

PRE-APPLICATION SKETCH LAYOUT



4.0

DESIGN PROPOSALS

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4.0 DESIGN PROPOSALS

This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. Each section summarises how the design responds to the principles identified within the outline Design & Access Statement and the Design Code rules outlined within chapter 3.0.

Additionally, it highlights how each characteristic responds to the Design Objectives within Hinckley and Bosworth Borough Council's 'The Good Design Guide'.

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



THE GOOD DESIGN GUIDE: DESIGN OBJECTIVES





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DESIGN PROPOSALS

4.1

Uses

OUTLINE APPLICATION

- 1
- The development should provide up to 475 dwellings.
- 2
- Affordable housing should meet Bosworth Borough Council Core Strategy 2009, Policy 15
- 3
- Public open space should meet Core Strategy (Green Space and Play Provision) Policy 19

Residential Development

The development proposals provide approximately 13.48 ha of residential development, which is broadly in line with that illustrated within the outline application. This will deliver 475 dwellings, with a range of dwelling types suitable for people of different ages and lifestyles.

This provides an average net density across the development of 35dph, which is consistent with the density included within the outline application Design & Access Statement (an average of 36dph). This allows for a mix of densities across the development, creating a more urban character along the primary streets and the central core, with a less dense, more rural character around the edges of the development where the new homes front the public open space.

The proposed layout allows for a range of dwellings across the site with varying sizes and tenures in order to accommodate a variety of household types. This will provide a hierarchy of dwellings from large, detached properties with larger plots through to smaller terraced forms creating variety in the proposed streetscape. The layout includes a mix of 1-5 bedroom dwellings, and building heights of 1, 2, 2.5 and 3 storey buildings.

Affordable Housing

An exact breakdown of the affordable housing is not included within this initial submission, however the affordable housing as a minimum will comply with the requirements of the S106 and be submitted to Hinckley and Bosworth Borough Council for approval. In addition to this, it is also envisaged that additional affordable homes and PRS units will be provided on site. Details of the precise tenure arrangements will be agreed through consultation with Hinckley and Bosworth Borough Council during the application process.

The affordable housing will be broken up around the development and their design will be tenure-blind, ensuring their integration into the scheme.

OVERALL HOUSING MIX		
BEDS	NO.	%
1	16	3
2	123	26
3	193	41
4	135	28
5	8	2
TOTAL	475	100%

DESIGN CODE	
1	Residential development parcels should be surrounded by accessible public open space
2	The development parcels should directly respond to the site edge conditions, including set backs from the northern boundary to create a green buffer.



Open Space

Policy 19 of the Core Strategy (Green Space and Play Provision) sets the total requirement of open space for all new developments. The calculation assumes an average household size of 2.4 (as stated in the Hinckley and Bosworth Borough Council Open Space and Recreation Study 2016) and would result in a total requirement of 4.34 ha of accessible public open space.

The site provides a total of 7.33ha of open space. Within this, 6.1ha of accessible public open space is provided (which excludes SuDS). This is an over provision of 1.76ha

The open space forms a green network across the site with green corridors breaking up development blocks. The

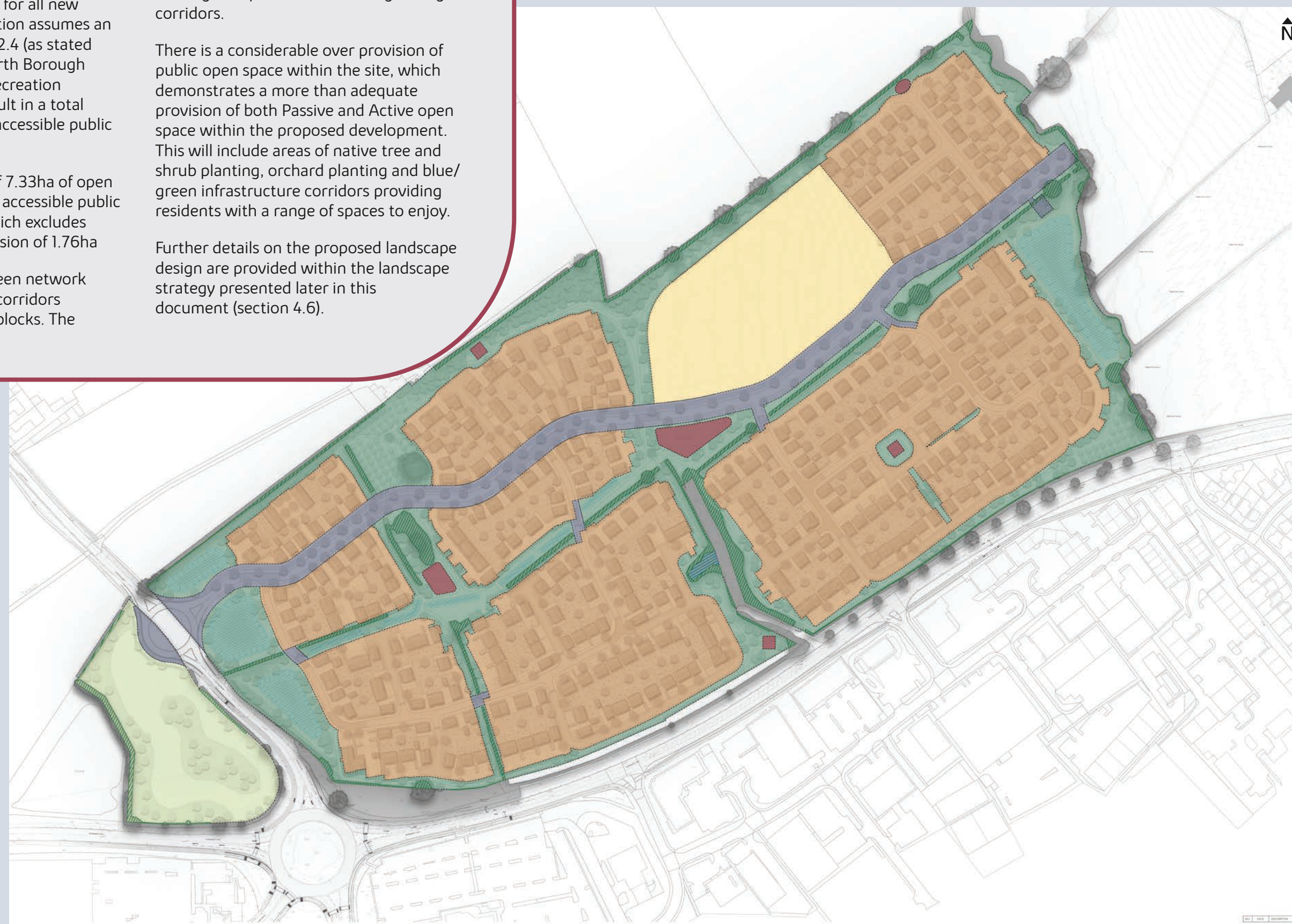
green infrastructure provision retains and enhances existing tree and hedgerow planting and in doing so, protects the existing field pattern and existing ecological corridors.

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.

Further details on the proposed landscape design are provided within the landscape strategy presented later in this document (section 4.6).

USE & AMOUNT

	Residential Development
	Public Open Space
	School Land
	Play Spaces
	Existing Water
	Existing Vegetation
	Primary Road Infrastructure
	Inaccessible Open Space



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DESIGN PROPOSALS

4.2

Movement

OUTLINE APPLICATION

1

The development should include an integrated pedestrian and cycle network

Pedestrian & Cycle Connectivity

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 segregated 2.0 footway and 3.0m 2-way cycleway, following the augmented street design within the new Leicestershire Highways Design Guide. This provides a cycle link through the site from west to east.

Cycle and pedestrian movement 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.

In addition to the streets, an extensive network of routes are proposed around the site as part of the public open spaces. These routes are an integral part of the overall movement strategy for the site, providing opportunities for users of all ages and abilities to move safely and conveniently around the site. This is particularly relevant when looking at sustainable movements to the surrounding movement network and play spaces.

