

Land South of Burbage.
Design and Access Statement.

On behalf of Redrow Homes (Midlands)
P22-2560_G001_B | December 2023

Design.





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Prepared by Pegasus Group on behalf of Redrow Homes (Midlands)
Date: December 2023 | Contact: AW
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Pegasus Group
4 The Courtyard
Church Street
Lockington
Derbyshire
DE74 2SL

www.pegasusgroup.co.uk
01509 670806



Redrow Homes (Midlands)
Redrow House
Kinsall Green, Wilnecote
Tamworth
Staffordshire
B77 5PX

www.redrow.co.uk
01827 780642

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1 Introduction.

- 1.1 PURPOSE OF STATEMENT
- 1.2 THE SITE

1 Introduction.

This statement has been prepared by Pegasus Group on behalf of Redrow Homes Midlands and the wider consultant team, to accompany the hybrid planning application for the residential development, comprising:

Hybrid planning application for (a) a full planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and (b) an outline planning application for a residential care home and up to 11no. self-build plots.

This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

The DMPO also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

- a) The design principles and concepts that have been applied to the development; and
- b) How issues relating to access to the development have been dealt with.

(3) A design and access statement must:

- a) Explain the design principles and concepts that have been applied to the development;
- b) Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- e) Explain how specific issues which might affect access to the development have been addressed.”



Town and Country Planning (Development Management Procedure) (England) Order 2015

1.1 PURPOSE OF STATEMENT

The purpose of this Design and Access Statement is:

“...to explain how the proposed development is a suitable response to The Site and its setting, and demonstrate that it can be adequately accessed by prospective users.”
(para. 029, PPG, Reference ID: 14-029-20140306)

This document achieves this within the following sections:

SECTION 1	SECTION 2	SECTION 3	SECTION 4	SECTION 5	SECTION 6
INTRODUCTION Outlines the purpose of this document;	PLANNING POLICY Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;	CONTEXT Considers the Site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;	DESIGN DEVELOPMENT Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;	DESIGN PROPOSALS Presentation of the key design proposals including the Uses, Built Form, Identity, Movement, Nature, Public Spaces, Homes and Buildings, Resources, and Lifespan; and	CONCLUSION This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.

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



Site Location

-  Site Boundary
-  Existing Settlement Boundary

1.2 THE SITE

The Site is located on the southern extent of Burbage, adjoining the existing settlement boundary and the M69 motorway. The village comprises one of four significant urban settlements within the borough of Hinckley & Bosworth and forms a conurbation with the adjacent town of Hinckley. Burbage is well serviced with existing facilities and services, as well as being within close proximity to Hinckley railway station and both the strategic A5 and M69 highway networks.

The Site itself is comprised of nine irregular parcels of greenfield land that are currently used for pasture grazing of agricultural livestock. The Site extents are enclosed by Bullfurlong Lane to the west, the M69 motorway to the south, Workhouse Lane to the east with Britannia Fields and existing residential development to the north.

The eastern part of the Site, which is adjacent to the M69 and Workhouse Lane, benefits from outline planning permission, secured at appeal, for residential development (21/00502/OUT).



1. View into northern parcel of the Site from PRoW
2. View towards north-east corner from within The Site
3. View south from PRoW from Coventry Road
4. View into The Site from Bullfurlong Lane

2 Planning Policy.

- 2.1 NATIONAL PLANNING POLICY FRAMEWORK
- 2.2 PLANNING PRACTICE GUIDANCE
- 2.3 NATIONAL DESIGN GUIDE
- 2.4 NATIONAL MODEL DESIGN CODE
- 2.5 LOCAL PLANNING & DESIGN GUIDANCE
- 2.6 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS

2 Planning Policy.

The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (September 2023), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).



SOCIAL

Support strong, vibrant and healthy communities.

ENVIRONMENTAL

Protecting and enhancing the natural, built and historic environment.



ECONOMIC

Build a strong, responsive and competitive economy.

2.1 NATIONAL PLANNING POLICY FRAMEWORK

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has three interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11. Section 9: Promoting Sustainable Transport (para. 104) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high-quality places." (para. 104(e) NPPF 2023)

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places.

