

Topography

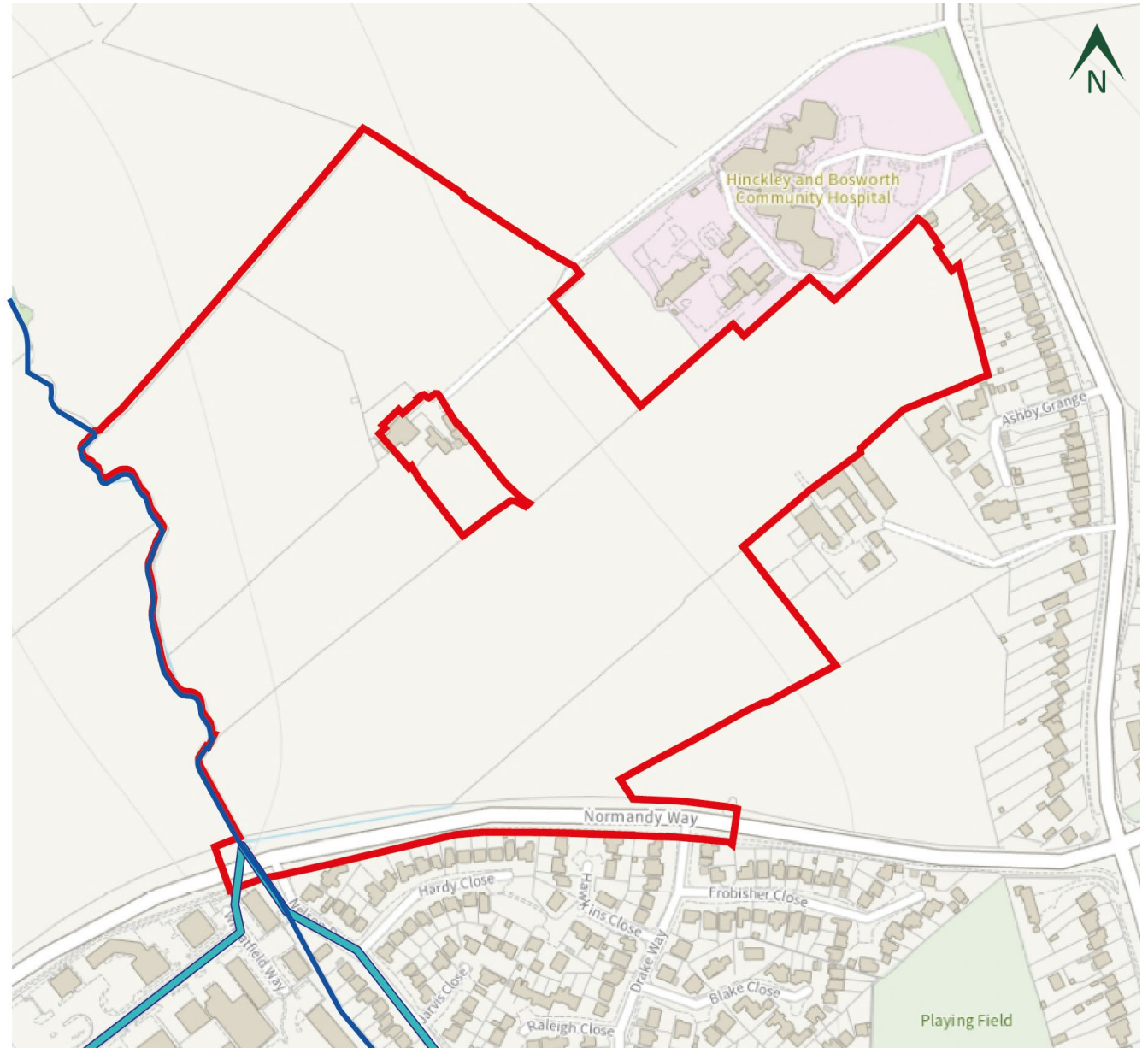
The site generally falls from a high point in the north-west toward the lower parts along the watercourse in the south.

Flood Risk

A Flood Risk Assessment is submitted in support of the planning application and demonstrates that the proposed development of the site is not at significant flood risk, subject to the recommended flood mitigation strategies being implemented.

and outfalls to the River Tweed approximately 2.0km downstream of the site. It is not represented on the Environment Agency's Flood Map for Planning due to its small draining catchment area.

The site has been reviewed for other potential sources of flood risk including canals, surface water, groundwater, reservoirs and large water-bodies and sewers. None of these sources have been found to represent a potential barrier to development.



Flood Risk Plan



Hedgerow and trees along the western site boundary associated with the existing watercourse

Noise

There are few significant sources of noise to which occupants following the potential development of the site would be exposed. The most notable source of noise is road traffic on Normandy Way (A47) which would be most perceptible at properties located toward the southern area of the site. For properties located further north, noise from road traffic on Ashby Road (A447) to the west may be perceptible, though not significant. This is as a result of the distance between the site and the highway, and the existing properties or business premises which lie to the east of the site.

