



LAND EAST OF STOKE ROAD AND NORTH OF NORMANDY WAY (A47)

HINCKLEY

DESIGN AND ACCESS STATEMENT

Prepared by Pegasus Group on behalf of Richborough Estates and Mr and Mrs Adcock
April 2022 | P18-1531 | Revision C

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.

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CONTENTS

DESIGN OVERVIEW

1. INTRODUCTION

2. PLANNING POLICY

3. ASSESSING THE CONTEXT

4. ASSESSING THE SITE

5. DEVELOPING THE DESIGN CONCEPT

6. DESIGN PROPOSALS

USES: Mixed and Integrated

MOVEMENT: Accessible and easy to move around

BUILT FORM: A coherent pattern of development

HOMES AND BUILDINGS: Functional, healthy and sustainable

IDENTITY: Attractive and distinctive

PUBLIC SPACES: Safe, social and inclusive

NATURE: Enhanced and optimised

RESOURCES: Efficient and resilient

LIFESPAN: Made to last

7. CONCLUSION

This document is designed to be viewed as A3 double sided



DESIGN VISION

The vision for the site is to provide 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 Hinckley, including:

- Up to 475 high quality new homes including up to 95 affordable homes;
- Strong landscape structure to deliver a range of green spaces and sustainable urban drainage;
- Retention and enhancement of existing landscaping and new tree and hedgerow planting to provide biodiversity enhancements;
 - A high-quality pedestrian and cycle network;
 - A range of children's play spaces;
- Land set aside for a primary school with safeguarded land for potential future expansion;
 - A new access roundabout from Stoke Road; and
- Improvements to pedestrian crossing points along Normandy Way.

INTRODUCTION

BACKGROUND

- 1.1 This document has been prepared by Pegasus Group on behalf of Richborough Estates and Mr & Mrs Adcock and the wider consultant team to accompany the Outline Planning Application (OPA) for the residential-led development of Land East of Stoke Road and North of Normandy Way (A47), Hinckley, comprising:

“Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), landscaping, drainage and associated infrastructure.”

- 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:

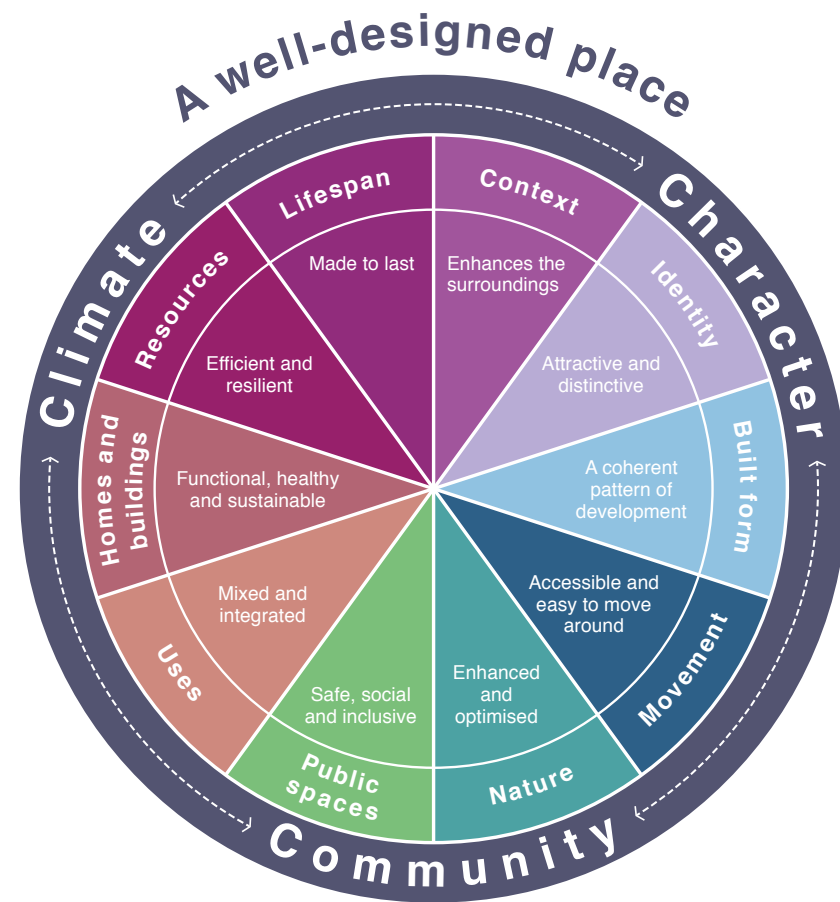
“...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.”

(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 the **Uses, Built form and Identity, Movement, Nature and Public Spaces, Homes and buildings, Resources and Lifespan**; and
- **Section 7: Conclusion.**

- 1.6 This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government 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.



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

- 1.7 This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.



SITE LOCATION

- 1.8 Hinckley, located to the south of the site, is a large town in Leicestershire within the Hinckley and Bosworth District.
- 1.9 The site (23.40 hectares / 57.81 acres) is located to the north of Normandy Way (A47) and east of Stoke Road. Normandy Way is a single carriageway trunk road connecting Nuneaton to Leicester with street lighting along its length. A five-arm roundabout is located to the south-west of the site from which Stoke Road runs north and through the western extent of the site.
- 1.10 The centre of Hinckley is located approximately 2.3km to the south. The larger settlement of Leicester is approximately 22km to the north-east.

THE SITE

- 1.11 The site is situated on the northern settlement edge of Hinckley and comprises five interconnected field parcels managed for livestock pasture east of Stoke Road, with a further field to the west of Stoke Road.
- 1.12 The boundaries of the site are predominantly defined by existing hedgerows and sporadic tree planting. Internally, there are mature hedgerows (native species) with scattered hedgerow trees (broad leaf species) which broadly define each field parcel. There is a small woodland block within the western area of the site and a group of extensive trees around the access from Normandy Way.
- 1.13 Broadly, the topography within the site ranges from 105m AOD to 119m AOD. At it's low point to the west of Stoke Road (approximately 105m AOD) the landform rises westwards towards the centre of the site (approximately 119m AOD) and falls towards the eastern boundary along the existing brook (approximately 106m AOD).
- 1.14 The proposals presented within this application aims to limit the development envelope, improve biodiversity, provide improved recreational opportunities and connectivity.



SITE PHOTOGRAPH 1: View from the public right of way looking south-east towards Normandy Way



SITE PHOTOGRAPH 2: View from the public right of way looking north towards Middlefield Farm



SITE PHOTOGRAPH 3: View from the public right of way off Normandy Way looking along the southern boundary and towards Stoke Road



SITE PHOTOGRAPH 4: View from the existing watercourse along the southern boundary, looking west towards Middlefield Lane

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. 134, NPPF 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 (September 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. 104) 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. 104(e) NPPF 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, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 126, 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. 126, NPPF 2023)

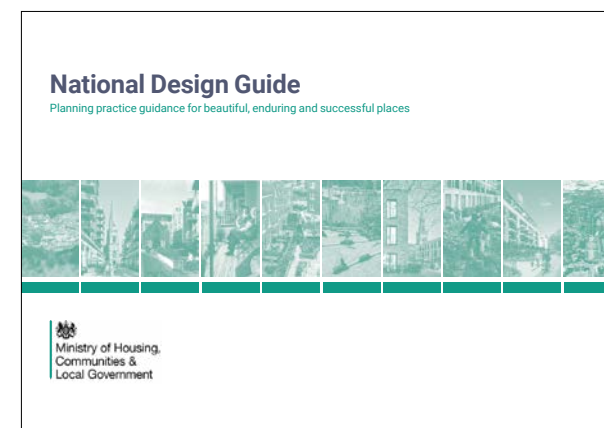
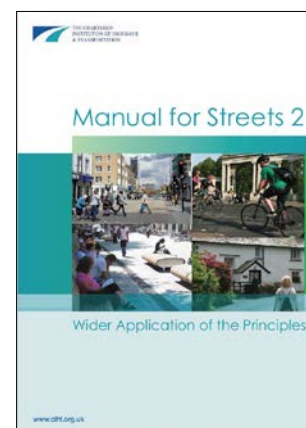
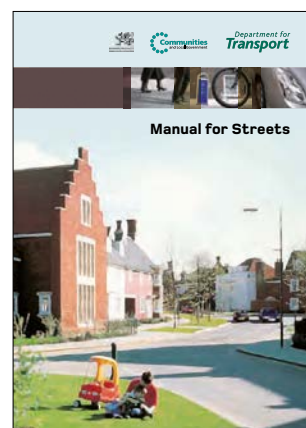
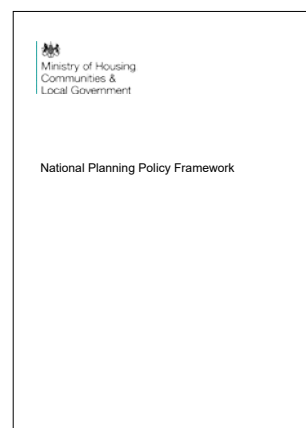
- 2.5 Furthermore, a test was introduced in the 2021 edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 134, the NPPF states that:

“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 134, NPPF 2023)

- 2.6 The NPPF is also clear at paragraphs 127 and 128 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 130 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); and
 - **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.

NATIONAL MODEL DESIGN CODE

2.14 The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.”

(Para 1, National Design Code 2021)

2.15 The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



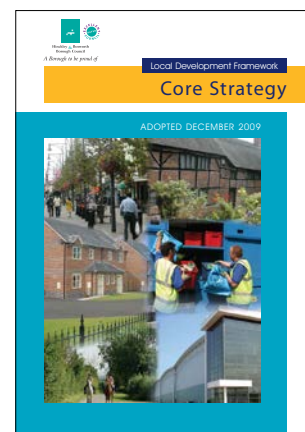
LOCAL PLANNING AND DESIGN GUIDANCE

2.16 The development proposals have been formulated having due regard to the Hinckley and Bosworth Borough Council Local Development Plan Documents (DPD) comprising:

- Core Strategy DPD (Adopted December 2009); and
- Site Allocations & Development Management Policies DPD (SADMP) (Adopted July 2016).

2.17 Consideration has also been given to the following local planning and design guidance;

- Emerging Local Plan Consultation (Regulation 19) – February 2022;
- The Good Design Guide 2019; and
- Open Space and Recreation Study 2016.



Core Strategy (2009)

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.

- **Policy 1 Development in Hinckley** advises that the Council will allocate land for the development of a minimum of 1,120 new dwellings, over the plan period 2006 – 2026, to support Hinckley’s role as a sub-regional centre.
- **Policy 15 Affordable Housing** confirms that a minimum of 2,090 affordable homes will be provided over the plan period. For the Urban Areas of Hinckley, Barwell, Earl Shilton and Burbage, on sites of 15 dwellings or more, there is a 20% target for on site affordable housing, with a tenure split of 75% social rented and 25% intermediate housing. The target will be monitored regularly and may be revised to reflect changes in the housing market and local circumstances.
- **Policy 16 Housing Density, Mix and Design** requires a mix of housing types and tenures to be provided on sites of 10 or more dwellings, taking into account the type of provision that is likely to be required. Table 3 set out a starting point for housing mix. All developments of 10 or more dwellings 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.
- **Policy 19 Green Space and Play Provision** sets out standards in relation to green space and play.
- **Policy 24 Sustainable Design and Technology** sets out requirement for the Urban Area, including Hinckley, to meet Code for Sustainable Homes at the following level; minimum of Code Level 6 from 2016 onwards.

Site Allocations and Development Management Policies (2016)

2.19 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.

- **Policy DM10 (Development and Design)** states that development will be permitted once the following requirements have been met:
 - It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers;
 - It complements or enhances the character of the surrounding area;
 - It incorporates a high standard of landscaping;
 - An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority;
 - It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction;
 - Where parking is to be provided charging points for electric or low emission vehicles are included where feasible; and
 - It maximises natural surveillance and incorporates the principles of Secured by Design.
- **Policy DM18 Vehicle Parking Standards** requires all new development to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Development will be expected to provide disabled parking provision.

Emerging Local Plan Consultation (Regulation 19) – February 2022

2.20 Hinckley and Bosworth are working to produce a new Local Plan which will cover the plan period until 2039. Consultation on the Regulation 19 Pre-Submission Draft Local Plan took place until 23rd March 2022.

- **Policy SS02 Development Strategy** seeks to direct development to the most sustainable locations based on a hierarchy of settlements, with the majority of homes directed to the urban area. The urban area is the focus for new development, with over 5,000 dwellings directed to the urban area of Hinckley, Burbage, Barwell and Earl Shilton, with provision made for a minimum of 9,537 dwellings over the plan period.
- **Policy SS04 Strategy for Hinckley** advises that to support Hinckley's role as sub-regional centre and key market town, Hinckley will be the focus of development of urban areas in the Borough. Development is to contribute to Hinckley's character, sense of place, landscape and townscape features, securing high-quality design and prioritising place making. A mix of housing will be planned for, based on current and future demographic and market trends, and the needs of different groups in the community.
- **Policy CC01 Mitigating and Adapting to Climate Change** confirms proposals should seek to minimise carbon emissions, though measures such as reducing the need to travel, making efficient use of land, supporting active design and travel, incorporating electric vehicle charging points, supporting sustainable construction and design and integrating renewable and low carbon energy generation wherever possible. Carbon storage should be maximised through increasing tree cover, incorporating green infrastructure and minimising degradation and erosion of soil. Impacts of climate change should be mitigated by ensuring properties are not susceptible to overheating, managing flood risk, ensuring high levels of energy and water efficiency, creating a better linked habitat network by conserving, creating and enlarging existing habitats and delivery biodiversity net gain. Flood risk from all sources should be mitigated, including using sustainable drainage systems, incorporating recycling and waste reduction and including high speed broadband to facilitate home working.
- **Policy CC05 Sustainable Design and Construction Measures** supports new development that promotes sustainable design by; ensuring proposals demonstrate how sustainable design principles have been incorporated, demonstrate how carbon use can be minimised, development should achieve reductions in CO2 emissions of 19% below the target emission rate of 2013 edition of the 2010 Building Regulations (Part L), and encourage the use of Home Quality Mark and Passivhaus design standards, encouraging the achievement.

- **Policy PMD01 High Quality Design** confirms that development should achieve the highest standards of design, architecture, inclusivity and place making. Development proposals should be accompanied by a Design Statement having regard to site survey and design, which demonstrates the understanding and implementation of local context, distinctiveness and character, including the local pattern of development, building form and landscape character, style details and materials, and the archaeology, history and culture of the local area. The amenity and privacy of nearby residents should not be materially adversely affected, development should complement/enhance the character of the surrounding area, and all elements should be designed with climate change in mind. Development should encourage ease of movement for all users, and active design should be encouraged. Layouts should be designed to be logical, legible and inclusive, supporting active street frontages and providing distinction between public and private space. Well designed and located high quality landscaping should be provided, including tree lined streets. Natural surveillance should be provided to reduce opportunities for crime and minimise the fear of crime. A sufficient level of well-integrated vehicle parking and recycling/waste management should be provided.
- **Policy PMD02 Active Design and Travel** requires development proposals to demonstrate how they can support active lifestyles following Active Design Principles – which should be demonstrated within a Design and Access Statement and/or Transport Assessment. Active travel should be integrated within green infrastructure and opportunities should be sought to protect and enhance the Public Right of Way network.
- **Policy PMD05 Open Space, Sport and Recreation Facilities** advises that new provision should be provided within residential sites (unless otherwise agreed with the Council) and should be informed by the most up to date Open Space, Sport and Recreation Study and Playing Pitch Strategy. Provision should be multi-functional, accessible, usable, of a high-quality design, visible and safe, and include facilities for a range of ages. Links should be created between new development and surrounding recreational networks (including Public Rights of Way), and appropriate landscape and maintenance schemes should be provided.
- **Policy HO02 Housing Mix, Size and Type** advises that a mix of dwelling sizes should be provided, informed by the most up to date evidence of housing need. Table 2 sets out the suggested mix for market and affordable as derived from the Housing Needs Study Overview (2019).
- **Policy HO03 Space Standards** confirms that all new dwellings should comply with the Nationally Described Space Standards as set out in the Technical Housing Standards (2015) or as superseded.
- **Policy HO04 Housing Density** confirms a minimum density target of at least 45dph within and adjoining Hinckley, Burbage, Barwell and Earl Shilton, unless justified through principles of good design.
- **Policy HO05 Accessible Housing** requires all new dwellings to meet at least M4(2) standard, and 5% of all new dwellings to meet at least M4(3) standard, unless evidence is provided to demonstrate that it is not physically possible or viable to provide level access or to mitigate the dangers of flood risk.
- **Policy HO06 Self-build and Custom Housing** confirms that 5% of plots for self-build and custom housing must be provided on sites of over 100 dwellings.
- **Policy HO09 Affordable Housing** requires a minimum of 271 affordable homes per year during the plan period, and 25% of all affordable homes on qualifying sites will be sought as First Homes. For sites of over 10 dwellings within the Urban Area, affordable housing will be sort, and affordable housing level/target/tenure split will be set out in the latest Infrastructure Capacity Study/Viability Report. Any reduction on viability grounds will require an independent viability assessment.
- **Policy NATO1 Green Infrastructure** sets out requirements for development proposals to create high quality places, contributing to healthy lifestyles and wellbeing, nature, climate resilience and prosperity. Onsite provision should be planned and designed from the outset as a network of multifunctional spaces, informed by the latest Green Infrastructure Strategy. The scheme should identify important local character features as a starting point, incorporating them into the scheme to reference, reflect and enhance the local environment and its biodiversity. Proposals should be resilient to climate change, and should consider the long-term management and maintenance of green infrastructure.

The Good Design Guide (2019)

2.21 The Council adopted Good Design Guide Supplementary Planning Document (SPD) in March 2020. The Guide aspires to substantially raise design quality in Hinckley and Bosworth whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.

2.22 The Guide sets out seven core design objectives for new development, which advise that development should:

- Be functional
- Support mixed uses and tenures
- Include successful public spaces
- Be adaptable and resilient
- Have a distinctive character
- Be attractive
- Encourage ease of movement

2.23 The Guide also details five design components (layout, scale, appearance, landscape and access), as well as defining appropriate separation distances between dwellings.

2.24 The document also sets out area specific design guidance. For Hinckley the document sets out a description and characteristics of the town, before detailing a series of design objectives. Section 4 provides guidance for what is expected from new residential developments in terms of design. The document sets out the process to be followed to ensure good quality design is achieved and sets out cues for applicants for material to inform pre-application discussions.

2.25 Section 6 of this Design and Access Statement will show how these objectives are reflected in the design proposals using the following table.



The Good Design Guide: Design Objectives	Score
Functional	✓
Support Mixed Uses and Tenures	✓
Successful Public Spaces	✓
Adaptable and Resilient	✓
Distinctive Character	✓
Attractive	✓
Encourage Ease of Movement	✓

Open Space and Recreation Study (2016)

2.26 This document sets out a quantitative and qualitative assessment of open space and recreational facilities within the Borough, and outlines how the document will be used when determining planning applications. The document makes recommendations for local provision standards to be taken forward as part of the new Local Plan to replace Policy 19 of the Core Strategy, as follows:

Hinckley – Proposed Development Population: 2.4 persons per household = 1140 persons (@475 dwellings)	
Open Space Type	Local Provision Standard
Parks and Gardens	0.83ha per 1000 population; within 600m (equivalent to circa 12 minute walk); and with all sites gaining an 80% quality score.
Natural and semi-natural green spaces	2.00ha per 1000 population (new development only should not be used to assess current deficiencies); within 700m (equivalent to circa 14 minutes walk) for sites under 10 hectares, 18 minute drive time for sites over 10 hectares (encompassing country parks); and with all sites gaining an 80% quality target.
Amenity green space	0.60ha per 1000 population; within 300 metres (equivalent to circa seven minutes walk); and with all sites gaining an 80% quality target.
Provision for children	Urban areas 0.039ha per 1000 population Rural centres 0.074 hectares per 1000 population Rural villages and hamlets 0.140 hectares per 1000 population; 400m (equivalent to circa eight minutes walk); and with all sites gaining an 80% quality target.
Provision for young people	0.038 hectares per 1000 population; 500m (equivalent to circa 11 minutes walk); and with all sites gaining an 80% quality target.
Allotments	0.31 hectares per 1000 population; 500m (equivalent to circa 10 minutes walk); and with all sites gaining an 80% quality target.

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.



View of Public Right of Way crossing on Normandy Way

STREET PATTERN AND CONNECTIVITY

- 3.2 The site is well connected to the surrounding urban area of Hinckley, and benefits from easy access to public transport and strategic highway links within close proximity of the site. The plans opposite illustrate the location of the site within the context of the local access and movement network.

