

Development Framework - Iterative Process

The design of the development framework has been an iterative process. Below is the previous iteration of the framework. This has been developed based on additional feedback and information. The previous iteration included development to the eastern parcel,

a central play area and access from Shenton Lane. The updated framework shown adjacent has been revised to improve the layout and reduce the proposed built form, which will help to protect the rural character of Shenton Lane.

The updated development framework below has been revised to retain the eastern field as open space. This has allowed additional planting to be proposed therefore assisting to filter views from the south and Shenton Lane. The attenuation areas have been increased as

required and the play area has been relocated to the open space in the south. A pedestrian access point has been retained on Shenton Lane allowing easy access into Market Bosworth. The main vehicular access is now from York Close.



Previous Framework.

- Access from Shenton Lane.
- Development in eastern field
- Play area and Green to centre of development



Updated Framework

- Development limited to northern field
- Additional attenuation ponds to northern boundary
- Access from York Close .
- Pedestrian access from Shenton Lane.
- Play Area and Public Open space to south.

Green Infrastructure Strategy

The following Green Infrastructure Strategy provides a detailed framework for the landscape proposals.

Edge Planting

Planting will comprise of a combination of native tree, scrub and woodland planting forming a robust boundary along the southern edge of the site. Planting will consist of a mix of individual heavy standard trees and native tree mixes. Grass mixes will reflect the edge location of the planting type and create habitat opportunities. The edge planting will assist in screening views from Shenton Lane to the south. The proposed planting will soften and filter views of the development and create an improved and strengthened southern edge to Market Bosworth which will blend with the adjacent landscape.

Public Open Space

Public Open Space is located around the development and to the southern field. This provides informal space for recreation and engaging with nature.

Natural Open Space

Areas of natural POS will create more informal areas of green space across the site. Natural POS areas will be maintained to provide additional habitat opportunities within the site. Native wildflower mixes, hedgerows, scrub, trees and tree groups are proposed. Functional features such as the proposed play areas, footpaths and seating opportunities will be located through the POS.

Pedestrian Routes

Pedestrian routes allow access through the green space linking through from York Close in the north to Shenton Lane in the south. The routes allow access through the green space including the southern field which has been retained for Public Open Space and ecology purposes.

SuDS Planting

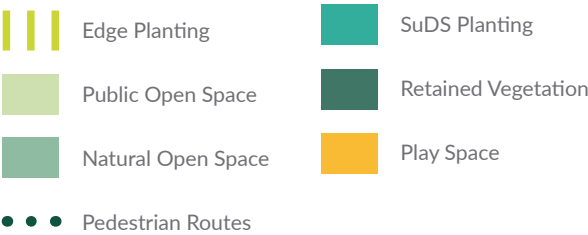
As a part of the sustainable approach to development in this area sustainable drainage should be enhanced through appropriate grass mixes and vegetation to provide habitat opportunities and enhance the overall biodiversity of the site.

Retained Vegetation

Existing vegetation is retained where ever possible. Most of the existing trees and hedgerow are located to the perimeter of the Site. With the exception of areas which need to be removed to facilitate access, most vegetation can be retained providing an established structure to the site.

Play Space

An area of play is proposed to the southern field within the Public Open Space providing facilities for new and existing residents.