Air Quality

The site is not located within an existing Air Quality Management Area (AQMA). Air quality monitoring in the wider area shows that air pollutant concentrations are below the current relevant air quality objectives for England. The surrounding road network, in particular the A47 Normandy Way and A5 Watling Street, is considered to be the main pollution source in the vicinity of the site.

Design Concepts

- celebrate the heritage assets
- create a primary route which visually connects Sitwell House & Swinden House
- create a focal point/heart to the scheme around Swinden House and design a layout that pushes all residents through the space
- respond to the walled garden with a 'red brick' character, respecting historic patterns.
- create an attractive, tree lined walking & cycle route through the scheme using the existing trees across the site with very removal (low value), and extend the

deal aspect apartments to face Basenorth Rd across and front the tree lined pedestrianized route.

pedestrianized route

main body of the development is surrounded by greenery

existing street scene with trees / mature and large trees





"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community."

National Planning Policy Framework

5

The Design Process

The Design Process

Constraints and Opportunities

A clear understanding of the site constraints and opportunities has been gained through the work undertaken and summarised in sections 2, 3 and 4. The main considerations are presented on the accompanying constraints and opportunities plan and summarised below.

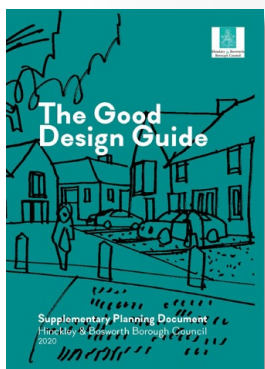
Constraints

- There are few significant sources of noise to which occupants following the potential development of the site would be exposed. The most notable source of noise is road traffic on Normandy Way (A47) which would be most perceptible at properties located toward the southern area of the site.
- In the north-west where the site rises up to the higher landform it represents 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.

Opportunity

- The site generally falls from a high point in the north-west toward the lower parts along the watercourse in the south
- Whilst trees are generally located at the boundaries of the site, there is a framework of field parcels defined by hedgerows and associated trees that runs broadly on a north-east to south-west orientation. These could form the basis of a new GI network opening up the site to new recreational areas and housing
- The surviving ridge and furrow earthworks offer the potential to maintain a legible narrative of the previous use of the site.
- The unnamed watercourse running along the western boundary of the site offers opportunities for ecology and as a setting for an area of informal public open space.
- The wider emerging context of further development proposals includes the potential provision of a new primary school, highway infrastructure and areas of open space that this site could connect with and enhance.





Design philosophy

At its core, good design is about putting people at the heart of decision making. Therefore, when approaching a design of any kind, the starting point should always be the people who will use or be impacted upon by the development.

The public spaces created by the scheme should next be considered, allowing wider agendas such as positive connections and creation of public space to be addressed.

Finally consideration should be given to how buildings can be used to define and enhance these spaces.

Life:

Start with people not buildings



Space:

The power of the public realm, connections, social spaces, gateways



Built form:

