

5. DESIGN PROPOSALS

The northern parcel will hereby be referred to as 'Parcel A' and the southern most parcel as 'Parcel B'.

This statement focuses on explaining the design process that has been followed during the formulation of these proposals for a place with a sense of identity and which brings wider benefits to the local area. This report summarises the key technical considerations and design parameters that have shaped the proposals, but for specific details please refer to the relevant technical reports.



PARCEL A: KEY PRINCIPLES

The key elements of the layout structure and distribution of uses across the site are a result of the analysis of the site and its context presented in Sections 2 and 3, of the input received through the consultation that is explained in Section 4 and also by the design concept the evolved across that period. Appropriate limits to development are established that accord with the recommendations of the landscape and visual assessment and feedback received during consultation.



Avoidance of Settlement Coalescence

Development set back from the northern and north-eastern edges of the site, with space reserved for enhancement of existing vegetation along the boundary.

Ashby Road Gateway

A new roundabout along Ashby Road with landscape and development carefully considered to define a recognisable feature upon arrival at this side of Hinckley.

Tree Lined Primary Street

An avenue linking a new roundabout on Ashby Road to the site boundary and the adjacent emerging proposals to the east.

Cycle Movement

A segregated cycle path along one side of the new primary street allows for the continuation of a cycle movement network from adjacent emerging development and to existing adjacent facilities.

Usable Green Infrastructure

Areas of open space are designed to be used, with footpaths proposed as well as children's play areas that cater for different ages of child.

Pedestrian Permeability

Retention of an existing farm access track in as part of a network of direct and connected footpath routes that lead to the boundaries of the site and could allow connectivity with the adjacent emerging proposals.

Retained Trees and Hedgerows

Existing mature features of the site are retained as key structural elements of the layout approach.

ADJACENT APPROVED
RESIDENTIAL DEVELOPMENT

PARCEL B:
KEY PRINCIPLES



Retention of trees and hedges
Existing mature landscape features define development extent and contribute to character.

Connections
A footpath connection is proposed from the development area to the adjacent emerging proposals that would facilitate cross-boundary connectivity.

Good Neighbour
Proposed dwellings located to back-on to the eastern boundary, maintaining space between new homes and existing rear gardens.

Strong new active frontage
Formation of an outward-facing frontage to Normandy Way will improve the quality of the road, complimenting the adjacent emerging proposals and enhancing the feeling of safety for pedestrians and cyclists.

Use and Amount

Gross Site Area (GSA)

The red-lined application site boundary measures 20.75ha. Parcel A in the north is the larger area, measuring 17.87ha and the smaller Parcel B measures 2.88ha.

Residential (12.42ha – 60% of GSA)

Across a development area of 12.42ha, the proposed 482 dwellings are delivered at a density of 38.8 dwellings per hectare. Whilst policy refers to a target of 40dph, the transitional location at the edge of the settlement that this site occupies qualifies the achieved slightly lower density. At this density, the scheme does however ensure that land is being efficiently. The proposed housing mix delivers policy compliant affordable housing and a market mix that consists of a high percentage of smaller dwellings.

Infrastructure (2.16ha – 10% of GSA)

Parcel A delivers the eastern end of a linking street that run connect through the site and the adjacent emerging residential developments.