The safety of pedestrians and cyclists are also important to the success of proposed routes around the site, this can be achieved by; ensuring low vehicular speeds; paying particular attention

to surface quality; creating sufficient overlooking to provide a sense of safety and security for users; appropriate signage and crossing points of roads through the development, to include dropped kerbs and tactile paving and the inclusion of lighting along key routes around the site to facilitate year-round use.

The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Pedestrian & Cycle Connectivity Plan:

- Provision of segregated footway and cycleway along the Principal Street connecting Stoke Road in the west to potential new development in the east
- Pedestrian & cycle priority junctions are provided along the Principal Street
- 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 Principal 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

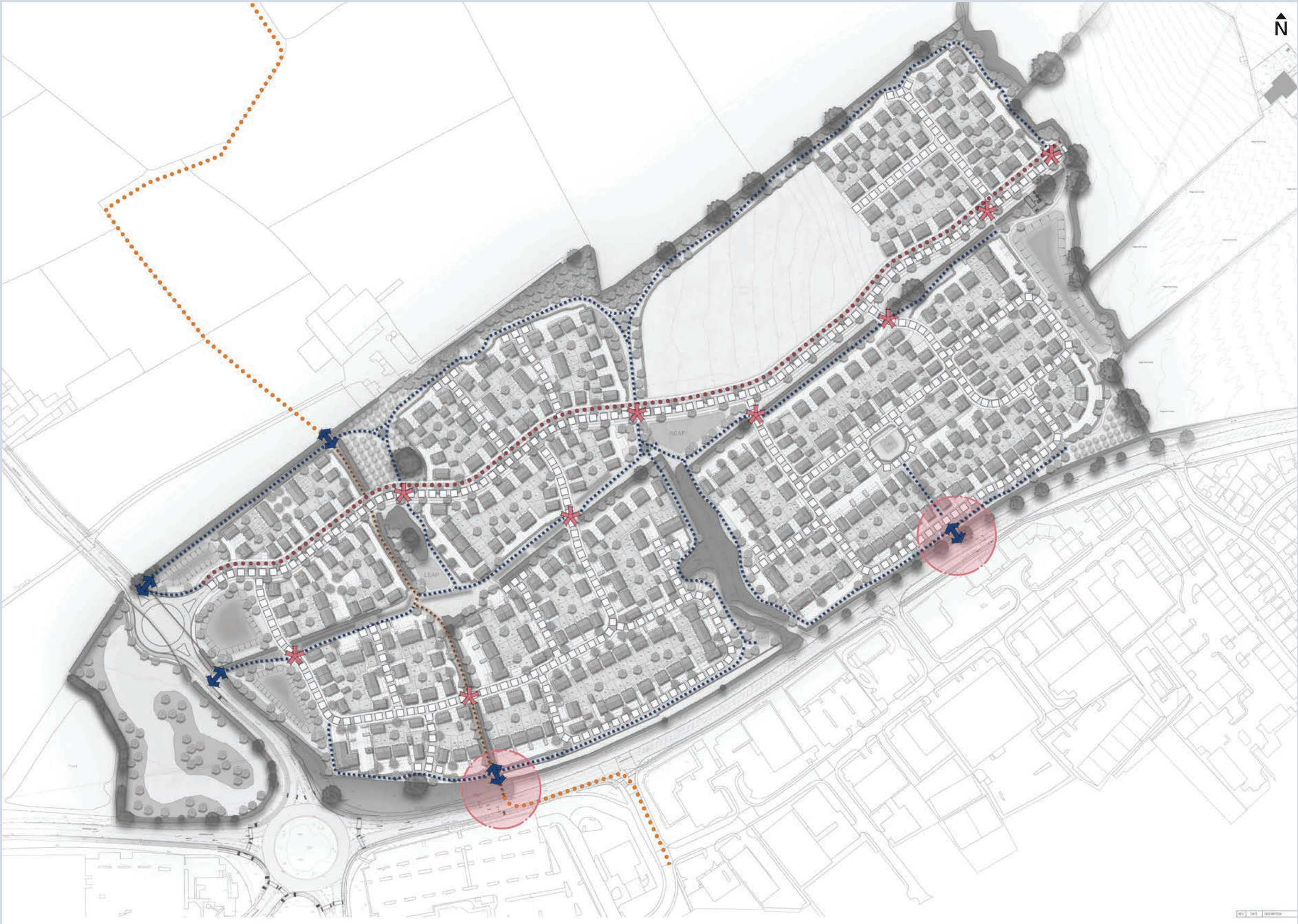
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users
- Where key pedestrian routes meet the Principal Street, it is envisaged that traffic calming will be incorporated, such as a change in surface material or vertical traffic calming, to encourage lower vehicle speeds and ensure safe pedestrian movement (subject to S38 approval)
- Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate
- Off-site highways mitigation will improve the crossing points along Normandy Way and the connectivity along Stoke Road.

DESIGN CODE	
3	The Principal Street should include segregated cycle infrastructure
4	Secondary and Tertiary Streets should be designed to allow cycles to comfortable and safely utilise the carriageway.
5	A circulatory pedestrian route (minimum 2m) should be provided around the edge of the development
6	The layout should integrate the existing PROW (T60)



PEDESTRIAN & CYCLE MOVEMENT

- Existing Public Right of Way
- Dedicated Cycle Route Along Primary Street
- Pedestrian Links into Adjacent Development
- Crossing Improvements
- Proposed Pedestrian Routes
- Proposed Realignment of PROW within the site
- Indicative Pedestrian Crossing Point



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DESIGN PROPOSALS

4.2

Movement

OUTLINE APPLICATION

1

A clear hierarchy of streets should be provided creating an integrated movement network.

Street Hierarchy

A legible and permeable road network has been proposed, providing a choice of routes for all road users whilst promoting sustainable movement by foot, bicycle and public transport.

The Illustrative Masterplan and outline application’s Design and Access Statement demonstrated a framework which formed the basis of the detailed movement strategy incorporated into the detailed proposals for the site.

The access arrangement for the site was designed to serve the proposed community providing a single vehicular access point into the site.

Vehicular access to the site is proposed from Stoke Road via a new 3-arm roundabout junction, which was approved under the outline application. Additionally, a series of off-site highway migration was approved, including extending the footpath / cycleway along Stoke Road, and improving the crossing points along Normandy Way, enhancing connectivity to the south.

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. Streets have been 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”, whilst being conscious of Leicestershire’s updated Highways Design Guide, which was released in January 2025. Apart from the shared private drives, it is the intention that all streets will be adopted by the highways authority and therefore will be fully compliant with adoption standards, whilst retaining the overarching principles of the outline application in order to create high- quality places for all users, ages and abilities.

Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. The Principal Street includes a tree lined verge on both sides, and the remaining streets either front onto the public open space, allowing close proximity to trees, or ad-hoc, more informal planting is provided along the secondary and tertiary streets.

The development and internal road network has been 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 promotes safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.

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.

Within the site the Principal Street will provide the main vehicular access route into

the development from Stoke Road in the west and safeguards potential future development in the east. This will also provide provision for buses.

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.

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.

Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.

The following street typologies are proposed for inclusion within the proposals:

- Principal Street (Primary);
- Secondary Streets (Secondary);
- Shared Surface Streets (Tertiary);
- Lanes (Tertiary); and
- Share Private Drives (Informal).

Within the proposed layout, areas of shared surface are also utilised at key locations along the Principal and Secondary Streets to create events within the street scene, resulting in focal spaces.

DESIGN CODE	
7	The Principal Street should provide vehicle, pedestrian and cycle connectivity from the site access to the eastern boundary
8	The Secondary Street should provided two loops servicing the residential parcels
9	Tertiary Streets should utilise a variety of surface materials (such as hard paving and incidental landscaping)
10	Focal Spaces should be created at key points within the layout – this should include a change in surface material

Bin storage is predominantly located to the rear of dwellings accommodated within rear gardens. but where required to be on the street frontage and for the apartment building, a suitably designed storage areas has been provided.

Sufficient space is provided for service/ wheelie bin access between parked cars, on private driveways and/ or in grouped configurations. Bin collection points have been indicated on shared private drives, with 2 points per dwelling.