Public Transport

Bus

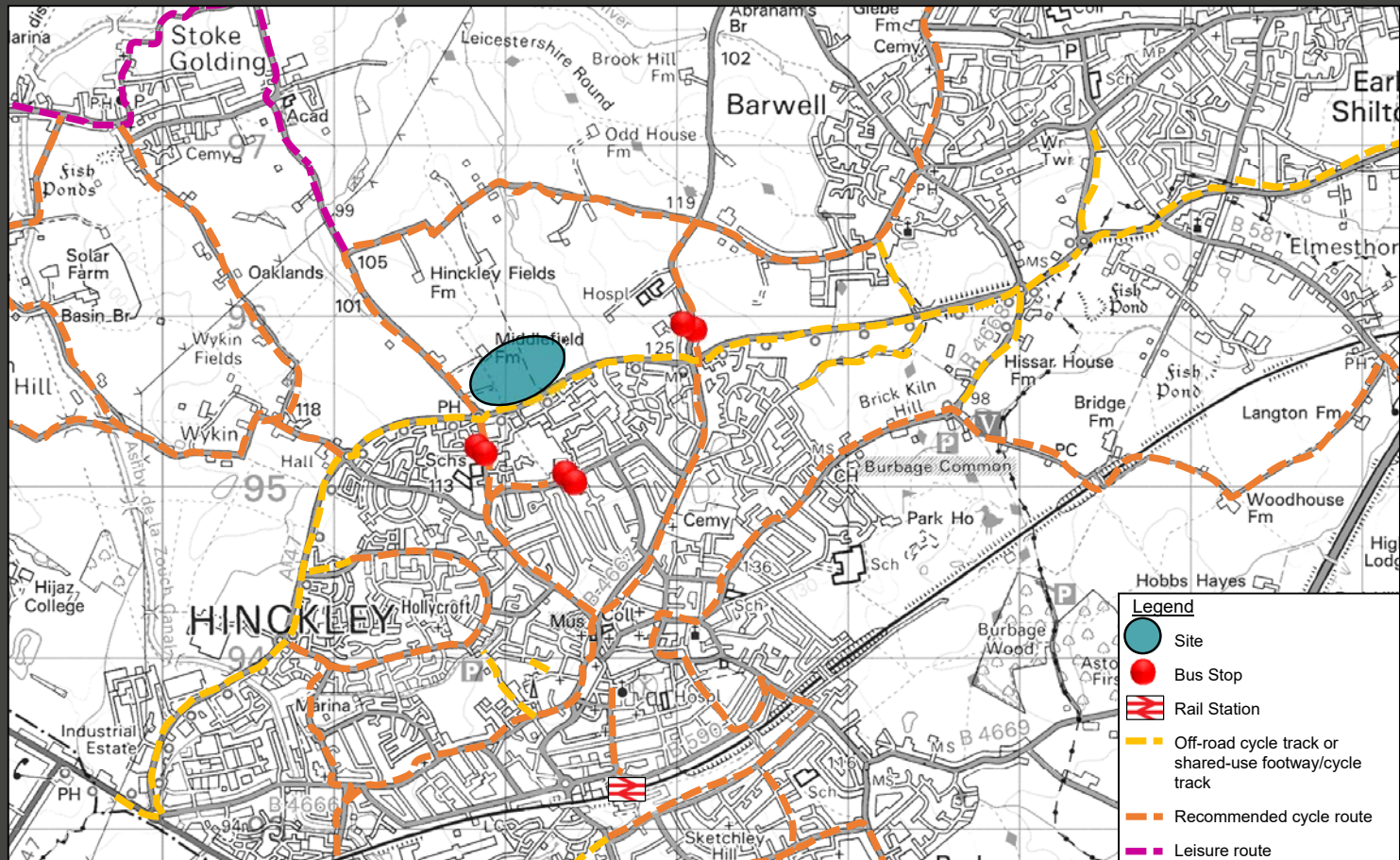
- 3.3 The closest bus stops from the centre of the site are located approximately 610m to the southwest of the site on Stoke Road; these stops benefit from shelters and are served by the number 6 bus service. This provides an hourly service between Burbage and Nuneaton, via Hinckley.
- 3.4 Further stops are located on Tudor Road, approximately 960m to the south measured from the centre of the site, and are served by the number 1 and 2 bus services which provide local services to Hinckley, Barwell and Earl Shilton.
- 3.5 Bus stops are also located on Ashby Road, on the eastern boundary of the site, and are served by the number 48 and 158 bus services. These regular services run between Coventry and Leicester and Nuneaton and Leicester respectively, operating every 20-minutes.

Rail

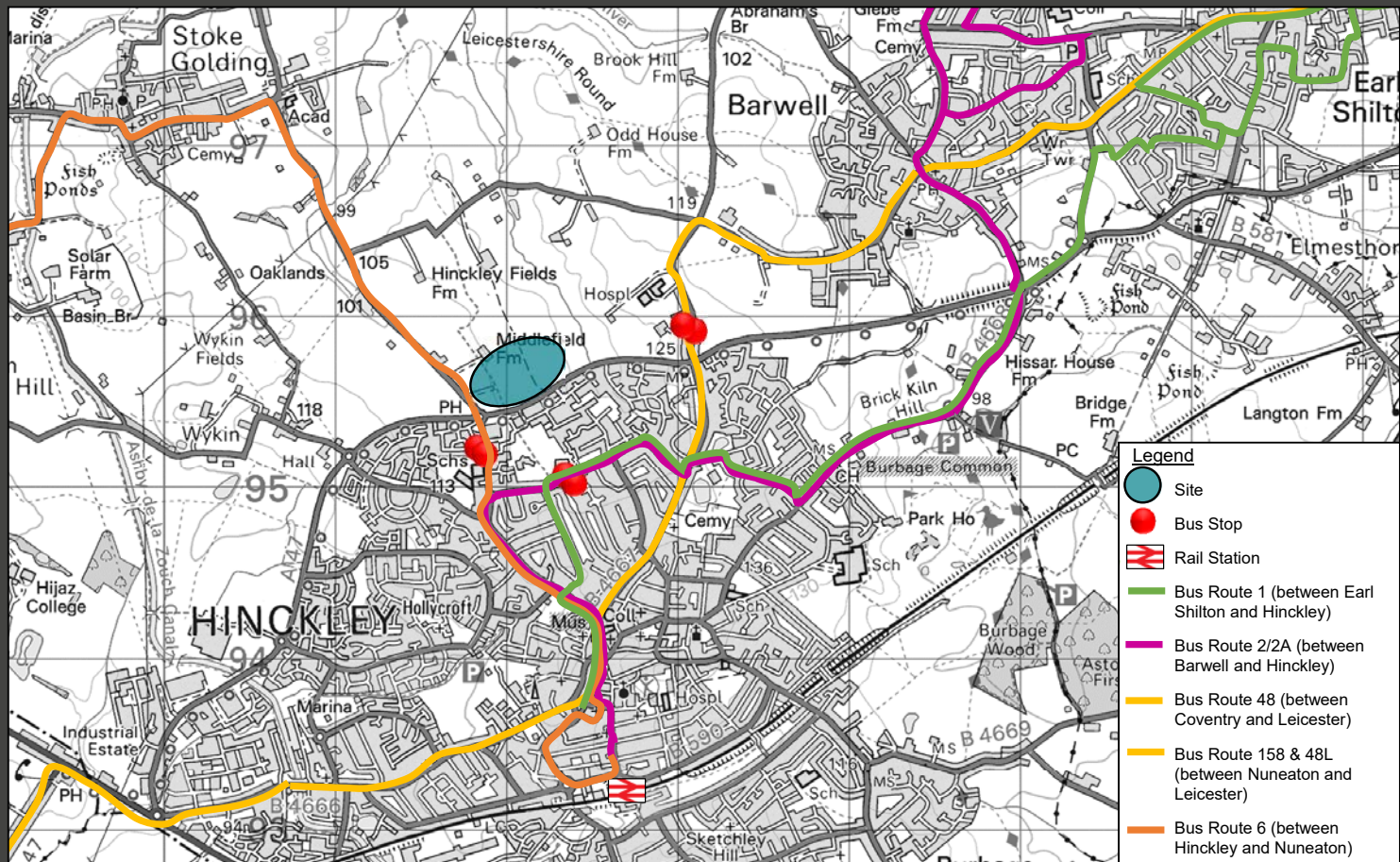
- 3.6 Hinckley Rail Station is located approximately 3.4km south of the site and can be accessed by the 6-bus service (c.20-minute journey time) which stops directly adjacent to Hinckley Rail Station. The station provides regular services between Leicester and Birmingham New Street.

Pedestrian and Cycle Connections

- 3.7 A segregated off-road footway/cycleway is located on the southern side of the A47 in the vicinity of the site. The footway/cycleway routes around the outside of the A47/Stoke Road roundabout junction with informal crossings located on all arms of the junction apart from Stoke Road.
- 3.8 To the north of the roundabout the footway/cycleway extends part way up Stoke Road. On the eastern side of the road the footway/cycleway extends approximately 40m north of the roundabout junction, whilst on the west side it extends approximately 100m north of the junction.
- 3.9 The segregated footway/cycleway is clearly marked and dropped kerbs are provided at crossing points along the route. This route continues northeast to Earl Shilton and southwest to Harrowbrook Industrial Estate.
- 3.10 A Public Right of Way (PRoW) (T60/2) runs north-south through the site and provides a connection to the A47 approximately 90m west of Clover Field. An existing pedestrian spitter island is located across the A47 at this point. To the south of the A47 the PRoW runs along Clover Field, through Richmond Park and provides a link to Tudor Road.
- 3.11 To the south of the A47/Stoke Road junction the segregated footway/cycleway heads south along Stoke Road before turning into a shared use facility. The footway continues in a southerly direction towards Hinckley Town Centre.
- 3.12 Recommended cycle routes which provide a link to Hinckley Town Centre are also available in the vicinity of the site.
- 3.13 Based on the average cycle trip of 6.1km as per the 2020 national travel survey, residents would be able to access a number of employment opportunities including the Triumph Factory and Phoenix Business Park as well as those in the centre of Hinckley, Barwell and Earl Shilton.



Cycle Network | Not to scale



Bus Routes | Not to scale



Highways

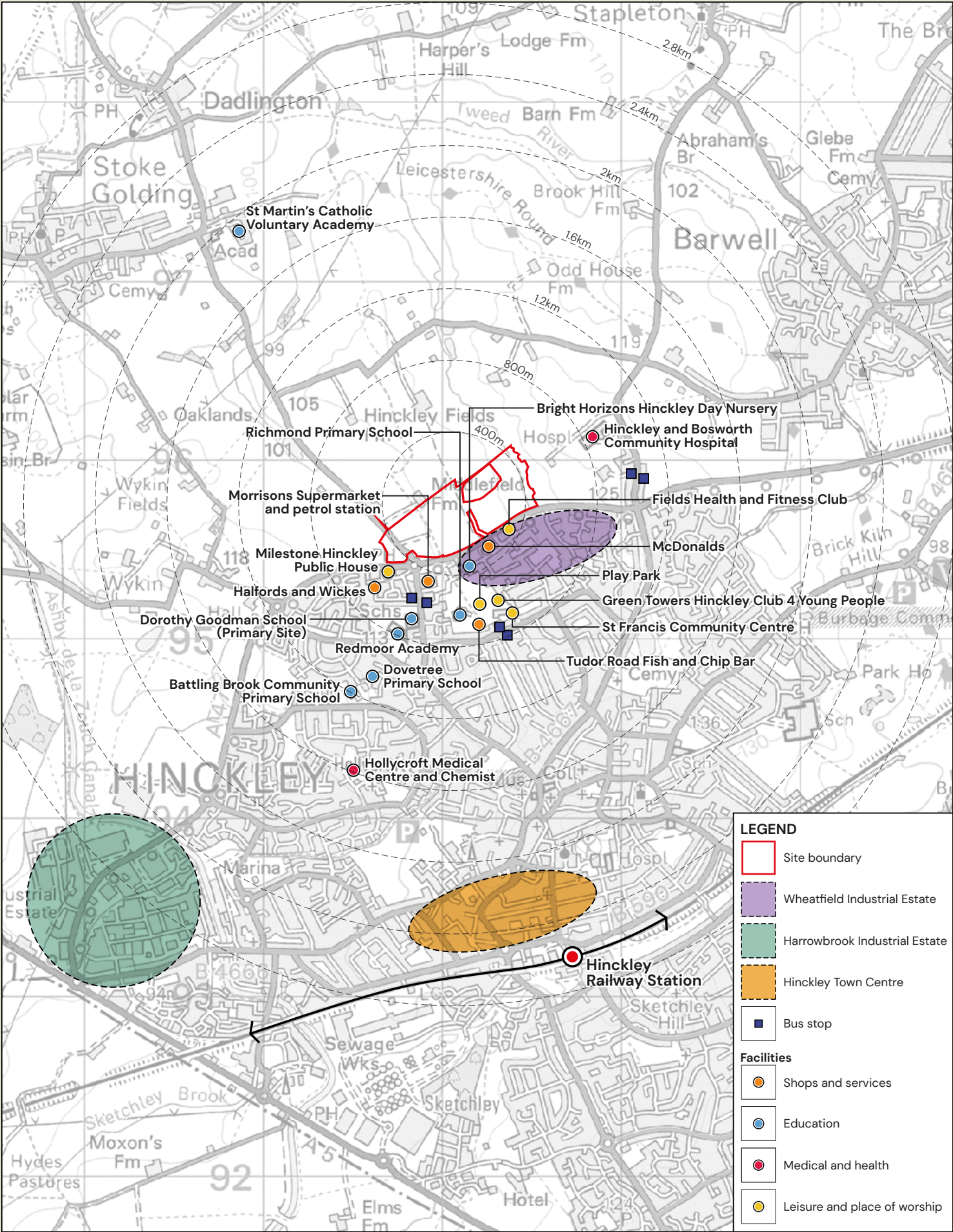
- 3.14 The site benefits from excellent links to the wider A road and motorway network.
- 3.15 Stoke Road, which runs along the western frontage of the site, takes the form of a single carriageway road and is subject to the national speed limit. To the north, Stoke Road provides access towards Stoke Golding and Market Bosworth.
- 3.16 To the south of the site, Stoke Road forms a five-arm roundabout junction with the A47 and Sword Drive. To the south of the roundabout Stoke Road provides access to residential areas and Hinckley Town Centre. Sword Drive gives access to a residential estate and Halfords and Wickes retail outlets.
- 3.17 The A47 is a wide single-carriageway road subject to a 40mph speed limit. To the west the A47 meets the A5 at a four-arm signalled roundabout to the southwest of Hinckley. The A47 then continues southwards towards Nuneaton via the signalled Longshoot junction. To the northeast, the A47 provides a route towards Barwell and Earl Shilton (effectively bypassing both settlements) and onwards to Leicester.
- 3.18 The site is located approximately 5km from the M69 Junction 1, from here links to the M6 and M1 can be achieved.

Accessibility of Local Facilities and Services

- 3.19 A number of retail, leisure, and employment opportunities, lie directly to the south of the proposed development and south of the A47. The facilities are set out in the following table.

AMENITY	DISTANCE
Morrisons Supermarket and Petrol Station	430m
Fields Health and Fitness Club	450m
McDonald's	525m
Bright Horizons Hinckley Day Nursery	550m
Barleyfield/Maizefield Industrial Estate	550m
Milestone Hinckley Public House	600m
Halfords and Wickes	730m
Play Park	730m
Dorothy Goodman School (Primary Site)	760m
Green Towers Hinckley Club 4 Young People	820m
Redmoor Academy	910m
Richmond Primary School	940m
Tudor Road Fish and Chip Bar	970m
St Francis Community Centre	1.0km
Dovetree Primary School	1.45km
Battling Brook Community Primary School	1.5km
Hinckley and Bosworth Community Hospital	1.6km
Hollycroft Medical Centre and Chemist	2.0km
Hinckley Town Centre	2.3km
St Martin's Catholic Voluntary Academy	2.4km

- 3.21 The site benefits from a range of facilities within 800m of the site which comes under the walkable neighbourhoods description included within Manual for Streets. Most facilities are also within the preferred maximum walking distance to local facilities, as set out in the Chartered Institute of Highways and Transportation (CIHT) guidance: Providing for Journeys on Foot (2000).



Local Facilities and Services | Not to scale

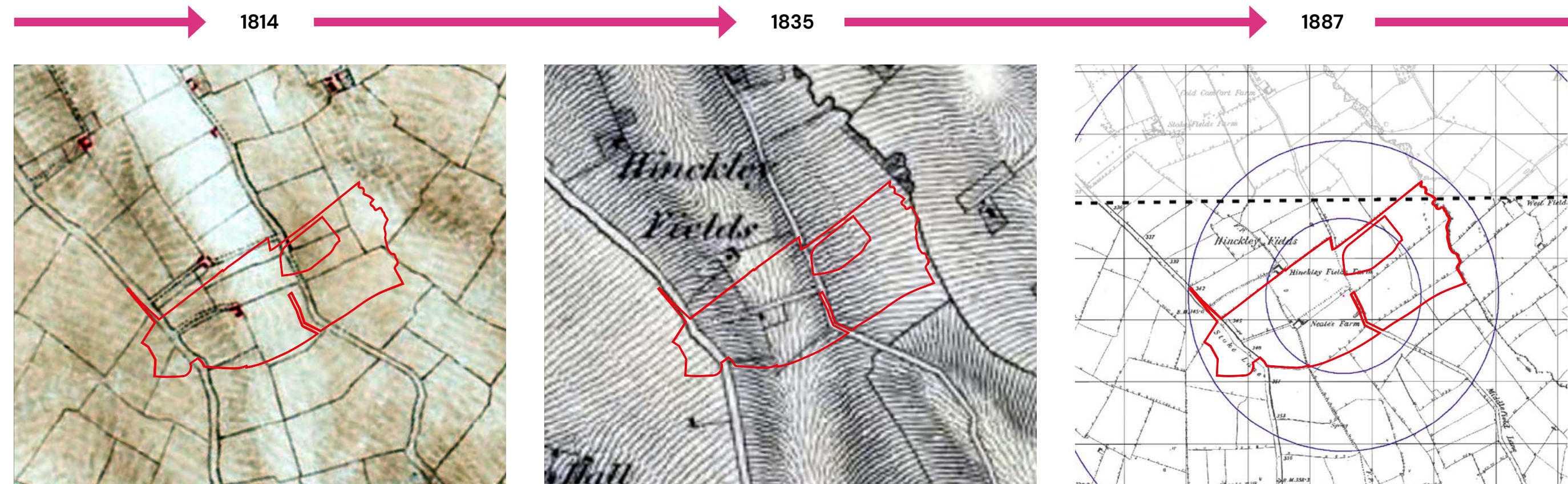


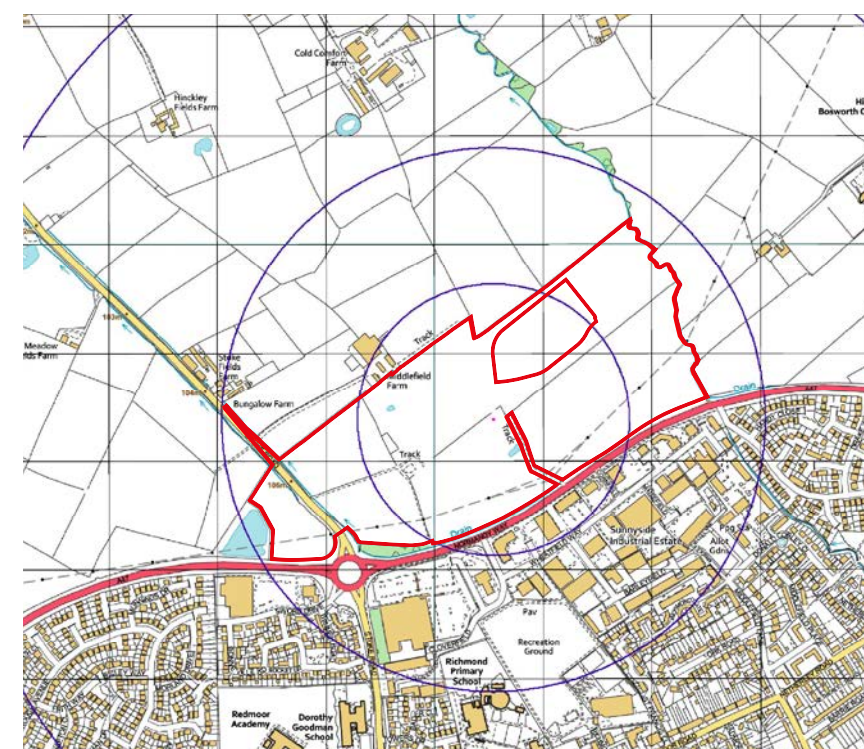
HISTORICAL GROWTH

“When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.”