Buildings used to define spaces

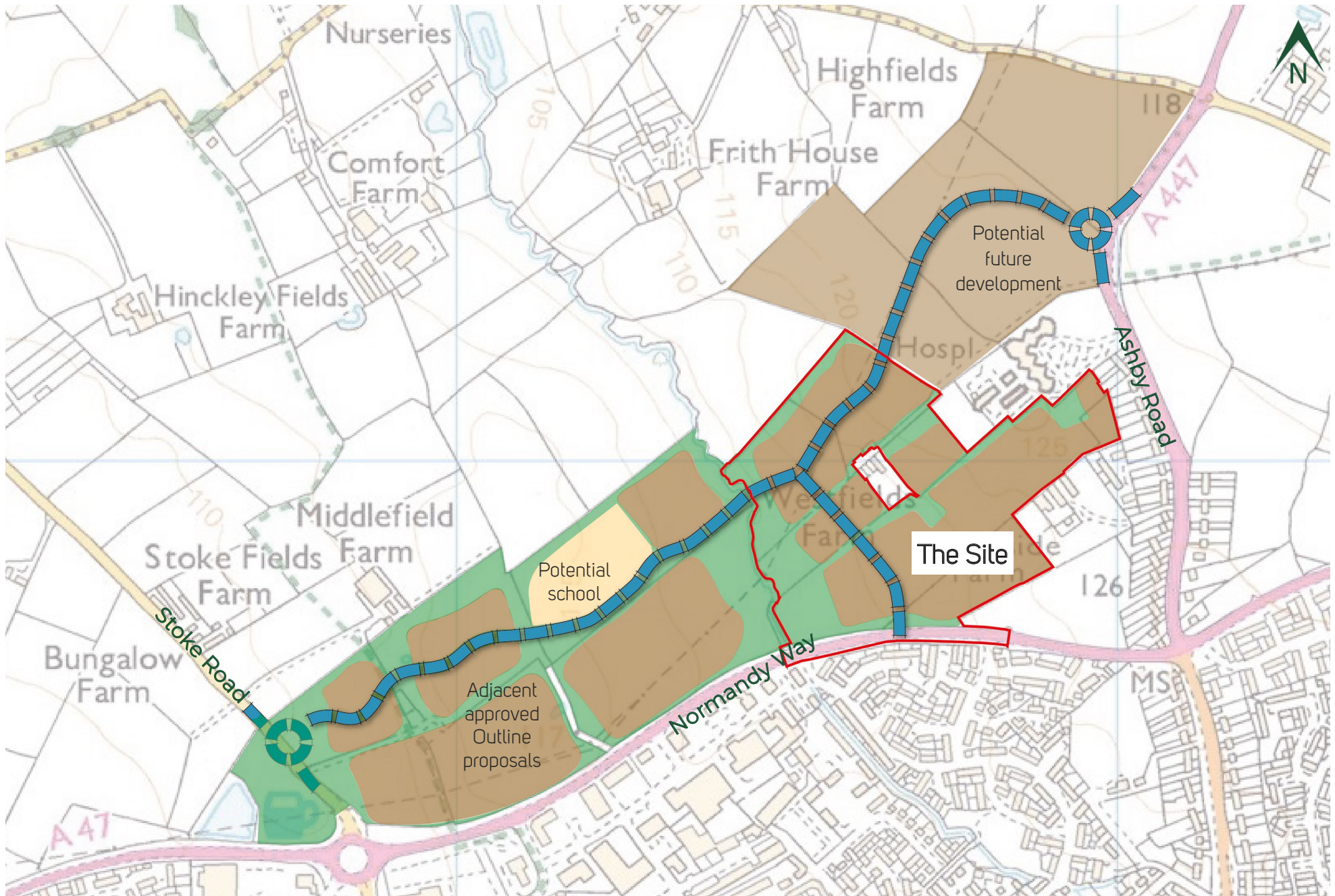


Figure 5 | Design philosophy

Developing a Vision

Having walked the site and its context and undertaken the various appraisals and assessments summarised thus far in the DAS, the design team collaboratively developed a Vision for development of the site that sets out to achieve the following objectives;

- Retention of the existing field pattern, defined by hedgerows and associated trees;
- Retain elements of the existing ridge and furrow that are present within the site, as part of a green corridor that retains the legibility of these features.
- Respond positively to the emerging adjacent proposals to the west, mirroring the approach taken by that scheme to create a large central area of public open space through which the existing watercourse meanders, and ensuring highway and footpath connectivity can be achieved.
- Establish a network of pedestrian and cycle routes within the site that are direct and anticipate desire lines.
- Form a hierarchy of streets within the site that have clear differences in character, setting out a permeable primary street network from which lower-order streets can be designed to maintain low vehicle speeds and prioritise pedestrians and cyclists.
- Define a series of nodes across the site that define gateways, enhance the street hierarchy and green infrastructure network, informing character.







"Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion. Well-designed places are based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design..."