Parking

A variety of parking typologies have been utilised within the layout, including side of plot tandem spaces, frontage parking and garages. Where tandem parking has been utilised, there is a maximum of three spaces in a line when including one garage space and no more than two driveway spaces. Where frontage parking is utilised, this has predominantly been limited to 4 spaces in a row before being broken up with soft landscaping and/or footpaths.

Each dwelling will be provided with at least one electric vehicle charging point as part of the allocated parking, either within the garages, on the side elevation alongside the driveway, or utilising charging pedestals.

Cycle parking numbers will be provided in accordance with the appropriate standards (1 space per bedroom), and it is envisaged they can be accommodated within rear gardens and/or garages where provided.

VEHICULAR MOVEMENT


 Vehicular Site Access via Proposed Roundabout

 Principal Street

 Secondary Street

 Shared Surface Street

 Shared Private Drive

 Potential Access to Future Development



OUTLINE APPLICATION

1

The overarching design of the development proposals should be based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm

Placemaking Principles

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.

The arrangement of the built form creates a network of attractive streets and spaces that has been informed by the design principles below:

- 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;
- A gateway into the site is created via an area of open space to enhance the sense of arrival into the development;
 - Continuous frontages such as those following the Principal Street and at the arrival gateway, will be particularly prominent and critical to the appearance of the 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 definition of streets through a clear hierarchy is further reflected by the shared surface streets and private lanes that have a generally informal building line and varying set-backs;
 - The layout 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 planted buffer will provide 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) ① is 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) ② 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

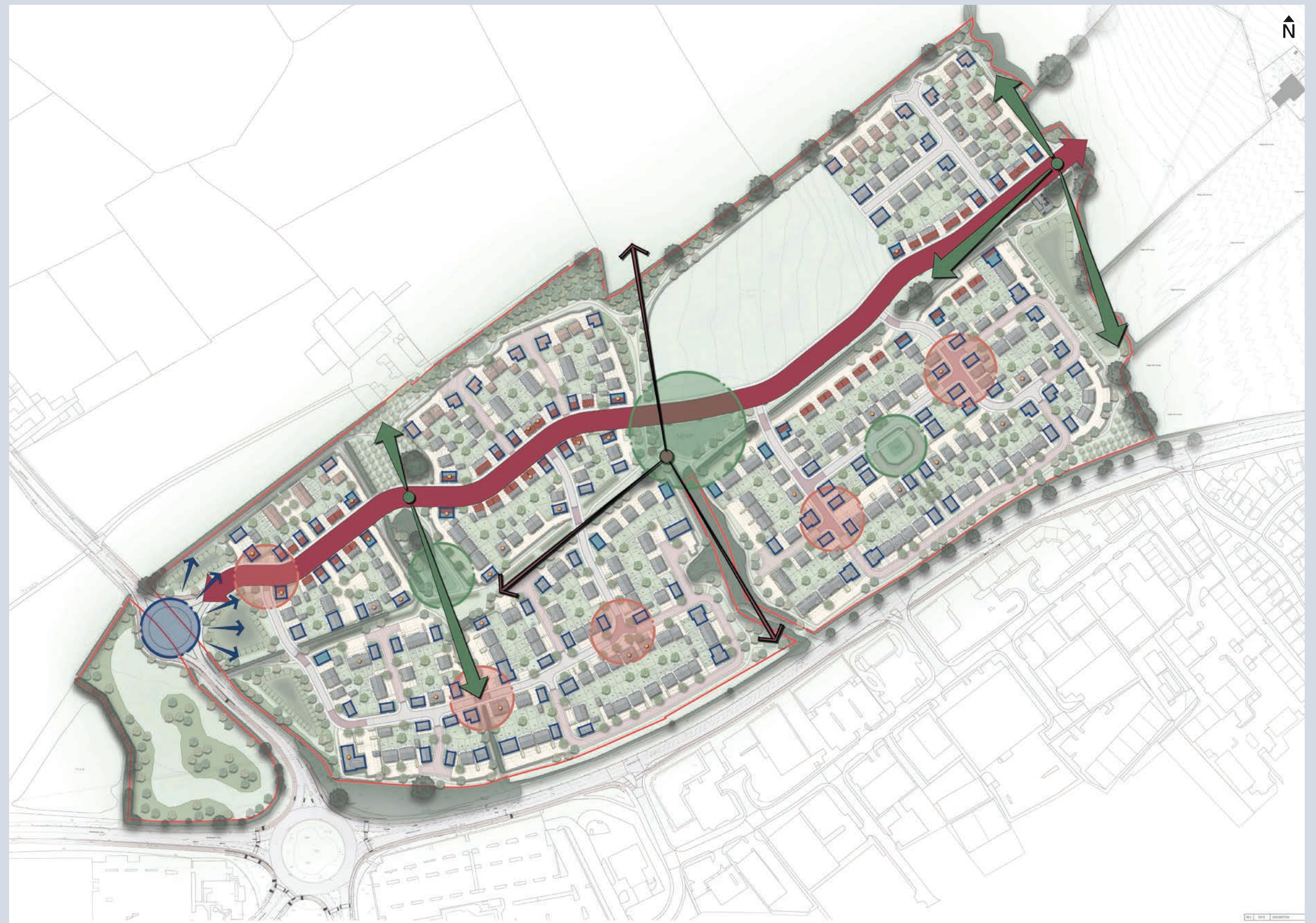
DESIGN CODE	
11	Built form should be set back at the site entrance, creating a gateway
12	A continuous frontage should be created along the Principal Street with a strong build line
13	Focal Spaces should be highlighted using facing materials
14	Focal Buildings should address key corners and gateways and be highlighted in the street scene through the use of dual aspect / corner turning buildings and/or a change in facing material.
15	Focal green spaces should be overlooked by the surrounding built form and allow long distance views in and out of the spaces

- More distinct recognisable landmark buildings are located at key locations, utilising massing and/or materials.



PLACEMAKING

-  Focal Green Space
-  Key Views to Context
-  Development Gateway
-  Key Space
-  Landmark Dwelling
-  Corner Turning Dwelling
-  Dwelling Terminating Vista
-  Continuous Frontage
-  Primary Street with Dedicated Cycle Route
-  Key Visual Corridor



4.0

DESIGN PROPOSALS

4.3

Built Form

Density

The Design and Access Statement identified an average density of circa 36 dwellings per hectare 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.

The layout achieves this average density and allows for the formation of different densities across the development in accordance with the urban principles established as part of the masterplan and the relationship with the site’s context.

Lower density areas include along the northern and eastern boundaries of the development; this is achieved through the use of predominantly detached dwellings creating a softer transition between the surrounding landscape character and the development.

A higher density core is proposed adjacent to the Principal Street and within the Development Core character area, which corresponds to the more urban character of these areas and corresponds with either taller dwellings (with a smaller footprint) indicated on the scale plan opposite, and the use of terrace blocks with frontage parking – these have been sensitively designed to incorporate soft landscaping and create a high-quality street scene, whilst ensuring the layout delivers on the approved dwelling numbers.

Similarly a higher density edge is proposed along the southern boundary, utilising terraced forms – this is an appropriate response given the proximity to Normandy Way.

Building Heights

Building heights are generally 2-storey reflecting the surrounding built form of Hinckley.

The occasional use of an increase in storey heights (2.5-storeys) has been used in appropriate locations to provide variety in the building height and roofscape, and to terminate key views, acting as wayfinding devices within the street scene. The proposed apartment building adjacent to the existing roundabout in the southwest corner is proposed as 3-storeys creating a landmark feature on the edge of the development.

A cluster of bungalows (single storey) are proposed to the east of Middlefield Lane.

Continuity and Massing

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 has been 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 have been designed as a composition, with consideration also given to the spaces they adjoin and the character they are trying to achieve. For example, around the LAP to the east, dwelling types are repeated in order to create a formal and cohesive space. Conversely, to the northern edge, a variety of house types and materials is used, which results in a more informal edge to the development.

DESIGN CODE	
16	The development should achieve an average density of circa average density of circa 36 dwellings per hectare
17	A lower density edge should be provided along the Northern Boundary
18	Higher density housing should be delivered within the core of the development.
19	Building heights should be predominantly 2-storeys
20	Taller built form (up to 3-storeys) can be utilised in key locations

SCALE



4.0

DESIGN PROPOSALS

4.4

Homes & Buildings

OUTLINE APPLICATION

1

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.