(Para. 46, NDG 2021)

- 3.22 As referenced in the Good Design Guide, Hinckley largely dates back to medieval times, when it prospered as a market town. Industrial development, in particular framework knitting and hosiery, led to rapid expansion of the town. With this, social growth resulted in development within the town centre and new suburbs of Georgian and Victorian terraces. The 20th century brought dramatic expansion with large scale suburban housing estates pushing out the settlement edge.
- 3.23 The site has remained within a relatively rural setting, with only field boundary configuration changes being of note. Following the construction of Hinckley’s northern bypass (Normandy Way A47) in the 1980’s, Middlefield Lane became a redundant access point off the A47 and the building labelled as ‘Neale’s Farm’ was demolished.





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)

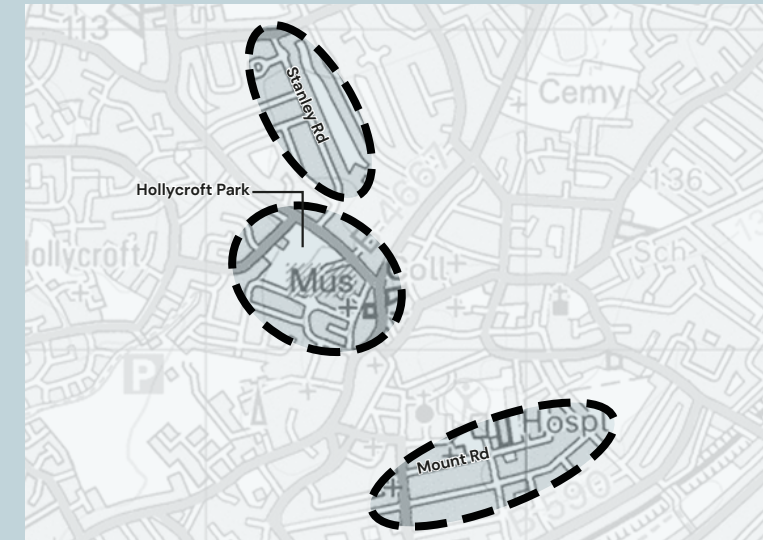
3.24 The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”

(Para. 53, NDG 2021)

3.25 An analysis of the existing built form of Hinckley and the immediate context to the site can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

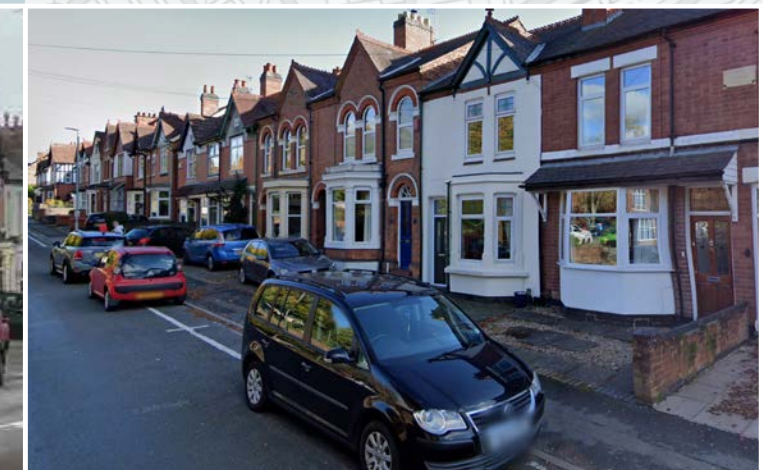
3.26 The immediate site context is predominantly industrial and retail based, with Hinckley Fields Industrial Estate being located to the south of the site. Residential areas are located to the south-west and south-east of the site, which is predominantly built in the late 20th century. Architectural styles, detailing, materials and thereby character is generally of its time.



Early 20th Century



Mount Road



Mount Road



Hollycroft Park



Stanley Road

Hinckley Fields Industrial Estate



Wheatfield Way



Wheatfield Way



Wheatfield Way



Wheatfield Way

Late 20th and early 21st Century



Bonneville Road



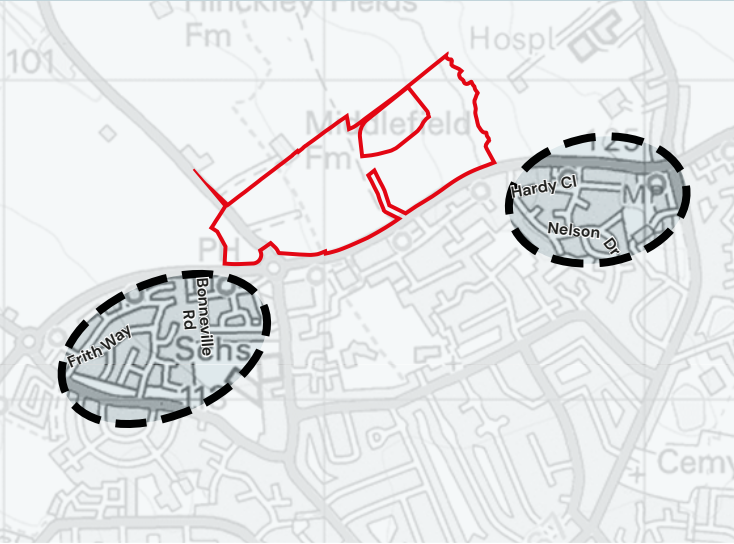
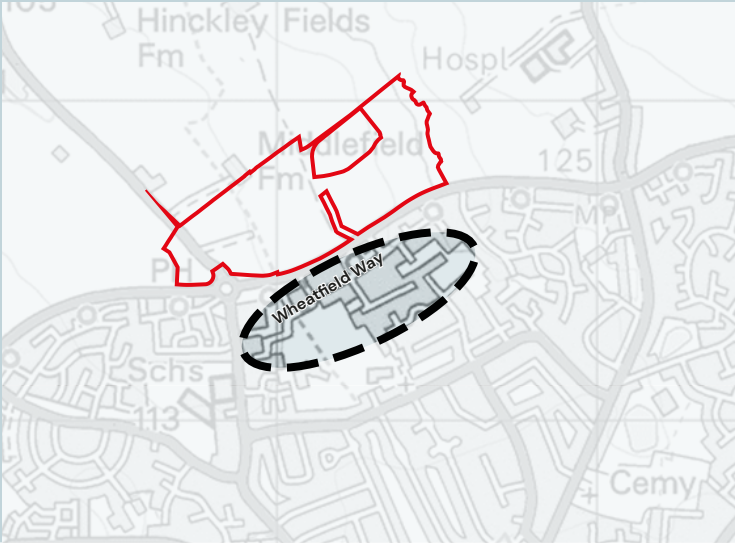
Frith Way



Hardy Close



Nelson Drive



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 AND VISUAL IMPACT

- 4.1 A Landscape and Visual Impact Assessment has been undertaken by Zebra Landscape Architects Limited. A qualified Landscape Architect undertook a site-based assessment in February 2022, with an earlier site visit in autumn 2021, to advise on the development of the site masterplan, and the iterative development of the development proposals.

Landscape Designations

- 4.2 The site does not lie within or close to a nationally designated landscape; and with consideration of the adopted Local Plan (2006 to 2026), the site does not lie within or close to a locally designated landscapes, such as Strategic gap, Significant Gap, Local Green Space or similar. Given the foregoing, the site area is not afforded elevated protection in terms of National and local planning policy.

Landscape Fabric within the Site

- 4.3 The site is situated north of Normandy Way, and is a relatively linear and runs parallel to this road leading down to Stoke Road on the western periphery of the site. The site constitutes five interconnecting fields managed for livestock pasture east of Stoke Road, and a further field west of Stoke Road. Internally, there are mature hedgerows (native species) with scattered hedgerow trees (broad leaf species) which broadly define each field. There is a small woodland block within the western area of the site, and a group of extensive trees around the access from Normandy Way.
- 4.4 In its general sense, landform within the site varies from 119m AOD at the approximate site centre, sloping to 106m AOD on the eastern edge with the existing brook, and 105m AOD to the west of Stoke Road.

Topography within the Site

- 4.5 The highest land is situated within the approximate centre of the site at circa 119m AOD. Landform falls eastwards down to the existing brook which bounds the site's eastern edge, circa 110m AOD. Landform along the south eastern to south western edge with Stokes Road (from 110m AOD to 105m AOD). The northern edge follows a similar landform.

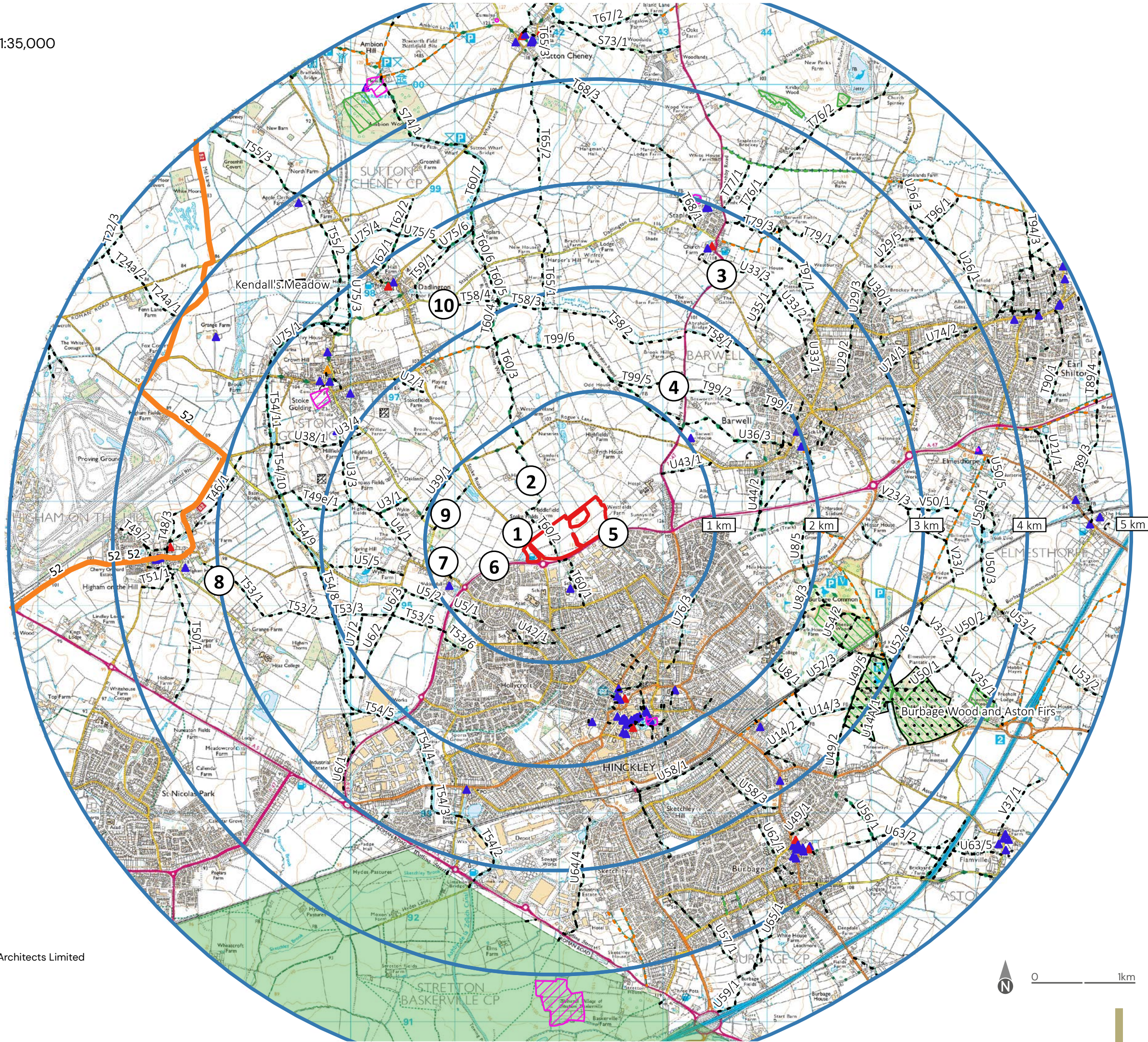
Landscape Setting

- 4.6 The site is currently managed for agriculture, and is situated adjoining the A47 Normandy Way, which is a main vehicle route. The site is overlooked by existing urban development; including (long-standing and contemporary) residential built form to the east, southern and south western periphery of the site. Furthermore, the site is overlooked by industrial, commercial and employment buildings.

- 4.7 The fields are enclosed by native hedgerows and scattered broad leaf trees. However, it was noted there is a degree of degradation of landscape character noted on site including outgrown and gappy hedgerows, limited scattered hedgerow trees, direct views across the urban setting of the site including the effects of the A47 Normandy Way, road signage and road lighting set on high columns.
- 4.8 There is direct intervisibility between the site and urban area of Hinckley, and wider views across the open countryside beyond the site. Within these views, the urban context, built form and the transient movement of vehicles along the A47 is prevailing which reinforces the perception of the site on the urban edge. In these situations, there is intervisibility between the site and the industrial/commercial built form off the A47 including McDonalds, Morrisons, Wickes store and officing.
- 4.9 From a landscape and town character perspective, these urban land uses contribute to the site's perception as urban edge. The northern edge of the site, which is neighboured by an existing farmstead (Middlefield Farm) which overlooks the site, is an approximate edge between land that is clearly 'undulating arable and pasture farmland with gentle valleys' to that which has an increasingly strong association with the town.
- 4.10 When on site, especially in the winter months (February 2022), one is aware of the presence of the surrounding urban related uses, albeit on the edge of the town, on a strong road frontage, rather than feeling divorced from it, in the open countryside. This defines a transition from open countryside (in a landscape sense) to the built edge of Hinckley. Consequently, the site has a stronger relationship with the town rather than the wider open countryside, and perceived as having an equivalence to the neighbouring urban land uses in a spatial sense.

LEGEND

- Application Site
- Viewpoints (1-10)
- Distance Intervals (1 km)
- National Cycle Network
- Public Rights of Way Network
 - Public Rights of Way
 - Byways
 - Bridleways
- Scheduled Monuments
- Listed Buildings
 - I
 - Grade II
 - Grade II*
- Green Belt
- SSSI
- Ancient Woodland



Landscape Character

National Character Area

- 4.11 Natural England has described and classified landscape character areas across large, broad regional area. These are published in the National Character Area (NCA) profiles. Natural England finds the site to be within NCA 94. This National Character Area is referred to as the 'Leicestershire Vales', and extends to nearly 72,000 Hectares. The site and its surrounding area is broadly representative of this National Character Area, whilst there is limited tree cover and the effect of the A442 Normandy Way is disruptive of tranquillity.

Regional Character Area

- 4.12 Guidance of the local landscape character of the area can be found in the Hinckley and Bosworth Borough Landscape Character Assessment, which was published in September 2017. This Supplementary Planning Guidance provides a broad scale understanding of the landscape across the Borough. This published assessment finds the site to be situated wholly within the 'Stoke Golding Rolling Farmlands' Landscape Character Area, and wholly in the 'Rolling Farmlands' Landscape Type.
- 4.13 The Stoke Golding Rolling Farmlands Landscape Character Area is described in this assessment as:
- 'a mix of arable and pasture farmland arranged in small to medium scale fields in a simple regular pattern.....Despite its proximity to the built up area of Hinckley, the area has a rural character, with little light pollution.....Hedgerows with trees and occasional woodland copses add visual interest to an otherwise open landscape. Occasional long distance views can be obtained from the high points across agricultural fields to distant horizons.'*

- 4.14 The site occupies an urban edge location situated off Normandy Way on the northern edge of Hinckley town. Consequently, the site is overlooked by and enclosed along its south eastern and southern periphery by existing residential development, as well as commercial/employment built form on Normandy Way. It is considered, therefore, that the site is part of the transition from the urban edge to the wider open countryside.
- 4.15 Additionally, the landscape fabric within the site is less intact, than the wider open countryside beyond its boundary (particularly to the north and west of the site area). The site demonstrates few of the foregoing key characteristics. The landform, field pattern, hedgerows and scattered hedgerow trees and tree groups to the eastern edge are notable features. The site contains no development, so the influence of urban features and built form are those from the surroundings of the site through borrowed views.
- 4.16 In their Hinckley and Bosworth Borough Landscape Character Assessment (September 2017), the Local Planning Authority recognises the limitations to such character assessments: 'whilst using the Landscape Character Assessment to inform decision making, it is important to note that the boundary between one character area and the next is transitional and there is rarely a clear cut change.' Given the site's location on the urban edge of Hinckley, the site and its immediate context represent a 'hinterland' between the broad character of the Stoke Golding Rolling Farmlands Landscape Character Area, and the urban environment of the town.

Visual Amenity

- 4.17 The site is experienced as open, and only enclosed by the hedgerow trees (which are of limited number) and the groups of extensive trees along the eastern edge with the existing brook and along the southern edge with the A47 Normandy Way. The site is overlooked by adjoining urban land uses including existing residential development, industrial./commercial buildings including McDonalds, Morrisons supermarket, Wickes store and the wider industrial estate.
- 4.18 Additionally, the effect of the A47 Normandy Way and the associated movement of vehicles (noise and lights) substantially reduces the tranquillity of the site along its south eastern to south western periphery. The site area is unremarkable and contributes little if anything to the wider host landscape character. The site and its setting is not scenic.
- 4.19 The site is situated on the urban edge of Hinckley adjacent to the A47 Normandy Way, and overlooked by extensive urban development. The site is not divorced from the urban edge in the wider open countryside.
- 4.20 From views outside of the site (within the wider open countryside), the site is frequently seen in combination with the existing urban edge of Hinckley, including, existing residential development, industrial./commercial buildings including McDonalds, Morrisons supermarket, Wickes store and the wider industrial estate.

ZONE OF THEORETICAL VISIBILITY | 1:35,000

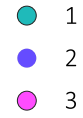
LEGEND

- Application Site
- Viewpoints (1-10)
- Distance Intervals (1 km)

ZTV 11.5M



ZTV Points (1-3)



Note:

The figure is based on the following parameters (heights above ground level):

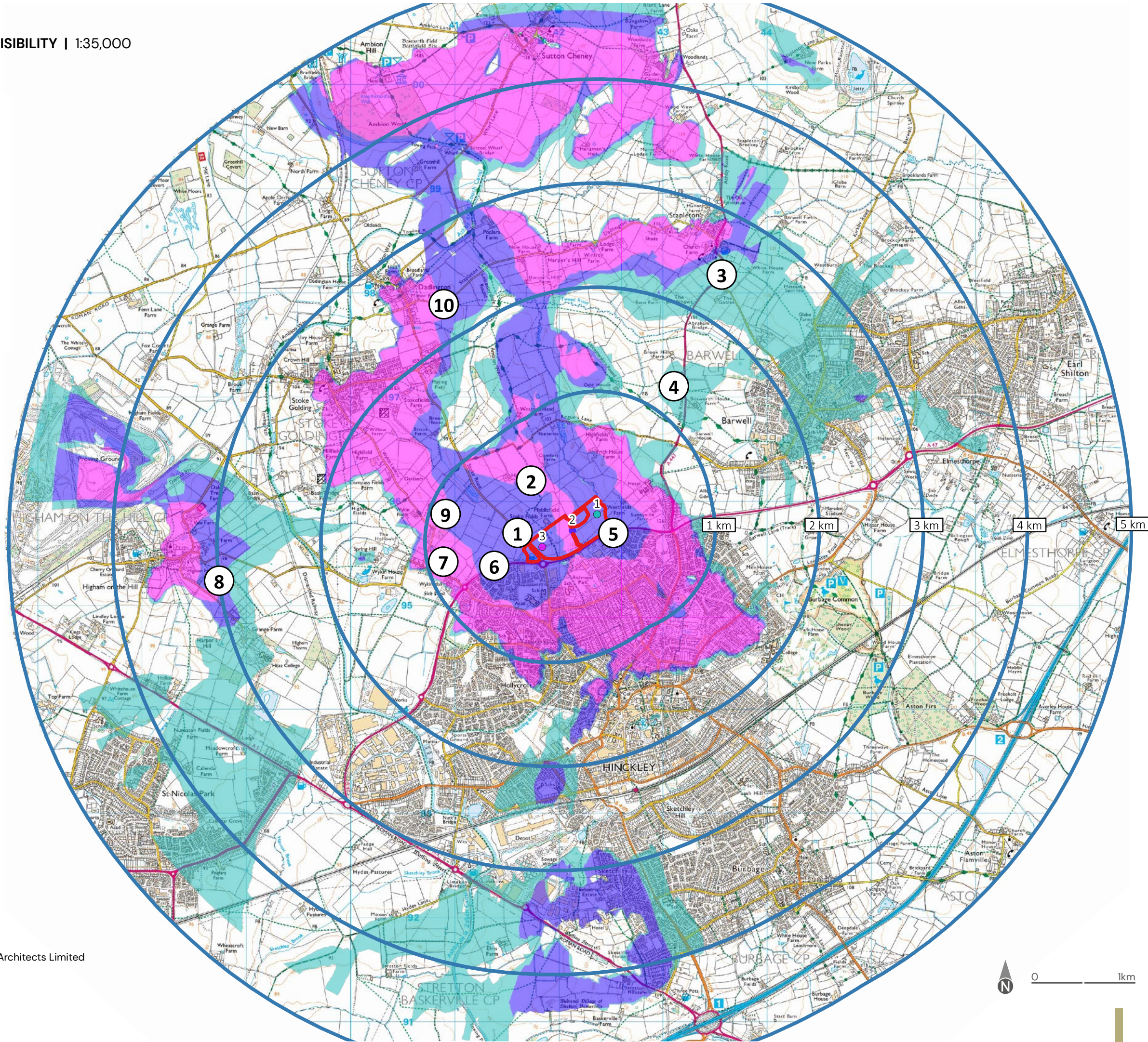
Pedestrian height 1.6m

Viewers height: 2.0m

Landform data: Terrain 50 (50m grid)

Height of proposed dwellings: 11.5m

This ZTV is based on bare earth model of the landform and does not illustrate any effects of screening such as buildings and vegetation.