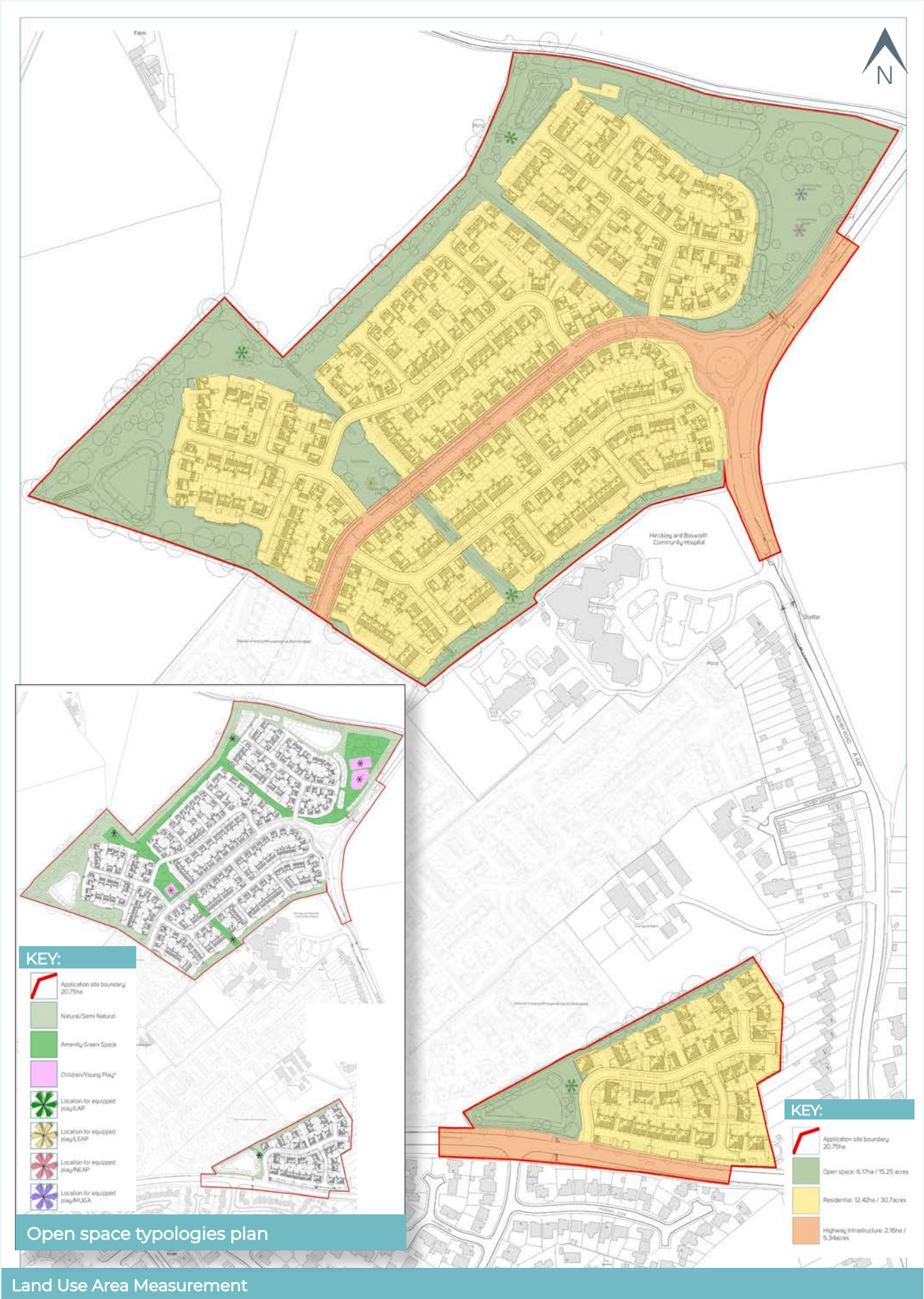
Open Space (6.17ha – 30% of GSA)

A total of 6.17ha of open space is provided by the scheme. The proposals seek to retain existing trees and hedgerows wherever possible. Additionally, the green infrastructure network includes features of a sustainable surface water drainage strategy, enhanced planting to the northern edges of Parcel A, areas of ecological enhancement, formal and informal areas of new publicly accessible open space including children’s play areas use and walking routes.

Open Space Policy Provision and Typologies

The table below and plan opposite illustrate how the Public Open Space provision is allocated with reference to the open space typologies set out in Policy.

