and the Battlefield Line Railway.

- 4.35

The acoustics criterion often the most difficult to meet in residential environments situated next to busy transportation sources is BS 8233's outdoor criterion of 55 dB LAeq,16hr applicable to private external amenity spaces such as gardens.
- 4.36

Based on the illustrative masterplan, BS 8233's criterion of 55 dB LAeq,16hr will be satisfied across the Site through the provision of standard 1.8m high close boarded timber fencing, with the majority of garden areas satisfying BS 8233's lower level criterion of 50 dB.
- 4.37

With regard to internal acoustic conditions, the most exposed dwellings will satisfy the criteria in BS 8233 and ProPG through the provision of standard thermal double glazing and window mounted trickle ventilators to achieve the whole-dwelling ventilation requirements of AD-F.

AIR QUALITY

- 4.38

An Quality Assessment has been carried out by M-EC to review the potential air quality issues that may pose a constraint to development. Air quality within the Hinckley & Bosworth Borough Council (HBBC) area is generally good and, air quality objective levels are met throughout the Council's administrative area.
- 4.39

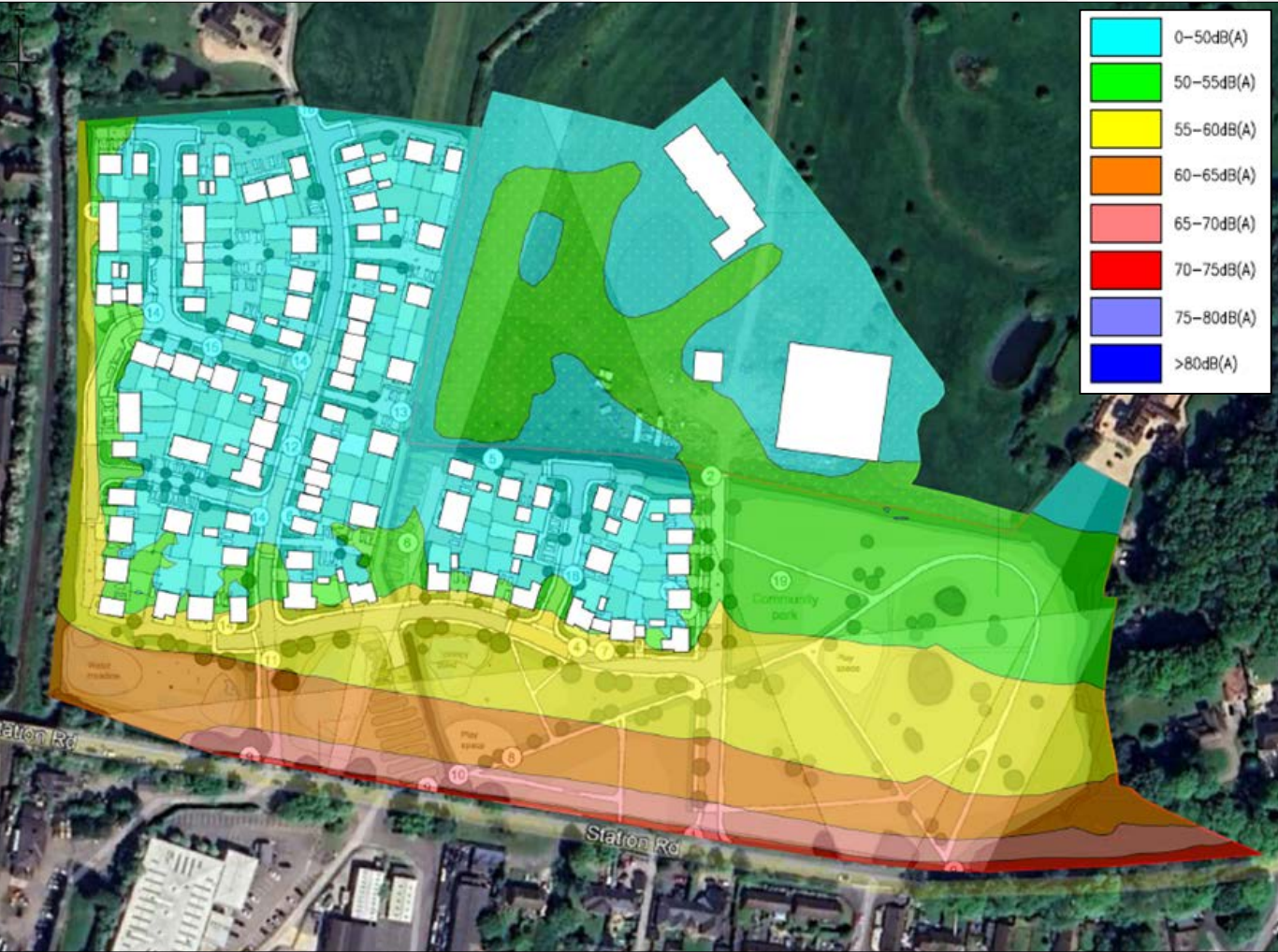
Since 'relevant exposure' is already present adjacent to the Site, i.e. existing residential dwellings are present adjacent to the Site and local roads, and these have already been considered within HBBC's reviews and assessments, the same conclusions will apply for new dwellings on the Site. Namely, all air quality objectives will be satisfied on the Site and at dwellings adjacent to the routes to the Site.
- 4.40

Nevertheless, assessment has been undertaken in accordance with the methodology set out by Defra's LAQM, and the EPUK/IAQM. The assessment shows that for a baseline scenario in 2024 and 2029, receptors adjacent to all roads have values below the current annual mean air quality objectives for NO2 and PM10, which is consistent with HBBC's air quality review and assessments
- 4.41

With traffic generated by both committed and proposed development in 2029, the absolute concentrations remain below the current air quality objectives and the level of change due to traffic generated by development is small (less than 0.2 µg/m3 to annual mean concentrations of NO2 and PM10), which would not have a significant impact upon local air quality.
- 4.42

The ambient concentrations of local traffic emissions from proposed development are predicted to be less than 75% of the Air Quality Assessment Level (AQAL), and the % change in concentration relative to the AQAL is calculated to be less than 1% for all roads. On this basis, the development's impact on local air quality will be negligible.
- 4.43

Therefore, since the air quality assessment indicates that annual mean air quality objectives will be met at the most exposed receptor locations, and since the actual changes due to traffic generated by development are small and not significant, it can be concluded that the air quality over the Site is acceptable for residential development and that baseline plus committed and proposed development traffic will not have any adverse impacts on ambient air quality for new/existing dwellings.



EXISTING UTILITIES

4.44 M-EC has reviewed the existing utilities that may pose a constraint to development. These easements have been taken into consideration within the illustrative framework plan.

4.45 Connections to utility services are as follows;

Severn Trent Water – Foul and Clean Water

- Severn Trent Water (STW) has confirmed that the nearest gravity connection achievable is the 300mm combined sewer within the carriageway of Station Road. No improvement works are required and therefore the foul flows generated from the proposed development can be accommodated into the local sewer
- STW have confirmed that there is sufficient capacity to supply the proposed development with clean water, therefore, reinforcement works are not required. The connection for the proposed development can be taken from the existing 6" PVC main in Station Road at the proposed entrance to the development.

Cadent - Gas

- Cadent have confirmed that there is sufficient capacity in the local low pressure gas network to supply the development site and therefore reinforcements are not required. Connections are to be made to the 180mm PE low pressure gas main located within Station Road which is at the site boundary

National Grid Electricity Distribution - Electricity

- NGED have advised that the existing circuit is expected to be overlaid /rebuilt with works not scheduled to take place until next year. Connection therefore cannot be made before Q4 2025. NGED have advised that the point of supply will be from the passing HV underground cable to the north west of the site boundary with a second point of supply will be to the south west of the site boundary, leading to two centrally located substations within the development.

Telecommunications

- OpenReach will deploy Fibre to the Premises (FTTP), free of charge, into all new housing developments of 20 or more homes

Multi Utility

- GTC is an independent distribution network operator who can supply electricity, clean water, waste water and fibre connections to the proposed development. With point of connections assumed at site entrance.

4.46 Constraints within the development are as follows;

Foul and Clean Water

- The STW waste water records show a 225mm pressurised foul sewer along the western boundary. Records also show an effluent pressurised sewer that enters the site boundary from the north crossing to the south. A 300mm combined sewer also enters the site boundary from the north crossing to the south. Each individual sewer has an easement of 5m either side (10m total)

Gas

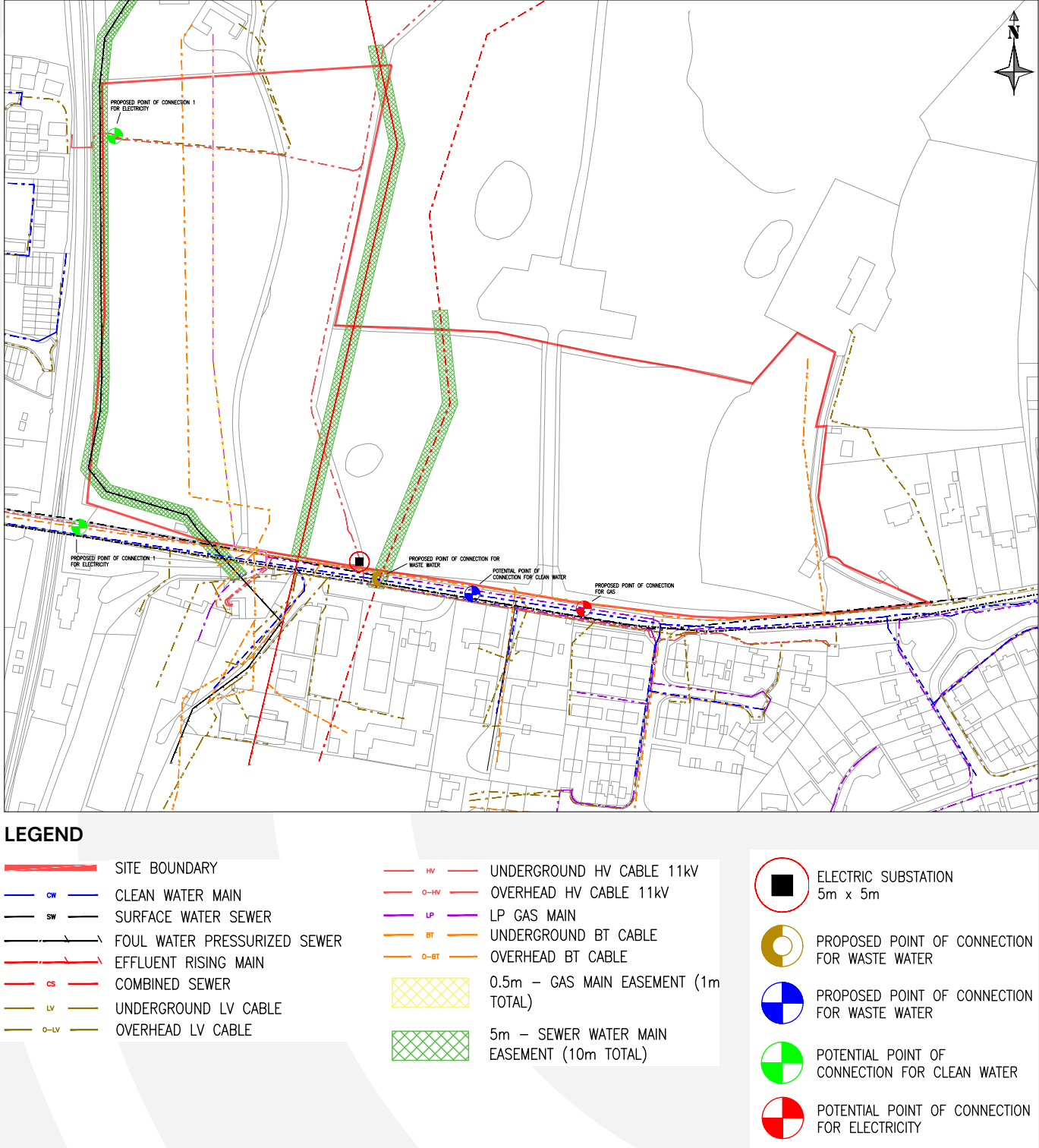
- The Cadent Gas asset maps show an existing LP gas main that enters the site boundary from the north crossing to the south. Whilst the gas main remains in situ an easement of 0.5m either side of the pipe (1m in total) is required

Electricity

- The NGED asset map shows an underground HV (11kV) that enters the site form the south crossing to the north and west and an underground LV cable that enters the site from the west crossing to the north. There is also an underground HV (11kV) within the northern verge of Station Road and an underground HV (11kV) and LV cable within the southern verge of Station Road

Telecommunications

- The OpenReach apparatus plans show underground apparatus that enters the site boundary from the north crossing to the south.