The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..." (para. 126, NPPF 2023)

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

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes". (para. 134, NPPF 2023)

The NPPF is also clear at paragraphs 127 and 128 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

Paragraph 130 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

- “a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of The Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

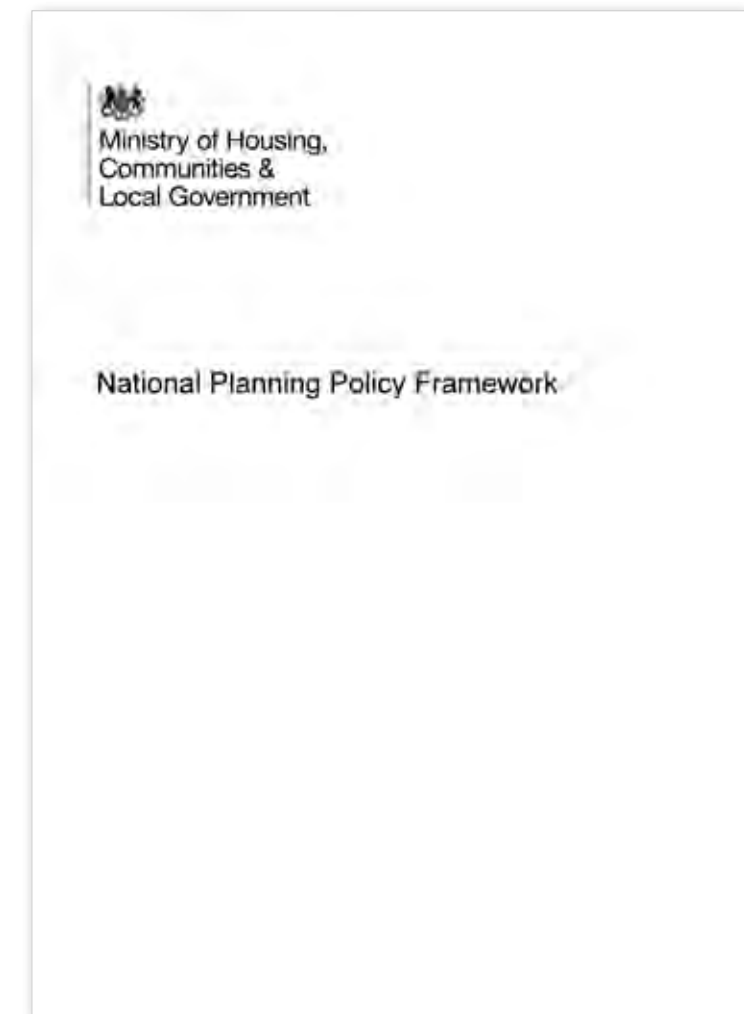
2.2 PLANNING PRACTICE GUIDANCE

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage.” (para. 001, PPG, ID: 26-001-20191001, October 2019)



National Planning Policy Framework,
September 2023



The ten characteristics of well-designed places (NDG, January 2021)

2.3 NATIONAL DESIGN GUIDE

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.” (para. 13, NDG 2021)

The NDG outlines and illustrates the Government’s priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/ Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BfL12) written in partnership with NHS England, NHS Improvement and MHCLG.

2.4 NATIONAL MODEL DESIGN CODE

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

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.” (para. 1, National Design Code 2021)

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



National Model Design Code,
January 2021

2.5 LOCAL PLANNING & DESIGN GUIDANCE

The Site is located within the administrative area of Hinckley & Bosworth Borough Council (“the Council”).

The Local Plan 2006 to 2026, comprising both the Core Strategy (2009) [CS] and Site Allocations and Development Management Policies DPD (2016), forms the extant Development Plan for the area and sets out the overall development strategy for the Borough up to 2026.

The CS confirms that Burbage is one of the four main urban areas of the Borough and is ranked first within the adopted settlement hierarchy. The CS goes on to note that Burbage is an important part of Hinckley, enhancing the diversity of employment and leisure opportunities whilst providing local services for Burbage’s immediate population and it is also well-connected and can be accessed via a selection of key modes of transport. In addition, the recently ‘made’ Burbage Neighbourhood Plan 2015–2026 (2021) (the BNP) sets out a clear presumption in favour of residential development adjacent to the defined Settlement Boundary subject to accordance with other Development Plan policies in Policy 1 (Settlement Boundary).

However, it is important that the Council ensures that they have an up-to-date Local Plan. To this end, the Council has now begun a Local Plan Review which will cover the 2020 to 2041 period and will supersede the Local Plan 2006 to 2026 upon its adoption. In this respect, as the Council progresses its Local Plan Review, it is entirely reasonable for the Council to set out a spatial strategy for the Borough which seeks to allocate development outside of Burbage’s settlement boundary. Such an approach would align with the settlement’s sustainability credentials, role within the settlement hierarchy, and the acceptance in the BNP that development on the edge of the settlement is sustainable.