National Design Guide

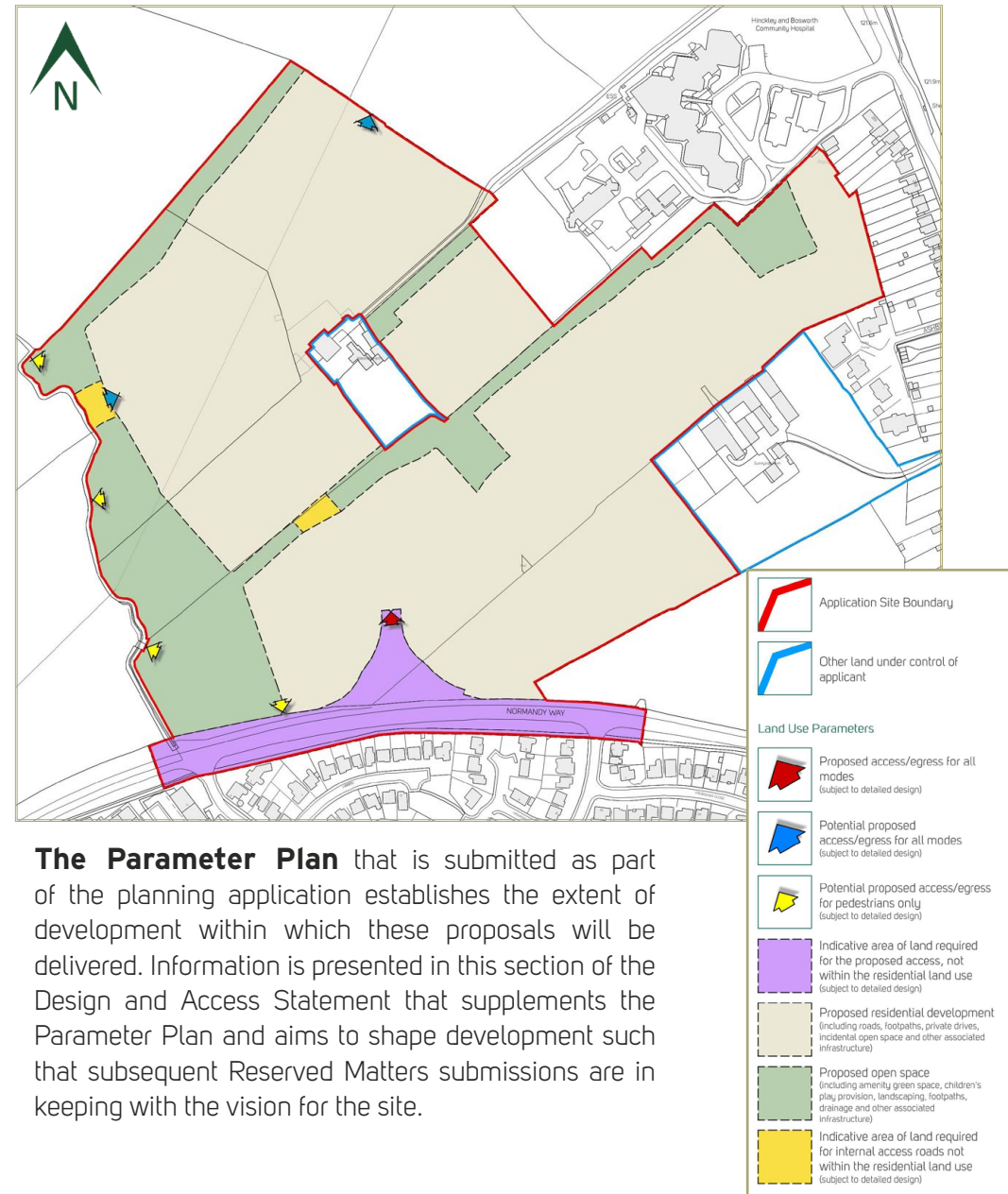
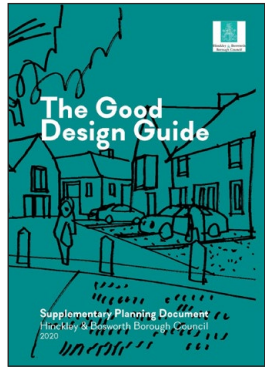
6