OVERVIEW OF SITE AND CONTEXT

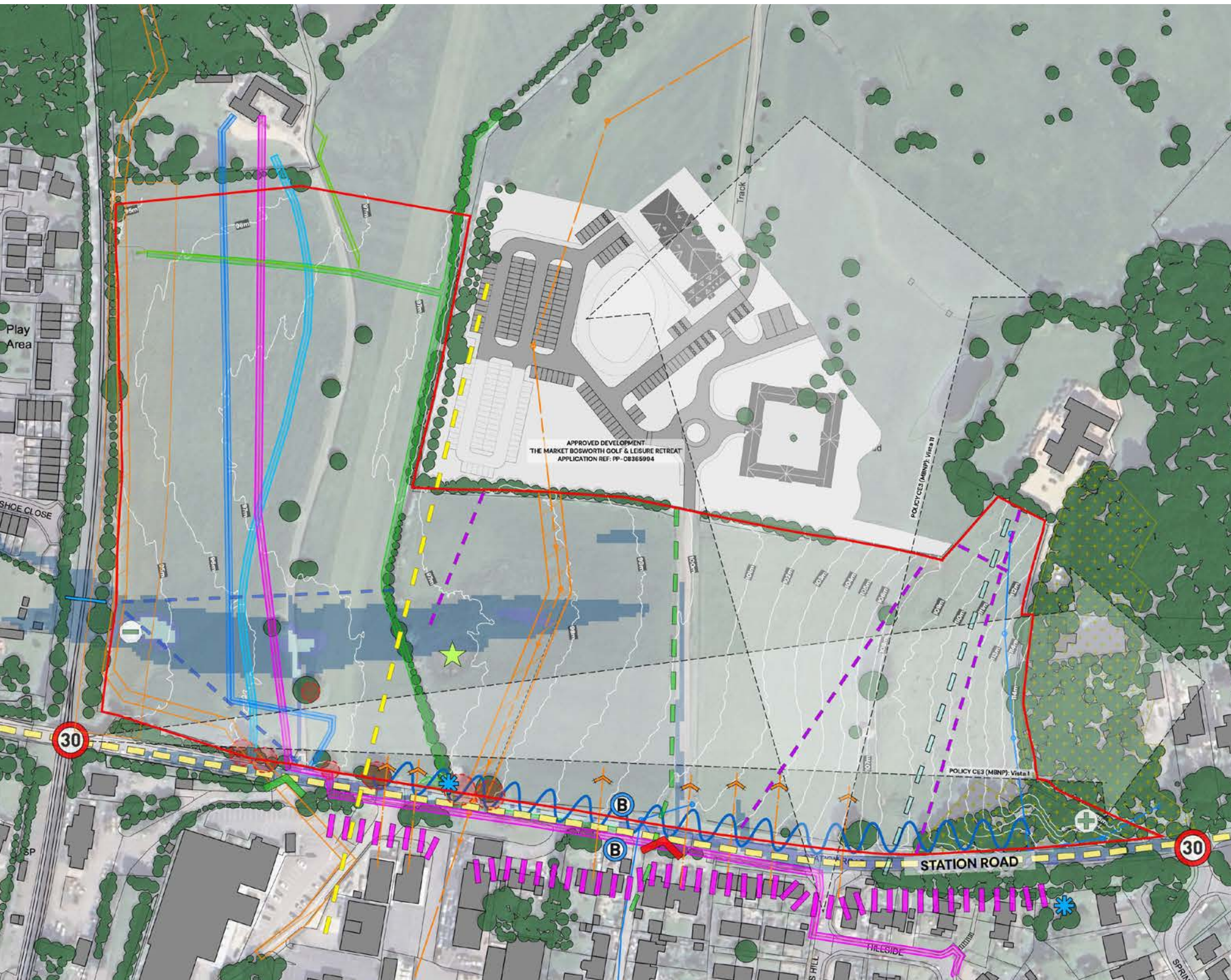
4.47 The results of the various site studies are used to inform and structure the development proposals. These are illustrated, where appropriate, on the site features plan presented opposite.

Considerations

- Existing framework of vegetation (including mature hedgerows and trees);
- Rising topography from the western end of the site to a high point towards the eastern end of the site;
- Low to medium risk pluvial flooding across the western parcel and around the existing pond;
- Existing services and easements
- Views and vistas identified in the Market Bosworth Neighbourhood Plan; and
- Ecological habitats and biodiversity net gain.

Opportunities

- Create a high quality residential development which takes cues from local character;
- Set development back from Station Road to retain key views upon entering Market Bosworth and retain existing character of Station Road;
- Set development area to the west of the existing access track to Kyngs Golf and Country Club;
- Create a sustainable and balanced residential development supported by enhanced green amenity space and new infrastructure;
- Provide a residential development that offers a series of different housing types, sizes and tenures which respect the local character;
- Create a road hierarchy that is not dominated by vehicular movement and promotes healthy green forms of movement;
- Retain and enhance all green infrastructure where possible, in particular the cluster of vegetation along the south-east boundary of the site and the hedgerow between the western and eastern parcel;
- Create outward facing residential frontages which overlook newly created public open spaces. Helping to promote self-surveillance and reduce the risk of anti-social behaviour;
- Provide soft landscape edges along the southern side of development to provide a buffer along Station Road;
- Provide sustainable forms of drainage (SuDS) within both the development and green spaces, providing additional wildlife benefits;
- Create new habitats to promote biodiversity; and
- Create new amenity space, including play area, for new and existing residents.



Site Constraints and Considerations | NTS

LEGEND

- Site Boundary
- Site Contours
- Site High Point
- Site Low Point
- Site Access
- Potential Secondary Site Access
- Primary Road
- 30mph Speed Limit
- Bus Stop
- Views into the Site
- Existing Buildline
- Existing Vegetation
- National Forestry Inventory Area
- Existing Vegetation
- Existing Railway Culvert
- Network Rail 30m stand-off for SuDS Features
- Existing UG Power lines
- Combined BT & Water Services
- Existing OH Power Lines / Bases
- Existing LP Gas Mains
- Existing BT Apparatus
- Existing storm drainage (Approx from records)
- Existing combined drainage (Approx from records)
- Existing pressurised S104 Foul drainage (Approx from records)
- 95 3c Cu/VUG Cable
- Existing Water Mains (Approx from records)
- Electrical Substation
- National Forestry Inventory Area
- Geophysical survey Indicated Service Routes
- Surface Water 1in30
- Surface Water 1in100
- Surface Water 1in1000
- Great crested newt location

DEVELOPING THE DESIGN CONCEPT

COMMUNITY ENGAGEMENT PROCESS

"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)

PREVIOUS APPLICATION

- 5.1 Following the submission and subsequent refusal of the previous application by Hinckley and Bosworth Borough Council (Ref: 20/O1021/OUT), an appeal was dismissed on 2nd February 2022, due to the effect on character and appearance of the area, with particular regard to Important View 1, Vista 11 and public footpath S70/1.
- 5.2 The site boundary for this application has been extended to the west, stretching across the current entrance to Wharf Farm to abut the existing railway line.



PUBLIC CONSULTATION

- 5.3 To inform the local community about the new development proposals, consultation leaflets were posted to 811 residential addresses in Market Bosworth on 6th September 2024. The deadline for submitting feedback via the email addressed was 22nd September 2024.
- 5.4 The leaflet provided information on the following:
 - Details of the proposal, including proposed dwelling numbers;
 - Benefits that the delivery of the development will provide;
 - The Illustrative Masterplan; and
 - Information on how residents can provide feedback on the development proposal.
- 5.5 The consultation website provided further detail of the following:
 - About Richborough, who are promoting the site
 - Background on the need for new homes, the Local Plan and the site
 - Further details of the proposal, including site access and open space proposals
 - The Illustrative Masterplan
 - Key benefits of the site
 - Information on how residents can provide feedback on the development proposal; and
 - Consultation Questions regarding the development proposal.

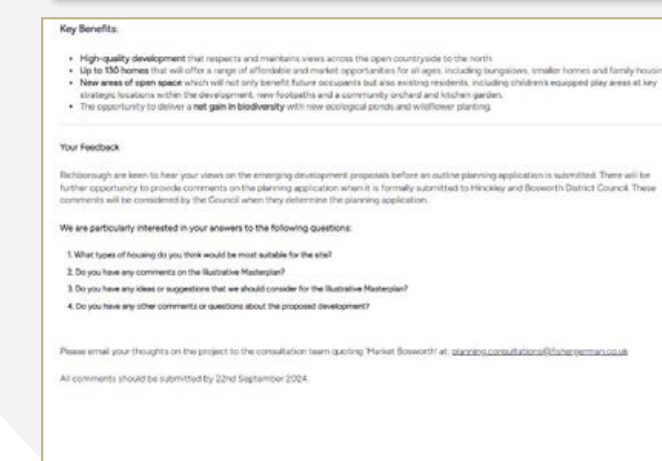
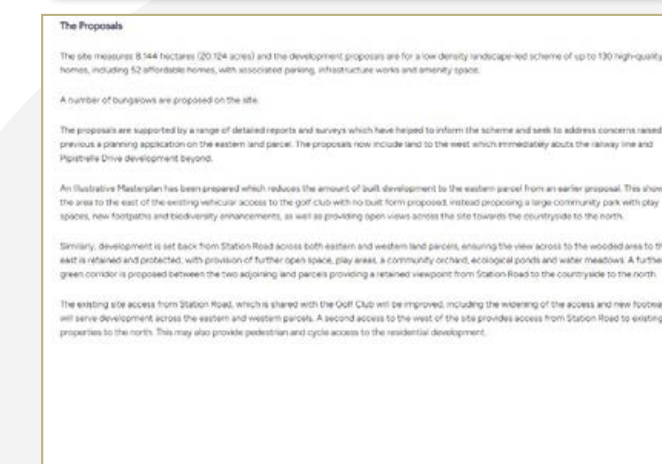
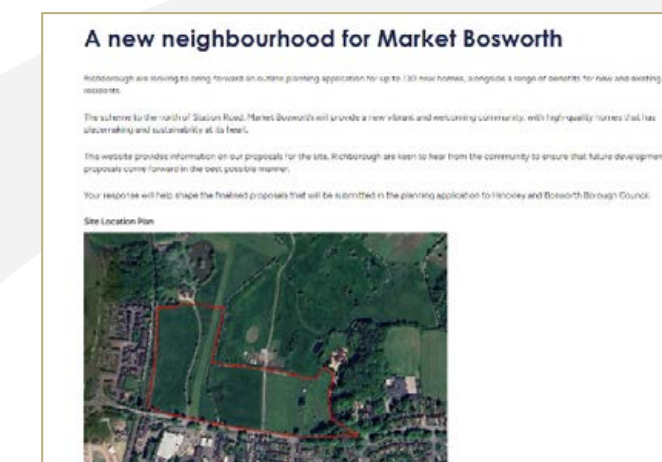
CONCLUSION TO PUBLIC CONSULTATION

- 5.6 A total of 17 consultation responses were received from the 811 residential addresses leafleted in the vicinity of the development site. Of the responses received, 15 were against the proposals, 1 was neutral and 1 supported the proposed scheme.
- 5.7 The main objection to the proposed scheme is that additional housing is not required in Market Bosworth. However, there is evidence that further housing delivery is required in the borough, and we believe that a greater contribution of dwellings can be delivered in Market Bosworth than the 180 dwellings currently proposed through the draft Local Plan. The original allocation for the Phase 2 allocation was 243 dwellings which confirms that the Council believes that the town can accommodate additional development. The draft Regulation 18 Local Plan acknowledges that further sites are required to meet the currently identified Local Housing Need and contribution to Leicester City's unmet need, even if proposed changes to the NPPF are not ultimately published as a formal update to the NPPF. Market Bosworth is one of the most sustainable rural settlements in the borough and its proposed role within the draft Local Plan is as a 'Key Rural Centre' and thus it is suitable and capable of accommodating sustainable development.

Consultation Leaflets | Posted 6th September 2024



Consultation Website | September 2024



- 5.8 The proposed development would deliver a highly sustainable residential development within this infill site whilst also assisting the Council in increasing housing delivery in future years particularly relevant in the context of an out-of-date Local Plan and an increased Local Housing Need in respect of the proposed changes to the NPPF.
- 5.9 Concerns were raised regarding potential increased congestion within Market Bosworth as a result of the proposed scheme and the poor public transport links. Whilst we appreciate that an increase in the number of dwellings in Market Bosworth will increase the number of vehicles using the road network, the Transport Assessment submitted alongside this planning application concludes that the development will not have a material impact on the operation of the local highway network and will not have an unacceptable impact on highway safety. The submitted Travel Plan sets out measures to promote sustainable modes of travel including cycling, walking and use of public transport. This includes measures such as the provision of 6-month "taster" bus passes and bus stop upgrades.
- 5.10 Another concern with proposed scheme is the potential impact that this could have on the capacity of existing services and facilities. Through developer contributions however, additional capacity can be created to rectify any shortfalls in local capacity.
- 5.11 Concerns were raised regarding the rural vista of Market Bosworth. Richborough have worked with neighbouring landowners to obtain additional land to advance a scheme which protects the key views identified in the Market Bosworth Neighbourhood Plan. The masterplan clearly demonstrates how the site can be delivered whilst reflecting the important views and vistas as identified in the Neighbourhood Plan.
- 5.12 In relation to concerns that the proposed development would have on the historical character of Market Bosworth, the submitted Heritage Statement confirms that there are no designated heritage assets within the proposed development site and there are no designated and non-designated heritage assets assessed as sensitive to the proposed development outside of the site.
- 5.13 Evidence has been submitted alongside the planning application to confirm that the development will not result in and adverse impacts on air quality for existing dwellings.
- 5.14 It has been demonstrated that Richborough have made considerable efforts to engage the community in the formulation of the development proposals, including delivery of leaflets to all surrounding dwellings. These efforts have helped to shape and influence elements of the scheme in order to address issues and concerns raised by respondents and have raised awareness as to the forthcoming planning application. The comments received will be of particular benefit during the reserved matters stage, having regard for the key comments.

6

DESIGN PROPOSALS

LANDSCAPE AND VISUALLY LED APPROACH

- 6.1 The development framework plan for the proposed development has been landscape and visually led. This has included the following:
- Identification of the overall horizontal parameter (i.e. spread) of the development envelope taking into account all landscape and visual constraints and opportunities (and likewise heritage, where relevant);
 - Identification of the overall vertical parameter (i.e. height) of the development envelope taking into account all landscape and visual constraints and opportunities; and
 - Retention of the existing underlying hedgerow/tree/landscape pattern and using it as a driver for the block/cellular structure of the development framework.
- 6.2 The landscape approach and strategy is expanded further in Public Spaces within this section.
- 6.3 The application is seeking approval of the following plans:
- Development Framework
 - Parameter Plan
- 6.4 These plans should be read in conjunction with all documents submitted as part of the application package.

DESIGN POLICY

- 6.5 The design proposals have referenced a number of local policy documents including:
- The Good Design Guide SPD**
- 6.6 The 'Design Proposals' section references the core urban design objectives and how these are reflected in the design proposals using the infographic below.



Market Bosworth Neighbourhood Plan (Modified 2024)

- 6.7 Policy DC1: Design Codes and the accompanying draft Design Codes document outlines the key design objectives within the parish.
- 6.8 The principles and guidance within the draft Design Codes have been referenced in the design proposals but the requirements will be considered in more detail at the reserved matters stage, where appropriate.