Approximate extent of the Site



VIEWPOINT 1: View from Stoke Road north of the site

Approximate extent of the Site



VIEWPOINT 2: View from PRow (LPA ref: T60/2) situated to the north of the site looking south

Approximate extent of the Site



VIEWPOINT 5: View from the settlement edge at the junction of Normandy Way and Drake Way. The viewpoint is situated on local cycle route along Normandy Way

Approximate extent of the Site



VIEWPOINT 6: View from the settlement edge at Normandy Way and Drake Way



Landscape Sensitivity

- 4.21 In the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (October 2017), the site is found to be within the regional landscape character area, the Upper Soar Landscape Character Area. This regional landscape character area is substantially greater than the local landscape character area (Stoke Golding Rolling Farmlands Landscape Character Area identified within the Borough study (September 2017)).
- 4.22 With consideration of the Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire, it is considered, that the Upper Soar Landscape Character Area has a moderate landscape sensitivity to new residential development. However, it is noted, that the site area is situated on the northern edge of Hinckley.
- 4.23 From a landscape and town character perspective, these urban land uses definitely contribute to the site's perception as urban edge. Consequently, the site forms part of a transition from open countryside (in a landscape sense) to the built edge of Hinckley. Consequently, the site has a stronger relationship with the town rather than the wider open countryside. Whilst there is some level of intact typical landscape features; however, hedgerows are gappy, outgrown and degraded, there is a lack of hedgerow trees and there are no woodland spinneys or woodland blocks commonly found within this landscape character area. Consequently, it is considered, that the site make a limited contribution to this host landscape character. Given the foregoing the site is considered to have, at most, a medium landscape sensitivity and a lower susceptibility to change i.e., undesignated countryside and landscape features; some distinctive landscape characteristics, but with landscape detractors.

ARBORICULTURE

- 4.24 The Arboriculture Survey and Constraints Report BS 5837 was prepared by Zebra Trees Limited, and supports this planning application. The Arborist found the following:
- The survey recorded a total of 101 individual trees, 53 hedgerows and 8 groups of trees, totalling 162 items.
 - Of all the surveyed items, then majority of trees were considered to be of low quality (categorised as C under BS 5837: 2012 criterion).
 - The majority of items identified across the Study Area are primarily of low or no value, with the exception of minority of category B items (moderate quality under BS 5837: 2012 criterion).
 - It is noted that these category B items are located either off-site or around the periphery and therefore should not adversely constrain the main body of the Study Area. Any forthcoming design should seek to exploit existing breaks within hedgerows and proposed appropriate reinforcement of existing green corridors.
- 4.25 With regard to the future development of the site, tree planting should be incorporated into the landscaping scheme, especially if tree removal is required to facilitate the development proposal. Such planting would enhance the landscape setting of the site and provide long-term amenity benefits to the surrounding areas.

LEGEND

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



Plan prepared by Zebra Trees Limited

ECOLOGY AND BIODIVERSITY

- 4.26 An Ecological Impact Assessment (EclA), supported by a number of surveys including a Great Crested Newt Survey, Breeding Bird Survey, Bat Activity Survey, Mammal Survey, Barn Owl Report and Hedgerow Regulations Assessment, has been undertaken by Zebra Ecology Limited. The site comprises five separate field parcels, with a further parcel located to the west of Stoke Road. The fields to the east of Stoke Road have been subject to intensive grazing. A mixture of native species-rich and species-poor hedgerow form the boundaries of fields, and a slow-flowing shallow brook runs along the eastern boundary of the site. Two ponds are located within the application site.
- 4.27 There are three statutory designated sites within 5km of the application site. These are Burbage Common and Woods (LNR) located approximately 2.3km to the east, Burbage Wood and Aston Firs (SSSI) located approximately 3.1km to the south east and Kendall's Meadow (SSSI) located approximately 3.6km to the north west. The nearest non-statutory designated site – Richmond School Ash LWS is located approximately 440m to the south of the application site. The report confirms that no significant impacts are predicted in relation to these sites. Standard good construction practice will be followed.
- 4.28 The bat activity report confirms that the site holds a low suitability for commuting and foraging bats. The breeding bird survey recommends additional mitigation measure which can be implemented on site. The great crested newt survey confirms the absence of this species. The riparian mammal survey found no evidence of this species on site. A badger sett is located within the site. The layout has taken account of this and mitigation measure are recommended to be undertaken during construction.
- 4.29 The Ecological Impact Assessment and supporting surveys and Biodiversity Impact Assessment, together confirm that any protected species interest, can be adequately mitigated as part of the overall ecological and landscape strategy, and the proposed development is therefore capable of compliance with relevant planning policy for the conservation and enhancement of the natural environment (emerging Policies NATO7 and NATO8 and paragraph 180 of the Framework).



View along the southern boundary (H1), looking east



View of the seasonally dry pond (P1)



View of the pond P2



View of the rubble pile (TN1)



View along Hedgerow 7, looking east



Hedgerow 3 and the bank of the river Tweed tributary

PHASE 1 HABITAT MAP | Not to scale

LEGEND

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



Plan prepared by Zebra Ecology Limited



HYDROLOGY AND DRAINAGE

- 4.30 A Flood Risk Assessment and Sustainable Drainage Statement have been carried out by BWB Consulting Ltd.
- 4.31 According to the Environment Agency's Flood Map for Planning, the application site is located entirely within Flood Zone 1 (Low Probability), which is land defined as having less than a 1 in 1000 annual probability of river or sea flooding.
- 4.32 An Unnamed Ordinary Watercourse (UOW) is shown to flow adjacent to the eastern site boundary in a northerly direction. A series of ditches are shown to be present either side of Stoke Road, located to the west of the site. A hydraulic modelling exercise has been undertaken to determine the flood risk associated with these features as they are not currently represented within the Flood Map for Planning due to their small catchment area (<3km²).
- 4.33 It is recommended that the finished floor levels of proposed dwellings are set 600mm above the 1 in 100-year plus 22% climate change peak flood level. All built development should be located outside of the associated flood extent to avoid displacing flood water and increasing risk elsewhere.
- 4.34 The proposed development has also been assessed against a further range of potential flood risk sources including surface water, canals, groundwater, reservoirs and sewers. None of these flood sources have been found to represent a barrier to development.
- 4.35 The existing site is entirely greenfield in nature, with Stoke Road bisecting the west of the site. The topography of the site falls to the west and east from the centre of the site, thus draining towards Stoke Road and the bordering UOW respectively.

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

AIR QUALITY

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

Construction Phase

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

Operational Phase

- 4.40 A detailed road traffic emissions impact assessment has been undertaken to consider the impact of development generated road traffic on local air quality at existing sensitive receptors in the vicinity of the site. The assessment concluded that the proposed development is not predicted to result in any exceedances of the annual mean air quality objectives at the identified existing receptors.
- 4.41 A detailed road traffic emissions exposure assessment was undertaken to assess the suitability of the site for the proposed residential use. Concentrations of nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) were predicted across the site and were below the relevant air quality objectives. Therefore, the site was considered to be suitable for the proposed residential use with regard to the current air quality objectives.

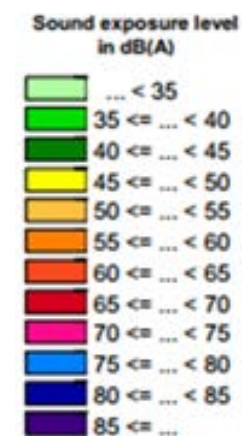
NOISE

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

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

4.44 Proposed mitigation measures include:

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



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



Internal mitigation strategy

ARCHAEOLOGY AND HERITAGE

- 4.45 An Archaeological Evaluation Report was undertaken by Groundworks Archaeology comprising trial trenching between 26th September and 21st October 2022.
- 4.46 The investigation revealed severely truncated ridge and furrow across the entire site which respected the location, at the highest contour, of a cross tree foundation trench. This represents the location of a previously unrecorded post windmill which appears to be of Medieval date. The presence of scorched and fire cracked millstone fragments within the foundation trench backfill indicates that a devastating fire occurred sometime in the early to mid 16th century. This probably resulted in the total loss of the structure which was subsequently levelled, and the foundation timbers removed.
- 4.47 Historic field boundaries were also present within some of the trenches which followed the south-eastern boundary of the site and bisected the eastern half of the site in a northerly orientation. These boundaries shown on the Ordnance Survey 25" edition map of 1924 were extant until the mid 20th century when they were finally backfilled.
- 4.48 A number of geophysical anomalies were tested across the site, the majority of which were of geological origin.



View of site looking west showing trial trenching

GROUND CONDITIONS

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

EXISTING UTILITIES

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

Potable Water

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

Sewers

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

Gas

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

Electricity

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

Communications

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

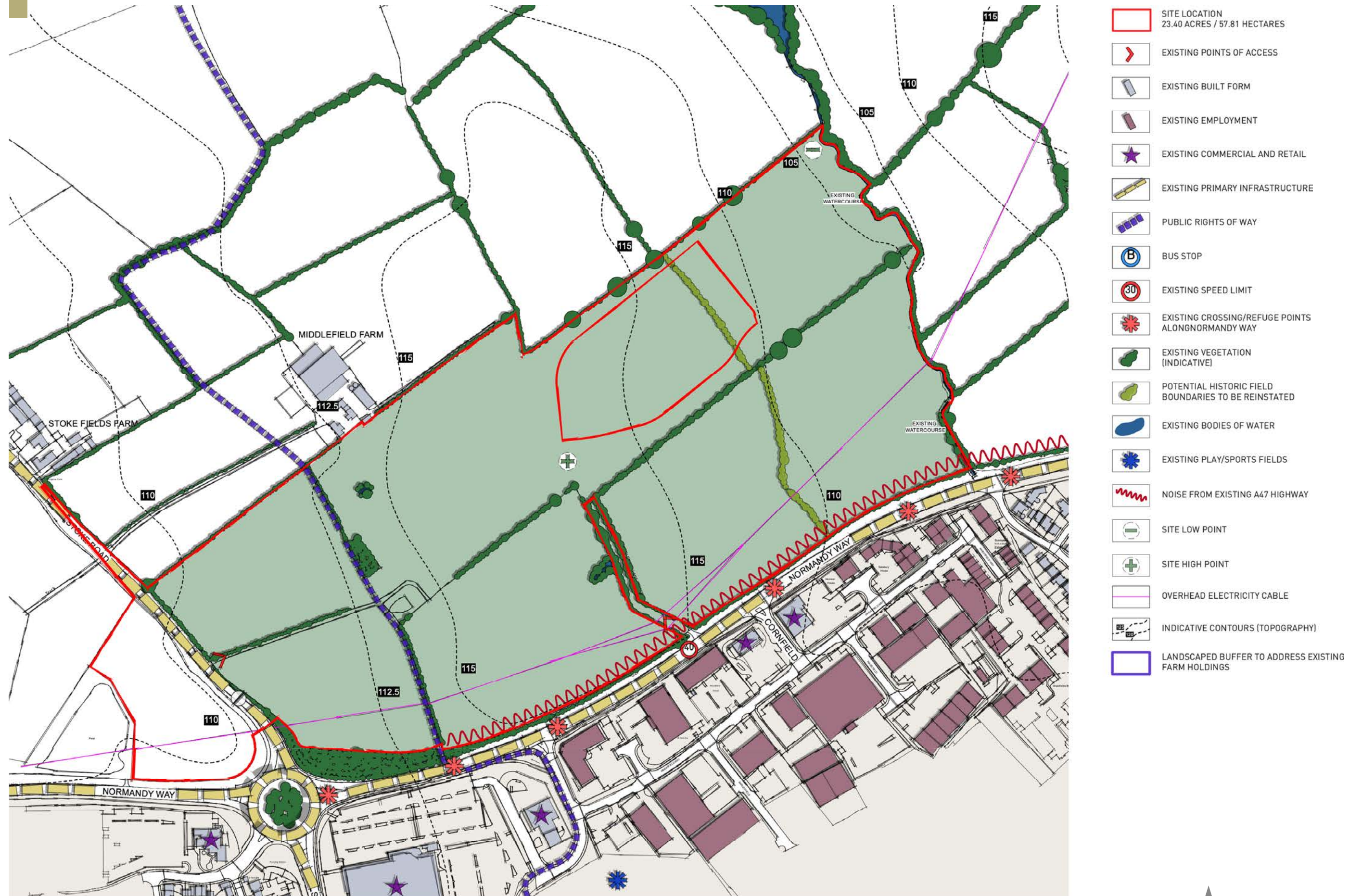
Existing watercourse and overhead power lines along the eastern site boundary



SUMMARY OF SITE AND CONTEXTUAL CONSIDERATIONS

Considerations:

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



DEVELOPING THE DESIGN CONCEPT

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

(Para. 132, NPPF 2023)

SUSTAINABLE STRUCTURING

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

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

(Para 11(a), NPPF 2023)
- 5.3 The application of key urban design objectives will ensure a high-quality layout is achieved, whilst the early identification of the sites features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.
- 5.4 The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:

Function and Quality

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

(Para. 130(a), NPPF 2023)

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

Visually Attractive

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

(Para. 130(b), NPPF 2023)

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

Response to Context

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

(Para. 130(c), NPPF 2023)

- Integration of the development into the existing surrounding built form of Hinckley and the local area, particularly in relation to development block form, scale, height and massing;
- Consider how distinctive elements of the local vernacular and the best examples of local buildings relate to the space they enclose, and how this might be reflected within the proposals and can be used to inform the architecture of the proposed development;

- Respond to the existing site topography including the consideration of key views in and out of the site, particularly from the high point within the centre of the site;
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

Strong Sense of Place

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

(Para. 130(d), NPPF 2023)

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

Accessibility

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

(Para. 130 (e), NPPF 2023)

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

Safe, Inclusive and Accessible Places

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

(Para. 130 (f), NPPF 2023)

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

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

(Para. 133, NPPF 2023)

PRE-APPLICATION ADVICE AND DISCUSSIONS

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

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

(Para. 17, NDG 2021)

COMMUNITY ENGAGEMENT PROCESS

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

Planning
Environmental
Urban Design
Landscape Design
Renewables
Retail
Graphic Design
Consultation
Sustainability

Birmingham
Bracknell
Bristol
Cambridge
Cirencester
East Midlands
Leeds
Manchester

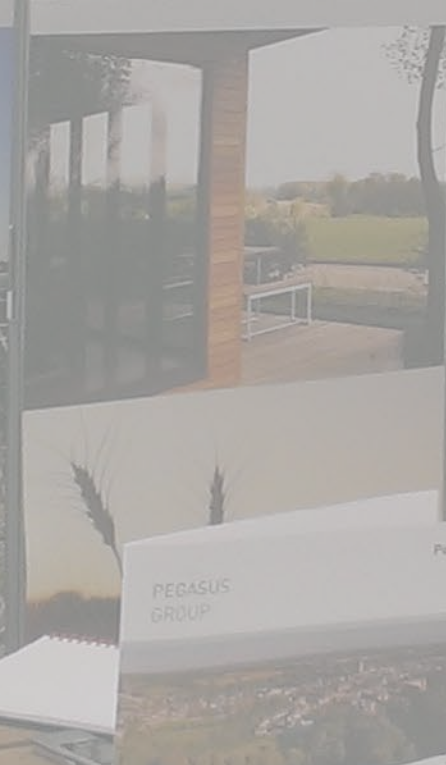
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ADVICE TO CREATE A BETTER
TOMORROW



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

PUBLIC CONSULTATION

HOMECONSULTATIONMAKE YOUR VIEWS KNOWN

WELCOME TO THE CONSULTATION WEBSITE

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

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

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

The Need for The Development

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

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

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

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

Leaflet

Download PDF

Aerial Site Location Plan

Development Framework Plan

Download PDF

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

Thank you for your interest.

YOUR VIEWS

Public Consultation Leaflet

THE NEED FOR THE NEW DEVELOPMENT

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

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HOW CAN I MAKE MY VIEWS KNOWN?

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

www.normandyway-hinckley.co.uk

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

WHAT WILL HAPPEN TO THE COMMENTS?

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

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

WHEN WILL I BE CONSULTED AGAIN?

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

PLEASE LET US KNOW YOUR THOUGHTS

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

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

Richborough Estates

Pegasus Group

Proposed Development at Normandy Way, Hinckley

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

THE PROPOSALS

The development proposals for the site include the following:

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

Key:

PROPOSED ORNAMENTAL PLANTING

EXISTING BODIES OF WATER

SUSTAINABLE URBAN DRAINAGE

LOCALLY EQUIPPED AREAS OF PLAY

NEIGHBOURHOODS EQUIPPED AREA FOR PLAY

CONTOURS

UTILISATION OF EXISTING PEDESTRIAN CROSSING / REPOSE BLANDS

PROPOSED STRUCTURAL PLANTING

DEVELOPMENT FRAMEWORK PLAN

44

LAND NORTH OF NORMANDY WAY, HINCKLEY · DESIGN AND ACCESS STATEMENT

Public Consultation

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

5.11 Key topics raised through the consultation process include:

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

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

KEY STAKEHOLDER CONSULTATION

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

Opportunities:

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

LEGEND

	SITE LOCATION 52.96 ACRES / 21.43 HECTARES		EXISTING VEGETATION
	LAND UNDER CONTROL OF RICHBOROUGH ESTATES		POTENTIAL HISTORIC FIELD BOUNDARIES TO BE REINSTATED
	RESIDENTIAL DEVELOPMENT (11.23 HECTARES)		PROPOSED COMMUNITY ORCHARD
	POTENTIAL ROUNDABOUT ACCESS ONTO SITE		PROPOSED STRUCTURAL PLANTING
	PRIMARY MOVEMENT ROUTE WITH INTEGRATED VERGES AND TREE PLANTING		PROPOSED ORNAMENTAL PLANTING
	SECONDARY STREET MOVEMENT WITH INTEGRATED TREE PITS		EXISTING BODIES OF WATER
	TERTIARY STREET MOVEMENT WITH GREEN BUILDOUTS		SUSTAINABLE URBAN DRAINAGE
	INFORMAL STREETS / PRIVATE LANES		LOCALLY EQUIPPED AREAS OF PLAY
	FOCAL JUNCTIONS		NEIGHBORHOOD EQUIPPED AREA FOR PLAY
	PUBLIC RIGHTS OF WAY		CONTOURS
	PRIMARY PEDESTRIAN MOVEMENT ROUTES		UTILISATION OF EXISTING PEDESTRIAN CROSSING/ REFUGE ISLANDS





PARAMETER PLANS

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

SUPPORTING DESIGN STRATEGIES

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

6

DESIGN PROPOSALS



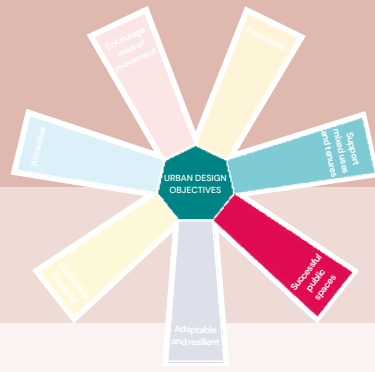
DESIGN NOTES

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

LEGEND

- | | | | |
|---|---|---|--|
|  | SITE LOCATION
23.40 HECTARES / 57.81 ACRES |  | PRIVATE LANES |
|  | PROPOSED RESIDENTIAL DEVELOPMENT |  | RETAINED PUBLIC OF RIGHT OF WAY |
|  | PUBLIC OPEN SPACE (INCLUDING SuDS) |  | KEY PEDESTRIAN MOVEMENT WITHIN SITE |
|  | RETAINED EXISTING LANDSCAPE |  | SUSTAINABLE URBAN DRAINAGE |
|  | ADDITIONAL/ REINSTATED VEGETATION |  | NEIGHBOURHOOD EQUIPPED AREA OF PLAY |
|  | PRIMARY STREET / AVENUE |  | LOCALLY EQUIPPED AREA OF PLAY |
|  | KEY FOCAL JUNCTION |  | LOCAL AREA OF PLAY/ NATURAL PLAY SPACE |
|  | SECONDARY STREET |  | KEY VISUAL CORRIDORS |
|  | SIDE STREET / SHARED SURFACE | | |





USES

Mixed and integrated



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

(Para. 109, NDG 2021)

LAND USE PARAMETERS

Residential

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

Accessible Public Open Space

- 6.2 8.53 hectares of public open space (excluding SuDS) will be provided within the proposals. This will accommodate existing and proposed planting; pedestrian and cycle routes; areas for community use; and for the provision of formal and informal play spaces.