Open Space Typology	Policy Requirement	Proposed Provision
Amenity Green Space	1.5501ha	1.5655ha ✓
Natural/Semi Natural	2.3136ha	3.1908ha ✓
Children/Young Play	0.6362ha	0.2597ha ✓
TOTAL	4.500ha	5.016ha ✓





Layout

Layout Structure

The structure of the layout in parcel A ensures the delivery of a primary street that links Ashby Road to the adjacent emerging proposals - and beyond. It also uses the pre-existing field parcels to break up development areas by retaining mature hedgerows and associated trees as mature landscape features of the site. Areas of incidental open space have also been designed as features of the structure of the layout; positioned to address the initial arrival view into the site from Ashby Road, and also as a point of “green relief” along the Primary Street”. The extent of development in the north is deliberately set back from the northern boundary to avoid concerns about the potential for coalescence with Barwell in the north-east, allowing space to the boundaries for strengthening of planting. Built form has been used to define a positive “arrival experience” from the north, with a building line that gradually projects eastward toward the road and ultimately defining a strong frontage around the new roundabout.

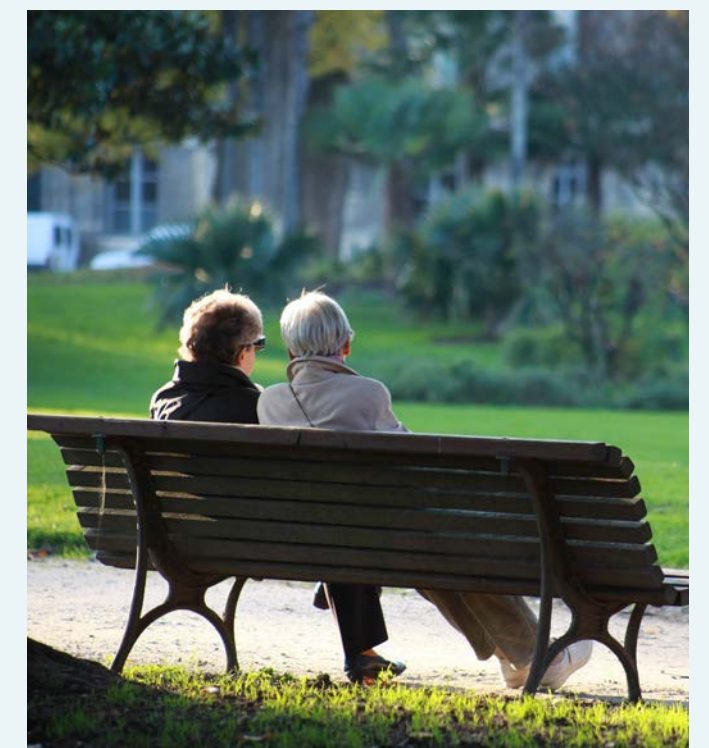
The layout structure in parcel B completes perimeter block formations by locating new homes to back-on to the rear garden boundaries of existing dwellings along the eastern edge. It also establishes room for the retention of existing mature trees along the northern boundary whilst also defining a new active frontage to Normandy Way.