DEVELOPMENT FRAMEWORK

- 6.9 This 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.

LEGEND

	APPLICATION BOUNDARY 7.964 HECTARES / 19.679 ACRES		PROPOSED NATIVE HEDGEROW PLANTING
	ACCESS VIA STATION ROAD		MIXED SCRUB / NEUTRAL GRASSLAND
	RESIDENTIAL DEVELOPMENT		WILDFLOWER PLANTING
	PUBLIC OPEN SPACE (INC. SUDS)		PRIORITY HABITAT POND
	PRIMARY TREE LINED MOVEMENT ROUTE INCORPORATING CYCLE AND PEDESTRIAN MOVEMENT		PROPOSED ORNAMENTAL PLANTING
	SECONDARY MOVEMENT ROUTE INCORPORATING RAINWTARE GARDENS		COMMUNITY ORCHARD PLANTING
	TERTIARY STREET		LOCALLY EQUIPPED AREA FOR PLAY (LEAP)
	PRIVATE LANE		LOCAL AREA FOR PLAY (LAP)
	RETAINED FARM TRACK ACCESS FOR WHARF AND GODSON'S HILL FARM		ACCESS TO EXISTING WHARF FARM AND KYNGS GOLF AND COUNTRY CLUB
	PRIMARY PEDESTRIAN / CYCLE MOVEMENT ROUTE		PROPOSED PUMP STATION
	PEDESTRIAN MOVEMENT ROUTE		SUSTAINABLE DRAINAGE SOLUTIONS WITH REEDBED PLANTING
	MOWN PATH MOVEMENT ROUTE		EXISTING VEGETATION TO BE REMOVED
	EXISTING VEGETATION WITH ROOT PROTECTION AREA		
	PROPOSED STRUCTURAL WOODLAND PLANTING		
	PROPOSED LOW-RISE NATIVE HEDGEROW / SHRUBBERY		

KEY PRINCIPLES

1. PRIMARY ACCESS POINT VIA STATION ROAD;
2. PROPOSED PRIMARY KEY MOVEMENT ROUTE PROVIDING CYCLE AND PEDESTRIAN MOVEMENT THROUGHOUT THE DEVELOPMENT;
3. SECONDARY MOVEMENT ROUTES CREATING CONNECTED STREETS;
4. TERTIARY STREETS SERVING SMALL CLUSTERS OF DEVELOPMENT;
5. MAXIMISE OUTWARD FACING DEVELOPMENT FOR NATURAL SURVEILLANCE;
6. FULLY CIRCULATORY CYCLE / PEDESTRIAN ROUTES PROVIDING ACCESS TO ALL AREAS OF PUBLIC OPEN SPACE;
7. MAXIMUM RETENTION OF EXISTING VEGETATION;
8. PROPOSED TREE AND HEDGEROW PLANTING TO STRENGTHEN EXISTING VEGETATION;
9. AREA OF BIO-DIVERSITY ENHANCEMENTS INCORPORATING NATIVE HEDGEROW PLANTING, PRIORITY HABITAT PONDS, TREE PLANTING AND WILDFLOWER/NEUTRAL GRASSLAND PLANTING WITH LIMITED PUBLIC ACCESS;
10. RELOCATION OF PRIORITY HABITAT PONDS FOR THE GREAT CRESTED NEWT POPULATION;
11. ORCHARD COMMUNITY SPACES;
12. AREAS OF EQUIPPED PLAY AND RECREATION FOR ALL AGES AT BOSWORTH COMMON, ASH GREEN AND BIRCH GREEN;
13. VIEWING CORRIDORS WITH LONG DISTANCE VIEWS TO WIDER COUNTRYSIDE; AND
14. VILAGE GREEN PROVIDING SPACE TO MEET AND RELAX.



LAND USE PARAMETER PLAN

Residential

- 6.10 The proposals will provide 3.63Ha of land for residential development which will accommodate up to 126 dwellings in a range of types, sizes and tenures. The built development areas identified will include: roads; footpaths; private drives; incidental open space and other associated infrastructure.

Open Space

- 6.11 2.87ha of accessible public open space will be provided within the proposals. A further 1.46ha is provided for biodiversity habitat enhancement, but this will be fenced off to avoid public access. The public open space framework provides key greenways and buffers. Within this area, space will be provided for: amenity green space; children’s play provision; landscaping; footpaths; drainage; existing and proposed structural planting; and associated infrastructure.

Road Infrastructure

- 6.12 Access to Kyngs Golf Club and Wharf Farm from Station Road is retained.
- 6.13 New streets will be laid out in line with Leicestershire Highways Authority Design Guidance.

SUPPORTING DESIGN STRATEGIES

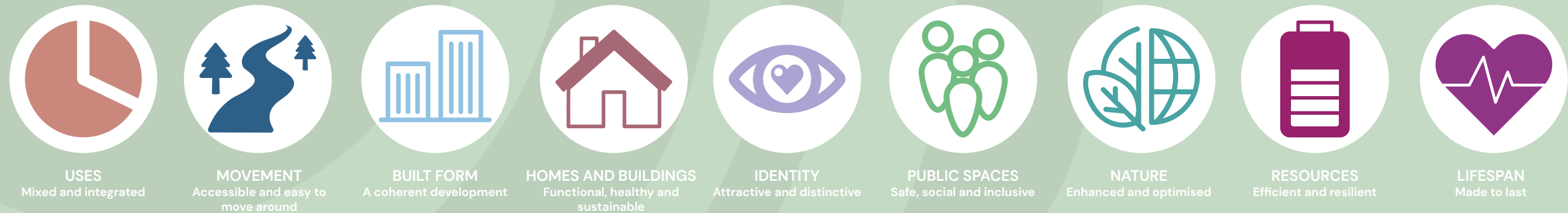
- 6.14 The outline application is accompanied by a set of supporting design strategies that illustrate how the development could be realised, in accordance with the outline application. The supporting design strategies include:
- Illustrative Masterplan;
 - Land Use Strategy
 - Pedestrian Movement Strategy;
 - Street Hierarchy;
 - Placemaking Strategy;
 - Building Heights;
 - Character Area Strategy;
 - Landscape Strategy;
 - Public Open Space Typologies; and
 - Drainage Strategy.
- 6.15 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 to guide a future Reserved Matters submission.
- 6.16 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 ‘The Good Design Guide’ SPD. It provides a framework for the detailed design as part of a future Reserved Matters application, including compliance with the National Model Design Code.

ILLUSTRATIVE MASTERPLAN

- 6.17 A proposed Illustrative Masterplan has been prepared but this is for indicative purposes only. The application is not seeking approval of the Illustrative Masterplan.
- 6.18 The Illustrative Masterplan shows one way in which the development could be laid out. It does not preclude alternative layouts as part of a subsequent Reserved Matters or detailed planning application, providing the underlying principles established in this document are satisfied and the delivery of high quality built environment remains creative and responsive.

Design Principles

1. Primary access point via Station Road;
2. Proposed primary key movement route providing cycle and pedestrian movement throughout the development;
3. Secondary movement routes creating connected streets;
4. Tertiary streets serving small clusters of development;
5. Maximum outward facing development for natural surveillance;
6. Fully circulatory cycle/ pedestrian routes providing access to all areas of public open space;
7. Maximum retention of existing vegetation;
8. Proposed tree hedgerow planting to strengthen existing vegetation;
9. Area of bio-diversity enhancements incorporating native hedgerow planting;
10. Relocation of priority habitat ponds for the great crested newt population;
11. Kitchen garden and orchard community spaces;
12. Areas of equipped play and recreation for all ages; and
13. Viewing corridors with long distance views to wider countryside.



LEGEND

-  Site boundary
7.96ha
-  Proposed vehicular access via
Station Road
-  Existing access to Wharf Farm
retained
-  Public Open Space (POS)
-  Residential development
-  Existing vegetation
-  Proposed vegetation
-  Community orchard planting
-  Natural play trail locations
-  Shared cycle and pedestrian route
-  Pedestrian movement
-  Sustainable Drainage System
(SuDS)
-  Proposed pump station
-  Local equipped area for play
(LEAP)
-  Local area for play (LAP)



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)

6.19 The development proposals include the following:

RESIDENTIAL - 126 DWELLINGS (CLASS C3)

- 6.20 The development proposals provide approximately 3.63 Ha of residential development, achieving 126 dwellings, allowing space for a range of dwelling types suitable for people of different ages and lifestyles.
- 6.21 All dwellings are proposed to comply with NDSS and M4(2) and 5% to M4(3).
- 6.22 To comply with Reg 19 Plan, Policy H006 Self-build and Custom Housing, it is proposed that 5% of total dwellings will be provided as self/custom build plots. The location of these will be determined through any future Reserved Matters application.

Affordable Housing

- 6.23 It is proposed that 40% of the dwellings provided are to be affordable housing, in accordance with the Core Strategy DPD (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.

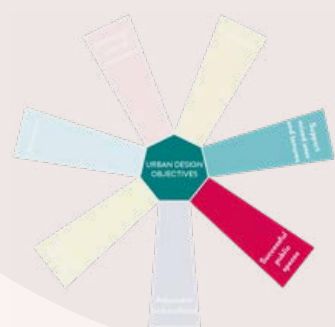
Summary of Proposed Accommodation

Affordable Homes	up to 50 [40% of 126]
Market Homes	up to 76 [60% of 126]

Combined Mix of Private and Affordable Mix			
APT/Maisonette	1bed	9	7%
APT/Maisonette	2bed	9	7%
Houses	2bed	40	32%
Houses	3bed	50	40%
Houses	4/5bed	18	14%
		126	100%

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

- 6.24 2.87 Ha of accessible public open space has been provided within the proposals, in accordance with Policy 19 of the Core Strategy (Green Space and Play Provision and with reference to the Hinckley and Bosworth Borough Council Open Space and Recreation Study 2016. The site benefits from a 1.875 Ha over-provision.
- 6.25 One of the primary aims is to retain key views and vistas as referenced in the Market Bosworth Neighbourhood Plan 2014–2026, including View 1 and Vista 11.
- 6.26 The public open spaces have been designed alongside the constraints of the site, where residential development is not feasible. They have been utilised for the mitigation of flood risk, children’s play and biodiversity enhancement.
- 6.27 The public open spaces also allow for the creation of a network of pedestrian and/or cycle routes to provide a sustainable movement network within the site, linking residential areas to Station Road.
- 6.28 One area of open space is proposed to wrap around the southern and eastern areas of the site formed by the set back of development from Station Road and to the west of the existing access road to Kyngs Golf and Country Club.
- 6.29 Further details of the public open spaces are provided within the Public Spaces and Nature sections which detail typologies in relation to policy requirements.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
SUPPORT MIXED USES AND TENURES	✓
SUCCESSFUL PUBLIC SPACES	✓

LAND USE PARAMETERS

Proposed biodiversity habitat enhancement
(including wildflower meadow, wildlife ponds, vegetation
and other associated infrastructure)



Accessible and easy to move around



“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)

6.30 The proposed layout 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.

6.31 The location of the development, adjacent to the existing and established community of Market Bosworth is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

6.32 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

PEDESTRIAN AND CYCLE ACCESS STRATEGY

6.33 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 and proposed residential development.

6.34 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.

6.35 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 loop (minimum 3m width) running adjacent to the Primary Street and through the proposed open space;

- 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;
- 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.

PROPOSED VEHICULAR ACCESS POINTS

- 6.36 Vehicular access to the proposed development will be provided via a single access point located to the south of the site, as a simple priority T-junction off Station Road.
- 6.37 The access road will be shared with Kyngs Golf and Country Club and provided as a 6.0m carriageway with two x 2.0m footways alongside the carriageway (with the addition of tactile paving), as per their recently approved application for leisure accommodation to the north of the site.
- 6.38 A bollarded access point at the west side of the development will be retained solely for vehicles of the existing farm and will also provide a pedestrian and cycle route for sustainable travel.