Outlined on the following pages are the key challenges that the Local Plan Review needs to address in the context of requirements set out in the National Planning Policy Framework [NPPF] 2023.

LOCAL PLAN REVIEW 2020 TO 2041

To date, the Council has consulted on the 'Scope, issues and options consultation (January to February 2018), 'New Directions for Growth Consultation Paper' (January to March 2019) and Pre-Submission Plan (February to March 2022). However, it is understood that the Council delayed the preparation of the plan, partly, in response to the need for clarification over Leicester's unmet housing need and the need for further work to assess and advise on local impacts such as highways and education.

As a part of the Local Plan Review process, the Site was submitted to the Council for consideration through the SHELAA and has been assessed through the Council's SHELAA (2021) under site reference LPR131. Importantly, the SHELAA considered that the Site was 'suitable, available and achievable' and would be developable.

HOUSING NEED AND DUTY TO COOPERATE

As the Council will be aware, the Local Plan Review will need to address the policy changes and objectives in the NPPF. One of the Government's principal objectives that is made clear within the NPPF is to significantly boost the supply of housing. This means that: "strategic policies should, as a minimum, provide for objectively assessed needs for housing..." (Para 11a).

The objectively assessed needs for housing should be informed by a local housing need [LHN] assessment, conducted using the Standard Method (Para 60). For the Council, the Standard Method would produce an LHN figure of c.468 dwellings per annum [dpa]. It is only marginally higher than the adopted housing requirement (c.450 dpa). However, the NPPF is clear that Government's objective is to "significantly boost the supply of homes" (Para 60). The NPPF and Planning Practice Guidance [PPG] (ID: 2a-002) are also clear that the LHN figure is a minimum starting point (i.e., actual housing need may be higher than this figure). As such, the PPG states that it may be appropriate for a higher figure to be adopted, where this would support employment growth, infrastructure, affordable housing or unmet housing needs.

In this regard, it is noted that the Council's Pre-Submission Plan sought to meet its own LHN figure, but whilst acknowledging that the "City of Leicester has declared an unmet housing and employment need", it went on to state that the "unmet housing need has yet to be fully quantified" (Para 4.10) and as a result, included a policy requiring a Local Plan Review (e.g. Policy SSO3 Local Plan Review) to address this matter at a later point.

In this context, the Council falls within the Leicester and Leicestershire Housing Market Area [HMA]. As the Council will be aware, as a part of Leicester City Council's [LCC] emerging Local Plan, LCC have identified that c.18,700 dwellings will be met by the HMA partners under Duty to Cooperate. Notably, the LLHMA authorities published the draft Statement of Common Ground (July 2022) identified that the Borough should accommodate 659 dpa for the 2020 to 2036 period to meet its own needs and the needs of Leicester, which include 187 dpa to meet Leicester's unmet housing needs. Importantly, the SoCG has been tested as part of the Charnwood Local Plan examination in public, with the Inspectors tacitly accepting its conclusions. Therefore, as required by paragraph 11b of the NPPF, the Council should be seeking to address these unmet needs through the Local Plan Review now rather than deferring the matter to a future Local Plan Review (Para 35c).