Green Infrastructure Strategy Plan



Access and Movement

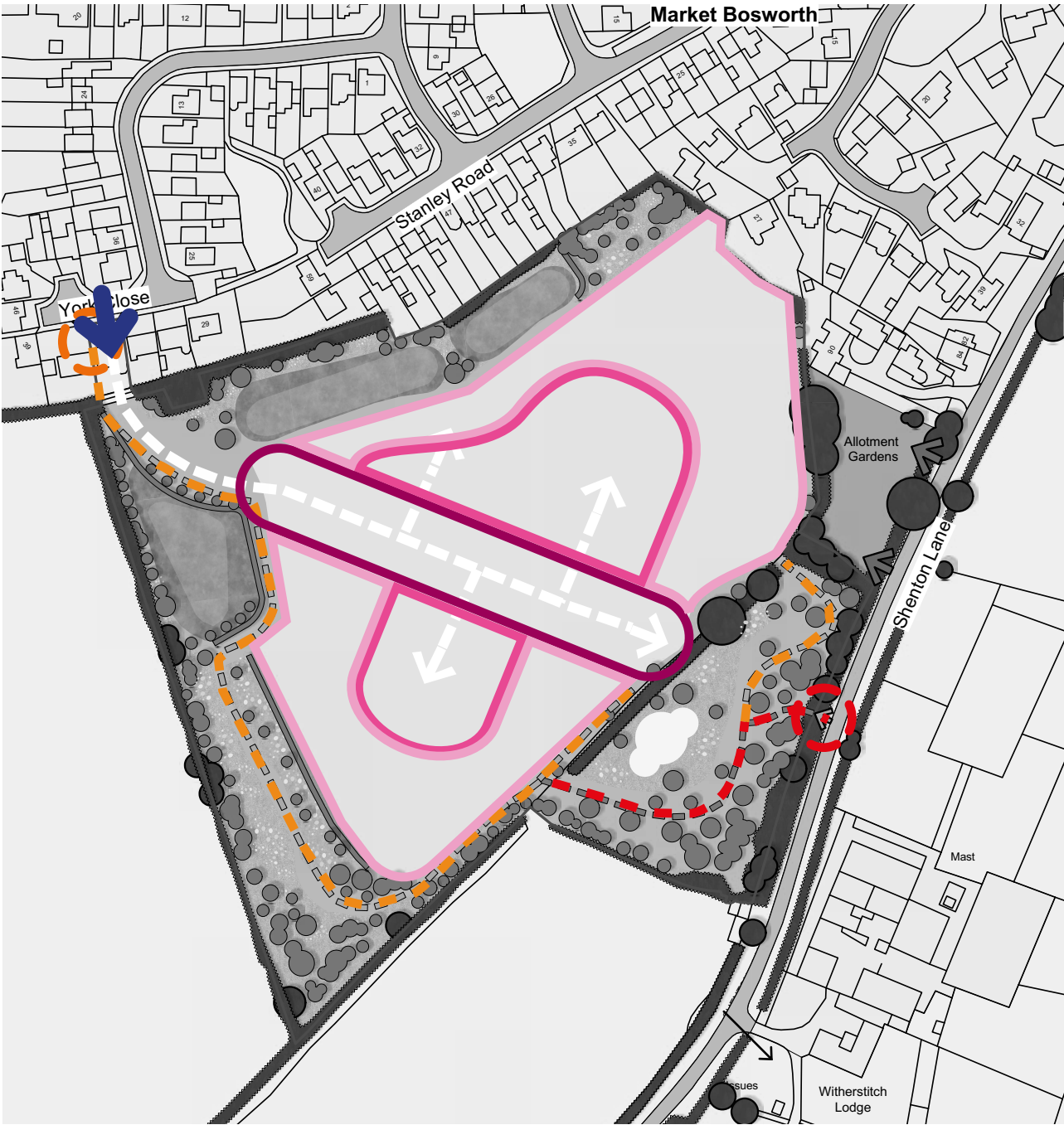
The proposals include a new vehicular access off York Close. A hierarchy of higher order and lower order streets will be adopted, to provide contrast and character.

The proposal currently includes a single new vehicular access point from York Close to the north. Market Bosworth is served by a number of bus services providing links to the local area, with the nearest bus stop located to Station Road.

Within the development area, a clear and legible hierarchy of routes would be provided, to allow easy access and navigation. The main point of access would link to a primary route (Main Street), which would connect development blocks via a series of secondary and tertiary streets. The proposals encompass the following three street types:

- 1. Main Street (Primary Road)
- 2. Secondary Streets
- 3. Green Lanes (Shared Driveways)

Pedestrian access is proposed adjacent to the vehicular access off York Close as well as a dedicated pedestrian access to Shenton Lane providing access into Market Bosworth and the wider footpath network. The Framework Plan shows a pedestrian route through the development with a connected pattern of streets, footpaths and open spaces.