Proposed Access Junction Layout | Not to scale
See Drawing No. 001 Prepared by Hub Transport Planning

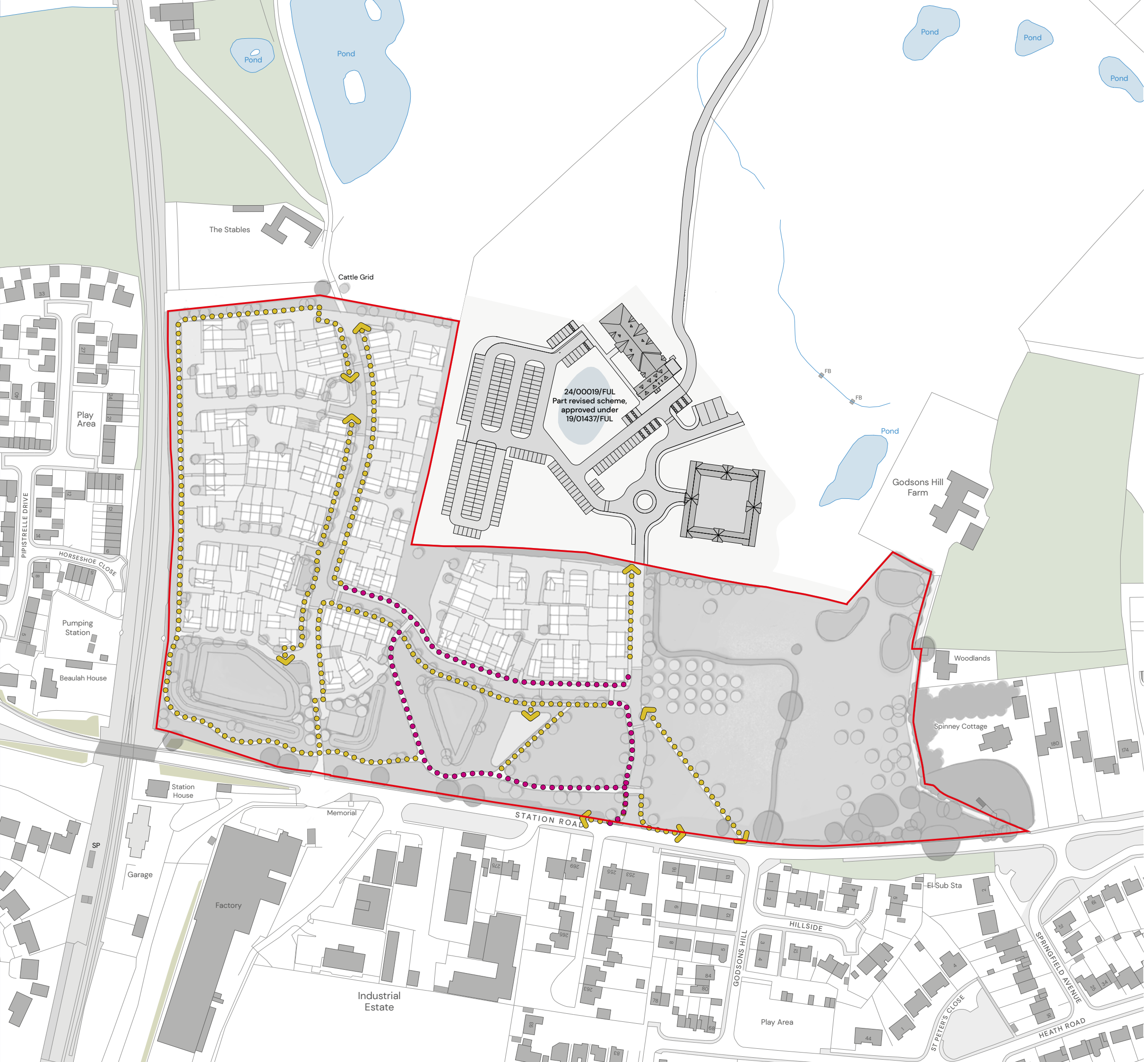
LEGEND

 Site boundary

ACTIVE TRAVEL

 Shared cycle and pedestrian route

 Pedestrian route



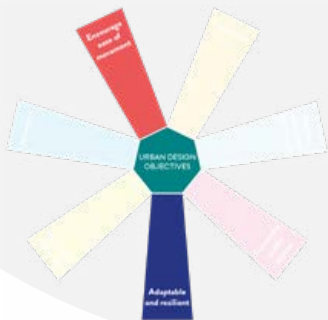
STREET HIERARCHY

- 6.39 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.
- 6.40 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”, 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.
- 6.41 LHA Design Guide, and Draft Leics Design Standards have been adhered to.
- 6.42 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 136, NPPF 2023)

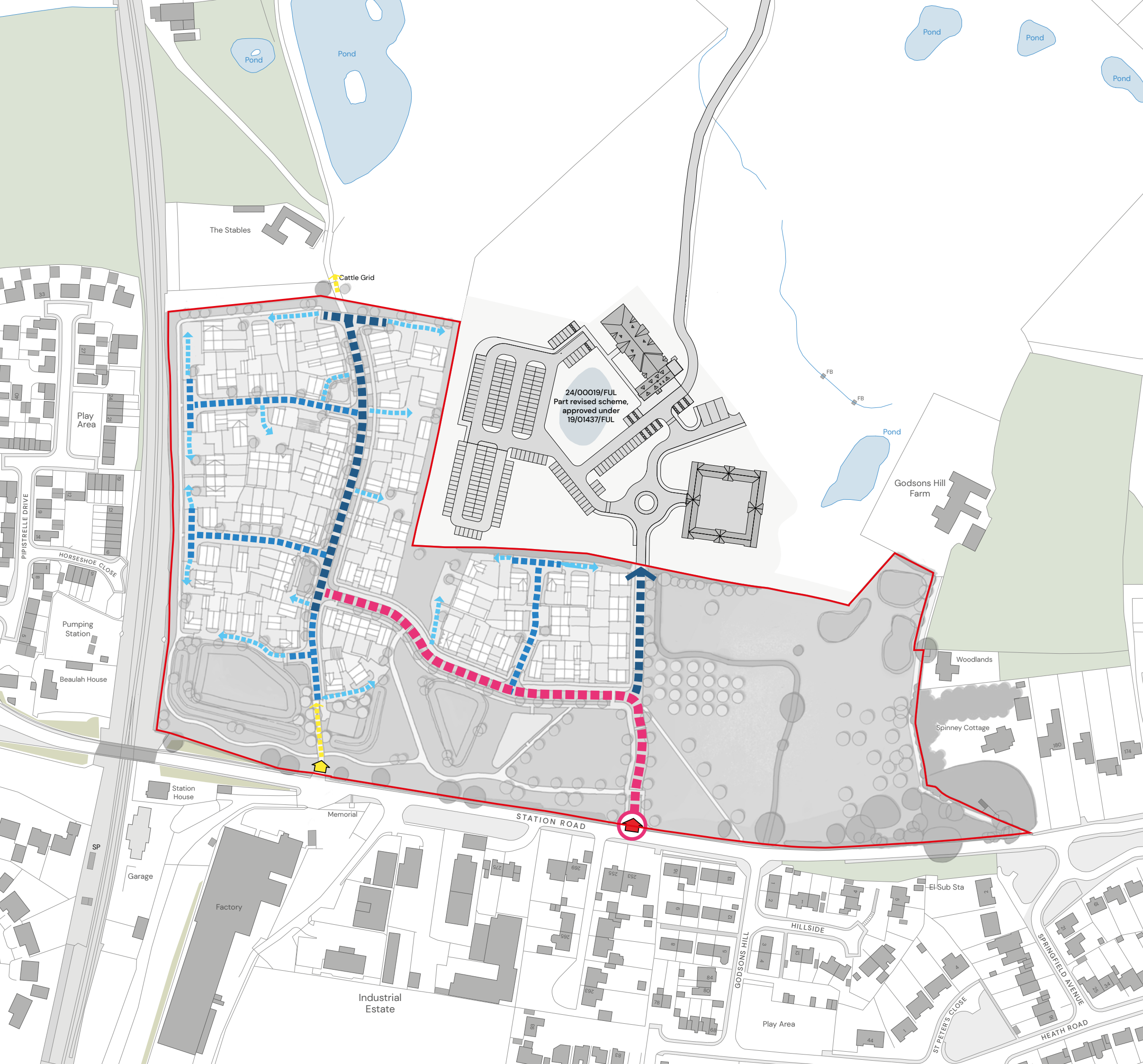
- 6.43 The development and internal road network will be designed to encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.
- 6.44 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.
- 6.45 Within the site the Primary Street will provide the main movement corridor from Station Road. This will be 6.00m wide to align with the approved application by Kyngs Golf and Country Club (24/00019/FUL – part revised scheme approved under 19/01437/FUL) up to the internal T-junction and then 5.5m as it turns westwards through the development. The access to Kyngs Golf and Country Club will continue north as a secondary street.
- 6.46 The majority of the Primary Street, has a 2m wide grass verge to one side of the carriageway containing tree planting. Footways run along both sides of the carriageway, separated by the verge on one side and a 3m wide cycle path on the other.
- 6.47 The Primary Street leads to the Secondary Street running north to south through the western part of the site. Street form is similar to the Primary Street, but the cycle path gives way to a grassed verge containing rainwater gardens.
- 6.48 Lower category Tertiary Streets feed off the Primary and Secondary Streets, providing access to residential blocks of development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.
- 6.49 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.
- 6.50 The following street typologies are proposed for inclusion within the proposals:
- **Primary Street:** Tree lined main street with dedicated provision for pedestrians and cyclists
 - **Secondary Street:** Tree lined residential street with dedicated provision for pedestrians and rainwater garden verge
 - **Tertiary Streets:** Shared surfaces and side streets
 - **Tertiary streets:** Lanes and courtyards.

PARKING

- 6.51 One of the key elements to creating a successful development is to ensure that the building layout and landscaping of the scheme are the prominent features of the development.
- 6.52 To achieve this, the way people park within the development needs to be carefully considered as poorly planned parking can lead to behaviours such as kerb mounting, which can dominate the street scene.
- 6.53 A variety of car parking treatments have been utilised, including frontage parking, side of plot parking and garages. The majority of allocated parking will be provided on-plot and is generally located to the side of dwellings within private drives and/or garages, set back from the building line to allow ease of access to dwellings and ensure cars don’t visually dominate the street scene.
- 6.54 According to the Leicestershire Highway Design Guide;
- Dwellings with 4 or more bedrooms require a minimum of 2 spaces;
 - Dwellings with 3 or less bedrooms require a minimum of 2 spaces;
- 6.55 According to North West Leicestershire Local Plan;
- Car charging points will be incorporated where viable and appropriate to do so.
- 6.56 Resident parking is more than sufficient and is well integrated into the scheme, following local guidance. All plots will be provided with electrical vehicle charging points, either integrated within garages or charging pedestals.
- 6.57 Cycle parking numbers will be provided in accordance with the appropriate standards and it is envisaged they can be accommodated within rear gardens and/or garages where provided.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
ADAPTABLE AND RESILIENT	✓
ENCOURAGE EASE OF MOVEMENT	✓



Indicative Street Hierarchy | 1:2000

LEGEND

 Site boundary

STREET HIERARCHY

 Primary Street

 Secondary Street

 Tertiary Street

 Private Lane

 Existing access to Wharf Farm retained

ACCESS

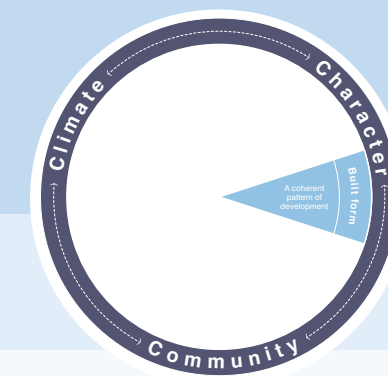
 Proposed vehicular access

 Restricted vehicular access to Wharf Farm only (bollards installed)



BUILT FORM

A coherent pattern of development



"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)

6.58 The design solution for the site will reflect the variety in townscape form that can be seen in Market Bosworth and in particular the area surrounding the site.

PLACEMAKING

6.59 The proposed layout has adopted the principles of best practice in urban design, comprising an arrangement of outward facing perimeter blocks that present a strong frontage to the public realm and secure private rear gardens. This perimeter block form of development promotes safety, security and surveillance to minimise the opportunity for crime and anti-social behaviour within areas of public realm whilst creating a positive urban space.

6.60 In addition to providing a secure and legible form of development, the perimeter block layout ensures a permeable movement network is created through a clear hierarchy of streets.

6.61 The development proposals have been landscape-led in response to concerns raised during recent planning applications and to protect the key view and vista identified in Market Bosworth Neighbourhood Plan (MBNP). Development is broadly split into a larger western parcel and a smaller eastern parcel, separated by a green corridor. The eastern parcel has been reduced in size from the previous proposals. No built form will extend beyond the existing access track to Kyngs Golf and Country Club (KGCC) and a significantly larger set-back from

Station Road has been provided. This allows the provision of public open space to be maximised in the form of a community and recreational park, accommodating both formal and informal play spaces, new wildlife ponds and wildflower planting to provide ecological and biodiversity enhancement. In addition to the retained View 1 and Vista 11 within the MBNP, the green corridor between the two development parcels provides a further view of the countryside to the north from Station Road.

6.62 The majority of proposed development is formed of perimeter blocks.

6.63 The Primary Street has an open parkland entrance with tree planting to both sides; one-sided development with a verge and street trees overlooking the open space; and double-sided development within the western parcel.

6.64 Although the Primary Street character is generally formal and continuous, it benefits from key views and vistas at various points along the street. These include internal vistas along green infrastructure corridors to provide visual connections to the existing context and aid legibility.

6.65 The Secondary Street provides vehicular access to the largest area of development in the western parcel of the site. Street trees and a grass verge containing rainwater gardens to one side of the carriageway, along with a formal and continuous building line with minimal set-back, creates a formal character to the street.

6.66 A series of focal spaces and pocket parks will be accommodated within the proposals aiding legibility. These will include childrens play spaces with dwellings providing good natural surveillance and sense of enclosure.

6.67 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.

6.68 Continuous frontages such as those following the Primary and Secondary Streets, 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.

6.69 With respect to the hierarchy and variety of public open spaces, these are described in more detail in Public Spaces and Landscape Design.