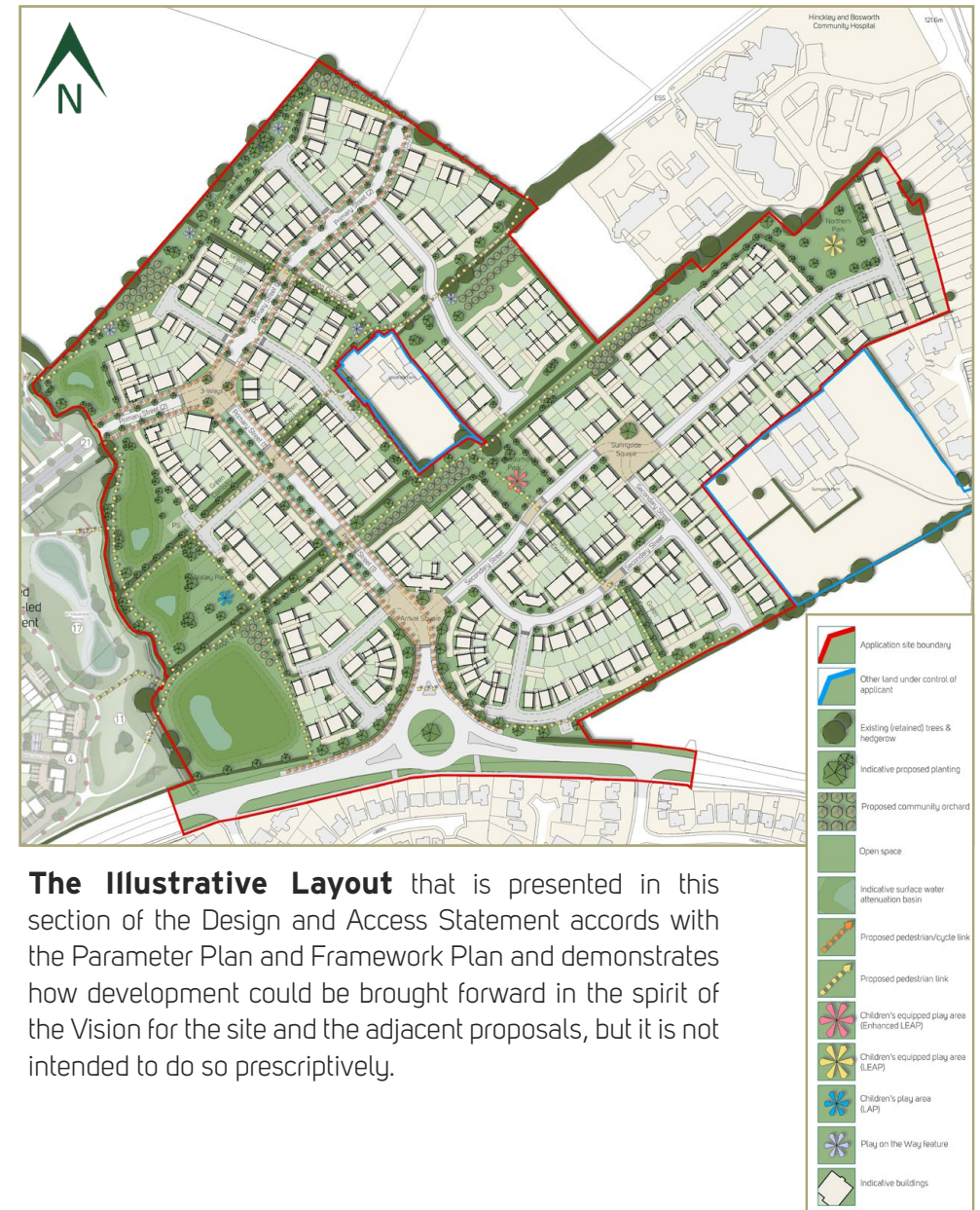
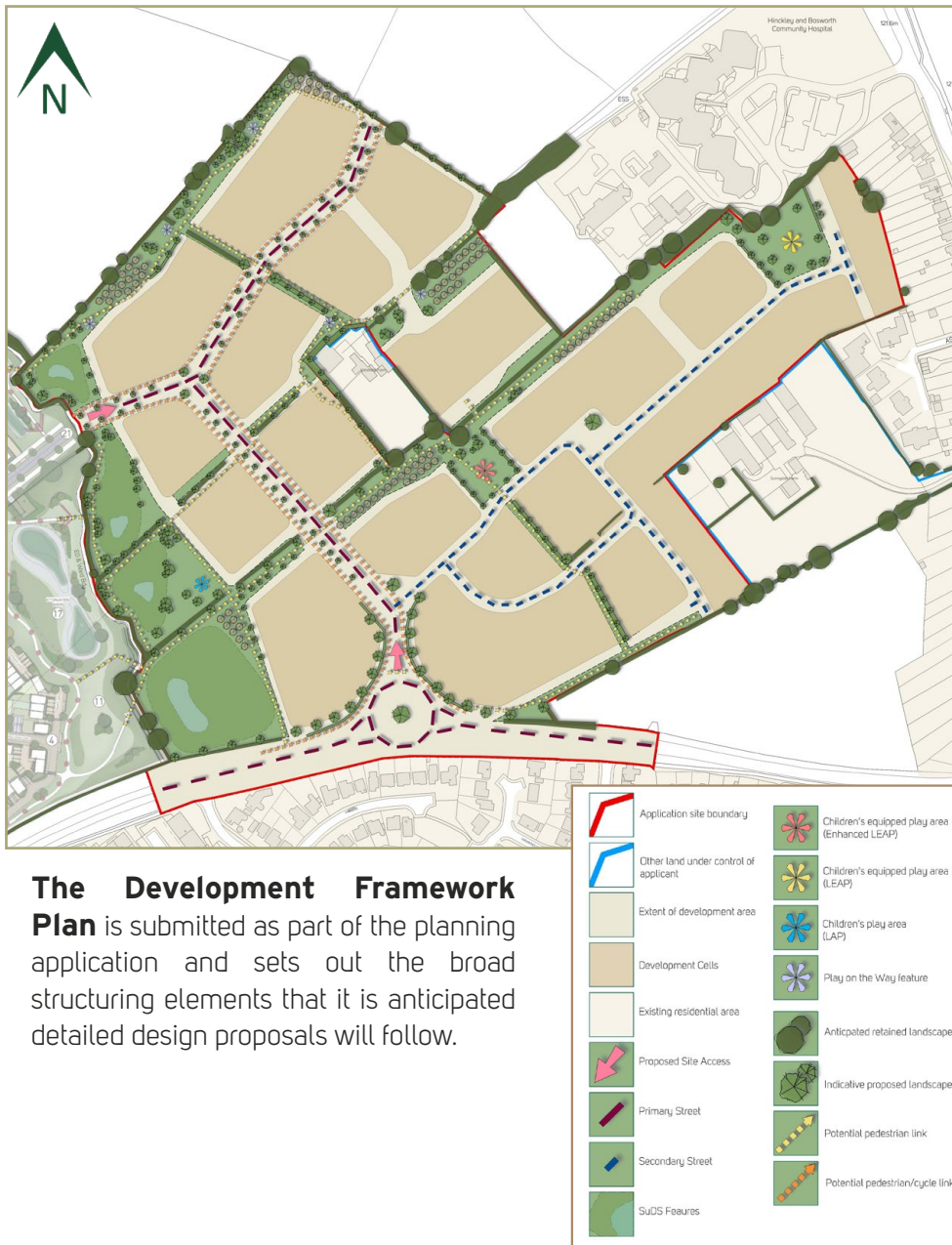
The Design Proposals

The Design Proposals

“Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion. Well-designed places are based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design...”