The proposals for the site will deliver a distinctive character and a strong sense of place, unique to this site, informed by its important qualities and retained features. Additionally, the proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

The design of the residential parcels is based on the principle of perimeter blocks that enclose private, rear gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible.

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

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

The layout has carefully considered the edge conditions, particularly adjacent to the open countryside to the north and the response to Normandy Way to the south.

The network of streets, orientation of proposed dwellings and location of public open space directly responds to the orientation of existing dwellings along these boundaries ensuring the proposed development is a natural continuation of the existing built form.

Internal habitable rooms have been designed to have appropriate levels of natural daylight and connect well to external private gardens.

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

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

Refuse storage is convenient, with rear gardens providing appropriate storage, whilst discrete refuse collection points provided along shared private drives providing ease of access both for resident carry distances and within acceptable operative carry distances typically.

The distribution of public open spaces and pedestrian connectivity means that public amenity spaces are close to individual dwellings and well connected to them.

DESIGN CODE	
21	All affordable dwellings should be tenure blind.
22	Clear bin collection points should be integrated within the layout, included consideration for apartment buildings
23	All junctions should include dual aspect / corner turning buildings on at least one corner



OUTLINE APPLICATION

1 The detailed design should provide 4 distinct character areas

2 The distinction between the character areas should be emphasised through the material choices, landscaping and architecture style / detail of the buildings.

DESIGN CODE

—

Individual character area design code / design guidance is provided on the following pages.

Character Areas

The design of the masterplan was intended to create an attractive and cohesive development, but within it, distinct character areas with unique identities. This approach allows the design to reflect varying site characteristics and creates a more interesting place with a range of experiences for residents and visitors alike.

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.

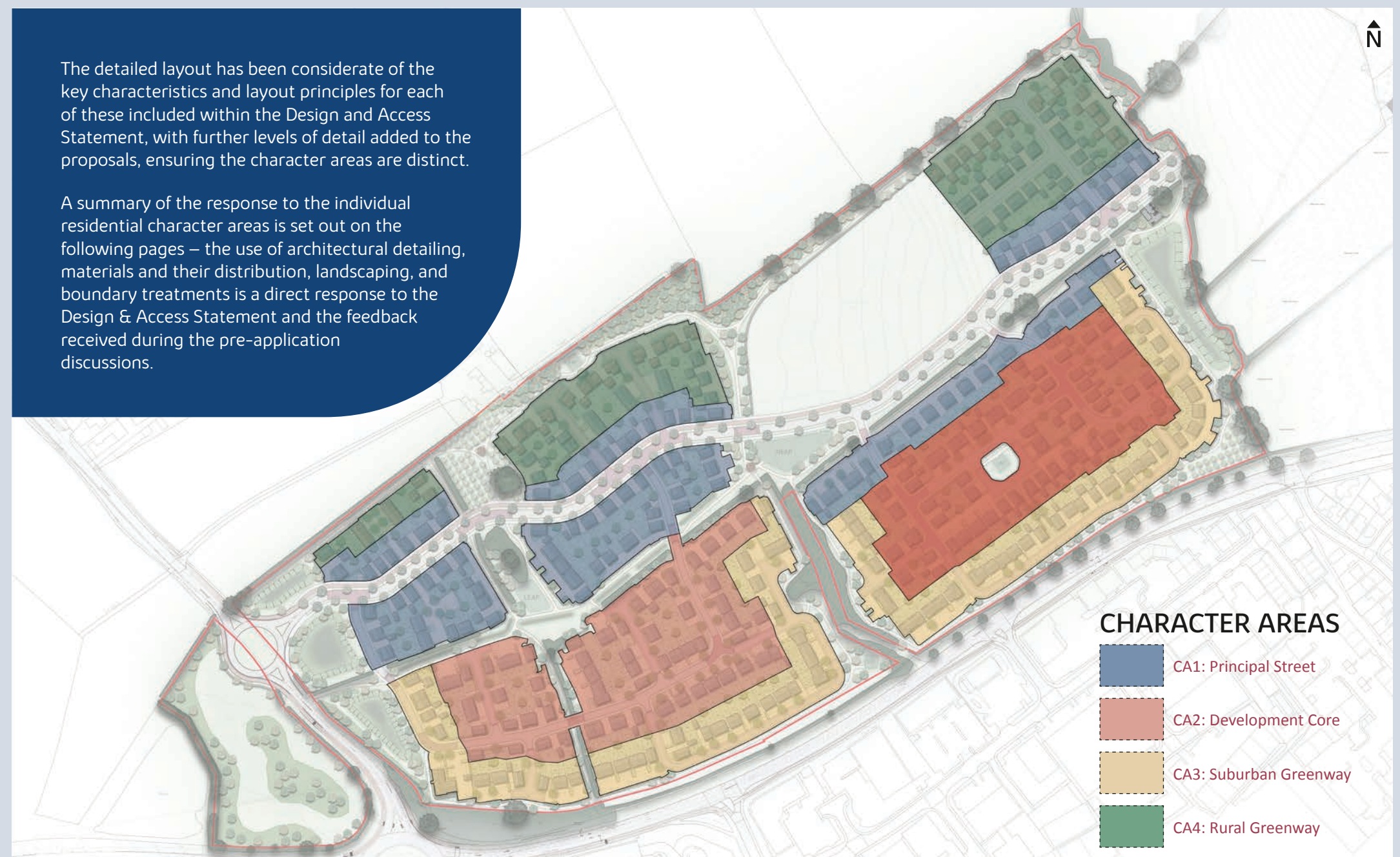
The site was been divided into four proposed character areas each with a clearly defined character relating to the site's context and surroundings

This included:

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

The detailed layout has been considerate of the key characteristics and layout principles for each of these included within the Design and Access Statement, with further levels of detail added to the proposals, ensuring the character areas are distinct.

A summary of the response to the individual residential character areas is set out on the following pages – the use of architectural detailing, materials and their distribution, landscaping, and boundary treatments is a direct response to the Design & Access Statement and the feedback received during the pre-application discussions.



4.0 DESIGN PROPOSALS

4.5 Identity

CA1: PRINCIPAL STREET

Design code:

1. Medium density area (35-40dph)
2. Predominantly detached and semi-detached
3. Parking to sides of units with recessed garaging fed directly from the street and via private drives;
4. Consistent, formal build line
5. High sense of street enclosure with storey heights up to 2.5 Storeys in places
6. Consistent roofscape with punctuation at key corners and junctions;
7. High levels of enclosure with minimal front gardens and a strong boundary treatment
8. Consistent traditional elevational treatments and materials throughout with key corners and junctions highlight through contrasting materials.



CA1: PRINCIPAL STREET

The Principal Street runs through the heart of the development, from the access along Stoke Road, west to east through the development providing access to the indivifual residential parcels, through to the eastern boundary, which would connect to the potential residential development to the east.

The area achieves a medium density of 35dph, delivered through the predominant use of detached and semi-detached dwellings. All dwellings have side of plot parking, with the majority accessed directly from the Principal Street.

The built form is consistently set back 2m from the Principal Street, which results in a consistent build line. The consistent use of house types will deliver a uniform roofscape, which is punctuated at key corners through dual aspect units with some gables fronting the street, the use of 2.5 storey dwellings and some detached types with double height projecting bays, with gables facing the street. Typically, the 2.5 storey dwellings are grouped, to emphasise the formal nature of the street.

Front gardens are primary enclosed by a black estate railing, emphasising the higher order of the Principal Street, alongside a tree lined verge on both sides of the street.

The house types are traditionally designed incorporating tiled, apex porches, brick detailing to windows, including brick soldier cills, brick headers and a brick solider course plinth.

Additionally, the windows are well proportion casement windows with a cottage style.

Two brick types are utilised along the Primary Street, Ibstock Grampian Red Mixture is the predominant material, which is wirecut soft red subtle multi with a light texture, and on key plots Ibstock Leicester Red Stock is used, which is a consistent red stock brick, with a light texture. All roof tiles are Russell Grampian in slate grey.