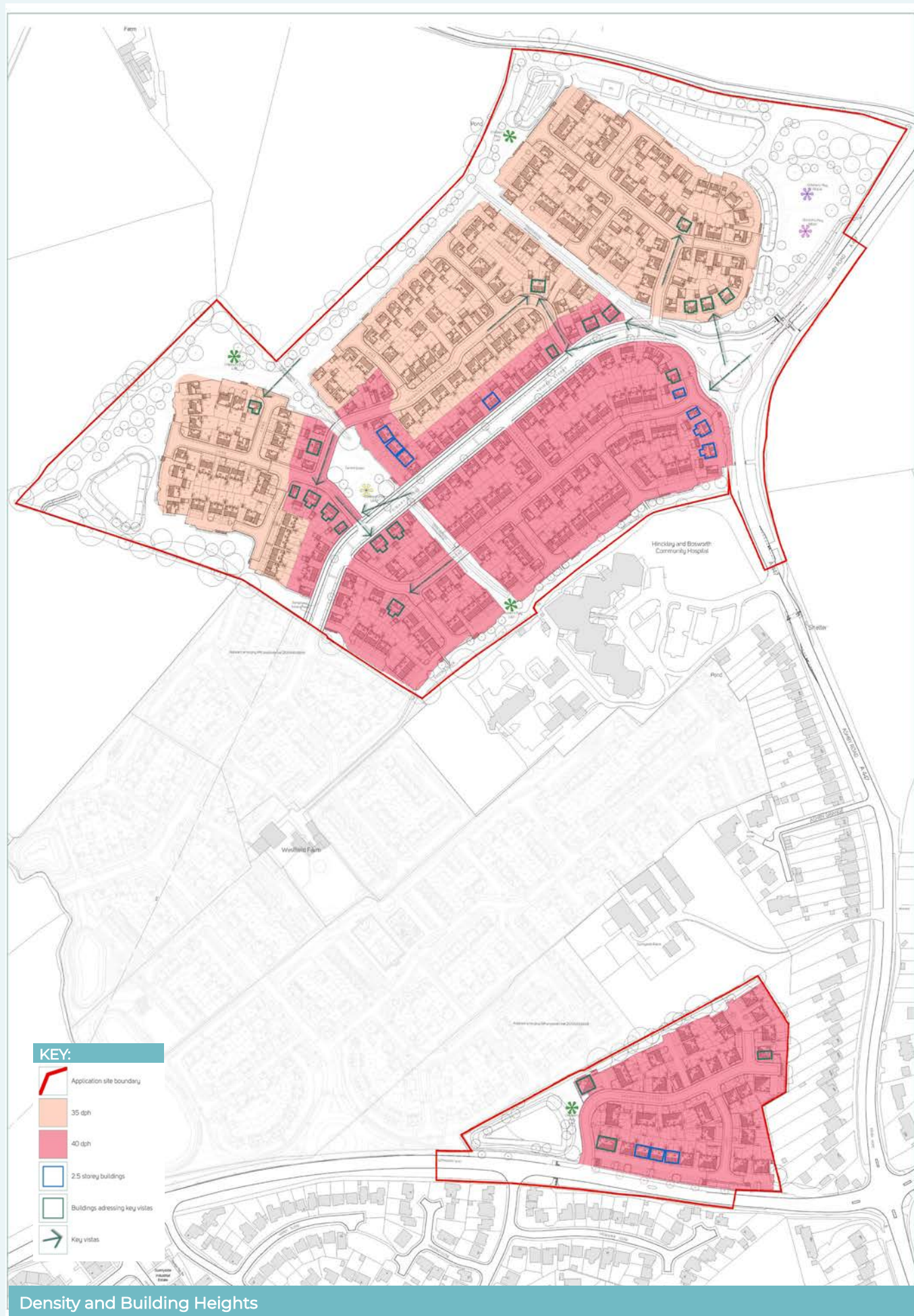
In both parcels, perimeter block formations are proposed, that ensure streets and areas of open space benefit from active frontages of houses and that the scheme takes on an outward-facing form.

Designing Out Crime

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

Allocated car parking is provided on-plot, with spaces located close to the front door and such that people can see their car from their home.





Density

The distribution of density across both parcels focuses higher density areas closer to the centre of town, with parcel B and the southern part of parcel A being where smaller homes have been focused. Larger homes with space between them for car parking to the side have then been focused along and toward the northern edge of parcel A which results in a lower density at what will become the new edge of the settlement.

Building Heights

The vast majority of proposed buildings are two-storey, with a small number of taller 2.5 storey (rooms in the roof) homes proposed to provide variety and interest in the roofscape along the primary street and to address vistas along streets within the heart of the development zone of parcel A. These taller buildings are not proposed at the edges of the proposed development zones.