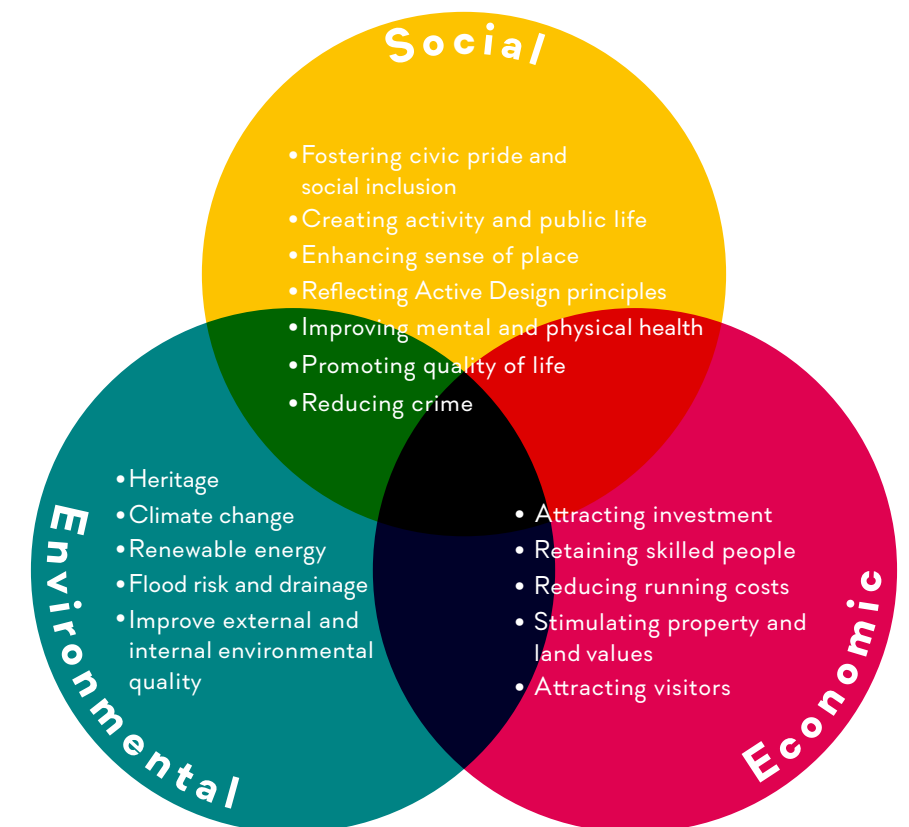
To this end, it is clear that the Council will need to make further allocations within the emerging Local Plan Review to address these needs, beyond those set out in the Pre-Submission Local Plan Review, in accordance with Paragraph 11b of the NPPF.

THE GOOD DESIGN GUIDE SPD

The Design SPD has been referenced throughout the design process.

On the 18th March 2020 Hinckley and Bosworth Borough Council adopted the Good Design Guide Supplementary Planning Document (SPD). The adopted SPD provides guidance on design related policies contained within the Hinckley and Bosworth Borough Council Local Plan 2006 to 2026. This SPD has been prepared to guide applicants through the planning process.

The proposals have been assessed in detail in the summary section (Section 6) at the end of this document.



Hinckley & Bosworth Borough Council (2020)
 'The Value of Good Design', The Good Design Guide:
 Supplementary Planning Document, pp. 9.