Attenuation

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

Potential Education Provision

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

Utilities

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

SUMMARY OF LAND USES

Application site area:	23.40 ha
Residential and primary access infrastructure:	13.87 ha
Accessible public open space:	8.53 ha
Attenuation:	1.00 ha

- 6.6 The development proposals include the following:

Residential – up to 475 dwellings (Class C3)

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

Affordable Housing

- 6.8 It is proposed that 20% of the dwellings (up to 95) provided are to be affordable housing, in accordance with Hinckley and Bosworth Borough Council Core Strategy 2009, Policy 15. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.

Public Open Space and Green Infrastructure

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

475 dwellings x 2.4 people per household = 1140 population.

Equipped Children's Play Space	0.18ha
Casual/Informal Play Space	1.17ha
Outdoor Sports Provision	Off-site
Accessible Natural Green Space	7.18ha
SuDS	1.00ha
TOTAL	9.53ha

- 6.10 The proposed development provides a total of **9.53ha** (including SuDS).
- 6.11 The open space forms a green network across the site with green corridors breaking up development blocks. The green infrastructure provision retains and enhances existing tree and hedgerow planting and in doing so, protects the existing field pattern and existing ecological corridors.
- 6.12 There is a considerable over provision of public open space within the site, which demonstrates a more than adequate provision of both Passive and Active open space within the proposed development. This will include areas of native tree and shrub planting, orchard planting and blue/green infrastructure corridors providing residents with a range of spaces to enjoy.
- 6.13 Further details on the proposed landscape design are provided within the Landscape Strategy presented later in this document.

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

LEGEND

Site boundary
23.40 hectares / 57.81 acres

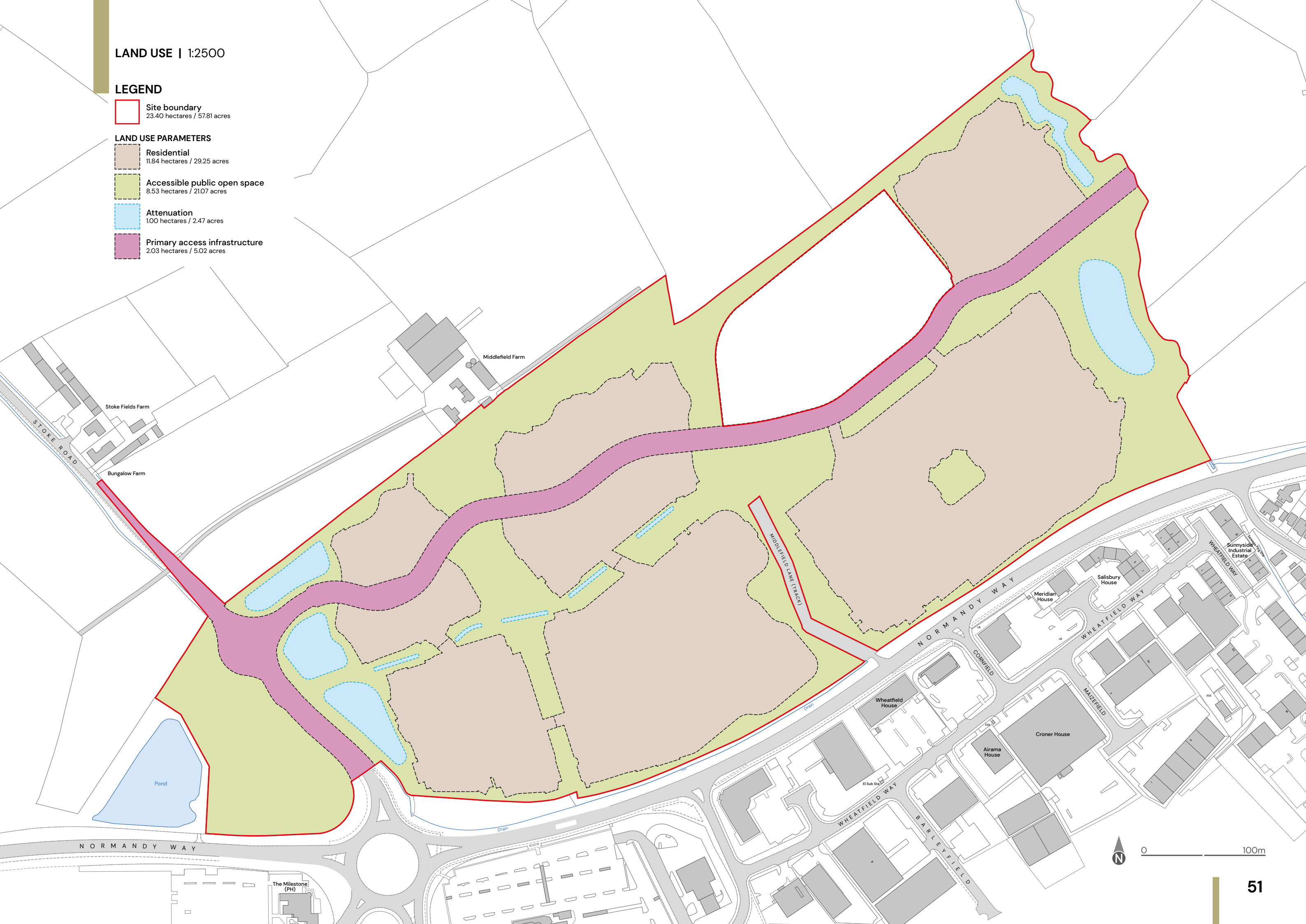
LAND USE PARAMETERS

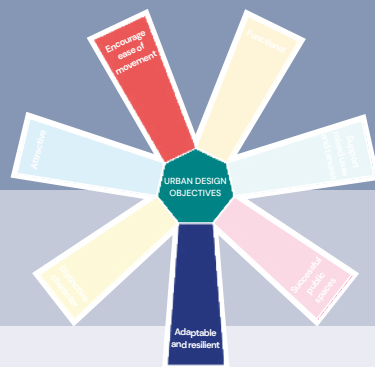
Residential
11.84 hectares / 29.25 acres

Accessible public open space
8.53 hectares / 21.07 acres

Attenuation
1.00 hectares / 2.47 acres

Primary access infrastructure
2.03 hectares / 5.02 acres





MOVEMENT

Accessible and easy to move around



NPPF
CHAPTERS
8,9,12

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

Para. 75, NDG 2021)

6.14 The Illustrative Masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed access points;
- Proposed pedestrian and cycle movement network;
- Street hierarchy;
- Street typologies; and
- Parking strategy.

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

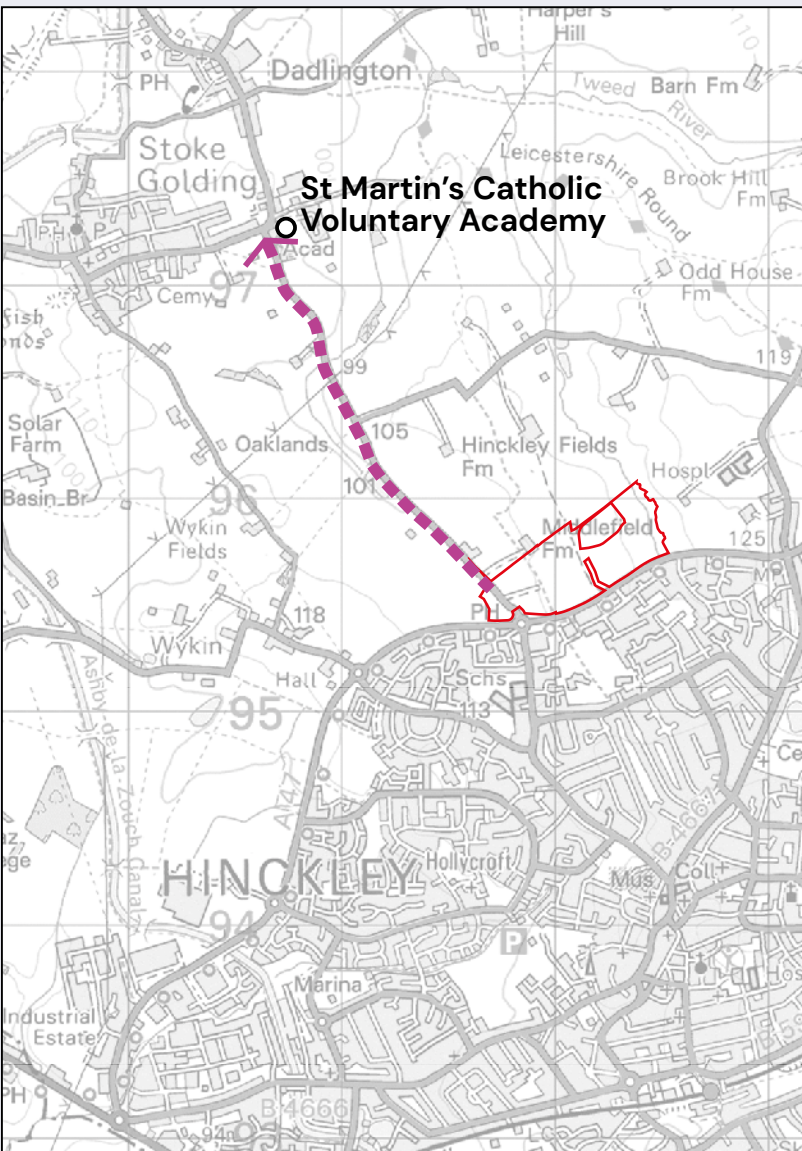
- 6.15 The location of the development, adjacent to the existing and established community of Hinckley is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.
- 6.16 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

PEDESTRIAN AND CYCLE ACCESS STRATEGY

- 6.17 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure for the site. Pedestrians are led into the site from links created between areas of existing development and proposed residential development, including the new primary movement corridor which provides a shared use pedestrian/ cycle link through the site from west to east.
- 6.18 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.
- 6.19 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Access and Movement Strategy Plan:
 - Provision of an off-road shared use formal foot/cycleway (minimum 3m width) running adjacent to the Principal Street and connecting Stoke Road in the west to potential new development in the east;
 - Provision of circulatory pedestrian routes (minimum 2m width) through the site, offering pedestrians easy access to development and a choice of routes away from the primary street;
 - Provision of key new pedestrian links across the site, linking Stoke Road, PROW T60 and Normandy Way;

- Where possible pedestrian links will be suitable for use by disabled people;
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users;
- 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; and
- A proposed footway provided along Stoke Road between the site and the St Martin’s Catholic Voluntary Academy on the edge of Stoke Golding to the north.

PROPOSED STOKE ROAD FOOTWAY LINK | Not to Scale



PEDESTRIAN AND CYCLE MOVEMENT | 1:2500

LEGEND

Site boundary

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

Recreational footpath

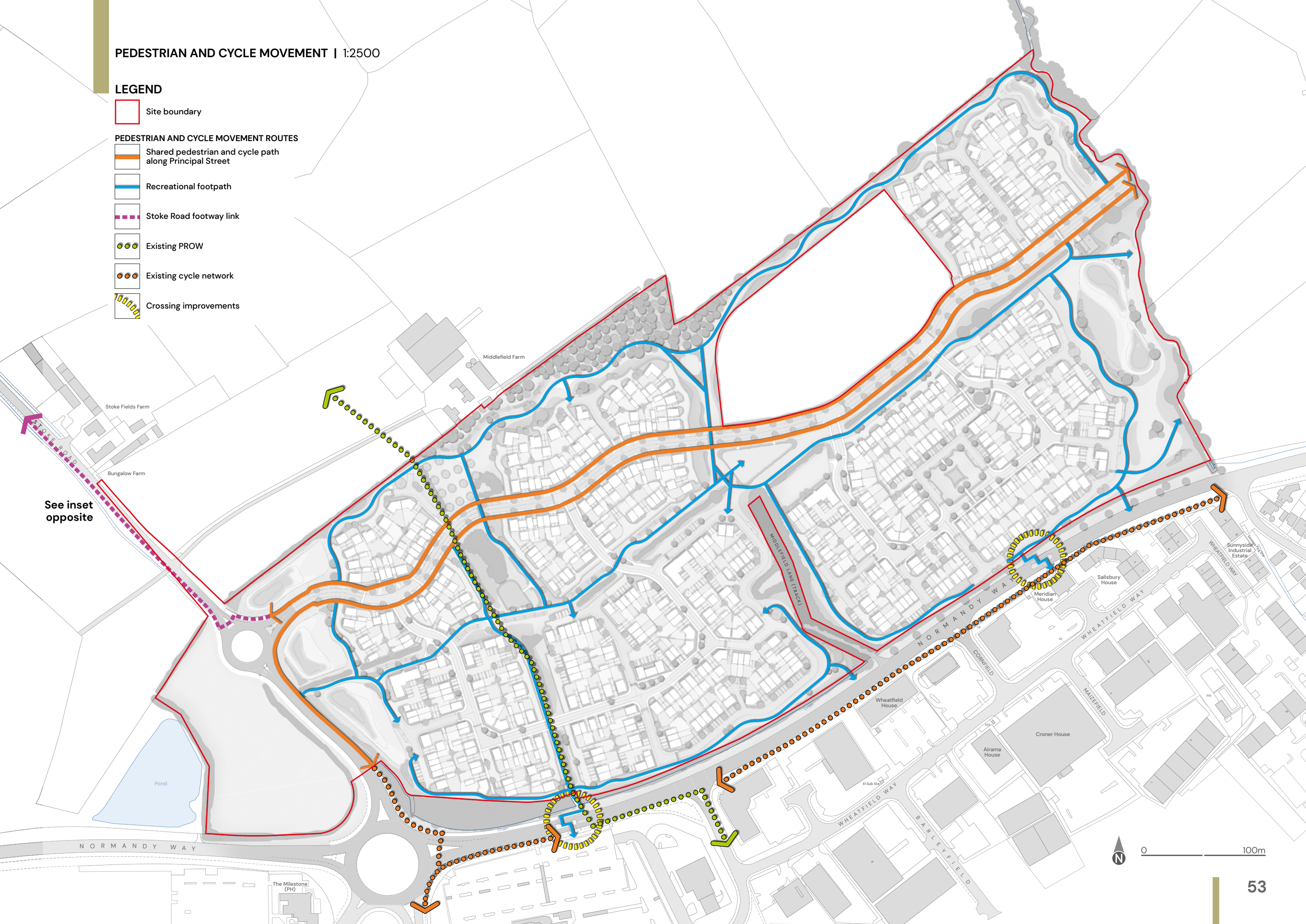
Stoke Road footway link

Existing PROW

Existing cycle network

Crossing improvements

See inset opposite



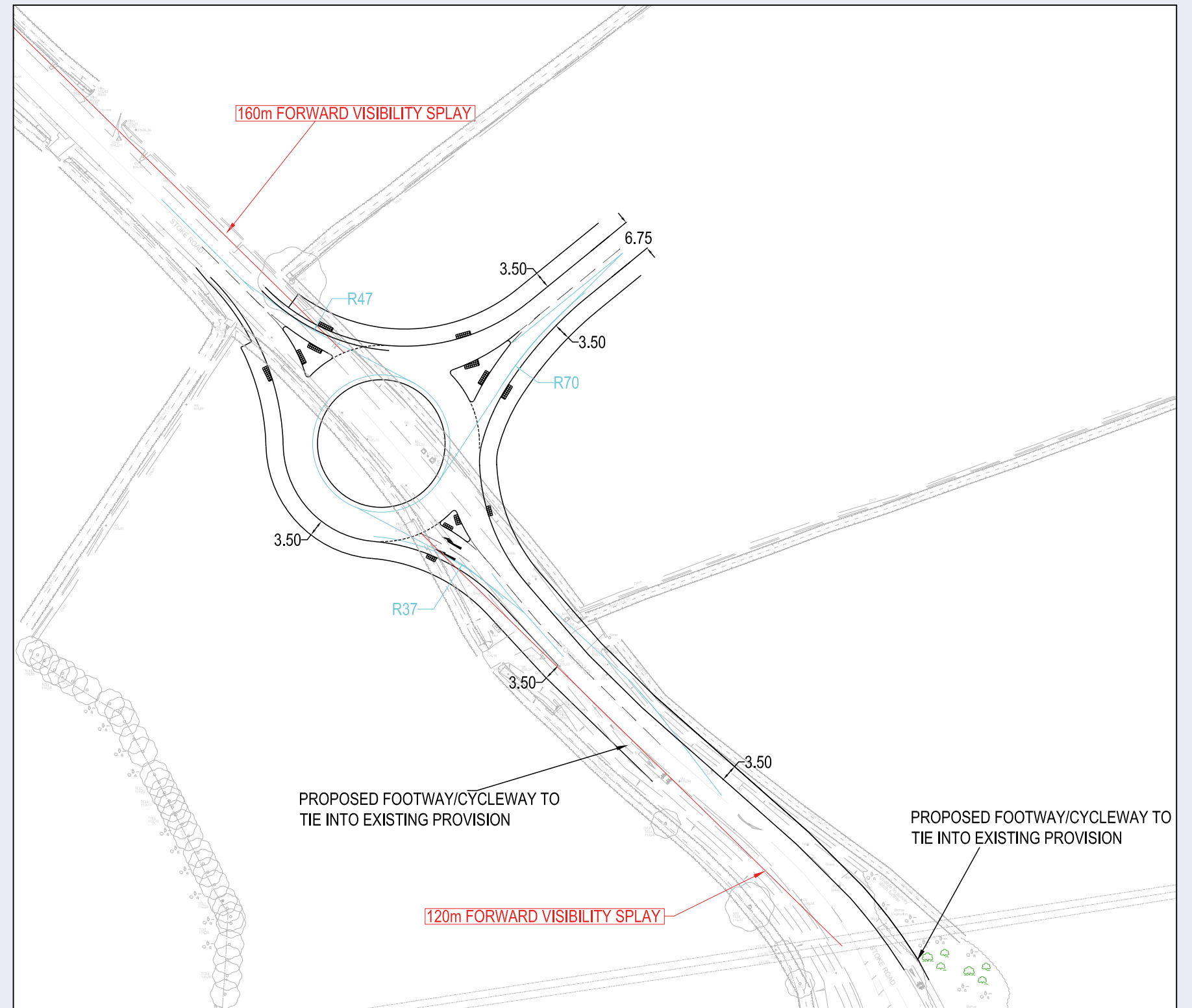
PROPOSED VEHICULAR ACCESS POINTS

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

OFF-SITE HIGHWAY MITIGATION

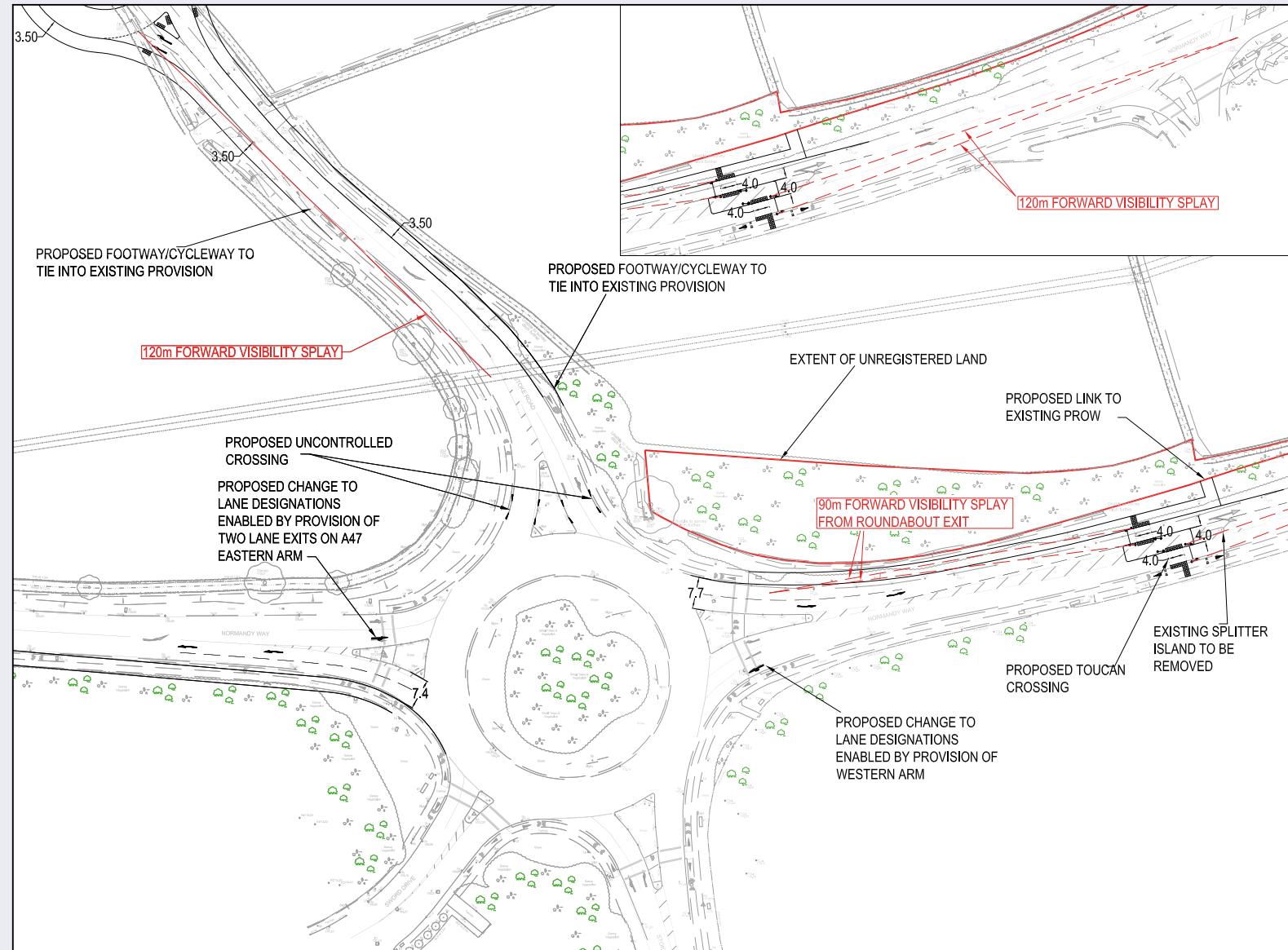
- 6.22 As part of the site access proposals, the existing footway/cycleway on both sides of Stoke Road will be extended up to the site access and along the central spine road that routes through the site. Crossing facilities in the form of dropped kerb crossings with tactile paving will be provided at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