Turning Corners and Addressing Views

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

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



The Good Design Guide: Design Objectives

Functional ✓

Support mixed use and tenures ✓

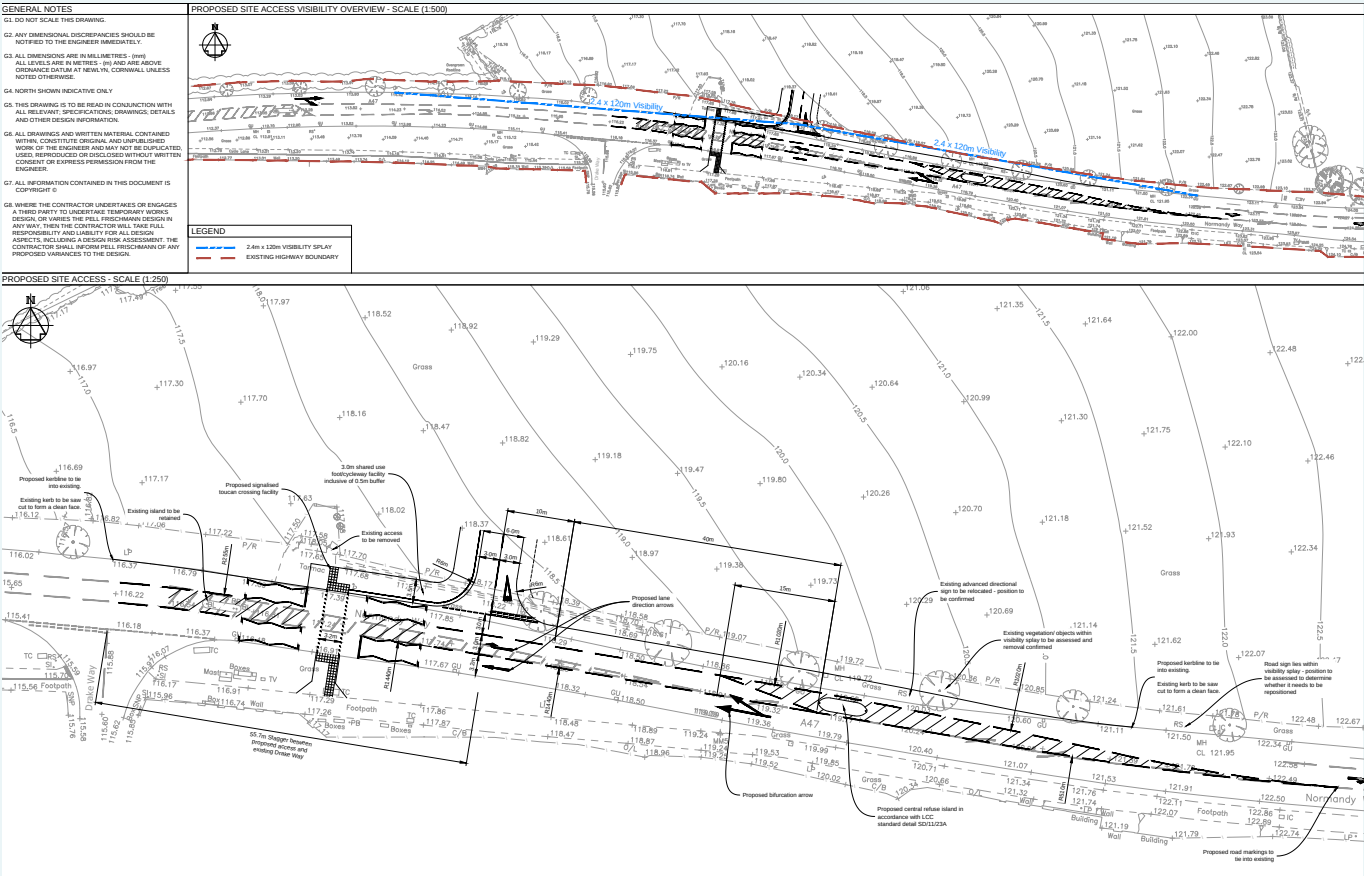
Adaptable and resilient ✓



Access and Movement

Access to Parcel B

Access to Parcel B is proposed in the form of a ghost island right turn served from the A47 Normandy Way along the southern boundary. The existing refuge island will be moved outside of the right-turn storage to the east. The access road is proposed to be 6m with 6m radii. Visibility splays of 2.4m x 120m has also been plotted for the proposed access. Footways will front the site on both sides. The design also includes for a toucan crossing facility to the west of the proposed access that will connect the new footway on the northern side of the A47 Normandy Way to the shared facility on the south. There is a 55.7m stagger distance between the proposed access and Drake Way.