2.6 ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS



The Good Design Guide –
Supplementary Planning Document
2020



Hinckley & Bosworth Local Plan
2020-2039

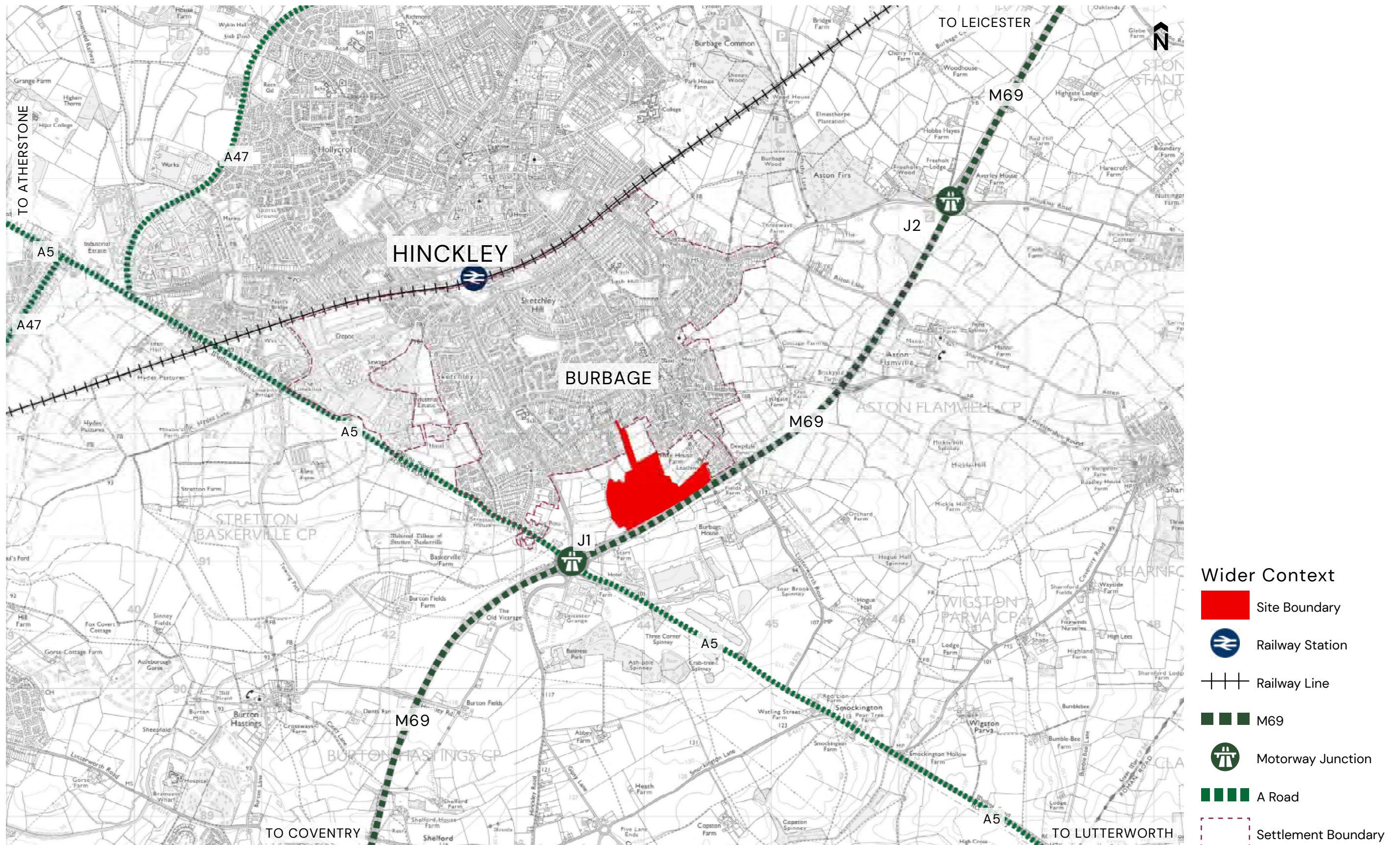


Burbage Neighbourhood Plan
2015-2026

3 Context.

- 3.1 EXISTING CONTEXT
- 3.2 CONNECTIVITY
- 3.3 LOCAL FACILITIES
- 3.4 LOCAL CHARACTER
- 3.5 SITE ANALYSIS
- 3.6 OPPORTUNITIES & INFLUENCES

3 Context.



3.1 EXISTING CONTEXT

The Site adjoins the settlement boundary of Burbage. It is enclosed by Bullfurlong Lane to the west, the M69 motorway to the south, Workhouse Lane to the east with Britannia playing fields and existing residential development to the north.

The Site itself is comprised of nine irregular parcels of greenfield land that are currently used for pasture grazing of agricultural livestock. In addition, the Site is occupied by the Burbage Fields Farm house and associated outbuildings, located to the south west of the Site adjacent to the M69 motorway.