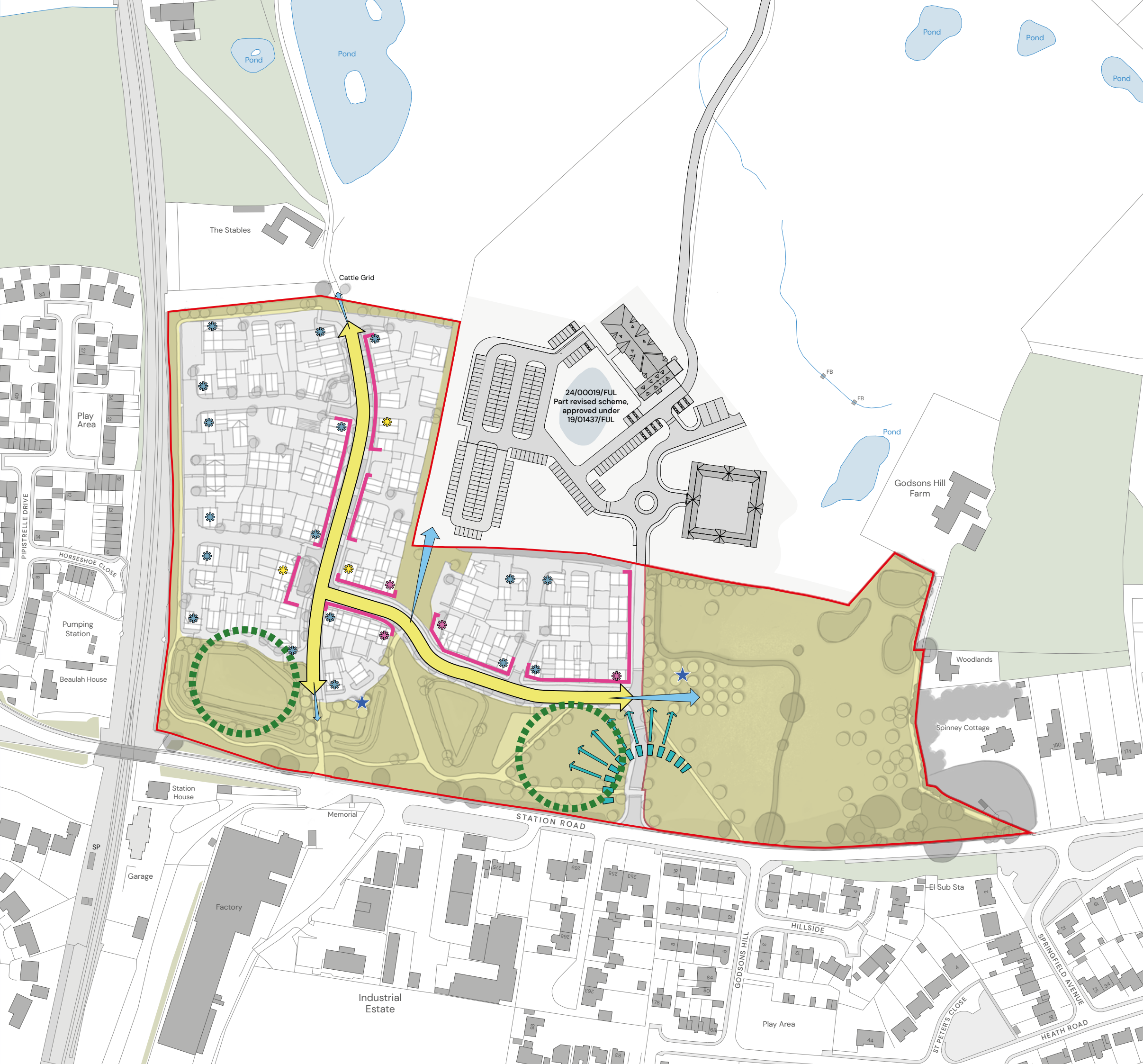
6.70 In terms of placemaking the various combination of features such as balancing ponds, retained mature hedgerows and trees, community orchard and the local wildlife site, all make valuable contributions to the sense of place.

6.71 In summary, in response to the site's location the following principles have been established to ensure the development delivers a clear and distinguishable character reflecting the local vernacular and building pattern:

- Landscape led design.
- Ensuring dwellings address the public realm and locate defensible private space to the rear;
- Create a well-defined hierarchy of streets to aid users to orientate themselves within the site with the use of focal points to define legibility;
- Creating linked green spaces which offer meeting points and safeguard potential pedestrian and cycle connections;
- Safeguard existing landscape and ecology components; and
- Locate dual aspect buildings at street corners to provide a positive frontage to both elevations and provide good levels of surveillance.



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



Placemaking Strategy | 1:2000

LEGEND

-  Site boundary
- PLACEMAKING STRATEGY**
-  Green Infrastructure 'Greenways'
-  Tree Lined Street
-  Key Frontage
-  Key view or vista (within the site)
-  Focal green space
-  Gateway
-  Landmark building (addressing key corners and gateways)
-  Dual aspect/corner-turning building (addressing secondary corners and junctures between street types)
-  Focal building (to terminate street views)
-  Community orchard

DENSITY

- 6.72 The density of the development is 34.71 dwellings per hectare (dph) over the gross developable area of 7.96 hectares and based on 126 dwellings.
- 6.73 This average density allows for the formation of higher and lower densities across the site, reflecting the proposed character areas discussed in the 'Identity' section.
- 6.74 The proposed density and form relates well to existing densities and the proposed Miller scheme (35dph).

BUILDING HEIGHTS (SCALE)

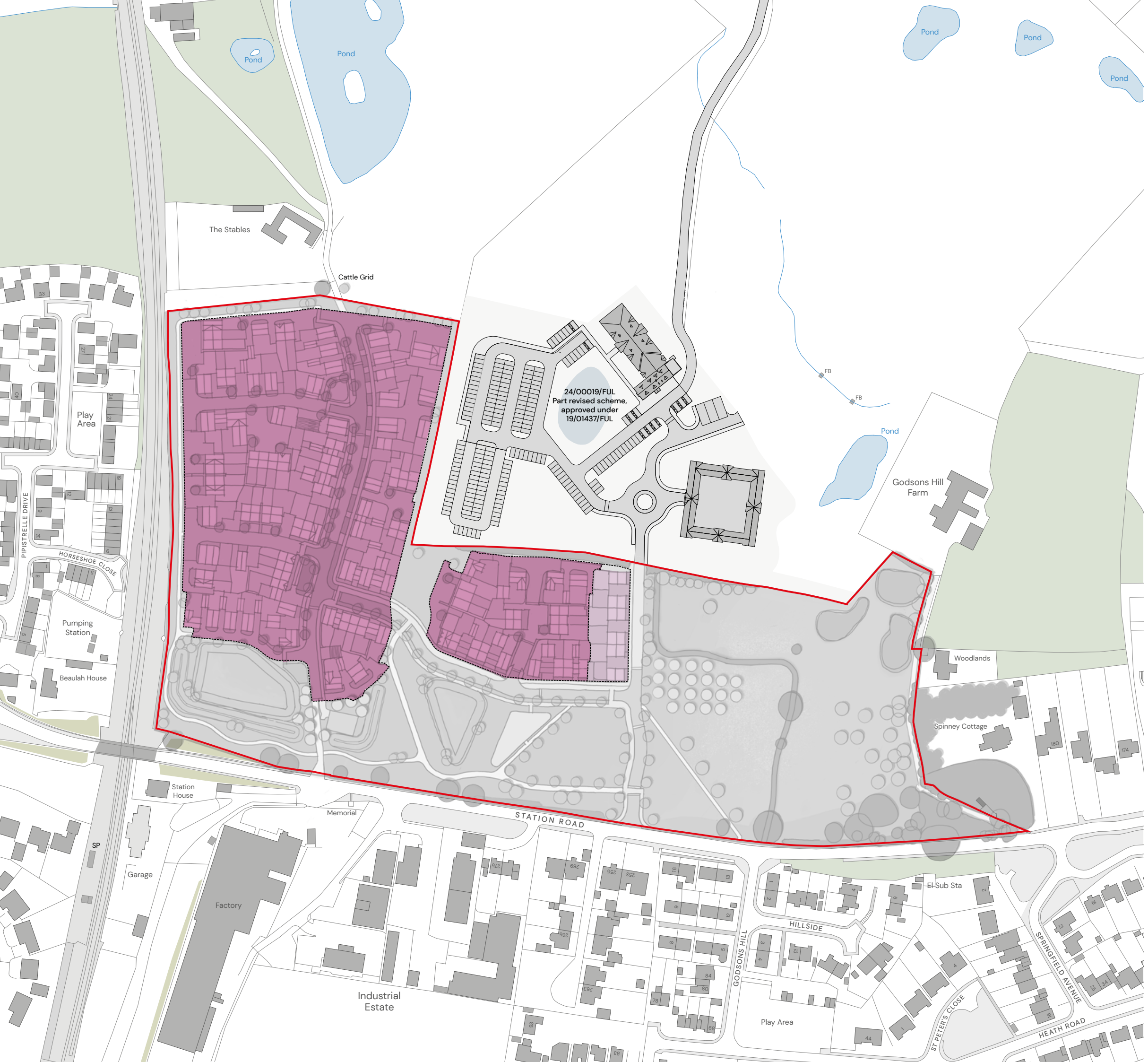
- 6.75 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2-storey, reflecting the surrounding built form of Market Bosworth.
- 6.76 Along the eastern facing edges of each development block, ridge heights are to be reduced to provide a softened edge and a gentle transition between built form and open space. This also reflects existing development along Station Road and the consented Kyngs Golf and Country Club development to the north of the site.
- 6.77 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes.

CONTINUITY AND MASSING

- 6.78 Key development frontages, such as those overlooking areas of public open space and following the primary street, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	✓
DISTINCTIVE CHARACTER	✓
ATTRACTIVE	✓



Building Heights | 1:2000

LEGEND

Site boundary

Up to 2 Storey

1.5 Storey

BUILDING HEIGHTS

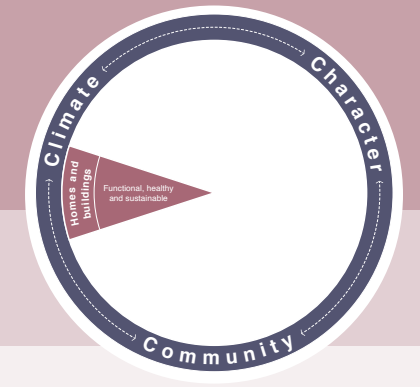
Up to 2 Storey

1.5 Storey



HOMES AND BUILDINGS

Functional, healthy and sustainable



“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2021)

6.79 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of the local area.

6.80 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

6.81 House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

6.82 Housing should be designed to be attractive individually and as part of the wider street composition. This includes the careful articulation of corners ensuring that corner turning house types with multiple active facades are utilised in the appropriate locations. These elements help buildings to activate public spaces, preventing the use of blank elevations or parking spaces negatively addressing exposed edges.

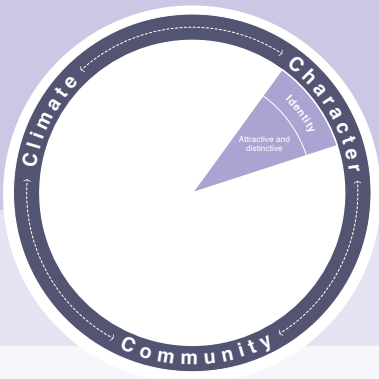
6.83 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

6.84 Refuse storage should be convenient with access to rear gardens with the requisite internal storage.

6.85 The design allows good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.



Attractive and distinctive



“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

6.86 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. The character of the proposed development incorporates individual design components which reflect the local area, including: built form principles; changes in building height; building setbacks; landscape treatments; architectural detailing; and materials.



CHURCHILL WAY



VILLAGE STREETS



GREEN FRONTAGES

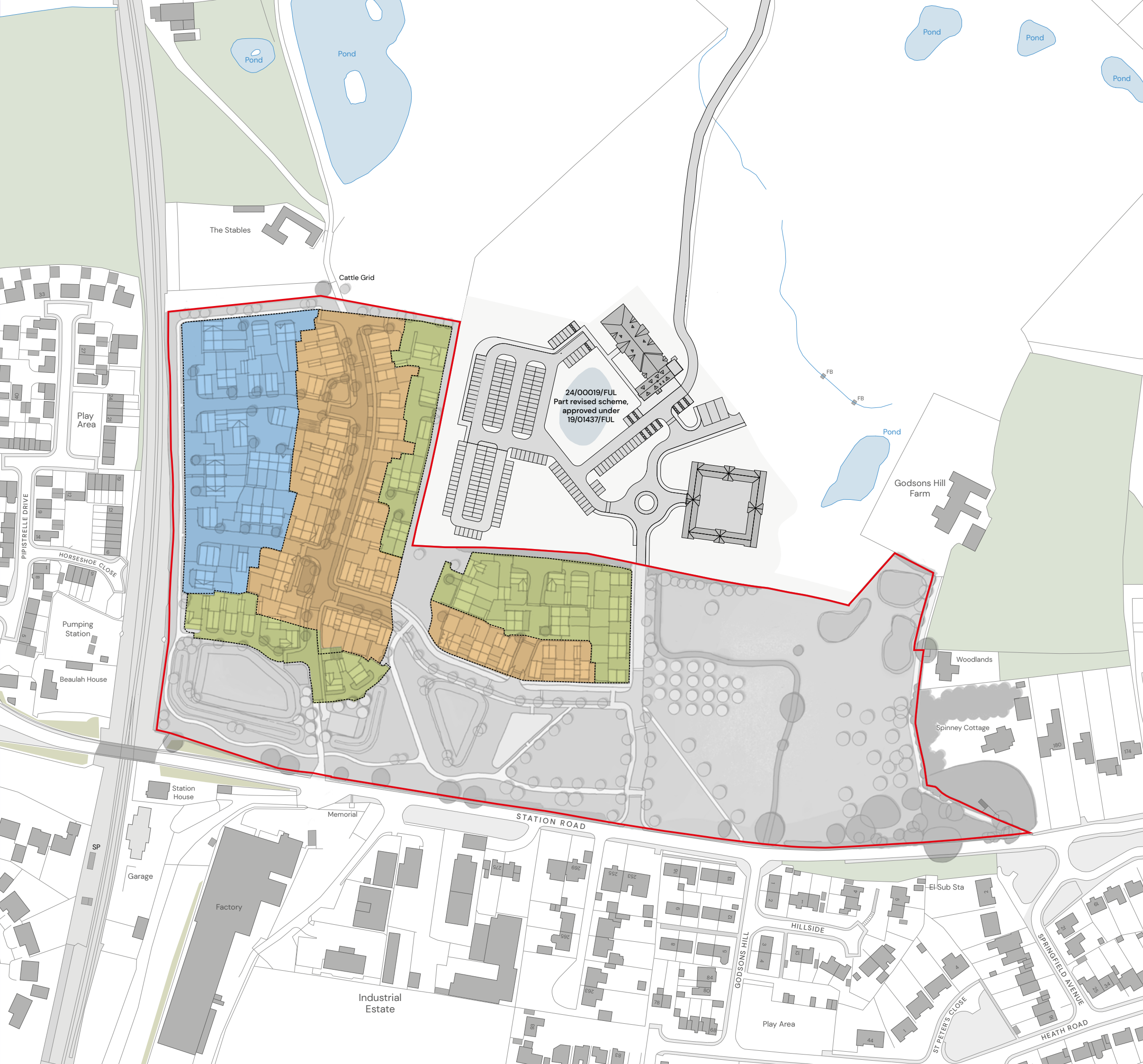
6.87 The site has been divided into three proposed character areas each with a clearly defined character relating to the site’s context and surroundings. The following pages describe how the character areas are designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:

- CA1: Churchill Way
- CA2: Village Streets
- CA3: Green Frontages.