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



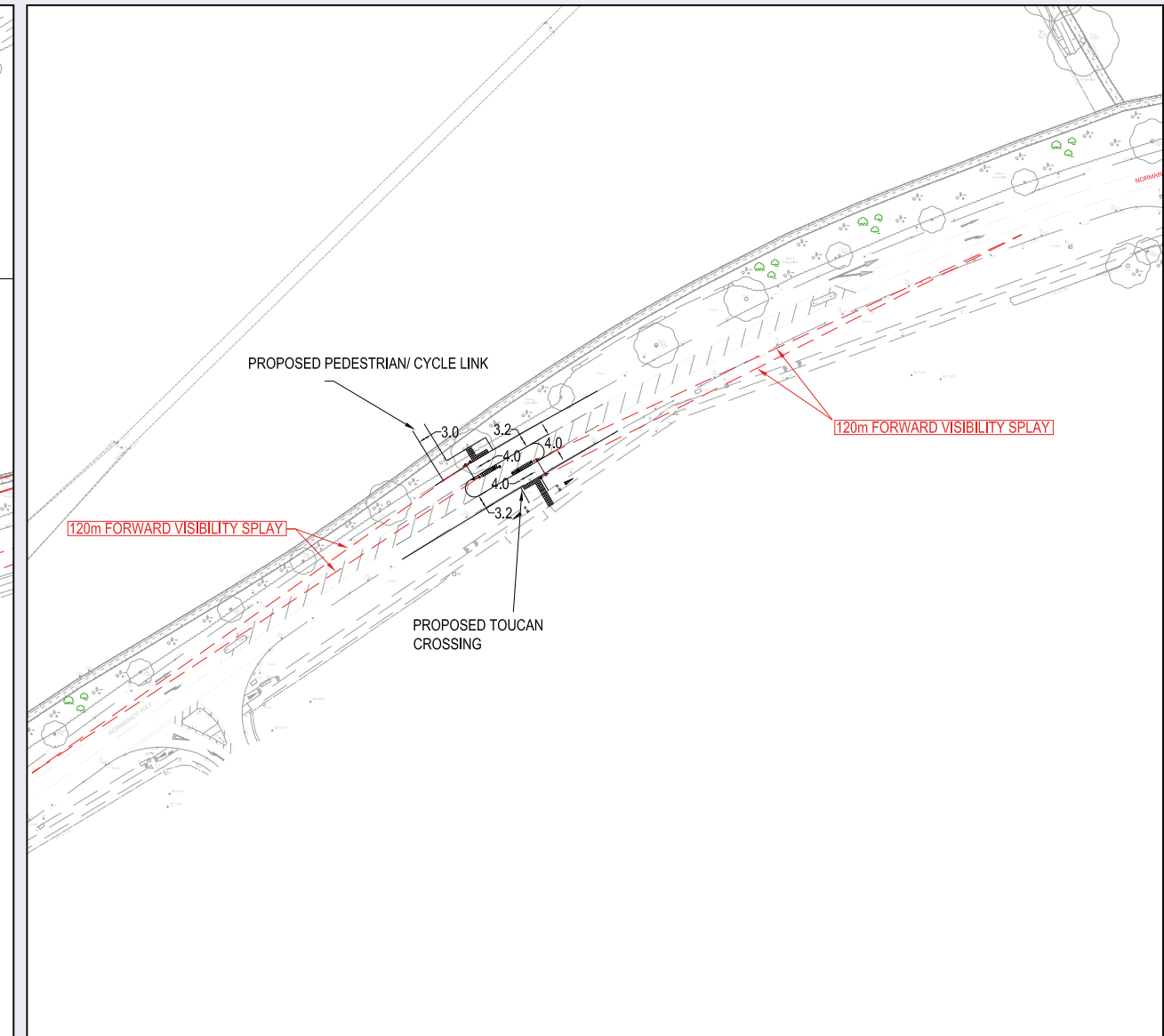
Plan prepared by HUB Transport Planning (drawing number T19595.001 rev C)

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



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

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



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

STREET HIERARCHY

- 6.25 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.
- 6.26 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by “Manual for Streets 1 & 2” & “The Good Design Guide SPD”, which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high- quality places for all users, ages and abilities.
- 6.27 Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined street has been given a priority in the latest edition of the NPPF, stating that:
- “Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”.*
- (Para 131, NPPF 2023)

- 6.28 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.
- 6.29 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.
- 6.30 Within the site the Principal Street will provide the main vehicular access route into the development from Stoke Road in the west and safeguard potential future development in the east. This will also provide provision for buses.
- 6.31 Secondary Streets are accessed directly from the Principal Street, forming two loops through the main residential blocks, increasing the permeability of the development and enabling easy access to dwellings from the primary access point.
- 6.32 Tertiary streets branch from these two higher category streets to serve smaller areas of residential development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.
- 6.33 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.
- 6.34 The following street typologies are proposed for inclusion within the proposals:
- Principal Street (Primary);
 - Secondary Streets (Secondary);
 - Shared Surface Streets (Tertiary);
 - Shared Surface Courtyards (Tertiary); and
 - Private Lanes (Informal).

BIN STORAGE

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

FLUES AND METER BOXES

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



Bin storage examples



Fuse & meter box examples

STREET HIERARCHY | 1:2500

LEGEND

Site boundary

ROAD HIERARCHY

Proposed new access
roundabout from Stoke Road

Principal Street

Secondary Street

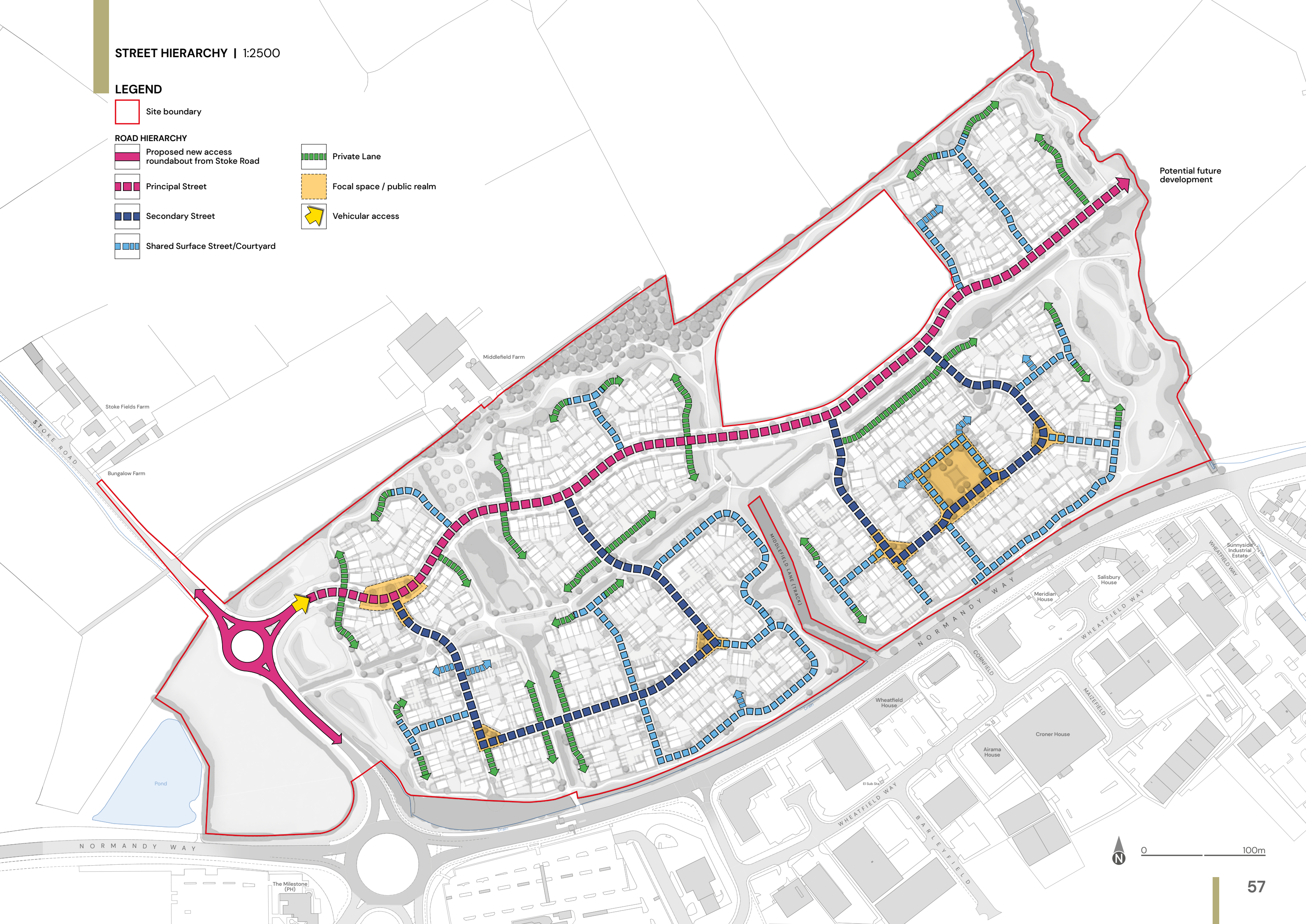
Shared Surface Street/Courtyard

Private Lane

Focal space / public realm

Vehicular access

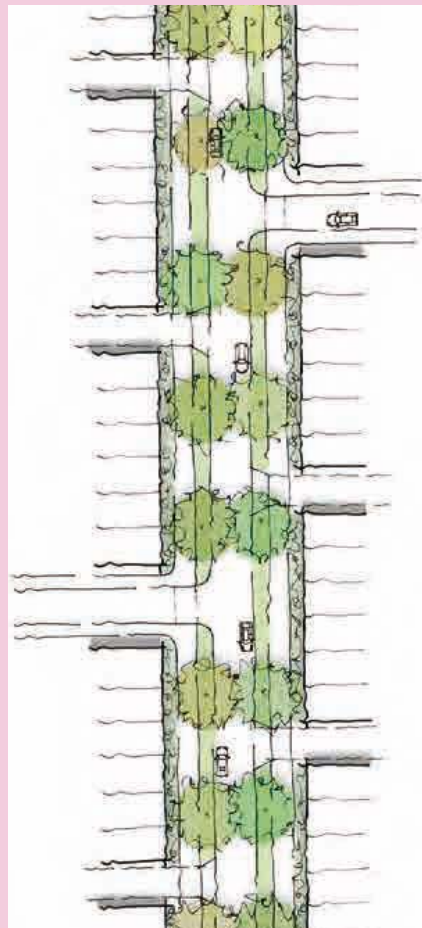
Potential future
development



PRINCIPAL STREET

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

Indicative Street Section

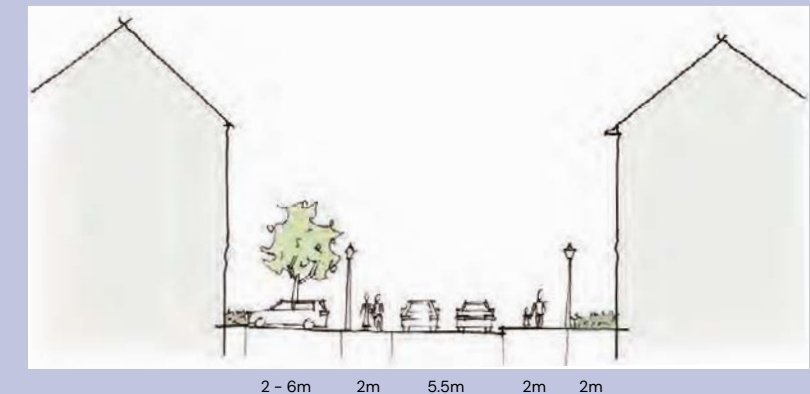
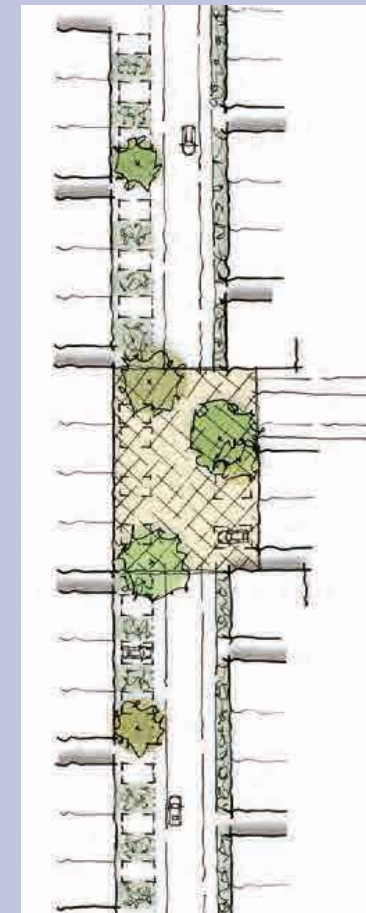


Images taken from Hinckley and Bosworth Borough Council Good Design Guide 2019

SECONDARY STREETS

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

Indicative Street Section

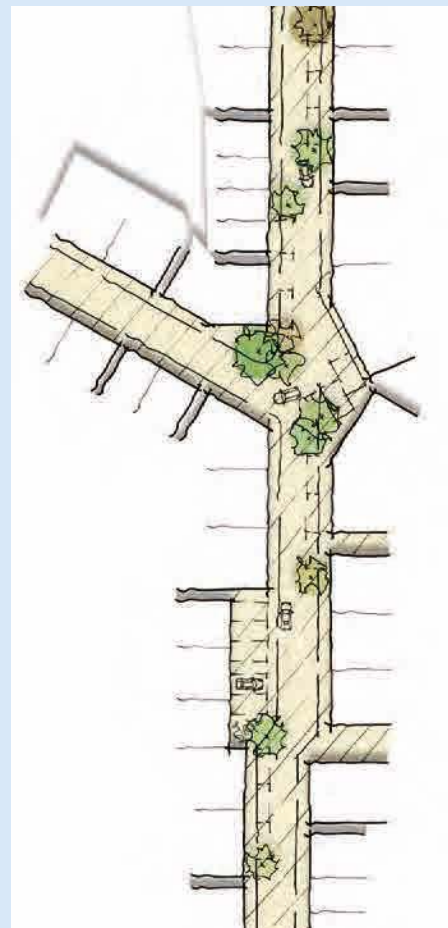


Images taken from Hinckley and Bosworth Borough Council Good Design Guide 2019

SHARED SURFACE STREETS AND COURTYARDS

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

Indicative Street Section



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

PRIVATE LANES

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

Indicative Street Section

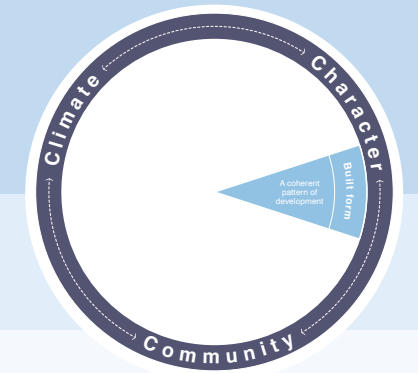


Images taken from Hinckley and Bosworth Borough Council Good Design Guide 2019



BUILT FORM

A coherent pattern of development



NPPF
CHAPTERS
8,9,11,12

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

(Para. 61, NDG 2021)

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

Placemaking

- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible;
- The relationship between existing and proposed development is a key element of the masterplan adjoining the site boundary;
- A series of focal spaces will be accommodated within the proposals aiding legibility;
- Green infrastructure is a key organising element of the masterplan, aiming to ensure a site-specific identity is created. Development has been shaped by the existing framework with blocks contained within tree and hedgerows boundaries;
- Gateway into the site via an area of open space to enhance the sense of arrival into the development;
- Continuous frontages such as those following the Primary Street and at the arrival gateway, will be particularly prominent and critical to the appearance of the development. A particular focus has been the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the proposed development;
- The use of landmark buildings at key junctions, marker buildings at secondary corners and focal buildings to terminate street vistas will enhance the legibility of this development and aid wayfinding. These will incorporate variations in materials, colour, frontage treatment and architectural styles;
- The defining of streets through a clear hierarchy is further reflected by the shared surface streets and private lanes lanes that have a generally informal building line and varying set-backs. This provides opportunities for landscape planting to soften the street scene and together with variations of surface materials, help to slow traffic and provide a safer experience for pedestrian users. The layout of buildings and the spaces around them therefore dominate the street, rather than the highway;
- Existing tree and hedgerow planting have been retained wherever possible within the proposals;
- The provision of wider key green infrastructure links will help to improve existing habitats on-site, as well as catering for biodiversity enhancements;
- Development is set back from Middlefield Farm along the northern boundary and a 2m high planted bund provides visual screening;
- Pedestrian routes converge at the centre and highest point within the site providing a meeting point and opportunities to create visual corridors towards the surrounding context through well designed development blocks;
- A centrally located Neighbourhood Equipped Area for Play (NEAP) and informal kickabout areas are linked to all other green spaces via green corridors and pedestrian routes, creating a network of new spaces and places that vary in function and character;
- A Local Equipped Area for Play (LEAP) will provide additional recreational use and provide a focal space to aid legibility;
- The development will provide active frontages to proposed areas of public open space, landscape planting and areas for formal play, providing natural surveillance and opportunities for active overlooking;
- Dwellings are set back from Stoke Road overlooking the new landscaped wetland gateway, providing a high-quality and attractive frontage; and
- Larger or by merit of materials and detailing, more distinct recognisable landmark buildings to be located at key locations.