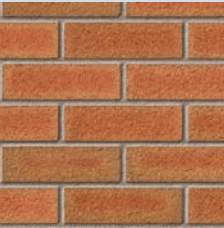
A roughcast render in a sandstone colour is used along the Principal Street to highlight key corners and terminate vistas. On these plots, brickwork is used for the ground floor with render above.

All windows are white uPVC, with meter boxes to be black. A variety of door colours are proposed, which are demonstrated on the adjacent page and included on the materials plan.

Strong landscape principle to help define the primary highway. Avenue street trees within grass verges (2m wide) to both sides of the street. Large growing, upright, appropriate street tree species. Trees planting spaced regularly approximately every 15m (staggered) positioned in co-ordination with visibility splays and street lighting columns. Public and private interface within front gardens shall be defined by ornamental hedgerow planting to create a consistent landscape structure along the primary highway.

Proposed Materials

Brick

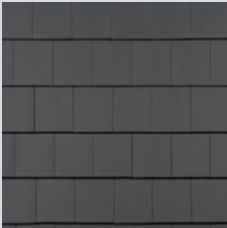


Brick Type 03:
Ibstock Grampian
Red Mixture



Brick Type 04:
Ibstock Leicester
Red Stock

Roof Tiles



Roof Tile 01:
Russell Grampian
(Slate Grey)

Feature Wall Coverings



Roughcast
Render
Sandstone

Door Colours



Traffic White
(RAL 9016)



Tomato Red
(RAL 3013)



Black Blue
(RAL 5004)



Jet Black
(RAL 9005)



Fir Green
(RAL 6009)



Anthracite Grey
(RAL 7016)

Window Colours



White

4.0 DESIGN PROPOSALS

4.5 Identity

CA2: DEVELOPMENT CORE

Design code:

- 1.Higher density core circa 40 dph
- 2.Range of dwelling types including detached/semi-detached/ terrace
- 3.Variety created through punctuation in build line and articulation in streetscape
- 4.Focal/dual aspect buildings terminating views
- 5.Medium level of enclosure to street enclosure with storey heights predominantly 2 storey
- 6.Range of parking typologies including side parking, frontage parking, parallel parking and parking squares
- 7.Variation in roofscape through the variety of house types used
- 8.Consistent contemporary elevational treatments throughout
- 9.Contrasting brick or render used to highlight focal buildings at key junctions and public squares.



CA2: DEVELOPMENT CORE

The Development Core is essentially all the development parcels to the south of the Linear Parkway and north of the Suburban Greenway which runs along the southern edge of the development.

This area has the highest density, through a range of dwelling types, including detached and semi-detached with a high proportion of terrace units.

This area has the most variety in build line, streetscape and roofscape, created through the layout design responding to the existing site features, the creation of focal spaces, and the variety of house types used.

The layout continue to follow perimeter block principles, but due to larger setbacks in some areas, a medium level of enclosure is created through the predominantly use of 2-storey dwellings. Similarly the range of parking solutions, include side of plot and frontage parking, results in a variety of building setbacks.

All dwellings have a contemporary style, incorporating a flat porch, contemporary door styles, flush stone cills, with a simple window design and contemporary projecting brick details.

Three brick types are proposed:

- Ibstock Hardwicke Oakham Blend – a wirecut red multi brick with a variety of textures and tones
- Ibstock Hardwick Minster Sandstone Mix – a wirecut, perforated facing brick that is buff / multi in colour with a light texture.
- Ibstock Leicester Red Stock is used sparingly.

These bricks are applied in groups along individual street and located to highlight key plots or spaces. The proposed brick types compliment the contemporary style of the house types. Ibstock Leicester Red Stock is reserved to create contrast around the Focal Space. Additionally, around the eastern Focal Space, front gable dwelling types are used to emphasise this public open space and introduce a unique identity to this neighbourhood square. In this location, a grey render is proposed.

All roof tiles are Russell Grampian in slate grey.

Focal / dual aspect dwellings are highlighted within the street scene using a render in a white colour to highlight key corners and terminate vistas; typically this is full height with a brick plinth. The white will contrast with the palette of bricks and the render used elsewhere on site.

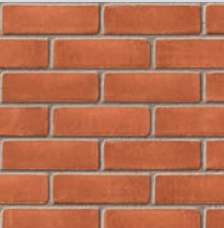
All windows are anthracite grey uPVC, with meter boxes to be anthracite grey to match. A variety of door colours are proposed, which are demonstrated on the adjacent page and included on the materials plan.

Development parcels are broken up by north-south green corridors and the northern edge of this character area is defined by the Linear Parkway the runs east-west through the site. This area also fronts onto the Eastern Park and Central Park, ensuring all dwellings are in close proximity to the surrounding open space.

Medium growing street trees positioned along the streets where space allows. Plot frontages filled with a variety of mixed ornamental shrub beds, hedgerows and lawn punctuated with occasional specimen shrub planting. Car parking softened with landscaping and street trees.

Proposed Materials

Brick



Brick Type 04:
Ibstock Leicester
Red Stock



Brick Type 05:
Ibstock Hardwicke
Oakham Blend



Brick Type 06:
Hardwick Minster
Sandstone Mix

Roof Tiles

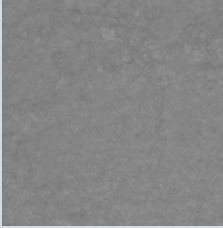


Roof Tile 01:
Russell Grampian
(Slate Grey)

Feature Wall Coverings



Render White



Render Light
Grey

Door Colours



Traffic White
(RAL 9016)



Tomato Red
(RAL 3013)



Pebble Grey
(RAL 7032)



Jet Black
(RAL 9005)



Blue Grey
(RAL 7031)



Olivine Grey
(RAL 100 60 10)



Fine Greige
(RAL 080 70 10)



Anthracite Grey
(RAL 7016)



Black Blue
(RAL 5004)



Sandstone Grey
Green (RAL 160
60 05)



Fir Green
(RAL 6009)

Window Colours



Anthracite
Grey

4.0 DESIGN PROPOSALS

4.5 Identity

CA3: SUBURBAN GREENWAY

DESIGN CODE:

1. Medium-high density responding to the adjacency to Normandy Way (circa 35-40 dph)
2. Formal build line to align with existing settlement edge and Normandy Way
3. Higher variety in dwelling types, include detached, semi-detached, terrace units and apartments
4. Predominantly 2 storeys, with some use of taller buildings in key locations
5. Greenspaces feel more urban in form with formal walking routes;
6. Consistent contemporary elevational treatments throughout
7. Predominantly use frontage parking with a consistent set back



CA3: SUBURBAN GREENWAY

The Suburban Greenway runs along the entirety of the southern boundary adjacent to Normandy Way. The layout achieves a medium to high density of circa 37dph, which is created through the use of predominantly semi-detached house types and the apartment building.

The apartment building creates a landmark on the corner of the site adjacent to the roundabout joining Stoke Road to Normandy Way.

Development parcels are broken up by north south green corridors which provided points of pedestrian connectivity through the public open space.

All dwellings have a contemporary style, incorporating a flat porch, contemporary door styles, flush stone cills, with a simple window design and contemporary projecting brick details.

Two brick types are proposed – the Ibstock Hardwicke Oakham Blend (a wirecut light red multi brick with a variety of textures and tones), which brings consistency with the Development Core and compliments the contemporary house type design, and Ibstock Hardwicke Welbeck Red Mixture, a wirecut soft red multi with a light variety in tones and texture.

All windows are anthracite grey uPVC, with meter boxes to be anthracite grey to match. A variety of door colours are proposed, which are demonstrated on the adjacent page and included on the materials plan.

Most of the dwellings have a consistent build line, with frontage parking used, broken up by pockets of landscaping. The dwellings all provide active frontage looking south, overlooking the proposed circular pedestrian route.

Medium growing street trees positioned along the streets where space allows. Plot frontages filled with a variety of mixed ornamental shrub beds, hedgerows and lawn punctuated with occasional specimen shrub planting. Car parking softened with landscaping and street trees. Plot frontage gardens facing public open space edges shall be defined with ornamental hedgerows and occasional larger trees where space allows.