6.88 A summary of the proposed residential character is set out on the following pages and how these relate to the layout.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
DISTINCTIVE CHARACTER	✓
ATTRACTIVE	✓



Character Areas | 1:2000

LEGEND

Site boundary

CHARACTER AREAS

Character Area 1: Churchill Way

Character Area 2: Village Streets

Character Area 3: Green Frontages

CA1

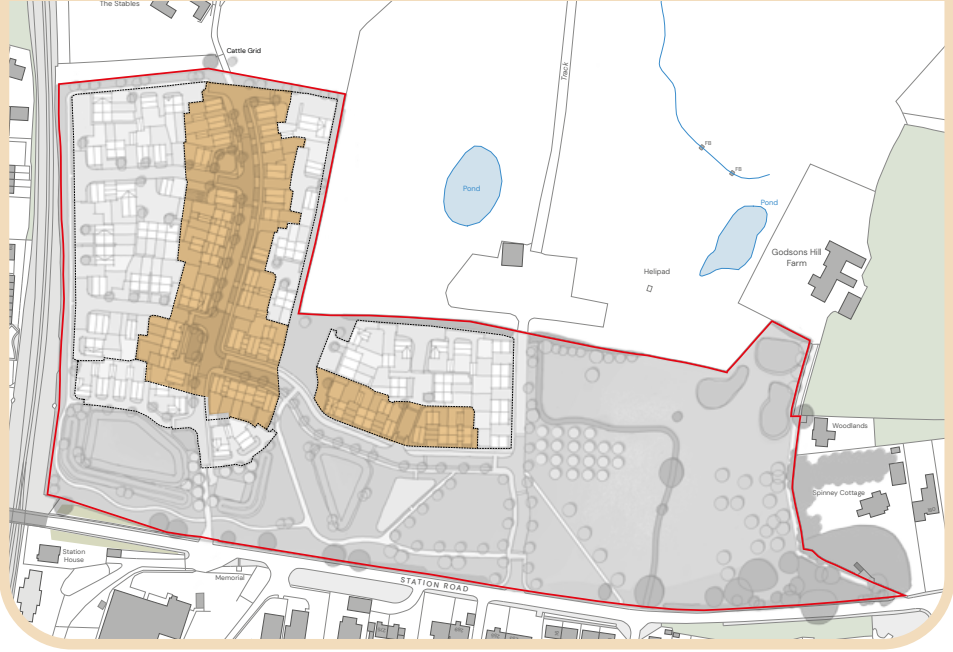
Churchill Way

CA1	Category	Definition
1	Urban form	Tree lined Street with continuous frontages. Strong sense of enclosure.
2	Building typology	Predominantly detached and semi-detached dwellings.
3	Building lines	Continuous frontages with use of carports and accommodation over breaks in buildline.
4	Height/enclosure	Up to 2 storeys
5	Roofscape	Uniform roofscapes with use of focal dwellings at key spaces and junctures.
6	Building detail	Traditional elevation styles. Use of chimneys to feature plots.
7	Building materials	Use of red brick to main facades. Use of ivory roughcast render to feature plots. Front doors and garage doors to be in a 'village' colour palette.
8	Fenestration	Mostly casement windows
9	Landscape	Tree lined swale corridors to Primary Streets with laid grass front gardens.
10	Parking	To side or rear of property. No use of frontage parking on the Primary Street.
11	Street types	Primary Street
12	Boundary treatments	Black metal railings with hedgerows to all front garden spaces.

KEY CHARACTERISTICS

- High density development;
- Continuous in form with minimal breaks in massing and buildline;
- A range of dwelling types including detached, semi-detached, terrace and flat fronted development.
- Terrace blocks of development will feature key corners and junctures creating a focal stop similar to forms found at key junctions and building frontages within Market Bosworthe.g. junction of Station Road and Market place;
- Additional levels of elevational treatments will be designed into key focal buildings;
- High levels of enclosure to streets with storey heights up to 2 storey;
- Predominantly the Primary Street will be dual sided with planted verges and rainwater gardens running parallel, helping to reduce the impact of urban forms on the street frontage and aid way finding for users into public open space;
- Variation in roofscapes at key corners or spaces will create angulation helping to create points of interest;
- Strong sense of enclosure between private and public spaces with use of five bar railings to front garden spaces;
- Change of surfacing at junctions similar to materials found on Market place in the centre of Market Bosworth will aid in way finding and control vehicle speeds; and
- Parking will be discrete and not dominate the street frontage using a range of parking typologies such as side parking with carports/ accommodation above and rear served courtyards.

CHARACTER AREA LOCATION



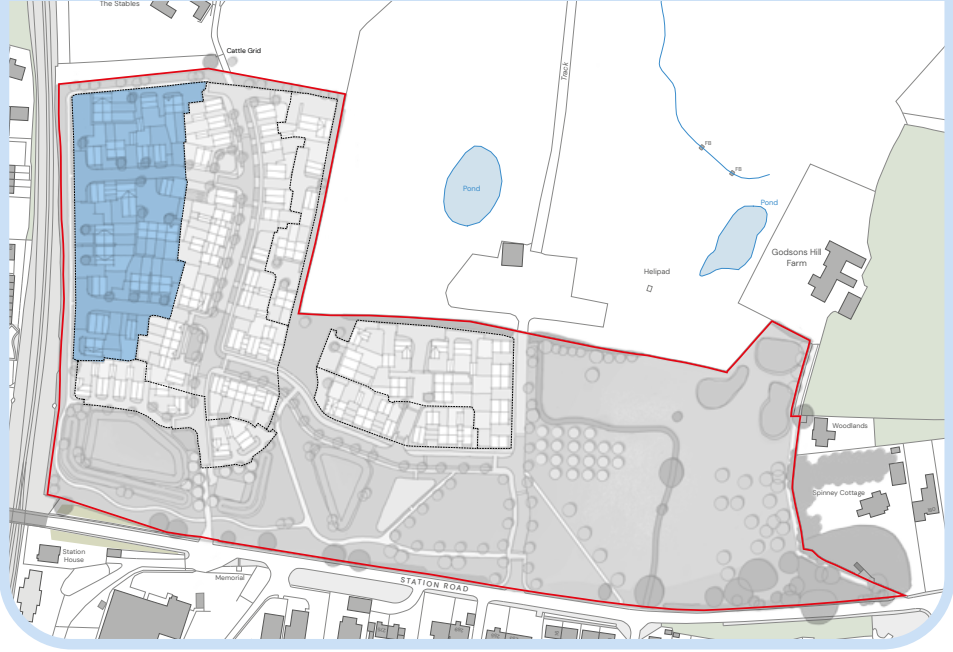
Village Streets

CA2	Category	Definition
1	Urban form	Regular footprint of dwellings with limited use of gables fronted units. Formal arrangements of shared courtyards and private lanes.
2	Building typology	Predominantly semi-detached, terrace and flatted development.
3	Building lines	Consistent buildlines with limited breaks in massing.
4	Height/enclosure	Up to 2 storeys.
5	Roofscape	Traditional pitched rooflines with consistent eaves and ridge heights.
6	Building detail	Traditional elevational styles with enhanced details at key focal spaces and corner turning dwellings.
7	Building materials	Red brick with roughcast rendered frontages to suit streets scene. Grey tiling to mid run units with use of red tiles to corners and focal stop dwellings. Front doors and garage doors to be in a 'rural' colour palette.
8	Fenestration	Casement windows.
9	Landscape	Informal tree planting within courtyards with use of open grassed front gardens.
10	Parking	varying parking typologies including frontal, side and rear courtyard parking.
11	Street types	Typically Tertiary Streets and shared surface streets.
12	Boundary treatments	Generally open frontage with some use of ornamental planting and tree planting where possible.

KEY CHARACTERISTICS

- Medium to high density;
- Village Streets will sit to the west of the development; acting as the interface between the trainline edge and other character areas. A continuous frontage development will act as a buffer to the trainline and reduce any noise interference;
- Buildlines will be continuous where possible to help aid the reduction in noise interference to the wider development;
- Urban form will feature as regular building footprints with limited use of protruding gables;
- Predominant dwelling types will feature as semi-detached, terraced and flatted development;
- Storey heights will be consistent at 2 storey with minimal angulation at key corners and focal positions;
- Streets will be low category and feature as either shared surface streets or parking courts. Pedestrian permeability will be facilitated throughout and will be unobstructed.
- Roofscapes will often feature as traditional pitched rooflines with minimal changes only at street corners or heads of runs. Use of chimneys at heads of streets will feature to create punctuation in a traditional street scene;
- Parking typologies can vary and feature as frontal parking, side parking and shared courtyard parking with high levels of landscape features to reduce car presence on the streetscene; and
- Boundary treatments and enclosure to streets will predominantly feature low rise shrubbery planting or within courtyards settings will appear as open grassed areas with feature trees.

CHARACTER AREA LOCATION



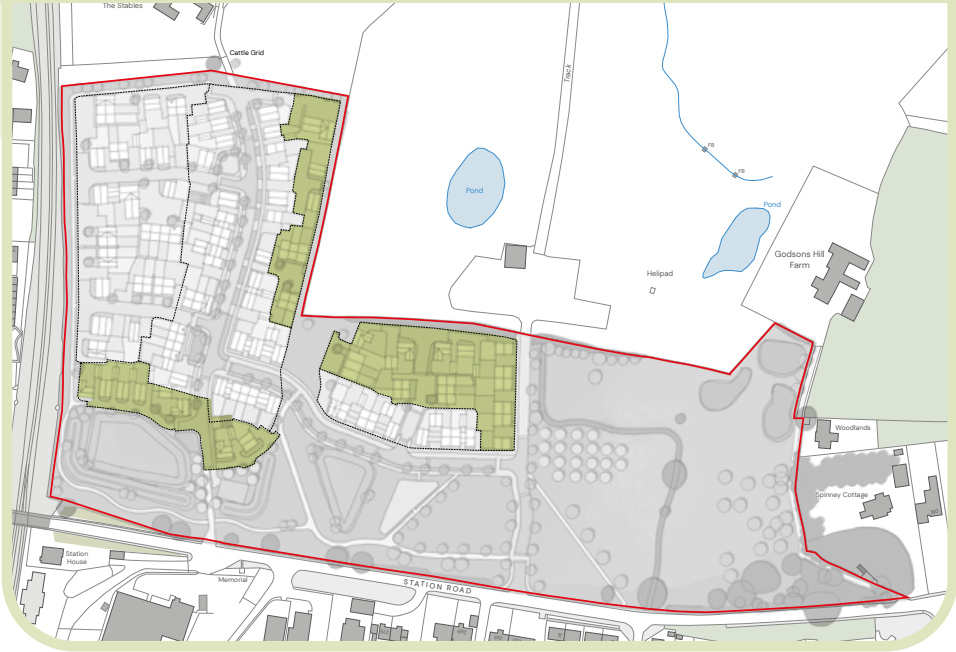
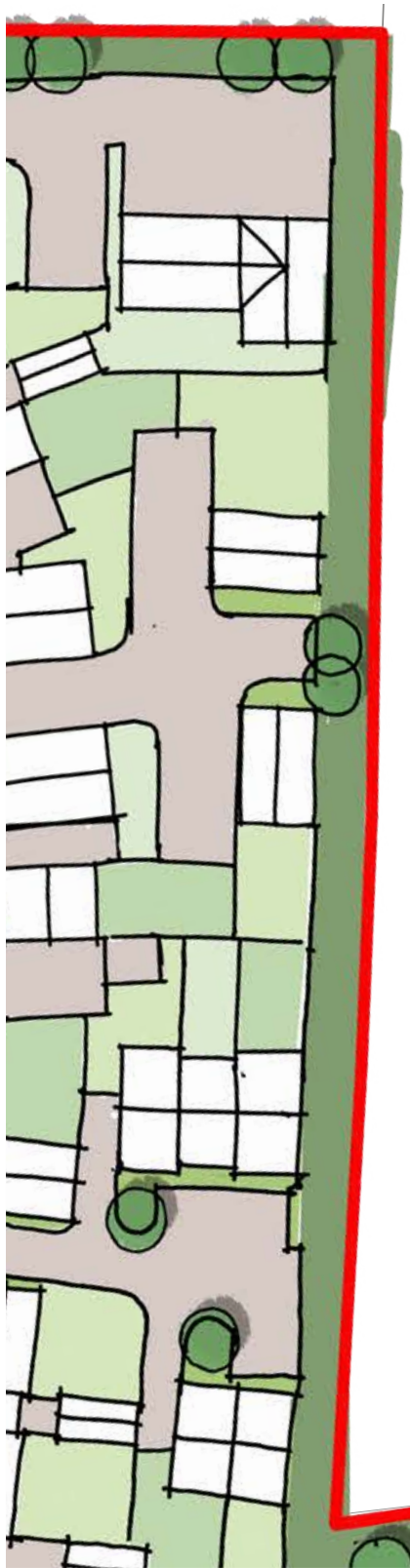
Green Frontages

CA3	Category	Definition
1	Urban form	Informal arrangement of units with variation in offset to highway/ private lanes.
2	Building typology	Predominantly detached and semi-detached to rural edges.
3	Building lines	Informal buildline.
4	Height/enclosure	Up to 2 storeys.
5	Roofscape	Varied ridge and eaves heights with frequent chimneys and breaks in units.
6	Building detail	Traditional detailing to match local vernacular.
7	Building materials	Red multi with red and grey rooftiles. Alternate combinations at key focal spaces and corners. Front doors and garage doors to be in a 'rural' colour palette.
8	Fenestration	Mostly casement windows.
9	Landscape	Variation in landscaping with box hedgerows at corners and shrubbery belts at mid runs.
10	Parking	Primarily on plot either to side or front.
11	Street types	Tertiary streets and private lanes.
12	Boundary treatments	Use of natural boundaries in form of hedgerows and shrubbery belts.