- | | | |
|-------------------|------------------------------------|-------------------------------------|
| Main Street | Vehicular Access Point | Pedestrian / Emergency Access Point |
| Secondary Streets | Pedestrian Access Point | Emergency Access Path |
| Green lanes | Proposed Pedestrian / Cycle Routes | |

Street Hierarchy Plan



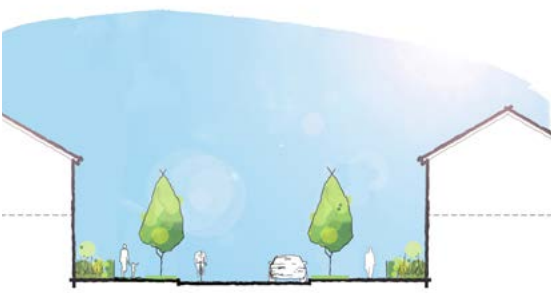
Density and Character

The illustrative masterplan demonstrates the street hierarchy used to provide access through the site.

Through an analysis of the existing context and the constraints and opportunities of the site, it is possible to identify potential character areas that relate to the proposed density arrangement and can be used to influence a future detailed design strategy.

The development aims to provide up to 100 dwellings at an average density of 35dph which is considered to be an appropriate density level given the surrounding edge. Building heights are proposed to primarily be maintained at 2 storeys throughout the development with some key buildings proposed at 2.5 storeys. Proposals will respond to the modern residential vernacular in the vicinity of the site. The character areas define the design approach for each area as identified on the plan below.

Street Hierarchy - Main Street



Character Area 1 - Main Street

Key Characteristic

- The Main Street will circulate through the core of the development providing access from York Close.
- Predominately lined with higher density dwellings on either side of the route.
- Dwellings will front onto the Main Street forming robust and well defined central route.
- The use of linked buildings to define the route.
- The Main Street will form the gateway into the site so it is essential that the street character, built form and the public realm makes a strong visual statement;
- The route will be further defined by the use of street trees and formal boundary treatments such as hedges, low walls and railings.
- Residential parking will comprise of on-plot garages and driveways.
- Opportunity to incorporate shared surfaces to create a pedestrian friendly street and reduce traffic speeds.

Street Hierarchy - Secondary Streets



Character Area 2 - Secondary Streets

Key Characteristic

- The Secondary Streets should connect with the higher order Main Street and provide circulation into the core of the layout and the perimeter (housing) blocks.
- In general it is expected they will have narrower carriageway widths than the higher order street ranging from 4.8 to 5.5m in width to accommodate cars / cyclists.
- They should exhibit a more informal arrangement of buildings with a more varied building line with a medium density. This should include a greater variation in setbacks and the use of deeper frontage depths.
- Some buildings oriented with their gables onto the street. This will break up the building line and add character.
- It is expected that there will be a more varied plot arrangement with less linked terrace dwellings and a higher proportion of semi-detached and detached properties.
- Residential parking will comprise of on-plot garages and driveways with some frontage parking.

Street Hierarchy - Green Lanes



Character Area 3 - Green Edge

Key Characteristic

- Lower density dwellings fronting onto single sided lanes so that buildings face existing and new landscape elements, such as the proposed public open space.
- Provision of links to provide access to Market Bosworth and to the wider landscape.
- There should be a higher proportion of detached properties, with larger plots and deeper frontages.
- Building arrangements should be informal in character with some buildings located with their gables onto the street;
- Dwellings will be located sensitively to ease the transition between the new built development with native tree planting provided to soften the built development.
- The use of minor routes and streets which are likely to have the narrowest carriageway within the layout and serve a relatively small number of properties.
- Opportunity to incorporate shared surfaces to create pedestrian friendly streets and reduce traffic speeds.

Appearance

The intention of the DAS is not to be rigid or prescriptive in terms of the development’s architecture, but to provide some guiding principles on the development’s appearance.

It is not just about the architecture of individual buildings, but also the way the streets, plots and the landscape is designed that is important to the appearance of the place.