National Design Guide





Use and Amount

The Land Use Plan opposite shows how the Development Framework Plan can be expressed as the different proposed land uses, such that the following approximate quantities are provided;

- Application Site Area: 16.89ha
- New Access Infrastructure: 2.18ha
- Open Space: 4.59ha
- Residential: 10.12ha

New Access Infrastructure

The submitted detailed access proposals include the formation of a new roundabout along Normandy Way. The extent of land within the application site boundary required to form this is accounted for in this land use. Also accounted for here, are the corridors reserved for the delivery of highway connections to the adjacent proposals in the west and also for the potential future highway connection to future development beyond the site to the north.

Open Space

These areas will define a green infrastructure network within the site that includes retained and proposed trees and hedgerows, pedestrian and cycle routes, a green corridor allowing for the retention of an element of ridge and furrow, surface water attenuation features, children’s play, areas of ecological enhancement, community orchards and incidental areas of open space.

The Use and Amount Plan (opposite) provides a potential total of approximately 4.59ha of open space including surface water drainage features, in excess of the total policy minimum requirement.

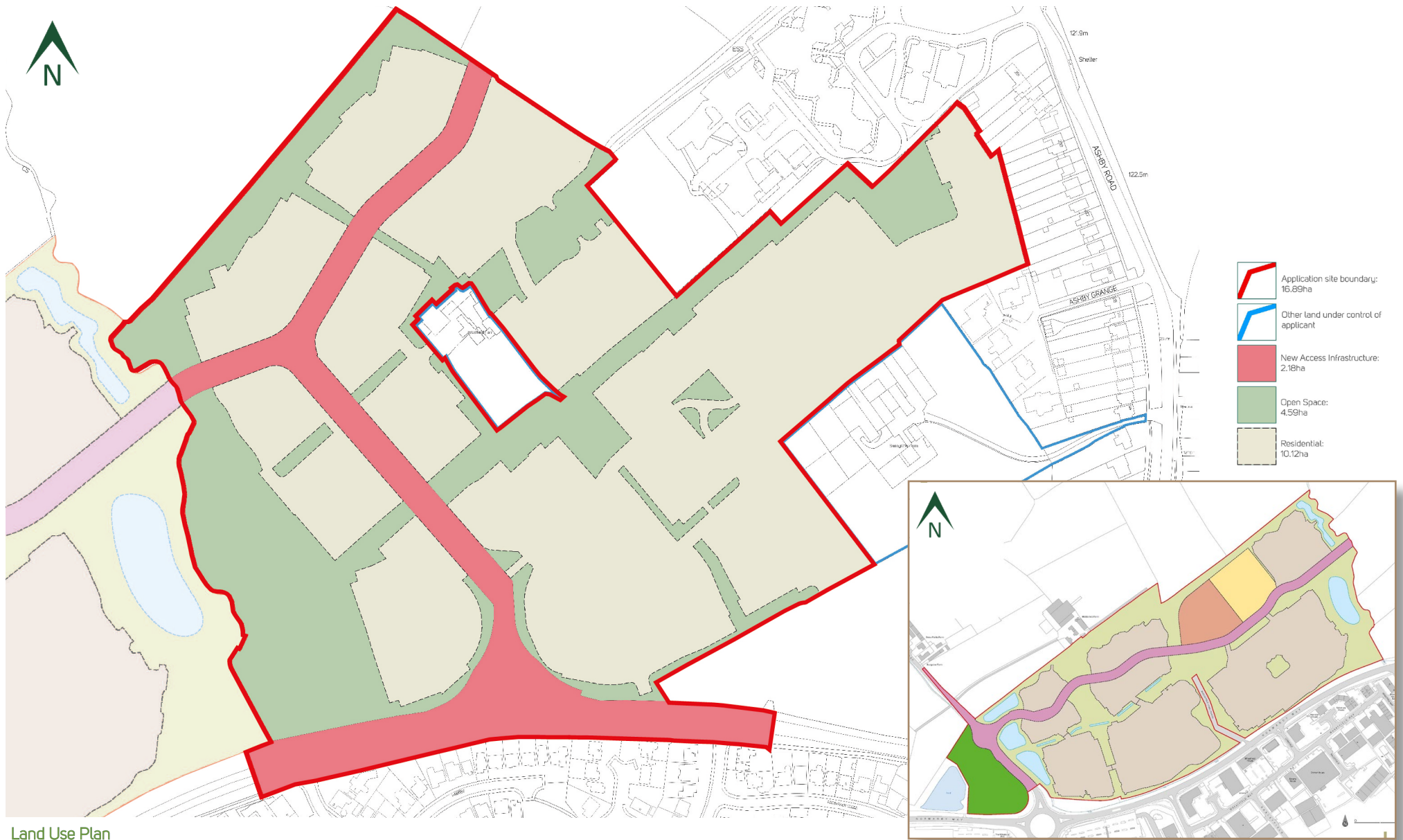
Further details of the proposed landscape strategy are provided within the Landscape section of this chapter of the DAS.