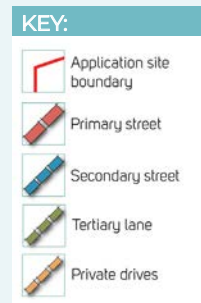
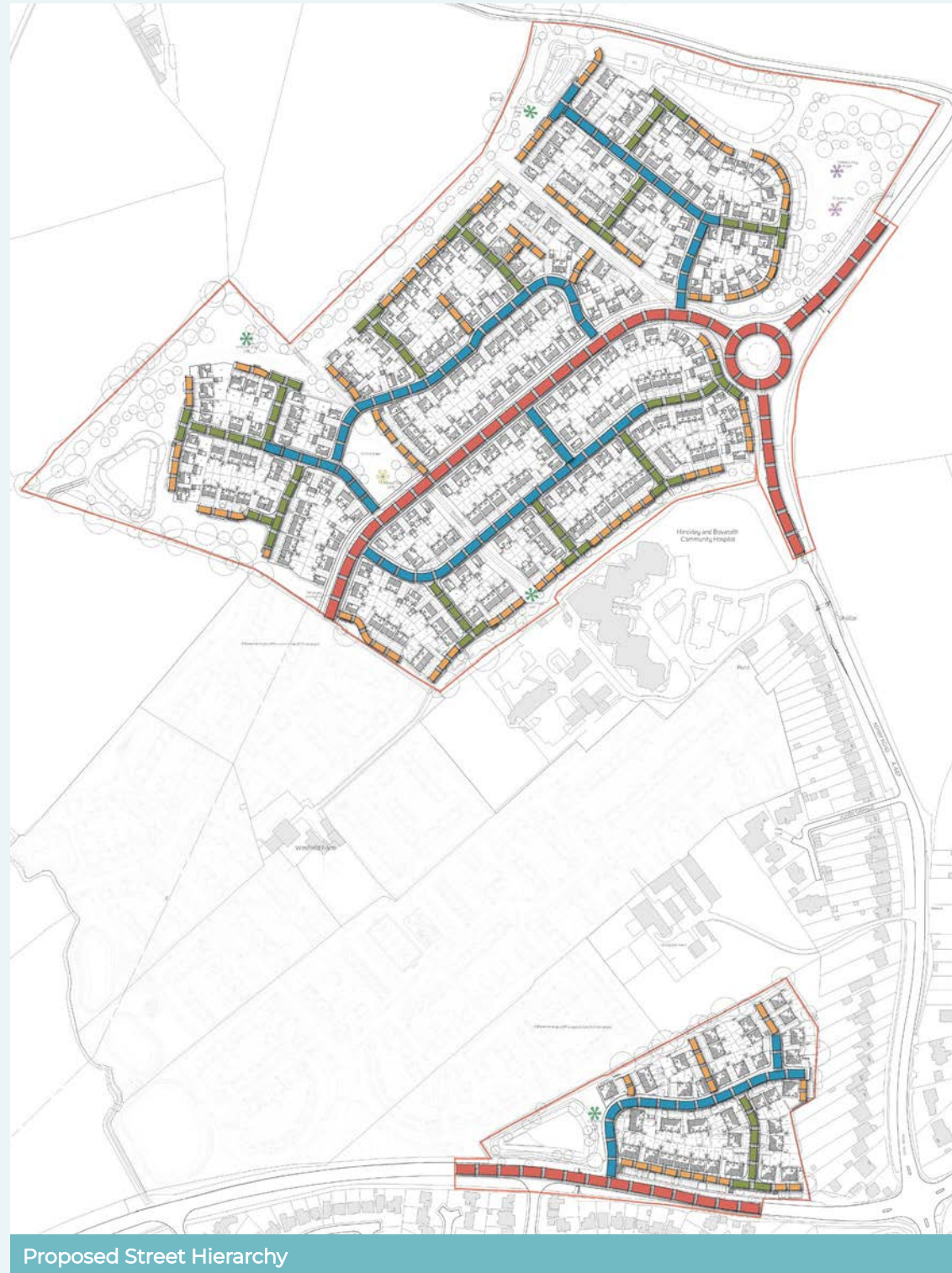
Access to Parcel B - ghost island right turn along Normandy Way



Street Hierarchy

Within the site, a clear and legible hierarchy of streets is defined which form the basis of a permeable movement framework and contribute to a recognisable character. Street typologies have been created that are intentionally different, so that residents and visitors are able to understand where they are.