The emphasis for the development is to produce high quality houses and buildings that are enduring, desirable and attractive, creating a high quality place. Drawing reference from local character and materials from the surrounding area will help to deliver a modern, well designed development that respects its setting. Houses should be based on a simplicity in their form and a good sense of scale and proportion. Particular regard should be paid to the size and the design of windows, doors and porches.

Proposals will respect the existing context and provide a response that sits comfortably with the existing settlement.

Quality materials for buildings and the public realm should be adopted and this will help to enrich the place, along with the development’s landscape design.

At this outline design stage, the following “sketchbook” of images convey an indication of the proposed appearance of the development in terms of forms and styles, and materials, textures, colours and landscaping. Whilst the development does not advocate historic solutions, it is important that the new development has some connection with local character and place making.

This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials especially the use of colour and boundary details. This will be the guiding rationale for the development and will be taken from the guidance documents.



Features, Key Spaces and Connections

Features and Key Spaces will create distinct focal points within the layout, whilst new connections will create views and vistas through the development.

Features

The Illustrative Masterplan shows subtle variations in the building line, in terms of scale, height, and most notably set back of buildings from the footway. The Main Street in particular has a more formal arrangement with a closer relationship to the carriageway and more consistent set back with parking to the side and rear.

To define the boundaries between private and public space, all dwellings will have some form of private frontage. These will tend to be smaller, typically 2.0m to 4.0m in depth.

On the edges of the scheme, typically where housing fronts on to private driveways and open space, localised variation in depth is greater and relaxed building orientation adds a greater sense of informality. Frontages vary in depth, but are typically greater (up to 8m) than those found along the Main Street and Internal Streets.

It is important that frontages are not excessive and that buildings still relate and interact with the public realm. The use of smaller private frontages with larger private rear gardens is the predominate theme within the scheme. Frontages will be defined by the use of consistent boundary treatments, which reflect the local vernacular.

Key Spaces and Connections

Best practice promotes the principles of a continuous built frontage and/or focal building or space ‘wrapping’ around a corner. This approach provides a positive definition to the street and avoids ‘weak’ ill-defined edges. In addition, this provides opportunities for landmark buildings that terminate or help frame views along the street.

The Illustrative Masterplan has been arranged so that it composes a series of attractive views and vistas that work with the existing landform of the site. Vistas are defined by a sequence of connecting views, which draw the eye from one feature to another leading to specific buildings, spaces, trees or out to open countryside. Within the heart of the layout more intimate, glimpsed, or framed views enrich the scheme.

Pedestrian and Cycle Linkage

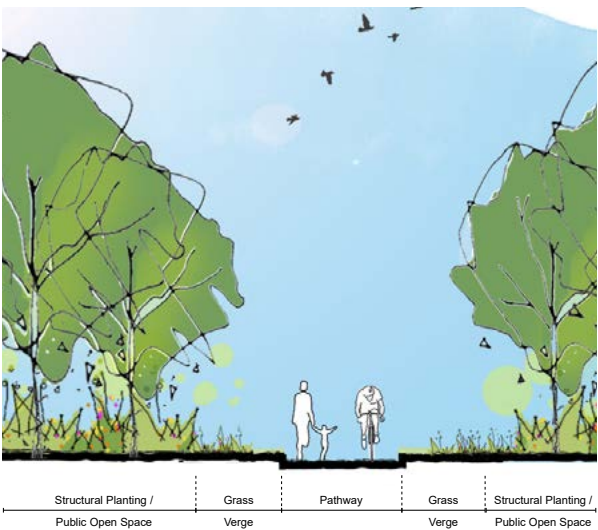
The proposals deliver extensive walking and cycling routes. This strategy will encourage the community to walk and cycle and should promote healthy active living.

The Illustrative Masterplan creates a number of walking and cycling routes through a connected pattern of streets, footpaths and connections to existing rights of way. This overall strategy will encourage the community to walk and cycle and will promote healthy active living.

These will serve all significant desire lines within the site and offer safe and secure routes to facilities within Market Bosworth.