Residential

The Land Use Plan identifies 10.12ha of land for residential development for up to 415 dwellings that is likely to include a range of types, sizes and tenures of home. The residential areas identified on the plan include land required to facilitate the delivery of homes, associated car parking, private amenity space (such as rear gardens) and associated infrastructure such as streets.

The exact number and mix of new homes will be defined during detailed design stage. The Illustrative Layout demonstrates how up to 415 dwellings could be accommodated on the site within the parameters of the vision for the scheme set out in Section 5, but it is not intended to do so prescriptively. The Development Framework Plan is not intended to preclude alternative layout designs, so long as the overarching principles remain.

It is anticipated that affordable dwellings, unless it can be demonstrated at detailed stage that such provision is not viable, will be provided at 20% of the overall total in accordance with Hinckley and Bosworth Borough Council Core Strategy 2009, with a split between different affordable housing tenure types to be agreed at detailed design stage, but anticipated to be 75% social rented and 25% intermediate. 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.



Land Use Plan

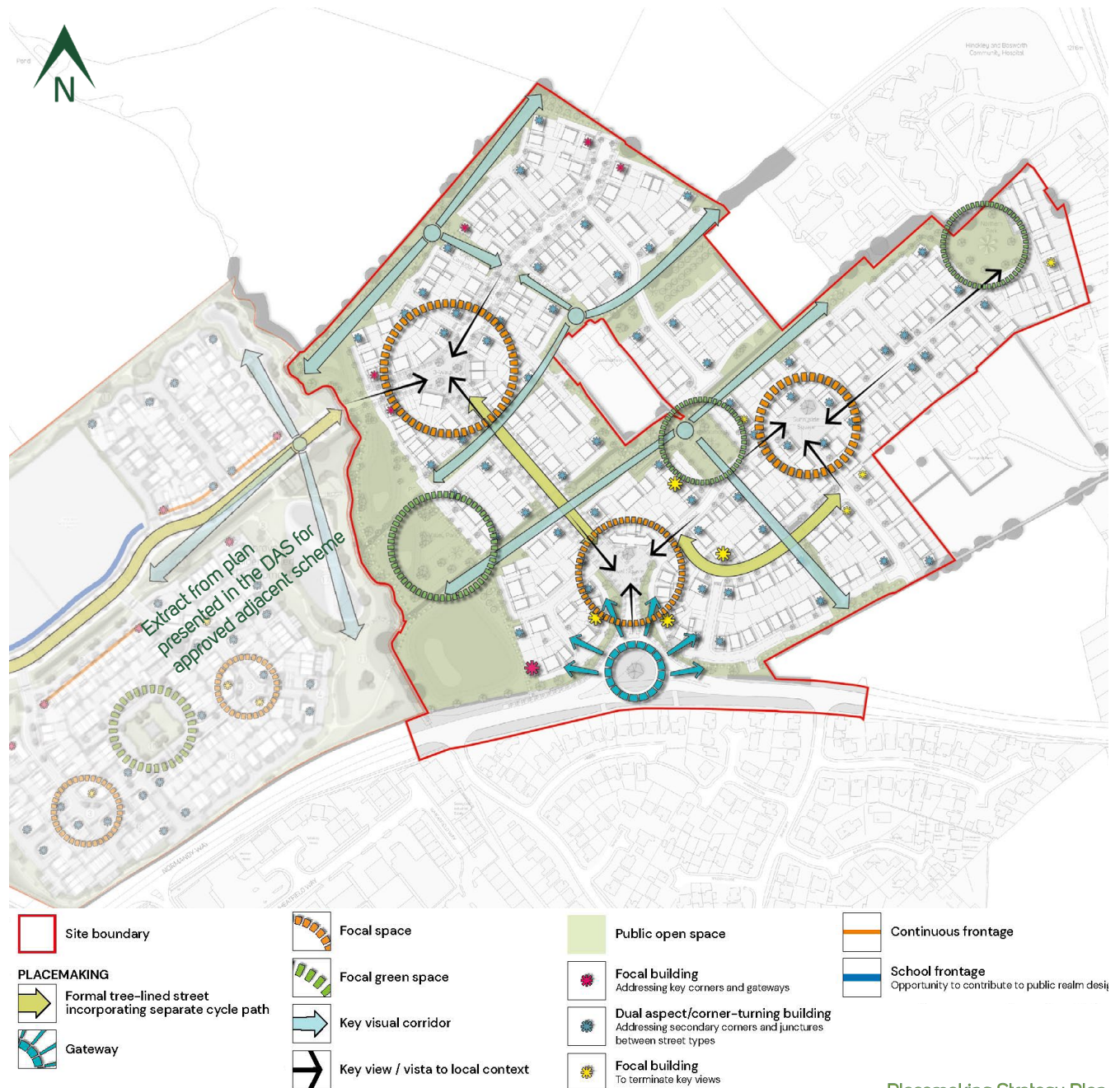
Extract from DAS for approved adjacent scheme: Land Use Plan