Proposed Materials

Brick



Brick Type 05:
Ibstock Hardwicke
Oakham Blend



Brick Type 07:
Ibstock Welbeck
Red Mixture

Roof Tiles



Roof Tile 01:
Russell Grampian
(Slate Grey)

Door Colours



Traffic White
(RAL 9016)



Tomato Red
(RAL 3013)



Pebble Grey
(RAL 7032)



Jet Black
(RAL 9005)



Blue Grey
(RAL 7031)



Olivine Grey
(RAL 100 60 10)



Fine Greige
(RAL 080 70 10)



Anthracite Grey
(RAL 7016)



Black Blue
(RAL 5004)



Sandstone Grey
Green (RAL 160
60 05)



Fir Green
(RAL 6009)

Window Colours



Anthracite
Grey

4.0 DESIGN PROPOSALS

4.5 Identity

CA4: RURAL GREENWAY

Design code:

1. Lower density development circa 30 dph
2. Larger detached/semi-detached dwellings to work with level changes
3. Greenways feel rural in appearance with informal movement routes and intermittent planting
4. Mixture of 2 - 2.5 storey dwellings
5. Increased breaks to build line resulting in a more informal edge
6. Larger front garden spaces
7. Informal/meandering movement routes
8. Lower levels of enclosure to movement routes
9. Parking to sides of units with recessed garaging
10. Traditional architectural details with variety in facing materials and use of render and hanging tile.



CA4: RURAL GREENWAY

This area has the most rural character, sitting between the Principal Street and the open landscape to the north. Through the use of predominantly large, detached and semi-detached dwellings, it also achieves the lowest density within the development helping transition the development to the surrounding countryside.

The arrangement of the built form has larger breaks in the build line, a variety of setbacks with larger front gardens, resulting in a crumbly informal edge to the development. Coupled with the meandering walking routes, this results in soft, rural edge to the development.

The house types are traditionally designed incorporating tiled, apex porches, brick detailing to windows, including brick soldier cills and brick voussoir headers and a brick soldier course plinth. Additionally, the windows are well proportion casement windows with a cottage style. This assists with transitioning the development from the Principal Street to the edge of the site.

Two brick types are utilised along within this character area, Ibstock Leicester Weathered Red Stock (which is a darker red multi) and Ibstock Hardwicke Welbeck Autumn Antique (which is an autumn red multi). Both bricks complement

the rural character, with a variety of tones and a light texture. The bricks are located in groups, with variety introduced through the different house types, resulting in a varied roofscape and setbacks, and the use of sandstone render and hanging tile. Roof tiles are a mix of Russell Grampian in slate grey and Russell Pennine in Cottage Red, which again, compliments the rural character of this area.

All windows are to be white meter boxes to be black. A variety of door colours are proposed, which are demonstrated opposite and included on the materials plan.

Medium growing native street trees positioned along the streets where space allows. Plot frontages filled with a variety of mixed ornamental shrub beds, native hedgerows and lawn punctuated with occasional native specimen shrub planting. Car parking softened with landscaping and street trees. Plot frontage gardens facing public open space edges shall be defined with native hedgerows and occasional larger trees where space allows.

Proposed Materials

Brick



Brick Type 01:
Ibstock Leicester
Weathered Red
Stock



Brick Type 02:
Ibstock Hardwicke
Welbeck Autumn
Antique

Roof Tiles



Roof Tile 01:
Russell Grampian
(Slate Grey)

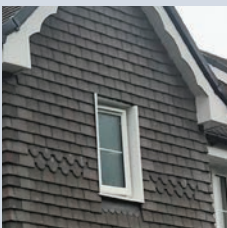


Roof Tile 02:
Russell Pennine
(Cottage Red)

Feature Wall Coverings



Roughcast
Render
Sandstone



Hanging Tile

Door Colours



Traffic White
(RAL 9016)



Tomato Red
(RAL 3013)



Pebble Grey
(RAL 7032)



Jet Black
(RAL 9005)



Blue Grey
(RAL 7031)



Olivine Grey
(RAL 100 60 10)



Fine Greige
(RAL 080 70 10)



Sandstone Grey
Green (RAL 160
60 05)

Window Colours



White

4.0

DESIGN PROPOSALS

4.5

Identity

The design of the individual house types are broadly split into two types – a traditional range, which is utilised in character areas CA1 and CA4 and a contemporary range, which are utilised in character areas CA2 and CA3.

Generally, the design of the different house types incorporate simple architectural details resulting a range of well-designed modern homes. The houses have traditional pitched roofs, with some side gables, facing the adjacent dwellings, and some fronting the street, resulting in a varied roof form and shape, which break up the massing and scale within a varied street scene. The traditional range incorporates tiled, apex porches, brick detailing to windows, including brick soldier cills, brick headers and a brick soldier course plinth. Additionally, the windows are well proportion casement windows with a cottage style, in white uPVC.

The contemporary style house types incorporate a flat porch, contemporary door styles, and flush stone cills, projecting brick detailing and a simple window design, in anthracite grey uPVC.

The two ranges are used to emphasise the four individual character areas, alongside the approach to facing materials, including brick types, roof tiles, feature materials and joinery colours.

Proposed Materials

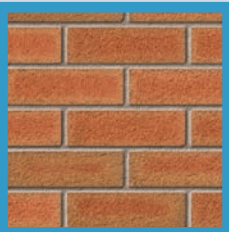
Brick



Brick Type 01:
Ibstock Leicester
Weathered Red
Stock



Brick Type 02:
Ibstock Hardwicke
Welbeck Autumn
Antique



Brick Type 03:
Ibstock Grampian
Red Mixture



Brick Type 04:
Ibstock Leicester
Red Stock



Brick Type 05:
Ibstock Hardwicke
Oakham Blend

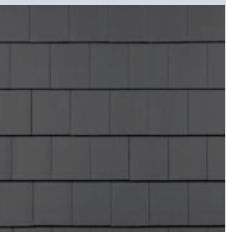


Brick Type 06:
Hardwick Minster
Sandstone Mix



Brick Type 07:
Ibstock Welbeck
Red Mixture

Roof Tiles



Roof Tile 01:
Russell Grampian
(Slate Grey)



Roof Tile 02:
Russell Pennine
(Cottage Red)

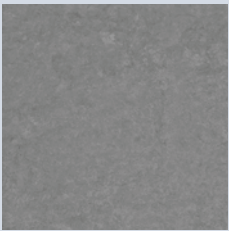
Feature Wall Coverings



Roughcast
Render
Sandstone



Render White



Render Light
Grey



Hanging Tile

MATERIALS PLAN

- Brick Type 01: Ibstock Leicester Weathered Red Stock
- Brick Type 02: Ibstock Hardwicke Welbeck Autumn Antique
- Brick Type 03: Ibstock Grampian Red Mixture
- Brick Type 04: Ibstock Leicester Red Stock
- Brick Type 05: Ibstock Hardwicke Oakham Blend
- Brick Type 06: Hardwick Minster Sandstone Mix
- Brick Type 07: Ibstock Welbeck Red Mixture
- Roof Tile 01: Russell Grampian (Slate Grey)
- Roof Tile 02: Russell Pennine (Cottage Red)
- Roughcast Render Sandstone
- Render White
- Render Light Grey
- Hanging Tile



4.0 DESIGN PROPOSALS

4.5 Identity

Boundary Treatments

Development plots will be defined by a range of boundary treatments such as fences, walls and hedgerows to create the distinction between public and private spaces. The adjacent plan demonstrates the proposed types of boundary treatment for the development.

Private gardens will be predominantly enclosed by 1.8m high fencing. Where exposed to the street frontage, brick screen walls will enclose rear gardens, to match the facing material of the dwelling. All garden boundaries will integrate hedgehog passages.

On prominent streets such as along the Principal Street and at the access into the site, it is intended that front gardens will be enclosed by a combination of black estate railing, hedgerows and planting, to clearly delineate between public and private areas.