This network is arranged so that it will provide routes into the settlement to the south and east with further connections to the countryside to the north and west.

The street design will also include footways and cycleways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the development.



Indicative section through Cycleway / Footway - 'Greenways' / Green Space.

Parking Principles

New homes and the buildings should be designed so that they have sufficient parking spaces based on the local authority standards.

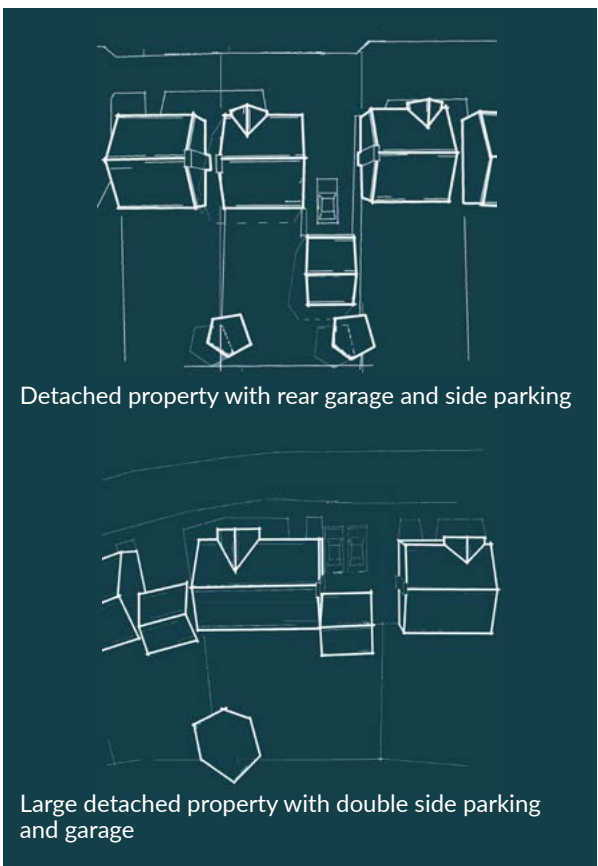
Levels of car and cycle parking will be set in accordance with Leicestershire County Council's adopted standards. There will be a range of parking solutions that are based upon best practice approaches. This will comprise a combination of the following:

- On-street parking, including parallel parking;
- On-plot parking on driveways;
- Garages; and
- Integral garages.

Parking Types

On-street Parking - On-street parking enables owners to readily see and access their vehicles. It also helps to calm traffic by creating activity within the street. On-street parking will need to be carefully designed to ensure that it does not dominate the street or effect pedestrians, cyclists and vehicle movement. Widening of the carriageway to accommodate a small run of parking bays is the preferred approach with the use of street trees, for example, to help define parking and to soften the view of parked cars.

On-plot Parking - The principle is that on-plot parking should be designed so that vehicles are stored within a garage, car port, driveway or by an 'undercroft' arrangement. On-plot parking should be well considered. Garages and car ports for example, should be set back from the street frontage either at the side or rear of the plot so that cars do not dominate the street frontage.



Detached property with rear garage and side parking

Large detached property with double side parking and garage

Sustainability

The development is well located with good access to a wide range of services and facilities within Market Bosworth.

Sustainable construction methods and energy efficiency will be adopted at the detailed design stage. This will promote a high standard of build and construction for the development in accordance with Best Practice Standards.

The development proposals will seek to follow the aspirations in line with the Building Regulations and Housing Review Standards in place from June 2015 in order to provide a high quality environment.

Best Practice sustainability will be embraced, which will fully explore issues such as sustainable drainage techniques, and buildings that are resource and energy efficient.