Layout & Scale

Features of the Layout

Set within the context of the “green and blue elements” of the Development Framework, it is anticipated that the residential areas will be set out at detailed design stage that, maintaining continuity with the place-making principles of the adjacent proposals;

- Is outward-facing.
- Uses building height and density appropriately.
- Forms focal spaces at logical locations.
- Maintains the landscape-led approach.
- Creates a place that feels safe and secure.
- Adopts good urban design principles such as turning corners, addressing views and vistas and creating memorable places.
- Creates character, distinctiveness, reinforces street hierarchy, establishes gateways
- Varied edge treatments and building line definition in relation to landscape buffers, play spaces, linear corridor and valley park.



Placemaking Strategy Plan

Scale

It is anticipated that buildings (other than garages) will generally be two storeys tall, but that across much of the site buildings could be up to two and a half storeys as a maximum. The preference is that where taller buildings are used, they are located with reference to the street hierarchy, positioned on higher-order streets, or located elsewhere to fulfil a place-making function.

Toward the higher north and north-western edges of the site, buildings are not expected to two storeys in height. Buildings of no more than two storeys are also expected at the interface with existing dwellings at the eastern boundary of the site.

In the lower south-western part of the site, there is the potential that taller buildings of up to three storeys could be successfully integrated and, whilst not essential for the success of the place necessarily, this could enhance the arrival experience around the proposed roundabout along Normandy Road.

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

Building for a Healthy Life

Creating Memorable Places

Several focal spaces are defined on the Development Framework Plan that could perform important roles in the legibility and character of the place. These are locations that perform a transitional function in the movement framework and/or green infrastructure network that could feature enhanced buildings, hard surfacing and landscape treatment. “Gateway” locations are also identified in key strategic positions across the scheme where built form and landscaping should come together to “announce” arrival from the wider context.

Elsewhere within the residential area, focal spaces such as squares and feature junctions are shown on the Illustrative Layout that perform similar, localised functions.

Landmark buildings, or groups of buildings are also tools available at detailed design stage that could help to enhance nodes and feature spaces within the development area, or celebrate important areas of the green-blue infrastructure network. These buildings could use height and/or massing to emphasise their status in the streetscene, and/or include the creative use of form, materials and detailing.

Turning Corners and Framing Views

Houses should be located such that views along streets are terminated at the main elevation of a house 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. This is demonstrated by the Illustrative Layout.

The Illustrative Layout also shows how buildings with corner-turning plan forms that could be dual aspect at external corners of the perimeter blocks. Pairs of buildings are also shown on some corners that present primary frontages to both aspects, with the outer-most home having a “side garden” or car parking located to its side/rear.

There is the potential that a “hierarchy of corners” could be defined such that truly dual-aspect buildings are used on exposed corners, whilst buildings with some form of articulation of the secondary elevation are used in other locations where corners are less prominent.



Density

Based on the provision of 415 dwellings and a net site area consisting of the residential area and new access infrastructure shown on the Land Use Plan (previous spread), the density of these proposals is 34dph. This method of measurement is consistent with the adjacent proposals which achieve a density of 36dph and in both instances it could be considered that the figure is significantly impacted by the inclusion of areas of new access infrastructure not directly related to the development area.

Given the lack of guidance in policy about how the area used to calculate density is measured, it is also worth noting that if the residential area (excluding the new access infrastructure) is used, the resultant density is 41dph.

The density that the form of development shows on the Illustrative Layout is considered appropriate for the site, makes efficient use of the land available and could be considered to conform with the requirement of policy 16 of Hinckley and Bosworth Core Strategy for density of at least 40dph (unless site characteristics dictate otherwise).

The Illustrative Layout shows that at this density, a range of housing types, sizes and tenures can be provided, car parking can be successfully accommodated, and attractive and appropriate street scenes can be defined within and at the edges of the site. The approach taken to density is that areas of lower density occur in the northern and western parts of the site, and higher density development is focused on the arrival space and in the east of the site. Variety in the distribution of density is important to the character of the place and works in partnership with other elements such as building height, building typologies and car parking strategies.



Illustrative Layout Extract