Shared private drives, the lowest category road, will be delineated from the wider landscape by a combination of planting and hedgerows. Where a public footpath runs adjacent to a shared private drive, timber kneerails will be utilised to delineate between the public and private space.

Further detailed design of the play spaces will be provided through the application process – these will include fencing and/or railing as appropriate to ensure the safety and security of these spaces. The perimeter of the site will be defined by a mix of new and existing hedgerows, and additional planting where appropriate



1.8m Wall
Material to match adjacent dwelling



1.8m Closeboard Timber Fence



0.45m Timber Kneerail



1.0m Black Estate Railing





1.1m Bow Top railing



1.1m Post & Rail Fencing

**BOUNDARY
TREATMENTS**

-  1.8m Wall Material to match adjacent dwelling
-  1.8m Closeboard Timber Fence
-  0.45m Timber Kneerail
-  1.0m Estate Railing Black
-  1.1m Bow Top Railing
-  1.1m Post & Rail Fencing
-  2.4m Paladin Fence (Green PPC)



4.0

DESIGN PROPOSALS

4.6

Public Spaces

OUTLINE APPLICATION

- 1

A variety of public spaces should be provided through the layout including a Gateway Park, Linear Park, Central Park, Eastern Park and Green Walkways & Corridors
- 2

The layout should include a variety of play spaces connected by a circular walking route

Public Spaces

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 micro climates and enhancing biodiversity.

Additionally, landscape design is a key component in the success of these spaces. 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 off existing landscape assets wherever possible.

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 detailed proposals and the landscape design helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

The different open space typologies have been identified on the adjacent plan, which follows their distribution within the Design and Access Statement and ensures they meet the minimum policy requirements.

OPEN SPACE PROVISION			
OPEN SPACE TYPE	REQUIREMENT (based on 475 dwellings)	PROVISION (approximate)	
Provision for children	0.04Ha	0.18Ha	+0.14ha
Parks and gardens	0.95Ha	0.95Ha	-
Provision for young people	0.04Ha	0.13Ha	-
Amenity green space	0.68Ha	2.25Ha	+1.57ha
Community Orchard	0.35Ha	0.39Ha	+0.04ha
Natural/ Semi-natural green space	2.28Ha	2.79Ha	+0.01ha
TOTAL	4.34Ha	6.1Ha	+1.76ha

DESIGN CODE

24

Open Space typologies must meet the minimum requirement of the open space typologies referenced in the Open Space and Recreation Study 2022



OPEN SPACE TYPOLOGIES

- Amenity Open Space
- Semi-Natural Open Space
- Parks & Gardens
- Community Orchard
- Provision for Children
- Provision for Young People



4.0 DESIGN PROPOSALS

4.6 Public Spaces

Within the different public open spaces identified, the areas requirements within the S106 can also be achieved.

The range of planting provided within these spaces will incorporate a number of ecological enhancements to improve the biodiversity of the site overall, achieving the minimum 25% BNG requirement.

Within these proposals, several key spaces are identified, including:

- 1 Gateway Park
- 2 Linear Parkway
- 3 Central Park
- 4 Eastern Park
- 5 Green Walkways
- 6 Green Corridors

Their location within the overall layout broadly follows the outline planning application and incorporates the required play provision.

Central Park

At the heart of the development the Central Park comprises a formal landscape with recreation opportunities. Adjacent to the school site and dissected by the primary highway the space be a hub for users. Surfaced footpath connections link from this space into the wider network of public open spaces. The NEAP play space shall the focal feature and provide equipped play opportunities for young people.

Eastern Park

The Eastern Park public open space is adjacent to an existing brook. The landscape shall seek to integrate with the natural environment. Attenuation basins shall be landscaped with new species-rich wetland meadows, marginal planting, copse and wetland scrub planting. The public open space shall incorporate surfaced footpath routes with seating opportunities to take advantage of the landscape setting. Included along the footpath network will be trim trail. Retained and enhancement of existing field boundary hedgerows and trees where possible. The open space will also provide a portion of the sites community orchard provision.

Green Walkways

The Green Walkway to the northern site boundary seeks to integrate the development into the rural landscape. The linear open space shall be animated with surfaced footpath routes, trim trail and natural play opportunities, new native woodland planting, new native shrub and tree groupings, a LAP play space for toddlers and community orchard planting. Existing field boundary hedgerows and associated trees shall be retained and reinforced/gapped where required.

The Green Walkway shall comprise of similar features. The field boundary hedgerows and associated trees along Normandy Way shall be retained and reinforced/gapped where required. Perimeter surfaced footpath routes connect north into the network of public open spaces permeating through the development.

Green Corridors

Two number Green Corridors aligned north-south dissect the development. They help to connect a variety of other key public open spaces such as the northern and southern green walkways, the principal highway, central park and linear parkway to form a comprehensive network of public open space. These corridors are underpinned by the presence of retained existing field boundary hedgerows and tree plans. A network of surfaced footpath routes through landscaped spaces with seating opportunities.



PUBLIC SPACES
PLAN

OUTLINE APPLICATION

- 1

Retain and enhance existing on-site vegetation to new planting
- 2

Maximise opportunities for habitat creation and wildlife preservation
- 3

Provide benefits to both the new and the existing community by providing a range of new parkland

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

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 Landscape Masterplan issued alongside this application provides an overarching strategy for the site, with further detail to be resolved during the RMA or through planning conditions. While this only provides a basic outline of proposals, it is possible to recognise the retention of the vast majority of the existing planting, which forms a structure for the development parcels and significant green corridors and public open space. Within this open space, there is substantial opportunity for new landscaping.

NEW STRUCTURAL PLANTING

Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevation treatments of the buildings, the landscape materials and planting proposals help to reinforce the overall character within the scheme and provide continual reference to

the surrounding landscape – individual planting strategies are provided within the character areas detailed within section 4.5.

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, particularly along the norther boundary. The range of planting provided will incorporate a number of ecological enhancements to improve the biodiversity of the site overall. Given that the detailed landscape design has not been provided with this initial submission, the exact biodiversity net gain cannot be provided, however as a minimum this will deliver the 25% BNG required.

Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees, with a formal tree lined verge along the Principal Street, and less formal tree planting along the secondary streets. This will create a contrast between the formal boulevard of the Principal Street and the lower category neighbourhood streets, further reinforcing the character of the development 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.

DESIGN CODE	
25	Define a strong new landscaped edge to the site, enclosing the site, and along the A442 Normandy Way
26	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
27	Enhance the eastern site boundary and create a diverse habitat to stand development off from the existing brook
28	Emphasise the proposed character areas through the planting types and species
29	Utilise planting strategy to accentuate the street hierarchy
30	Achieve a minimum 25% net gain in area habitat value



LANDSCAPE MASTERPLAN

4.0 DESIGN PROPOSALS

5.8 Resources

THE GOOD DESIGN GUIDE: DESIGN OBJECTIVES



The NPPF states at paragraph 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.

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.



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. A number of strategies which could be utilised to achieve a sustainable development have been detailed below:

- Follow the energy hierarchy;
- Selection of materials and construction techniques; and
- Maximise resilience.

The development will promote energy efficient homes – with a fabric first approach where homes benefit from high levels of insulation, air tight construction, and elements of timber frame construction, together with energy capture technology such as photovoltaics – thus reducing carbon emissions and contributing towards low cost living.

The development of the site will accord with the following principles wherever possible to encourage sustainable use of materials:

- Use of recycled materials and products, including aggregates, where appropriate;
- Buy materials and products locally;
- Minimise use of non-renewable resources;
- Maximise resilience;
- Avoid products whose manufacture, use or disposal causes harmful by-products;
- Choose materials with low embodied energy; and
- Specify timber from independently certified, well managed forests bearing the Forest Stewardship Council (FSC) logo.

Sustainable Communities

The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. Residential development is proposed adjacent to existing facilities to the south which are a walkable distance.

The proposals make effective use of the site, with residential development located in line with the local plan, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

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, play facilities, sports pitches and allotments, 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.