It is expected that the design will explore the following in order to promote reduction in carbon emissions;

- Flexible building and house design, allowing for the expansion of living areas and storage needs, and where practicable making better use of roof spaces;
- Ensuring that buildings can be easily adapted to suit different occupiers needs, through the use of non structural internal walling and easily extended services;
- The use of locally sourced or recycled construction, building materials and aggregates;
- The preference for using environmentally friendly and more sustainable materials and products, such as recycled timber;
- The use of porous/concrete block permeable paving and surfaces for some streets, driveways and spaces;
- Low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use;

- Low carbon lighting, energy controls and management;
- Double or triple glazing, and improved insulation. Wherever possible using an optimum plot orientation for solar gain with south facing windows; and the potential solar thermal panels to collect solar energy to heat water or convert into electricity and to reduce carbon emissions;
- Conservation of the natural resource such as the site's hedgerows and trees;
- Ground level 'urban greening' with the use of street trees, parks, linear parkland, open space, private spaces and gardens;
- The planting and setting out of grassland, native trees, shrub and hedgerow species that will encourage wildlife, and sustainable drainage; and
- Plots to provide suitable facilities and storage for recycling and waste.

Green Infrastructure

The development's Green Infrastructure will provide landscape, biodiversity, sustainability and recreational benefits for the local community.

The development proposals seek to deliver long term landscape, biodiversity, recreation and sustainability benefits through the conservation of site habitats and the introduction of new habitats and landscape enhancement.

Habitats to be conserved and protected, and new landscape habitats are identified on the Framework Plan. The main GI objectives for the development are:

- To create a diverse green infrastructure that delivers biodiversity gains, landscape enhancement, recreation and sustainability benefits.
- To deliver a well designed scheme, which locates built development within a comprehensive landscape setting.
- To ensure that the GI is multi-functional, interconnected, attractive and enduring.
- To improve biodiversity across the site by introducing a variety of ecological habitats to include: species rich hedgerows; native tree planting; grassland meadows; ponds and wetland habitats.
- Retain and supplement existing boundary hedgerows with additional native species planting and to provide areas of POS and new planting adjacent to site boundaries beyond which new housing is set back, softening the edge between development and countryside.
- Provide areas of recreational POS through which pedestrian and cycle routes will pass, connecting to the existing PRoW network and green infrastructure (GI), enhancing accessibility across the site and local area as well as habitat value and biodiversity;
- Enhanced pedestrian connections will forge connections between the site and the surrounding context, including the wider PRoW network, historic core to the north, and wider countryside including Market Bosworth Country Park to the east;
- Provide SuDS and attenuation features within areas of open space, as well as across the development to serve as flood and surface water attenuation and also enhance habitat value across the site
- To provide for natural play, active recreation and healthy living, to include: new public open space that respects the setting and character of the site, equipped play areas; links to nearby rights of way; and new pedestrian routes.
- To ensure that the GI is publicly accessible and that the new community is within easy reach of areas of greenspace for play and recreation.
- The GI should be well overlooked by properties, buildings and streets, so that it is safe and attractive to use.
- To ensure that the GI is appropriately managed to secure long term enhancements.

Green Infrastructure

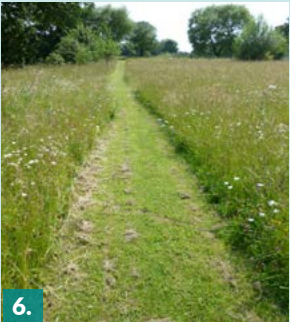
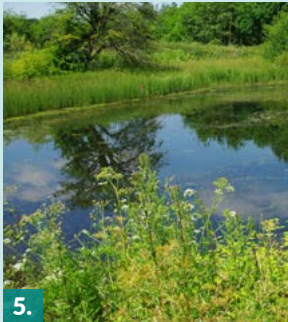
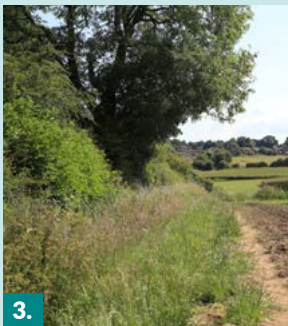
The Green Infrastructure has evolved as a result of analysis of the site and its setting, and by responding to the best practice design guidance.