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

LEGEND

Site boundary

PLACEMAKING

Formal tree-lined street incorporating separate cycle path

Gateway

Focal space

Focal green space

Key visual corridor

Key view / vista to local context

Public open space

Focal building
Addressing key corners and gateways

Dual aspect/corner-turning building
Addressing secondary corners and junctures between street types

Focal building
To terminate key views

Continuous frontage



BLOCK STRUCTURE AND TOPOGRAPHY

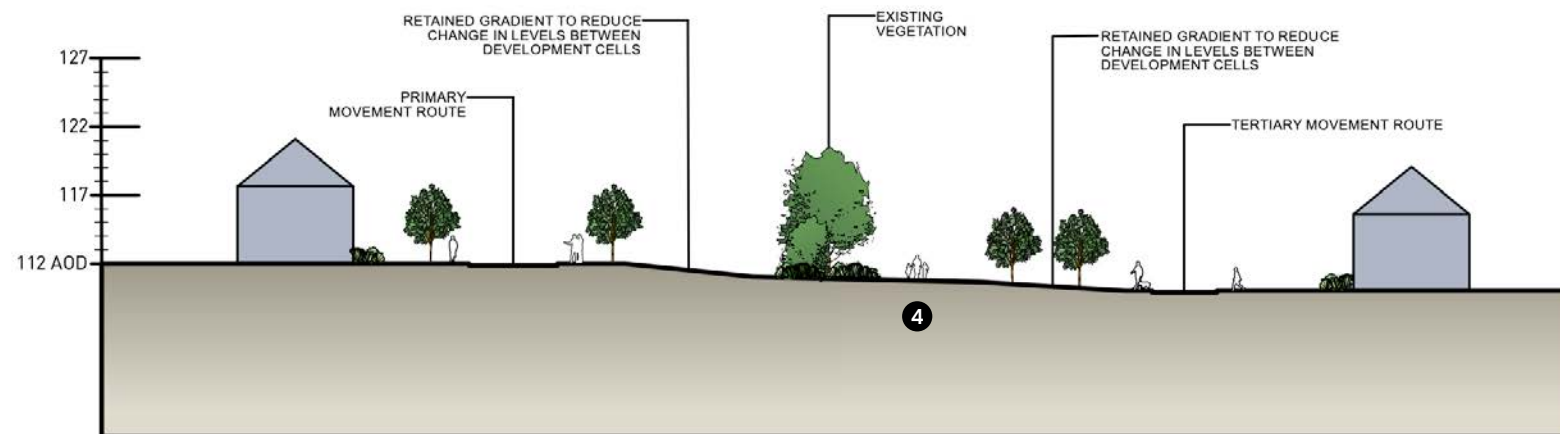
6.40 The site broadly rises from the south-west to a ridgeline running across the site and falls towards the north-east. The proposed development works with the topography by orientating development blocks along the contours. This allows retaining walls to be incorporated within rear garden spaces and minimises visual impact.

Key Principles

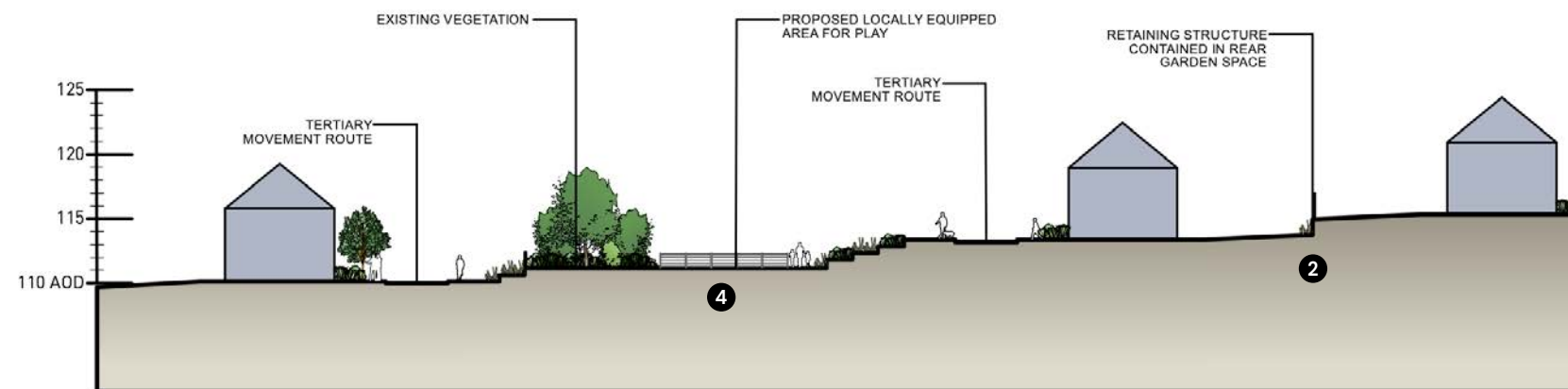
- 1 Development cells orientated to run with existing contours to minimise visual impact of retaining walls;
- 2 Retaining walls located within rear garden spaces with opportunities to create 'living walls'.
- 3 Key focal spaces located on plateaus minimising visual impact on community spaces.



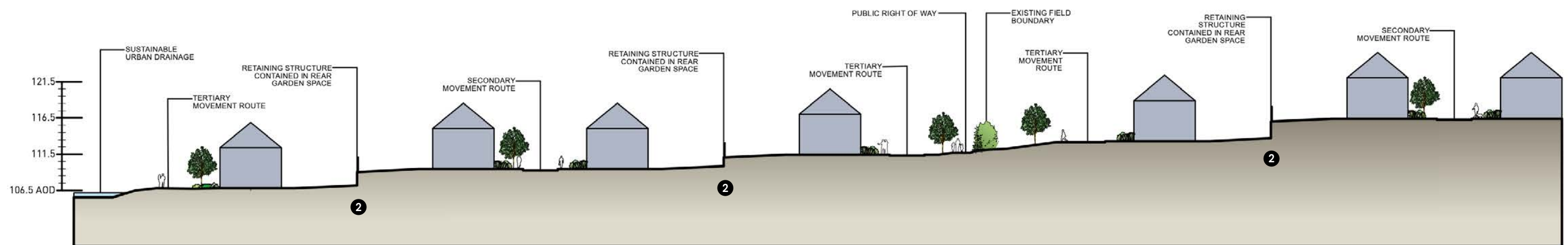
SECTION LOCATIONS | Not to scale



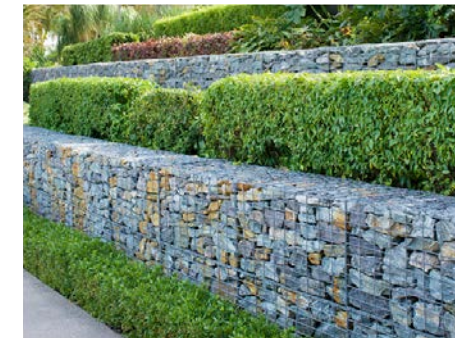
Section A-A



Section B-B



Section C-C



Gabion basket retaining wall

Potential to use within focal spaces to create high quality public realm



Vegetated cribblock retaining wall

Potential to use along rear garden boundaries and planted to reduce visual impact.



Stepped concrete retaining wall

Potential to use within focal spaces and along highways.

Examples of softer, fully integrated retaining wall solutions

DENSITY

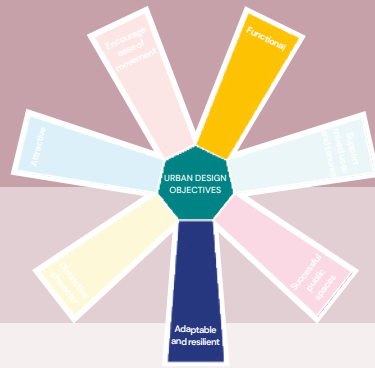
- 6.41 The proposed development envelope has the potential to achieve an average density of 36 dwellings per hectare (dph) (based on residential parcels and road infrastructure) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.
- 6.42 This average density allows for the formation of differing densities across the development; including higher densities within the central core, and lower densities towards the peripheries of the site which overlook open space.

BUILDING HEIGHTS (SCALE)

- 6.43 Building heights are proposed to be a maximum of 2.5-storey, but generally 2-storey reflecting the surrounding built form of Hinckley.
- 6.44 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes.
- 6.45 The occasional use of an increase in storey heights (up to 2.5-storeys) could be used where it would be appropriate to aid legibility and provide articulation within the street scene, or to define the following key elements of the proposals:
- 6.46 Principal Street;
- 6.47 Development overlooking the arrival space at the gateway to the site; and
- 6.48 Terminating key views along the Secondary Street or to define focal spaces.
- 6.49 A cluster of dormer bungalows (1.5-storey) are clustered close to the eastern crossing of Normandy Way to provide easy access to existing facilities to the south.

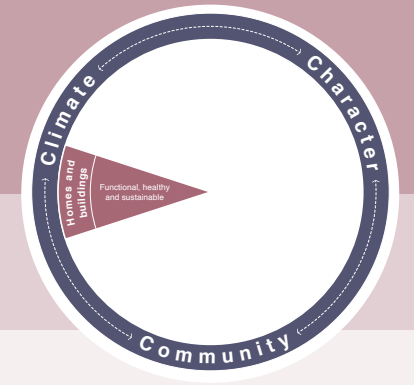
CONTINUITY AND MASSING

- 6.50 Key development frontages, such as those overlooking areas of public open space and following the primary movement route and Normandy Way, 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.



HOMES AND BUILDINGS

Functional, healthy and sustainable



NPPF
CHAPTERS
8,12

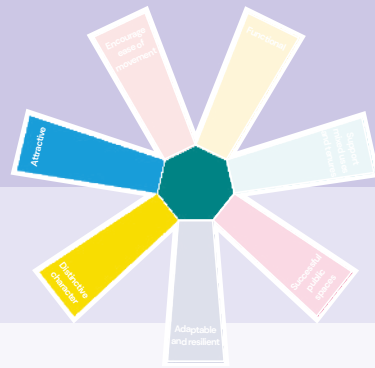
“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2021)

- 6.51 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.
- 6.52 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment. These principles are to be adopted during the detailed design stage of any future Reserved Matters application.
- 6.53 House frontages could 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.
- 6.54 Internal habitable rooms could have high levels of natural daylight and connect well to gardens and terraces.
- 6.55 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.



THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	☑
ADAPTABLE AND RESILIENT	☑



IDENTITY

Attractive and distinctive

NPPF
CHAPTERS
8,12,15,16

“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)

6.56 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.

6.57 The site has been divided into four 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 should be designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:

- CA1: Principal Street
- CA2: Development Core
- CA3: Suburban Greenway
- CA4: Rural Greenway

6.58 A summary of the proposed residential character is set out on the following pages.

PRINCIPAL STREET



DEVELOPMENT CORE



SUBURBAN GREENWAY



RURAL GREENWAY



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

CHARACTER AREAS | 1:2500

LEGEND

Site boundary

CHARACTER AREAS

CA1 Principal Street

CA2 Development Core

CA3 Suburban Greenway

CA4 Rural Greenway



0 100m

CA1

Principal Street

KEY CHARACTERISTICS

- High density circa 40 dph development;
- Predominantly detached and semi-detached;
- Dwelling types to respond to levels (the street running perpendicular to the contours);
- Consistent roofscape with punctuation at key corners and junctions;
- High sense of street enclosure with storey heights up to 2.5 storeys;
- Parking to sides of units with recessed garaging fed directly from the street and via private drives;
- High levels of enclosure with minimal front gardens;
- Formal buildline with minimal breaks in massing; and
- Consistent elevational treatments throughout with focal buildings at key corners and junctions.



CA2

Development Core

KEY CHARACTERISTICS

- Medium / high density development circa 35–40 dph;
- Streets and parcel orientation dictated by levels with streets running along contours where feasible;
- Range of dwelling types including detached/semi-detached/terrace and apartments;
- Punctuation in buildline and articulation in streetscape;
- Focal/dual aspect buildings terminating views;
- Medium level of enclosure to street enclosure with storey heights of 2–2.5 storey;
- Range of parking typologies including side parking, frontal parking, parallel parking and parking squares;
- Variation in roofscape with alteration in storey heights with angulation of roof structure; and
- Consistent elevational treatments throughout with focal buildings at key junctions and public squares.

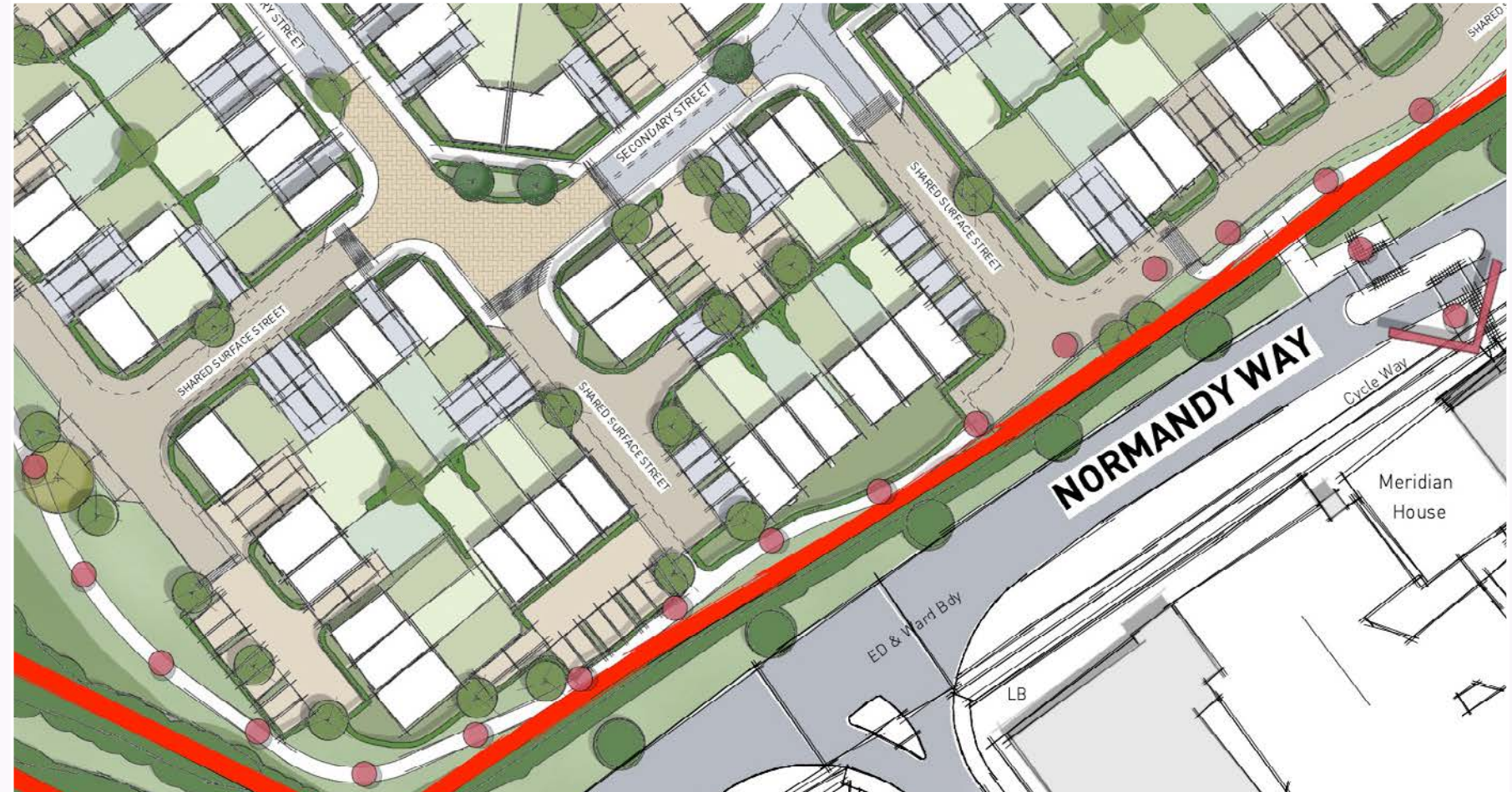


CA3

Suburban Greenway

KEY CHARACTERISTICS

- Medium density development circa 35 dph;
- Formal build line to align with existing settlement edge and Normandy Way;
- Larger range of detached/semi-detached and terraced units;
- Variation in storey heights of between 1.5–2.5 storeys;
- Greenspaces feel more urban in form with sustainable urban drainage and formal walking routes;
- Range of parking typologies including side parking, frontal parking, parallel parking and parking squares; and
- Variation in roofscape with alteration in storey heights with angulation of roof structure.



CA4

Rural Greenway

KEY CHARACTERISTICS

- Lower density development circa 30 dph;
- Larger detached/semi-detached dwellings to work with level changes;
- Streets and parcel orientation dictated by levels with streets running along contours where feasible;
- Greenways feel rural in appearance with informal movement routes and intermittent planting
- Mixture of 2 - 2.5 storey dwellings
- Increased breaks to build line;
- Larger front garden spaces;
- Informal/meandering movement routes;
- Lower levels of enclosure to movement routes; and
- Parking to sides of units with recessed garaging.





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

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.’

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.

6.59 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

THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	☑
SUCCESSFUL PUBLIC SPACES	☑
ADAPTABLE AND RESILIENT	☑
DISTINCTIVE CHARACTER	☑
ATTRACTIVE	☑
ENCOURAGE EASE OF MOVEMENT	☑

LANDSCAPE STRATEGY

6.60 The landscape strategy comprises a network of accessible open spaces forming a green network across the site. This green network not only contributes to the creation of a sustainable scheme that can be designed in line with best practice, but it also contributes to creating a setting that is conducive to encouraging healthy living and providing for all activities as part of family life.

6.61 The Linear Gateway will provide a variety of interconnected green spaces including informal recreational routes, parkland, woodland, wetlands and a rich diverse habitat, natural play areas and allotments. The Central Park will foster convenient movement for pedestrians and cyclists as a priority, as well as providing a NEAP play facility. These parks will be connected to new, and existing, neighbourhoods through an extensive Green Infrastructure network of green ecological corridors and incidental open space with a mixture of recreational opportunities including fitness trails and play provision.

6.62 The Green Infrastructure network will provide landscape amenity, habitat creation and bio-diversity enhancement across its breadth, fostering a living landscape for wildlife.

LANDSCAPE CONCEPT

6.63 Landscape design is a key component for creating a successful development. 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.

6.64 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.

6.65 This concept meets 5 fundamental landscape objectives for the site:

- The green components of the site will combine with the sustainable drainage system (SuDS) to provide a Green Infrastructure network for the site, maximising green linkages and enhancing biodiversity whilst reducing site run-off.
- Retain, enhance and integrate existing landscape features into the development scheme as part of the Green Infrastructure network. The Green Infrastructure will flow through the proposed development connecting neighbourhoods to the wider park areas, the neighbouring community and the wider open countryside beyond Nuneaton;
- To positively integrate the development in to its setting through a landscape that restores and enhance the landscape locally, as well as creating distinctive spaces with promote health and wellbeing, amenity, ecological betterment and wildlife preservation;
- Utilise the site constraints in a positive manner, such as flood zones and easement zones, to create new habitats and amenity spaces; and
- Creating locally distinctive and identifiable green nodes within the heart of the development parcels connecting by a green spine along the primary route.

6.66 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.

6.67 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

LEGEND

- | | | | |
|---|-----------------------------------|---|---|
|  | Application Site |  | Proposed native scrub planting |
|  | Existing trees |  | Proposed species-rich native hedgerow |
|  | Existing hedgerows |  | Proposed attenuation basins/swales |
|  | Existing vegetation to be removed |  | Proposed species-rich grassland |
|  | Existing ponds retained |  | Proposed LAP/LEAP/NEAP/Informal play areas |
|  | Proposed native tree planting |  | Proposed front gardens - amenity turf + ornamental shrubs |
|  | Proposed orchard planting |  | Proposed rear gardens amenity grass/turf |



GREEN INFRASTRUCTURE STRATEGY

- 6.68 A green infrastructure framework will provide connections to the countryside and include space for woodland and wetland habitats, recreation, sports and fruit orchards to support a cohesive community. Existing hedgerows and trees will be retained and incorporated into the development where possible. Many will be retained in their entirety whilst others will be retained except where access breaks are required. There will be many opportunities to replace any hedgerows lost elsewhere within the development site to restore and enhance the landscape character of the area.
- 6.69 The following opportunity are integrated within the proposed masterplan:
- The creation of extensive gassland area, fruit orchard planting, new woodland spinney and groups of native broadleaf trees with native structure understorey and scrub planting for habitat diversity and establish a robust landscape structure for the development;
 - Provision of semi-natural greenspace in the form of parks, field margins, hedgerows, screen planting etc may provide habitat and habitat connectivity for certain species;
 - Habitat connectivity as above can be strategically planned to provide robust habitat corridors, instead of retention of smaller, weaker areas of habitat within development. These corridors should offer connectivity both with the site and between the site and surrounding retained habitat;
 - SUDS in the form of ponds and wetlands may provide new habitat for certain species such as the Great Crested Newt, as well as feeding opportunities for bats;
 - Design of buildings can incorporate habitat features such as bat bricks and tiles, bird boxes, features useful for house-nesting birds such as House Martins and Swifts, and green roofs and green walls; and
 - Watercourses can be buffered to improve water quality.
- 6.70 In addition, a sustainable transport strategy underpins the proposals, featuring pedestrian and cycle routes to provide links between the new neighbourhood and the centre of Hinckley, and wider open countryside accessed along the Stoke Way, and safely crossing the A442 Normandy Way.
- 6.71 The Outline application is supported by a Landscape and Visual Impact Assessment, Phase 1 Ecology survey and BS 5837: 2012 compliant Arboriculture survey. The reporting from which, provides further insight into the existing GI condition and the consideration given to this, which has underpinned the masterplanning of the scheme from the outset, as well as the proposal of landscape mitigation measures and the protection and integration of existing landscape fabric into the masterplan as substantial green corridors radiating from the core of the development scenario.