The Primary Street is a tree-lined avenue that follows a direct route that connects Ashby Road to the adjacent emerging proposals and acts as an important local route. Secondary Streets have a narrower overall corridor width and use on-plot planting to continue landscape in the streetscene. Lanes lead to the edges of the development zones and subject to on-going dialogue with LCC Highways, could be shared surface routes and use changes in surface materials to provide changes in character.



Street Typologies

Primary Street

- Connects to adjacent approved proposals.
- Wider carriageway to accommodate bus movement.
- Grass verges on both sides provides space for adopted street trees.
- Segregated cycle route on one side.
- Footpaths on both sides.
- Addressed consistently by dwellings on both sides.
- Dwellings consistently side-parked to create a consistent building line.



Secondary Street

- Used to create an internal looped highway network in Parcel A.
- Carriageway with footpath on either side.
- Frontage car parking on one side only, maintaining a consistent street corridor width.
- Space created in the street scene for planting to break up areas of frontage parking.



Street & Lanes

- Narrower carriageway with footpath on either side, or a shared surface space.
- Frontage car parking usually on one side only, maintaining a consistent street corridor width. Longer runs of frontage parking obscured from wider views by stepping the building line forward at ends of these streets.
- Designed to serve at least six dwellings, as required by highway design guidance.



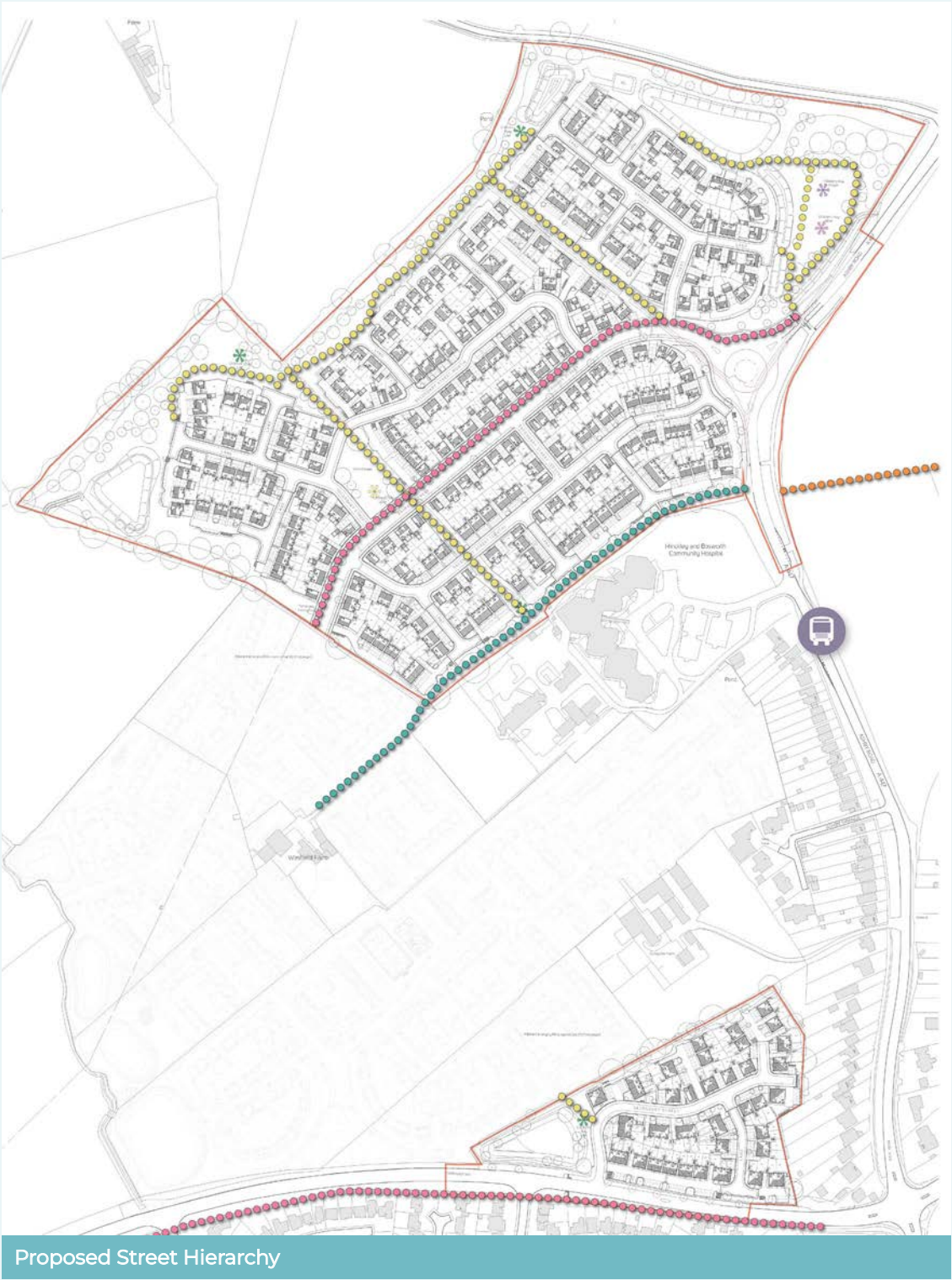
Pedestrian and Cycle Connectivity

As part of the proposed three-arm roundabout along Ashby Road, a 5m wide LTN 1/20 compliant shared footway / cycleway with a 0.5m buffer from the carriageway is proposed on the northern side of the access. There will also be a 2m wide footway on the southern side of the access.

The Primary Street includes the provision of a 3m wide shared footpath/cycleway along its northern side, set out to continue a route planned by the emerging adjacent proposals.



The Good Design Guide: Design Objectives	
Adaptable and resilient	✓
Encourage ease of movement	✓