4.0 DESIGN PROPOSALS

4.9 Lifespan



Sense of Ownership

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

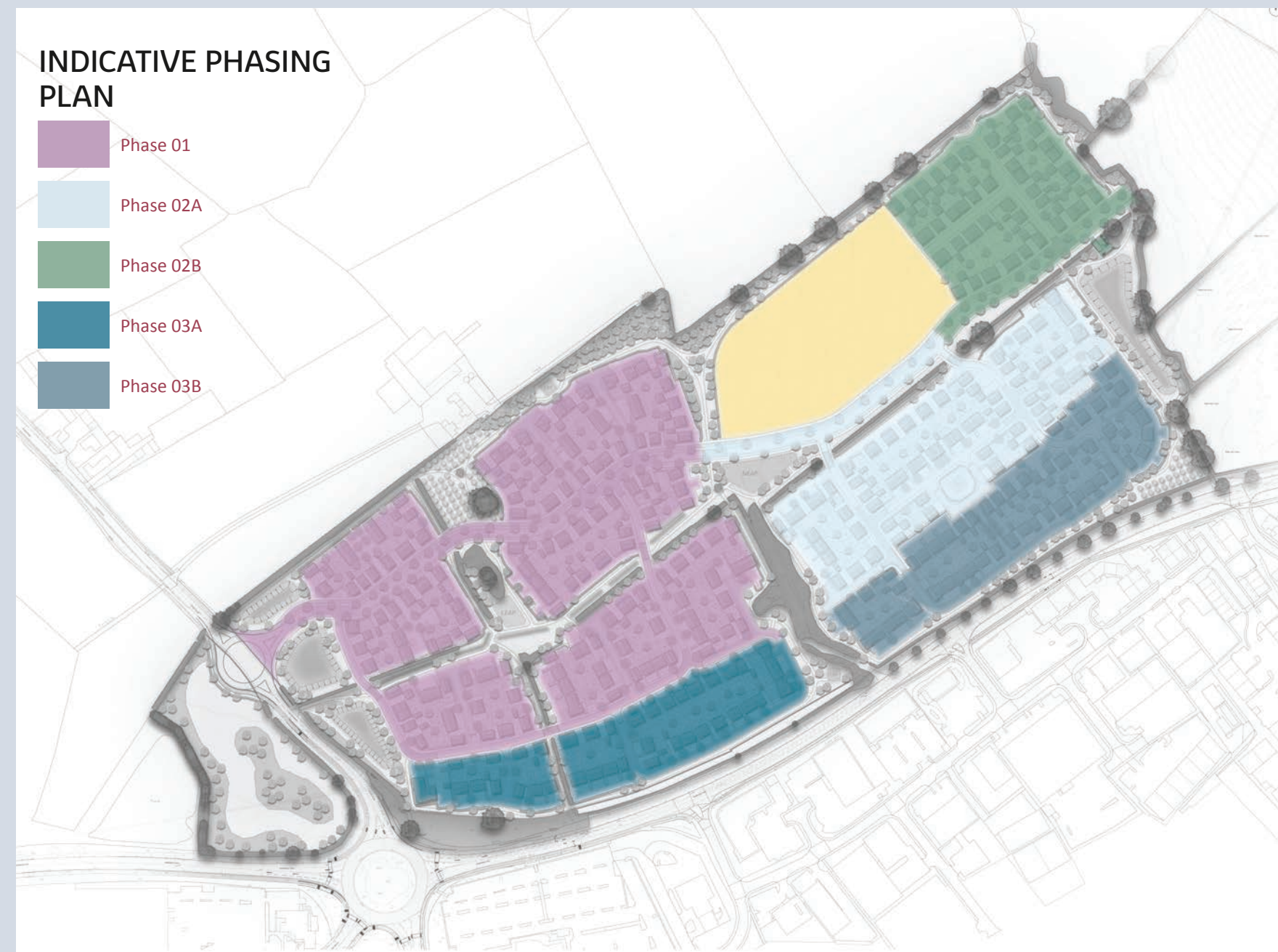
When completed responsibility for long term management and maintenance will typically be separated into areas including: Highway adoption areas; Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement); Private property ownership; and Shared maintenance areas such as shared private drives.

Adapting to Changing Circumstances

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, including the provision of bungalows, 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.

Phasing

An indicative phasing plan has been provided below. It is the intention that the site will be dual branded, increasing the speed of housing delivery and predominantly developed from the access point, to the eastern boundary. The land adjacent to Normandy Way will likely be delivered during later phases, subject to diversion of the overhead power lines.



5.0

CONCLUSION

5.1 Building for a Healthy Life

5.2 Summary

5.0 CONCLUSION

5.1 Building for a Healthy Life



This Building for a Healthy Life assessment is based on the Masterplan, which is formed on the design principles developed by Pegasus Group, the Outline Planning application and Reserved Matters application for the residential parcels.

This BfHL assessment has scored the proposals as 10 greens.

This score highlights how the Reserved Matters application delivers on the potential of the scheme whilst ensuring it adheres to local policies and guidelines, such as the local highways design guidance.

Homes for Everyone will likely be scored a green once the exact housing mix is agreed with the LPA

An Integrated Neighbourhood

Natural Connections

The layout proposes a network of streets and pedestrian routes to ensure edge to edge connectivity, which respond to pedestrian desire lines.

Pedestrian linkages with the existing Public Right of Way and to the connection points across Normandy Way to the south.

Pedestrian routes are proposed around the entirety of the development including along the edges ensuring private drives do not frustrate pedestrian movement.

Where pedestrian routes are provided through the public open space, consideration has been given to internal pedestrian movement, and multiple connections provided to the proposed street network.

Additionally, the development of the future land to the east has been considered with a future proofed vehicular network and logical access points to ensure pedestrian and cycle connectivity between the developments.



Walking, Cycling & Public Transport

Pedestrian and cycle connectivity has been paramount throughout the design process.

Points of connectivity to the surrounding area are limited, however pedestrian connections have been provided along the southern boundary adjacent to Normandy Way and to Stoke Road. These are designed to promote connectivity from the development to the surrounding network of streets and the wider area.

The existing public right of way will be kept predominantly along its existing alignment, and integrated into the green corridor.

The Principal Street has been designed to accommodate a potential future bus route, and the links to development land to the east, which provides the potential to extend into the potential future development. This provides pedestrian connectivity to the surrounding network of pedestrian routes, public rights of way and cycle routes; many

of them pass through the surrounding countryside providing a welcome amenity for future residents.

The Principal Street includes segregated footway and a 2-way segregated cycleway. The secondary and tertiary streets are designed to accommodate local vehicle speeds ensuring they are comfortable for cyclists to utilise the carriageway.

Cycle and pedestrian priority junctions are provided along the Principal Street and where pedestrian routes meet the street network, changes in surface are provided highlighting their priority.

The proposed areas of public open space will incorporate pedestrian and cycle routes; these will both respond to pedestrian desire lines and allow for leisurely enjoyment of the proposed landscape corridors.



Facilities & Services

Given the site's proximity to Hinckley to the south, it is well-related to a range of existing facilities and services.

The majority of these facilities and services are concentrated within Hinckley Town Centre to the south, which is easily accessible through walking and cycling due to the new crossing points provided along Normandy Way. This includes numerous shops, including convenient stores, health and sports and recreational facilities.

The outline application included safeguarded land for a potential new school.

The public open spaces included within the development will provide leisure space, including walking routes, equipped play spaces and allotments.

All of this ensures that the future residential development has a sufficient range of facilities, services and access to high quality public open space.



Homes for Everyone

The design includes a range of dwelling sizes, from 1-5 bed. Although details of the affordable housing is not included within this initial submission, as a minimum it will meet the requirements of the S106 and the design of the homes will tenure blind, with no discernible difference in quality, materials or architectural detail from the open market homes.

All house types adhere to the Nationally Described Space Standards and internally are designed to meet M4(2) standards. Several bungalows are provided on site.

A mix of tenures will be provided across the scheme including some private rented (PRS) housing.

Given the exact mix of affordable housing has not been provided, this section has been scored an amber, with the opportunity to be upgraded to a green at a later date.

All properties will have access to outdoor space and benefit from the extensive public open space around the edges of the development.

This will result in a balanced community, reflecting the local requirements and attracting a variety of future home owners.