KEY CHARACTERISTICS

- Low to medium density;
- Green Frontages are located along the north-eastern boundary overlooking the ancient woodland, the north-western corner overlooking the Local Wildlife Site and all internal greenways;
- Storey heights will be kept to a maximum of 1.5 storeys at the interface with the ancient Woodland and Local Wildlife Site with internal greenways having the opportunity to rise to 2 storeys at focal spaces;
- A range of different dwelling types will feature with detached and semi-detached dwellings featuring solely along the ancient woodland and Local Wildlife Site edge. Internal greenways can have some variation in type featuring a range of detached, semi-detached, terraced and flatted development;
- Wavering buildlines and informal green spaces will achieve a rural edge of settlement approach;
- Roofscapes will feature variation in roof shape and angulation with hipped and catslide roofs featuring throughout;
- Streets will often feature as low category roads featuring a change in surface with neutral tones helping development to assimilate with its natural setting;
- Elevational styles will feature use of pastoral colours similar to styles found in newer developments along Station Road;
- Parking typologies will be primarily on plot either to the side of the dwelling or tucked behind development in surveyed courtyards; and
- Boundary treatments will be landscaped with use of hedgerows and shrubbery belts helping to create a layered appearance between natural spaces and built form.

CHARACTER AREA LOCATION





PUBLIC SPACES

Safe, social and inclusive



“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”

(Para. 99, NDG 2021)

GREEN INFRASTRUCTURE

6.89 Natural England defines Green Infrastructure (GI) as a: ‘strategically planned and delivered network comprising the broadest range of high-quality green spaces and other environmental spaces.’

6.90 This definition has been forefront of the design process and the ambition to create a generous network of multi-functional open spaces within and surrounding the development using the existing features, character and topography as the framework.

6.91 The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.

LANDSCAPE STRATEGY

6.92 Landscape design is a key component for creating a successful development at the land off Station Road. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focussed around the retention and enhancement of existing landscape assets wherever possible.

6.93 The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

6.94 Successful public spaces help create more attractive places to live and provide safer routes for users. From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better microclimates and enhancing biodiversity.

6.95 The following 8 qualities of successful open spaces have been included in the proposed landscape strategy:

- Sustainability;
- Character and distinctiveness;
- Definition and enclosure;
- Connectivity and accessibility;
- Legibility;
- Adaptability and robustness;
- Inclusiveness; and
- Biodiversity.

OPEN SPACE STRATEGY AND TYPOLOGIES

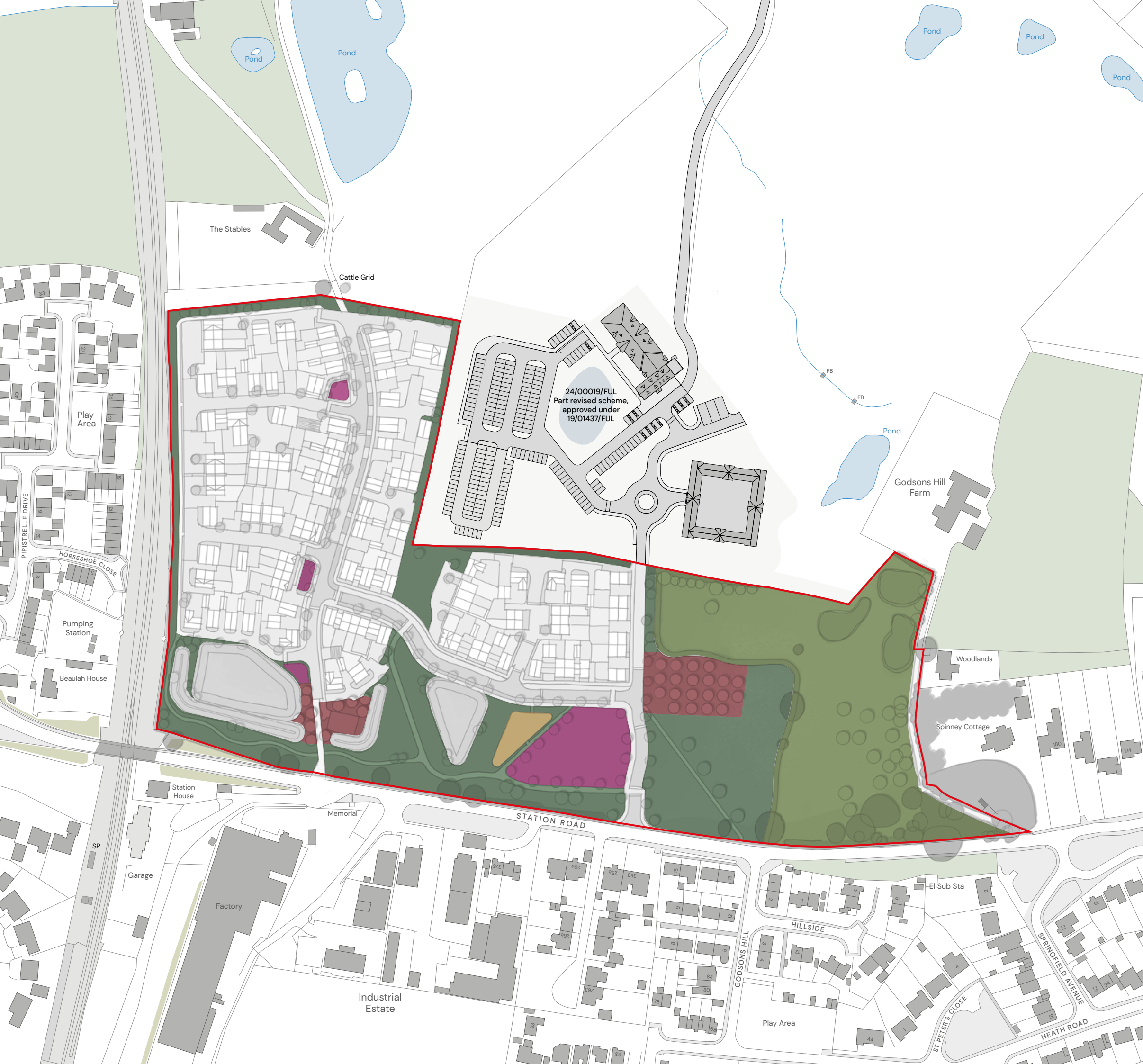
Proposed Development: 126 dwellings @ 2.4 population per dwelling = 303 site population				
Open Space Typology	Quantity Standard	Requirement (HA)	Provision	Shortfall / Over-provision
Equipped Childrens Play Space	3.6 sqm per dwelling	0.047	0.05	+0.003
Casual / Informal Play Space	16.8 sqm per dwelling	0.218	0.22	+0.002
Outdoor Sports provision	38.4 sqm per dwelling	To be found offsite	–	–
Accessible Natural Green Space	40 sqm per dwelling	0.52	1.95	+1.43
Allotments/ Orchard (not required under policy)	Not formally required	–	0.22	–
Bio-diversity enhancement safe zone	Not formally required	–	1.46	–
TOTAL GREEN INFRASTRUCTURE		0.785	3.90*	+3.115

* Not including attenuation

Total Green Infrastructure including attenuation: 4.33HA (54.4%)



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	✓
SUCCESSFUL PUBLIC SPACES	✓
ADAPTABLE AND RESILIENT	✓
DISTINCTIVE CHARACTER	✓
ATTRACTIVE	✓



POS TYPOLOGIES | Scale 1:2000

LEGEND

-  Site boundary
- POS TYPOLOGIES**
 -  Equipped Childrens Play Space
 -  Casual/ Informal Play Space
 -  Accessible Natural Green Space
 -  Community orchard
 -  Bio-diversity enhancement safe zone

6.96 The development parameters have responded to the landscape and visual opportunities and constraints and include the following:

- Retained views of the upper slopes on the approach to Market Bosworth from the west (identified as 'View 1' within the Neighbourhood Plan). This is to be achieved with a development set back from Station Road to avoid interrupting views;
- Open space alongside Station Road beyond estate railings and retained as a parkland character with open views across area of grassland and specimen trees with pathways connecting open space. Properties fronting open space beyond private driveways provide an attractive frontage;
- Sloping land to the east of the site to be retained as public open space to maintain north-facing views from Godsons Hill (identified as 'Vista 11 within the Neighbourhood Plan');
- Bungalows fronting open space allow views beyond the Site and consented golf club chalets to the wider countryside to the north;
- Creation of publicly accessible open space with elevated views across the wider landscape to the north from the hillside east of the site. Areas of Open space accessed by new paths off Station Road;

- Hilltop woodland retained and supplemented with new tree planting within open space to strengthen wooded character and backdrop;
- Boundary hedgerow to the north maintained and enhanced with hedgerow tree planting to provide a soft edge and buffer with the consented development and golf club to the north;
- Hedgerow to the eastern Site boundary enhanced with new hedgerow tree planting to soften development edge, whilst retaining views across open space towards the wooded backdrop on Godsons Hill;
- Trees within the Site retained in open space to the east of the development and supplemented with new trees to reflect field boundaries. Trees scattered to allow intervisibility and retain views across the site to the wider landscape to the north;
- Avenue tree planting centrally within the site will provide a high quality strong sense of arrival to both the site and the consented Kyngs Golf and Country Club to the north;
- Opportunities to provide marginal vegetation associated with attenuation features and existing pond for wildlife and biodiversity enhancements; and
- Wildflower / meadow grassland to areas of public open space to provide amenity and wildlife benefits.

LEGEND

- Site Boundary
- Existing Vegetation
- Proposed Street Tree Planting
- Proposed Open Space Tree Planting
- Proposed Community Orchard Planting
- Proposed Native Hedgerow Planting
- Proposed Ornamental Hedgerow Planting
- Proposed Special Meadow Mix - Emorsgate EM3 (or similar)
- Ecological Ponds
- Proposed Attenuation Basin
- Proposed Rain Gardens
- Proposed LEAP
- Proposed LAP
- Proposed Timber Bench
- Proposed Fencing
- Proposed Publicly Accessible Open Space
- Proposed Area for BNG Enhancements - Emorsgate EM5 Meadow Mix (or similar)
- Proposed Village Green Providing Space to Meet and Relax
- Proposed Natural Play Trail Locations



Sketch Visualisations



AERIAL VIEW LOOKING SOUTH ACROSS THE SITE

Sketch Visualisations



VIEW FROM SOUTH-WEST CORNER OF THE SITE LOOKING TOWARDS THE UPPER SLOPES ON THE APPROACH TO MARKET BOSWORTH (VIEW 1 IN THE NEIGHBOURHOOD PLAN)

PLAY STRATEGY

- 6.97 Key to the delivery of accessible public open space is the provision of spaces for Children and Young people. A 'playable landscape' approach is proposed within the development, with play opportunities embedded within the site masterplan, with a series of destinations created and joined by a network of footpaths and cycleways.
- 6.98 A hierarchy of play spaces is proposed across the development. A mix of non-prescriptive play features and 'natural' play opportunities will be situated at key locations throughout the site, and a larger more inclusive play area situated in the south of the development. The formal play provision will be provided from a mix of Local Areas of Play (LAP's) and Locally Equipped Areas for Play (LEAP).
- 6.99 In addition to these formal play areas, the pedestrian routes will also offer a varied activity network aimed at adding interest to the route. Utilising landform, planting and natural features, the activity trails will provide opportunities to experience risk and promote challenges for a wide range of users both young and old.
- 6.100 The equipped areas of play proposed will be:
- Safely overlooked by adjoining properties and main circulation routes;
 - Maintained to ensure quality and safety of play equipment is of highest standard;
 - Accessible, with well-lit access for pedestrians and cyclists; and
 - Located in logical well used and visible corridors to promote legibility and aid orientation.

HARD LANDSCAPE MATERIALS

- 6.101 In accordance with the developers aim that the scheme will be a quality example of its type, the materials used for the construction of the external works will be considered carefully to define spaces. The selection of paving materials within the public realm, will be utilised to assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials will reinforce the different character areas within the scheme and establish a suitable hierarchy.
- 6.102 Robust macadam surfaces will be utilised for the main street network with smaller scale blockwork to street junctions providing traffic calming elements. Blocks will also be used within edge streets and courtyard spaces to reduce scale and remove traditional 'road' features. Where possible permeable paving will be utilised to driveways and parking areas to assist in source control of storm water run-off as part of source control within the SuDs management system.
- 6.103 Within the public open space pedestrian and cycle routes will primarily comprise of a compacted gravel path to create defined but informal routes around the site. As a means to integrate fully within the green/blue infrastructure, these pathways will be interspersed with timber bridges and boardwalks to allow closer interaction with both the water features and associated wildlife.



CREATING A SAFE PLACE TO LIVE

6.104 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...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 fear of crime, do not undermine the quality of life or community cohesion and resilience”

(Para. 135(f), NPPF Dec 2023)

6.105 The design proposals for the site are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.

6.106 Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

6.107 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

6.108 In forming the design proposals, the following key attributes have been included:

- Buildings have been generally orientated back-to-back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces, and in particular children’s play spaces are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The primary movement route/internal street network forms a gradual transition within the site, with lower category roads forming off the Main Street to serve smaller groups of dwellings, but with a clearly different street character to signal a semi-private environment;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to take ownership of the space and to let users know it ‘belongs’ to the dwellings;
- Where parking courts or private drives are proposed they are well overlooked by the surrounding built form;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance and the active overlooking of spaces are to be included in the future detailed design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.



Enhanced and optimised



“Nature contributes to the quality of a place, and to people’s quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.”

(Para 90, NDG 2021)

- 6.109 Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.
- 6.110 The ecology strategy incorporates areas of connected habitats towards the eastern extent of the site including a Biodiversity Enhancements Area where neutral grasslands with native wildflowers will be planted, whilst incorporating the creation of three wildlife ponds. Tree planting at various locations around the site and the creation of Sustainable Urban Drainage (SuDS) ponds and swales also form part of the proposals. The scheme will seek to retain hedgerows, trees and other boundary habitats wherever possible.