Footpaths are proposed with the areas of open space such that a network for pedestrian and cycle movement is created that is convenient, direct and safe. This includes the use of the existing farm access track as a footpath whilst also continuing to serve as a vehicular access to the farm building. Footpaths are shown that connect to the boundary of the site and the intent is that connections are facilitated between this scheme and the adjacent emerging proposals.

The footpath network creates opportunities for a connected neighbourhood to evolve, with links proposed to the western boundaries of the site that would allow for journeys to continue through the adjacent emerging proposals. Connectivity is also proposed to the bus stops along Ashby Road.

Parking

The Good Design Guide sets out that parking standards should follow in line with those set out within LCC's Highway Design Guide. The proposed car parking solution includes a mixture of on plot car parking solutions as part of allocated spaces in tandem/parallel layouts as well as provision for visitor parking. Allocated spaces are usually provided in accordance with the Highway Design Guide, avoiding triple tandem-parked spaces to 4-bedroom dwellings, but for the benefit of street scenes and to create a varied mix of household sizes in each part of the scheme, there are a very small number of homes where triple-tandem parking is proposed. In these instances, care has been taken to locate an unallocated visitor parking space in the adopted highway adjacent to these dwellings.

The LCC Highway Design Guide states that there should be one cycle space for every bedroom, in which the parking must be under cover and secure. The detailed proposals show how space is available in rear gardens for the storage of cycles and that convenient access between the storage point and the highway can be achieved

Refuse Collection, Emergency Services and Deliveries

A vehicle tracking exercise has been undertaken of the access proposals and shows that a refuse vehicle can successfully manoeuvre through the ghost island right turn and roundabout in forward gear respectively.

The vehicle tracking exercise also shows that a refuse vehicle can successfully manoeuvre through the turning heads and bends along streets within the site.

The detailed layout shows how bins will be stored and presented for collection.