OPEN SPACE STRATEGY AND TYPOLOGIES

- 6.72 Whilst it is a reserved matter at this stage, landscaping has been considered as an integral part of the design evolution, featuring as a key element of the vision for the site. The specific objectives for the landscape strategy are to, where possible:
- Define a strong new landscaped edge to the site, enclosing the site, and along the A442 Normandy Way;
 - Retain and enhance existing hedgerows with new tree hedgerow and scattered hedgerow planting, as well as new woodland spinney planting to the outer edge of the site to integrate the proposed development into the surrounding countryside to the north and west;
 - Enhance the eastern site boundary and create a diverse habitat to stand development off from the existing brook
 - Maximise opportunities for habitat creation and wildlife preservation;
 - Protect the visual amenity of adjoining properties and integrate development into the existing and proposed townscape to the south; and
 - Provide benefits to both the new and the existing community by providing a range of new parkland habitats and amenity spaces.
- 6.73 It is considered that this approach reflects policy guidance and develops the objectives of the Landscape and Visual Impact Assessment and the Biodiversity Management Strategy submitted as part of the application.
- 6.74 The table (above) illustrates how the Public Open Space provision are allocated to the open space typologies referenced in the Open Space and Recreation Study 2016.

Proposed Development Population: 2.4 persons per household = 1140 persons (@475 dwellings)				
Open Space Type	Space Standard	Requirement	Provision	Shortfall / Over-provision
Equipped Children's Play Space	3.60m ² per household 0.01ha LAP (5m offset) 0.04ha LEAP (20m offset) 0.1ha NEAP (30m offset)	0.171ha	0.18ha	ACHIEVED
Casual / Informal Play Space	16.8m ² per household	0.798ha	1.17ha	ACHIEVED
Outdoor Sports Provision	38.4m ² per household	1.824ha	Provided off-site	PROVIDED OFF-SITE
Accessible Natural Green Space	40.0m ² per household	1.900ha	7.18ha	ACHIEVED
SuDS			1.00ha	-
TOTAL	98.8m ² per household	4.69ha	9.53ha (including SuDS)	ACHIEVED

LEGEND

Site boundary
23.40 hectares / 57.81 acres

OPEN SPACE TYPOLOGIES

Equipped Children's Play Space
0.18 hectares

Casual/Informal Play Space
1.17 hectares

Accessible Natural Green Space
7.18 hectares

Attenuation
100 hectares



Gateway Park

This park will act as a gateway to the scheme, and uniquely has been provided on both sides of Stoke Road to create a setting for the proposed development. The character of the park will be a mixture of informal and formal landscape, with spaces defined by native tree planting, extensive groups of trees and woodland edge planting. Where the attenuation basins are proposed, a more informal wetland mosaic will be created with native tree and shrub planting, as well as aquatic and semi-aquatic planting. The primary vehicle and Linear Parkway will pass through and commence from the Gateway Park, which will have their own character of formal landscape and more natural, semi-natural public open spaces. Closer to the proposed homes, the landscape will be a mixture of wildflower meadow and amenity grass. Land west of Stoke Road will have a wider focus on bio-diversity and habitat creation, and on completion of the school (in future years) may provide an external classroom, or wildlife forest school facility for community benefit to the new neighbourhood and existing communities alike. Key features include the following:

- Ecologically focussed landscape treatment for habitat creation and bio-diversity.
- Diverse wildflower and species rich grassland and planting of fruiting trees for bio-diversity and habitat creation.
- Wet ponds and areas of open water providing valuable additional habitat for a range of species, alongside native planting to support invertebrates and provide seasonal foraging resources for birds and bats.
- Provision of amenity green space within the corridor for opportunities for Natural Play provision, play-on-the-way and trim trails.

LANDSCAPE PRECEDENTS



Linear Parkway

The Linear Park will create a generous green corridor through the proposed development and be treated as a rural “ride” with paths framed by extensive native hedgerows, tree planting and wildflower swathes to encourage wildlife, with ‘play on the way’ events and fitness trail elements in association with seating areas. There is scope for small compact community orchards too. The landscaping of the Linear Parkway is natural and semi-natural in its focus which offer both biodiversity and community benefits. The Linear Parkway will interlink with the wider green corridors through the development, and the wider circular walking route through the Green Walkways. The key principles of the Linear Parkway are as follows:

- An expansive area of green space providing greater landscape, ecological and recreational benefit and providing strategic pedestrian and cycle routes.
- Enhance and improve the existing tree cover with extensive groups and woodland blocks/spinney to reflect the scale and form of the existing woodland and field pattern found locally.
- To provide ecologically diverse wildflower and species rich grassland, extensive native broadleaf trees in groups and the planting of orchard fruiting trees for bio-diversity and habitat creation.
- New hedgerow planting for linkages, and pedestrian connections to the wider Green Corridors through the development.
- Provision of amenity green space within the corridor for opportunities for Natural Play provision, play-on-the-way and trim trails.

LANDSCAPE PRECEDENTS



Central Park

Situated at the core of the development and linked to all areas of it by the Linear Gateway and radiating green corridors, which link with the wider circular walking route through the Green Walkways. The Park facility has been designed with a greater degree of formality than the wider green infrastructure and green spaces. Key features include the following:

- The space has been designed to be of a scale to accommodate a significant play provision, which could either be a Neighbourhood Equipped Area of Play (NEAP), as well as space for an informal 'kick-about area'.
- This area is centrally located so the neighbourhood of the new development can all benefit from this provision, as well as enhance play provision locally for existing communities.
- The Park provides a central destination with strong linkages to the proposed path network across the green infrastructure network of the site.
- Specimen native trees could be used to enhance the status of the space.

LANDSCAPE PRECEDENTS



Eastern Park

The eastern area of green space is adjacent to the existing brook and open countryside beyond. This natural and semi-natural area will include a cascading arrangement of surface water attenuation basins and an interception channel which will convey a flow route from the south eastern edge, forging a link between the Green Walkways, which run along the northern and southern periphery of the development. The key principles of the Linear park are as follows:

- Ecologically focussed landscape treatment for habitat creation and bio-diversity.
- Diverse wildflower and species rich grassland and planting of fruiting trees for bio-diversity and habitat creation.
- Native planting to support invertebrates and provide seasonal foraging resources.
- Opportunities for Natural Play provision, pay-on-the-way and trim trails.

LANDSCAPE PRECEDENTS



Green Walkways

These corridors will run along the northern and southern periphery of the development providing a pedestrian friendly walking route for the existing and new communities. The walkway will include a cascade of attenuation basins with aquatic and semi-aquatic planting, new tree and orchard planting, as well as native woodland edge and habitat creation. It also maintains the existing east-west ecological movement route, whilst also accommodating part of the proposed new circular path network. The character of the corridor will be a mixture of informal and formal landscape. Where the attenuation basins are proposed, a more informal wetland mosaic will be created with native tree and shrub planting. Closer to the proposed homes, the landscape will be a mixture of wildflower meadow and amenity grassland. Key features include the following:

- Circular walking route (with cycle access) for a pedestrian friendly, non-car environment.
- Opportunities for Natural Play provision, pay-on-the-way and trim trails.
- Ecologically focussed landscape treatment for habitat creation and bio-diversity.
- Diverse wildflower and species rich grassland and planting of fruiting trees for bio-diversity and habitat creation.
- Wet ponds and areas of open water providing valuable additional habitat for a range of species, alongside native planting to support invertebrates and provide seasonal foraging resources for birds and bats.
- Enhanced tree planting along the southern edge to mitigate the road (Normandy Way) and along the northern edge with woodland tree, orchard and group of tree planting for habitat creation, strengthening the landscape fabric and offsetting views.

LANDSCAPE PRECEDENTS



Green Corridors

These linear features occur along retained or reinstated hedgerows, breaking up the development area into smaller zones and providing relief to the built environment. They act as wildlife corridors whilst also providing a network of paths that connect between the larger areas of open space outlined above. Some are also inclusive of swales. The key features include the following:

- Linear habitat features which vary in width and are overlooked by adjacent houses on both sides

- Existing landscape fabric and ecological features are retained (where appropriate) and enhanced through landscape design.
- Enhanced tree planting (native broadleaf species of local importance)
- Ecologically diverse wildflower and species rich grassland and orchard planting of fruiting trees for bio[1]diversity and habitat creation; and
- Lighting is to be avoided as appropriate (relying on the wider illumination of the site indirectly).

LANDSCAPE PRECEDENTS





PLAY STRATEGY

6.75 The overarching theme is one of seeking to re-engage people, particularly children, with their outdoor environment – getting them more active and more interested in the landscape around them and the wildlife which inhabits it. To this end, the ‘anchor feature’ of the play strategy is a pedestrian friendly trail which circumnavigates the entire development area. This circular route connects to all the other key play and recreation features along its length. These includes a variety of small play areas (‘Local Area of Play’), Trim Trails and a Neighbourhood Equipped Area of Play (‘NEAP’) at the Central Park area. The required stand-off buffer zones from the play facilities have been employed as part of the iterative development of the Illustrative Masterplan and Landscape Masterplan. For the Neighbourhood Equipped Area of Play (NEAP) play zone, a buffer zones of 30 metres in depth from the edge of the activity zone to the nearest residential property has been designed into the site layout. For the Local Area Play (LAP) a buffer zone of 10 metres, or greater, has been integrated into the proposed development.

6.76 The Trim Trails provide exercise opportunities aimed at older children, youths and adults, these will test stamina, strength balance and agility etc. utilising natural features and timber equipment set into semi natural landscaping.

6.77 All play features are created with robust modern metal and timber equipment for a friendlier and more tactile approach, and informally landscaped areas for younger children to engage in this semi-natural environment with strong surveillance from nearby housing. It is considered that this approach to Play provides a more modern alternative to the traditional approach of play facilities in specific demarcated spaces. That said, many of the facilities are defined and enclosed though, where possible, this will be through a combination of knee rails, planting and level changes, rather than a traditional fenced approach. Play provision spread throughout the scheme will draw residents into the activities and, through the walking pathways and cycle friendly routes, encourage them to explore and interact with the site wide provision. The facilities are deliberately designed to cater for all ages and to encourage inter-generational play and engagement and accessibility has been considered throughout to ensure as many facilities as possible are available to all.

CREATING A SAFE PLACE TO LIVE

6.78 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. 130 (f), NPPF 2023)

6.79 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.

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

6.81 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.

6.82 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 connected loops within the site, with lower category roads forming off the Principal 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 courtyards or private drives are proposed they serve a maximum of 6 dwellings and 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.



NATURE

Enhanced and optimised



NPPF
CHAPTERS
8,12,14,15

“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)

6.83 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.

RETENTION AND MANAGEMENT OF EXISTING VEGETATION

6.84 Within any proposed development, successful retention and enhancement of existing arboreal features requires a strategy to be developed from the outset. Such strategies will of course vary with each site. The Illustrative Masterplan provides a strategy. While this only provides a basic outline of proposals, it is possible to recognise significant mitigating opportunities.

NEW STRUCTURE OF PLANTING

- 6.85 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 overall character within the scheme and provide continual reference to the surrounding landscape.
- 6.86 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.
- 6.87 Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees, whilst tree planting along the main vehicular circulation route through the site, will be focused on informal clusters and coppices. This will draw attention away from the roads and avoid the creation of a formal avenue along this route, further reinforcing 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.

- 6.88 The importance of incorporating street trees, as well as tree planting within other components of the green infrastructure, is reiterated in para 131 of the NPPF 2021:
- “Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”.***
(Para 131, NPPF 2023)

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Street Trees

PRINCIPAL STREET

Nodal Tree Planting:

2 species, high growing trees with full rounded canopy.

Species – Quercus robur (Oak) and Fagus sylvatica (Beech) where space permits.

Central Avenue Tree Planting

3 species, medium growing trees.

Species – Acer campestre streetwise (Maple), Acer rubrum October Glory (Maple) , Acer x freemanii Autumn Blaze (Maple)

Hedgerow: Single species, native. Species – Fagus sylvatica (Beech)

Verge either side of Carriageway

Grassland: Low maintenance grass sward. Native bulb planting

Private Frontages

Specimen Shrubs: Up to 60% of dwellings. Amelanchier lamarkii (Juneberries), Amelanchier x grandiflora (Serviceberry)

Hedgerow: Single species, native. Species – Fagus sylvatica (Beech) Shrub Planting: Native and ornamental (60%:40%)

SECONDARY STREETS

Nodal Tree Planting

5 species. Medium to high growing with oval canopy.

Species – Acer Campestre (Field Maple), Malus Sylvestris (Crab Apple), Prunus Padus (Cheery) plus where space permits Quercus Robur (Oak) where space permits. Fagus Sylvatica (Beech)

Incidental Areas and Verges to side of Street

Medium growing trees with oval canopy. Species Liquidambar Styraciflua (Hazel Pine), plus where space permits Carpinus Betulus Fastigiata (Hornbeam).

Hedgerow: Native mix x 3 species.

Species – Fagus Sylvatica (Beech), Corylus Avellana (Hazel), Hawthorn (Crataegus Monogyna)

Private Frontages

Hedgerow: Native mix x 3 species. Species – Fagus Sylvatica (Beech), Corylus Avellana (Hazel), Hawthorn (Crataegus Monogyna).

Shrubs: Native and ornamental (60%:40%)

SHARED SURFACE STREETS AND COURTYARDS

Nodal Tree Planting

5 species. Medium to high growing with oval canopy.

Species – Acer Campestre (Field Maple), Malus Sylvestris (Crab Apple), Prunus Padus (Cheery) plus where space permits Quercus Robur (Oak) where space permits. Fagus Sylvatica (Beech)

Private Frontages

Specimen Shrubs: Amelanchier lamarkii (Juneberries) Amelanchier x grandiflora (Serviceberry)

Hedgerow: Native mix x 3 species. Species – Fagus Sylvatica (Beech), Corylus Avellana (Hazel), Hawthorn (Crataegus Monogyna)

Shrubs: Native and ornamental (60%:40%)

PRIVATE LANES

Tree Planting

3 species. Small, light oval shaped canopy.

Species – Sorbus intermedia (Rowan), Acer campestre (Field Maple)

Incidental Areas and Verges to side of route

Specimen Shrubs: Amelanchier lamarkii (Juneberries) Amelanchier x grandiflora (Serviceberry).

Private Frontages

Hedgerows: Native mix x 5 species. Species – Fagus sylvatica (Beech), Corylus avellana (Hazel), Hawthorn (Crataegus Monogyna), Acer campestre (Field Maple), Prunus spinosa (Blackthorn).

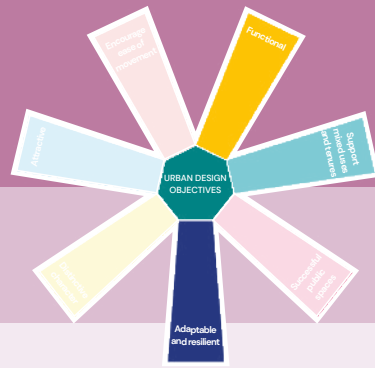
Shrubs: Private areas defined with shrub planting. Native and ornamental (70%:30%)

DRAINAGE STRATEGY

- 6.89 As part of the development proposals, a roundabout is proposed off Stoke Road to access the site. To minimise the amount of culverting works that are to be required, it is proposed that the river corridor of the existing ditches that flow parallel to Stoke Road are diverted around the roundabout. A small section of culverting will be required within the site where the access road off the roundabout has entered the site. The proposed channel and culvert are to be designed to have sufficient capacity to contain the 1 in 100-year +22%CC flows. As such, it is proposed that dwellings will have finished floor levels set no lower than 600mm above the top of bank of the UOW and ditches. It is also recommended that finished floor levels are generally raised a minimum of 150mm above surrounding ground levels to help mitigate the residual risk of flooding and ground levels should be profiled to encourage pluvial runoff and overland flows away from built development and towards the nearest drainage point.
- 6.90 The proposed development has been reviewed against other potential sources of flood risk including, canals, surface water, sewers, groundwater and reservoirs and large waterbodies. None of these flood sources have been found to represent a potential barrier to development.
- 6.91 To mitigate the development's impact on the current runoff regime, it is proposed to incorporate surface water attenuation and storage as part of the development proposals. It is proposed to drain foul water from the development separately to surface water and designed to accommodate areas of standing water. Further information regarding the management of surface water runoff and foul water is outlined in the Sustainable Drainage Statement that accompanies this application.
- 6.92 In compliance with the requirements of National Planning Policy Framework, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. Moreover, the development will not increase flood risk to the wider catchment area subject to suitable management of surface water runoff discharging from the site.







RESOURCES

Efficient and resilient



NPPF
CHAPTERS
12,14

“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)

6.93 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

6.94 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.

6.95 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

6.96 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;
- An element of construction waste reduction or recycling; and
- Electric vehicle charging points.

BUILDING REGULATIONS

6.97 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

6.98 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

- 6.99 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.
- 6.100 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.
- 6.101 The final location and numbers of dwellings benefiting from solar gain will be set out at the detailed design stage.

THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	☒
SUPPORT MIXED USES AND TENURES	☒
ADAPTABLE AND RESILIENT	☒

SUSTAINABLE DRAINAGE SYSTEMS

6.102 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.

SUSTAINABLE COMMUNITIES

6.103 The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. The proposals make effective use of the site, with residential development located adjacent to the existing settlement edge of Hinckley, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

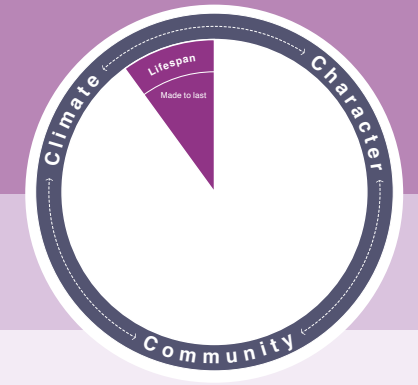
6.104 Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, communal orchards and play facilities, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.





LIFESPAN

Made to last



NPPF
CHAPTERS
8,12,14,15,16

“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

6.105 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

6.106 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);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

“New build residential developments should include the following proportions of accessible dwellings as defined in Part M Volume 1 of the Building Regulations:

- *All dwellings to meet at least M4(2) standard*
- *5% of all new dwellings to at least M4(3) standard*

Unless evidence of local need dictates otherwise, the mix of sizes, type and tenure of M4(3) dwellings should reflect the mix of dwellings of the development as a whole.”

(HO05 Accessible Housing, Hinckley and Bosworth Local Plan 2020–2039)

ADAPTING TO CHANGING CIRCUMSTANCES

6.107 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.

THE GOOD DESIGN GUIDE : DESIGN OBJECTIVES	SCORE
FUNCTIONAL	☑
SUCCESSFUL PUBLIC SPACES	☑
ADAPTABLE AND RESILIENT	☑

LEGEND

- | | | | |
|---|---|---|--|
|  | SITE LOCATION
23.40 HECTARES / 57.81 ACRES |  | PRIVATE LANES |
|  | PROPOSED RESIDENTIAL DEVELOPMENT |  | RETAINED PUBLIC OF RIGHT OF WAY |
|  | PUBLIC OPEN SPACE (INCLUDING SuDS) |  | KEY PEDESTRIAN MOVEMENT WITHIN SITE |
|  | RETAINED EXISTING LANDSCAPE |  | SUSTAINABLE URBAN DRAINAGE |
|  | ADDITIONAL/ REINSTATED VEGETATION |  | NEIGHBOURHOOD EQUIPPED AREA OF PLAY |
|  | PRIMARY STREET / AVENUE |  | LOCALLY EQUIPPED AREA OF PLAY |
|  | KEY FOCAL JUNCTION |  | LOCAL AREA OF PLAY/ NATURAL PLAY SPACE |
|  | SECONDARY STREET |  | KEY VISUAL CORRIDORS |
|  | SIDE STREET / SHARED SURFACE | | |



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 that has also included: a comprehensive and thorough assessment of the site and its immediate context; and 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 Normandy Way 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 land north of Normandy Way provides a unique opportunity to create a new neighbourhood, building on the legacy and distinctive character of the site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network.
- 7.4 The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.
- 7.5 Land to the north of Normandy Way will be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. 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.

- 7.6 The development proposals will offer the following main benefits:

- The delivery of up to 475 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
- Space for the future provision of a new one form entry primary school with safeguarded land for potential expansion;
- 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 roundabout from Stoke Road to the west 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, internal hedgerows and tree belts;
- Promoting the objectives of sustainable development through layout and design;
- Surpasses POS requirements; and
- Adheres with Good Design Guide principles.



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