NEW STRUCTURE OF PLANTING

- 6.111 Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.
- 6.112 The proposed new structure of planting forms important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts. The range of planting provided will incorporate a number of ecological enhancements to improve the biodiversity of the site overall.
- 6.113 The importance of incorporating street trees, as well as tree planting within other components of the green infrastructure, is reiterated in para 136 of the NPPF:
- “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 136, NPPF Dec 2023)
- 6.114 Particular attention will be given to the definition of the street network within the development parcel hierarchy through suitable provision of street trees, whilst tree planting along the primary street through the site, will be focused on informal clusters and coppices. This will further reinforce the character of the surrounding landscape and helping to create opportunities for residents and the wider community to interact with nature. Specimen tree planting will be used to accentuate key nodal points and junctures, creating a distinctive street scene and aiding orientation/identity within the site.

SUSTAINABLE DRAINAGE (SUDS) STRATEGY

- 6.115 The integration of a comprehensive Sustainable Drainage System (SuDs) has been considered from the outset and shaped the masterplan development. The aim of SuDs is to maximise the existing potential of the site to attenuate and clean water, while providing valuable amenity by creating and integrating well designed landscaped features and promoting a greater diversity of flora and fauna. SuDs manage surface water run-off rates by mimicking natural drainage characteristics to achieve a sustainable drainage solution that balances water quality, water quantity, amenity and biodiversity.
- 6.116 Well-designed SuDs also provide opportunities for communities to enjoy the dynamic nature of the water environment and the different habitats that may be sustained by it. The site SuDs has therefore been considered at the outset, with the water management strategy being an integral part of the overall masterplan for the development.
- 6.117 A surface water drainage strategy has been produced for the site. The impermeable area of the site will be increased. This will be mitigated by a SuDS network comprised of: a control chamber reducing flow into the existing culvert to greenfield rates; sufficient storage for a 1:100 year plus climate change event provided by detention basins; and the daylighting of an existing culvert.
- 6.118 The development will also provide a betterment to the wider catchment by alleviating the existing overland flows that emanate from the existing site. It is proposed that on-site attenuation is provided up to the 1 in 100 year plus climate change event in a pair of open attenuation basins, using sustainable drainage systems with a network of pipes to provide suitable flow transmittance.
- 6.119 In compliance with the requirements of National Planning Policy Framework, and subject to the mitigation measures proposed, the proposed development could proceed without being subject to significant flood risk. Moreover, the development will not increase flood risk to the wider catchment area, and will in fact result in a betterment offsite, as a result of suitable management of surface water runoff discharging from the site. SuDs also include consideration of exceedance of this design standard by accommodating more severe events within the road and landscape areas, and thus preventing flooding of properties and access routes.
- 6.120 For further information regarding the proposed drainage strategy please refer to the supporting application documentation provided by PJS.

LEGEND

- 

Indicative Site Boundary
- 

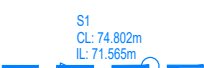
Existing combined sewer
- 

Existing foul water rising main
- 

Existing highway drain
- 

Existing culverted watercourse
- 

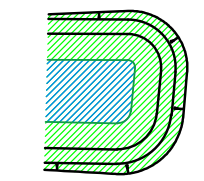
Existing Drainage Easements
- 

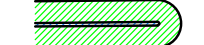
Developable areas
- 

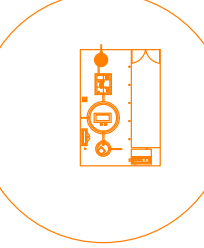
Proposed S104 Surface Water Sewer
- 

Proposed S104 Foul Sewer
- 

Proposed foul water rising main - size to be confirmed at detailed design by M&E Designer.
- 

Indicative Drainage Easements
- 

Proposed attenuation basin
- 

Proposed swale
- 

Proposed pump station with 15m cordon sanitaire
- 

Proposed culverted watercourse
- 

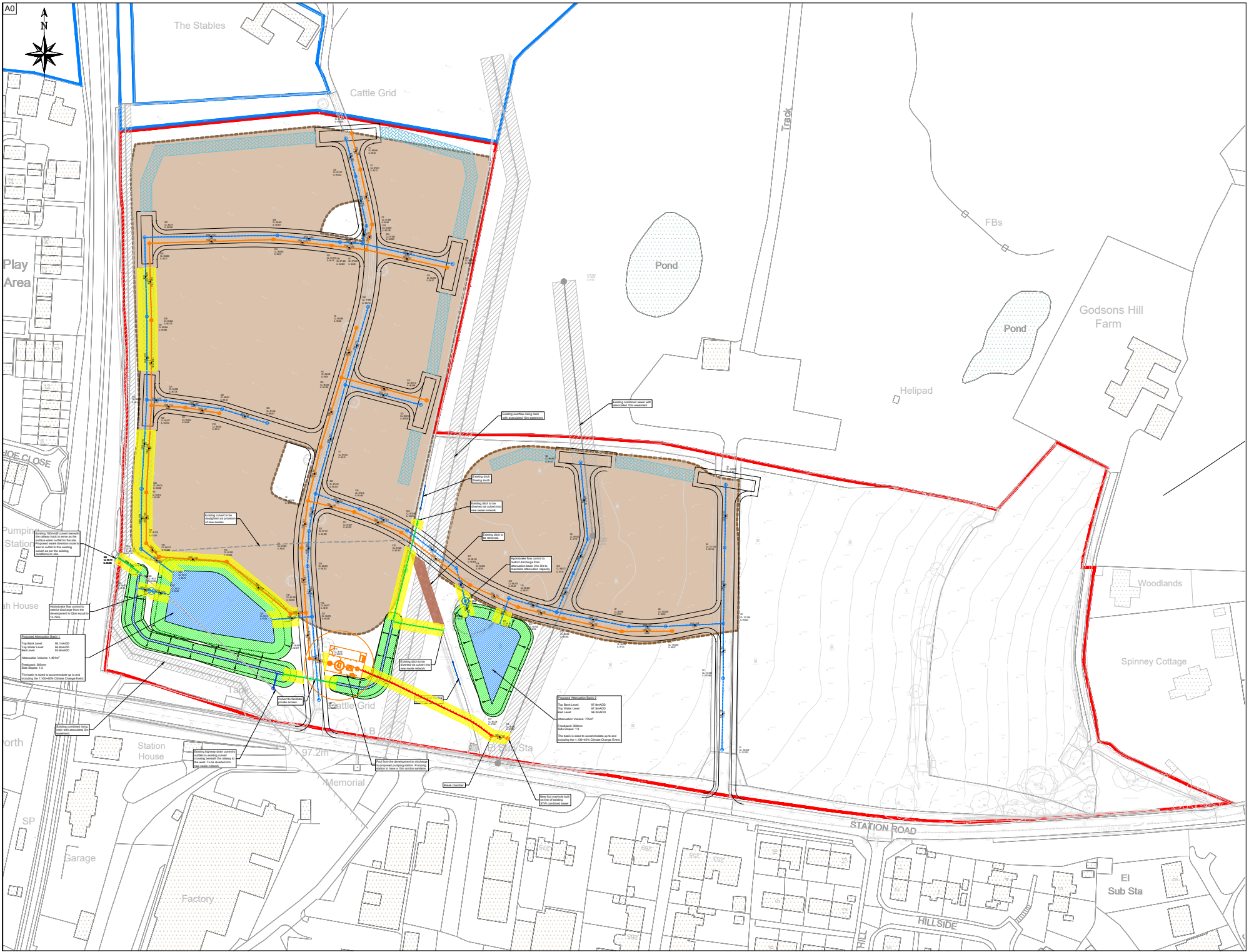
Proposed highway drain
- 

Existing ditch to be removed
- 

Indicative location of Lined Permeable Paving to be proposed on all shared drives.

General Notes

- Do not scale this drawing. If in doubt, ask.
- This drawing is to be read in conjunction with all other relevant Engineers, Architects and specialist design drawings and details.
- All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the Engineer immediately.
- FFL's shown are indicative only and are subject to change at full design stage by up to +/- 450mm.
- Retaining shown is indicative and subject to change at detailed design.





RESOURCES

Efficient and resilient



“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.”

(Para. 135 NDG, 2021)

- 6.121 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An economic objective – to build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 6.122 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.
- 6.123 At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the Local Development Plan.

SUSTAINABLE BUILDING TECHNIQUES

- 6.124 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:
- Improved energy efficiency through careful building siting, design and orientation;
 - Sustainable Drainage systems (SuDs);
 - Considering fabric efficiency in the design of buildings;
 - Use of building materials capable of being recycled; and
 - An element of construction waste reduction or recycling.

BUILDING REGULATIONS

- 6.125 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

MATERIALS AND WASTE RECYCLING

- 6.126 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that ‘whole life costs’ are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

SITING AND BUILDING ORIENTATION

- 6.127 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.
- 6.128 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.
- 6.129 Dwellings/areas of the development that could potentially benefit from passive solar gain or the future installation of solar panels (i.e. are orientated within 30 degrees of south) are identified on the Potential Solar Gain Plan, presented opposite. The final location and numbers of dwellings benefiting from solar gain will be set out at the detailed design stage.

LANDSCAPE DESIGN AND MICROCLIMATE

- 6.130 The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the ‘wind chill effect’ and the potential heat loss from dwellings as a result of strong winds.

SUSTAINABLE DRAINAGE SYSTEMS

- 6.131 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

ELECTRIC VEHICLE CHARGING POINTS

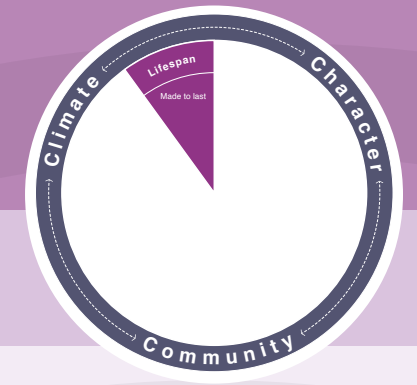
- 6.132 Where parking is to be provided charging points for electric or low emission vehicles are included where feasible.

ACTIVE TRAVEL

- 6.133 The proposal benefits from having a range of facilities typically used by residents on a day-to-day basis within an easy walk or cycle of the proposal site.

BIODIVERSITY AREA

- 6.134 The proposal incorporates the creation of a designated biodiversity area, incorporating the retention of existing woodland habitat, enhancement of grassland species with species rich seeding and careful management, as well as the creation of a water meadow and wildlife ponds helping to create an attractive environment with clear biodiversity benefits.



“Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan.”

(Para. 151, NDG 2021)

A SENSE OF OWNERSHIP

6.135 The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

ADOPTION AREAS

6.136 When completed, responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Management company (allotments and community orchard);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

ADAPTING TO CHANGING CIRCUMSTANCES

6.137 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

CONCLUSION

“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.”

(Para. 16, NDG 2021)

7.1 This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.

7.2 The plans and design approach together with the supporting illustrative strategies demonstrate how the vision for the Land off Station Road, Market Bosworth can be delivered to meet the three key NPPF objectives of sustainable design

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

7.3 The development of the land off Station Road provides an opportunity to create a new neighbourhood for Market Bosworth with a choice of homes and provision of areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian and cycle network.

7.4 The delivery of local facilities and services, employment space and community facilities, alongside development will support both the existing and proposed communities, complementing the exiting town of Market Bosworth. The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.

7.5 The site will be a High quality development which achieves a sense of place and a locally inspired character, while moving the community towards a more sustainable future, through a significant increase in housing choice.

7.6 Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

7.7 Achieving “high quality, beautiful and sustainable buildings and places”, as set out in Section 12: Achieving well-designed and beautiful places of the NPPF, is a key overarching objective for the development proposals on the site. This DAS demonstrates how principles for well-designed places, as established in the National Design Guide, are applied to the proposals to achieve this overarching objective.

7.8 The development proposals will offer the following main benefits:

- The delivery of 126 new homes in a range of dwellings types, sizes and tenure, offering an accessible choice of lifestyles;
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement and wider countryside;
- Delivery of new open spaces for the benefit of both new and existing residents in the area.
- Providing a development that is well connected, readily understood and easily navigated, with the delivery of a new access from Station Road along the southern boundary of the site;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
- The retention of existing landscape structure and creation of a strong new green infrastructure framework, focused around boundary vegetation and creation of new public open spaces;
- Promoting the objectives of sustainable development through layout and design;
- Surpasses minimum open space requirements; and
- Meets Objectives of the Good Design Guide.



Cattle Grid

24/00019/FUL
Part revised scheme,
approved under
19/01437/FUL

Pond

Godsons Hill
Farm

Woodlands

Spinney Cottage

Station House

Memorial

STATION ROAD

Garage

Factory

El-Sub Sta

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Our Offices

BIRMINGHAM (City)
T 0121 308 9570
Birmingham@pegasusgroup.co.uk

BRISTOL
T 01454 625 945
Bristol@pegasusgroup.co.uk

CAMBRIDGE
T 01223 202 100
Cambridge@pegasusgroup.co.uk

CIRENCESTER
T 01285 641 717
Cirencester@pegasusgroup.co.uk

DUBLIN
T +353 (0) 1526 6714
enquiries@pegasusgroup.co.uk

EAST MIDLANDS
T 01509 670 806
EastMidlands@pegasusgroup.co.uk

EDINBURGH
T 0131 589 2774
Edinburgh@pegasusgroup.co.uk

LEEDS
T 0113 287 8200
Leeds@pegasusgroup.co.uk

LICHFIELD
T 0121 308 9570
Lichfield@pegasusgroup.co.uk

LIVERPOOL
T 0151 317 5220
Liverpool@pegasusgroup.co.uk

LONDON
T 020 3897 1110
London@pegasusgroup.co.uk

MANCHESTER
T 0161 393 3399
Manchester@pegasusgroup.co.uk

NEWCASTLE
T 0191 917 6700
Newcastle@pegasusgroup.co.uk

PETERBOROUGH
T 01733 666600
enquiries@pegasusgroup.co.uk

SOLENT
T 023 8254 2777
Solent@pegasusgroup.co.uk

GROUP SERVICES
T 0333 0160777
enquiries@pegasusgroup.co.uk

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