The landscape features of merit within the site include existing hedgerows and trees along the site boundaries. The majority of these features will be retained where possible and enhanced as an integral part of the development, and reinforced through additional tree and shrub planting and grassland areas. The following key landscape features are proposed;



- 1. Public open Space is located to the south west, adjacent to the development and to the eastern field.
- 2. New landscape buffers are proposed to the south and east reinforcing existing perimeter vegetation to assist with filtering views of development and softening the built form.
- 3. Existing boundary vegetation including hedgerows and hedgerow trees will be retained where possible and enhanced.
- 4. An area of play will be located to the Public Open Space to the south west offering play provision for

- new and existing residents. This will provide a range of natural play equipment and space for recreation.
- 5. Attenuation ponds are located to the north of the site in proximity to the entrance of the Site. These will be planted with marginal and aquatic planting to provide biodiversity benefits.
- 6. The eastern field has been retained for open space and ecological purposes. Additional planting will be included to filter views from Shenton Lane and a footpath will be incorporated providing pedestrian access to Shenton Lane and into Market Bosworth.



Building for a Healthy Life

The following section provides a summary of the relevant elements of the scheme that have been considered against Building for a Healthy Life (BHL).

BHL is accepted as a useful design tool for residential masterplanning and the application proposals have responded to the 12 considerations.

The following section provides a response to the BHL considerations which have helped guide the overall design process.

Integrated Neighbourhoods

Natural Connections: Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Response: The site is sustainably located adjacent to the settlement edge and within easy access of Market Bosworth Centre, local facilities and the transport network.

Walking Cycling and Public Transport: Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

Response: New footways will be introduced throughout the greenspace which will connect with Shenton Lane and York Close. The access points will provide a connection to facilities in Market Bosworth and Station Road, where the existing bus route could provide sustainable travel for the site. The existing Public Right of Way network is also accessible.



Facilities and Services: Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Response: The site is located in a good position to provide access to local facilities within Market Bosworth Centre. It is also in a good location to provide easy access to the road and bus network (Station Road). Market Bosworth Country Park is also located nearby.

Homes for everyone: A range of homes that meet local community needs.

Response: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures including provision for affordable homes.

Building for a Healthy Life

Distinctive Places

Making the most of what's there: Understand and respond.

Response: The proposals include the retention of the existing hedgerow and trees wherever possible. These will be enhanced with further planting of appropriate species to enhance the character of the site. Key features of the local area are the character and topography. The layout has been designed to consider views from Shenton Lane and the sloping topography with mitigation, such as additional tree planting and landscape buffers have been included to assist in softening longer views from the south and east.

A memorable character: Create places that are memorable.

Response: The design approach retains the existing boundary and on-site vegetation wherever possible which will give immediate character and structure to the development and help it to integrate within the wider landscape context. Additional planting and Green infrastructure will enhance character with materials and colours also being considered. Native and locally occurring species will also help to reinforce the character of the site.

Well defined streets and spaces: Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

Response: The scheme is landscape led and features a series of development blocks, connected by tree lined streets. There would be a clear definition of the private and public realm, and properties would overlook the public space. The Green Infrastructure provides opportunity to engage with a number of different spaces providing opportunity for recreation and play.

Easy to find your way around: Use legible features to help people find their way around a place.

Response: The layout for the scheme follows a simple approach with the tree lined Main Street providing the primary route through the site. This provides access to Secondary Streets and Green Lanes which face green space.

Building for a Healthy Life

Streets For All

Healthy streets: Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

Response: The proposed layout ensures that highways and car parking will not dominate the development. Key design elements include attractive tree lined streets and encouraging and facilitating ease of pedestrian access across the whole site.

Cycle and car parking: Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Response: Car parking would be integrated into the overall layout and design. Easy pedestrian links to Market Bosworth encourage walking and cycling.

Green and blue infrastructure: Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

Response: The site proposes a new attenuation ponds which will provide rich biodiversity benefits and provide opportunities for the community to observe with nature.

Back of pavement front of home: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

Response: Boundary features to fronts of properties will be well considered providing definition for public/private spaces transitions. A variety of boundary conditions would be proposed depending upon location including use of locally distinctive materials where appropriate.

Front garden depths help define the street character and the building layout will allow for bins and recycling stores to be stored out of sight to minimise their impact on the street scene.