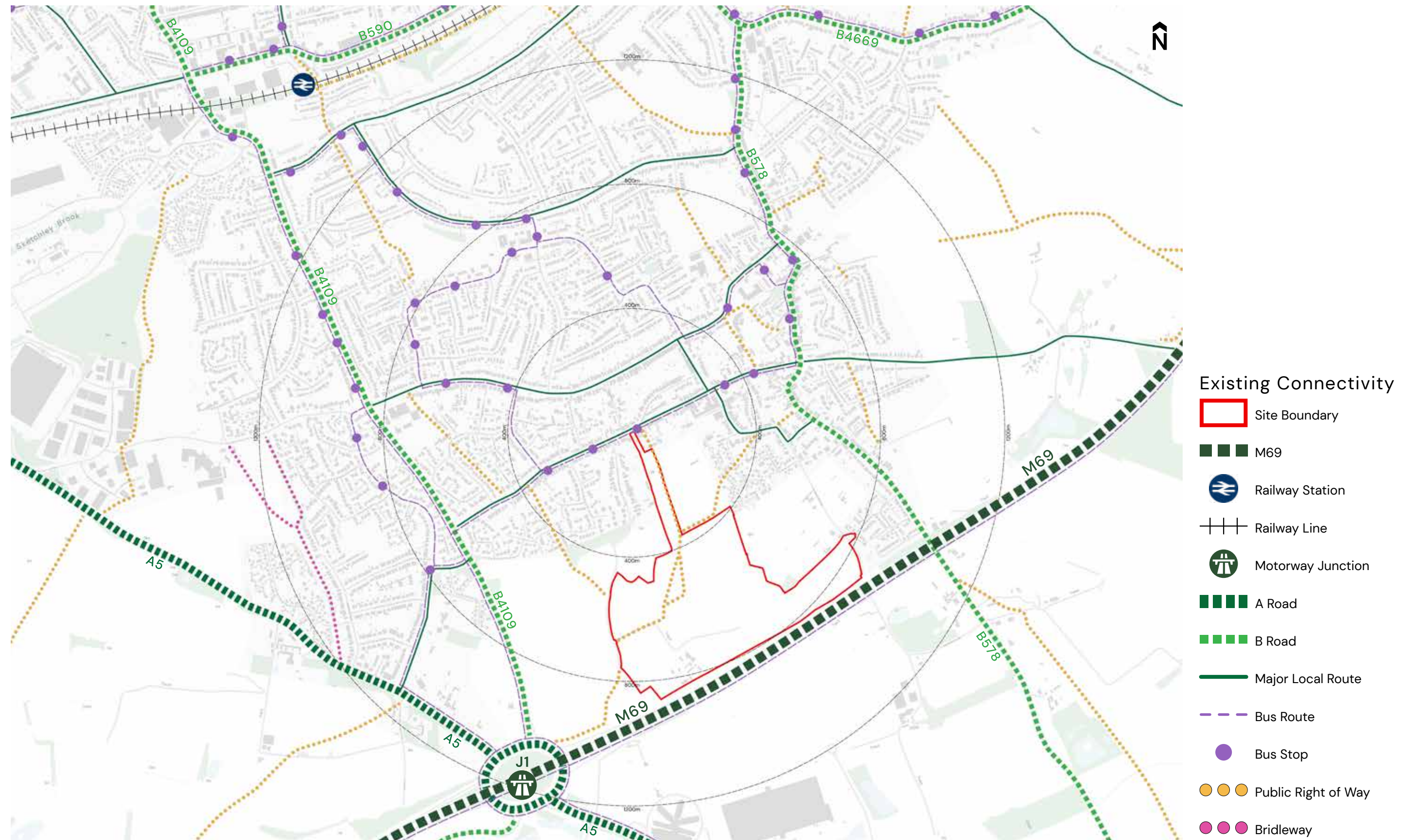
The eastern part of the Site, which is adjacent to the M69 and Workhouse Lane, benefits from outline planning permission, secured at appeal, for residential development (21/00502/OUT). Two additional residences fronting onto Coventry Road are also included within the Site boundary and provide the opportunity to create a new access into the Site.

The village of Burbage is located in the borough of Hinckley & Bosworth, approximately 22 km to the south-west of Leicester. Leicester has a key station on the Midland Mainline; This provides regular and frequent services to London, the East Midlands cities and Yorkshire to the north, and to the West Midlands and the east of England on regional services.

Frequent bus services connect the city to the rest of Leicestershire, other East and West Midlands towns and cities, and East Midlands Airport. Along with the roads, these public transport connections make Leicester a highly accessible location in the country.

1. Hinckley Train Station
2. St Catherine's Church, Burbage
3. Hinckley Bus Station





3.2 CONNECTIVITY

The Site is located adjacent to Coventry Road in Burbage and is well connected to the surrounding area of Hinckley. Major traffic routes, including Rugby Road, the A5 and M69 are in close proximity to the Site, providing ease of access to the surrounding highway network.

The M69 runs along the south-eastern boundary of the Site, linking to Leicester, 13 miles to the north-east, and Coventry, 12.5 miles to the south-west. Direct access to the nearby A5 and M1 link to London and Yorkshire, as well as the rest of the motorway network.

Hinckley railway station is located 2 miles to the north-west which provides access to the CrossCountry rail service via Birmingham to the west and Leicester to the east.

Several bus stops are located along Coventry Road in Burbage providing access to the surrounding network of public transport within walkable distance of the Site.

The Crossways bus route serves Burbage and the surrounding villages, with buses linking the village directly with Hinckley, Nuneaton, Stoke Golding, and the cities of Leicester and Coventry

Street-lit footways along Coventry Road offer pedestrian connectivity to a continuous network of footways in all directions. Within a 2,000 metre walking catchment there are various employment, education, retail, health and leisure facilities, which reduce the need for residents to travel by car.

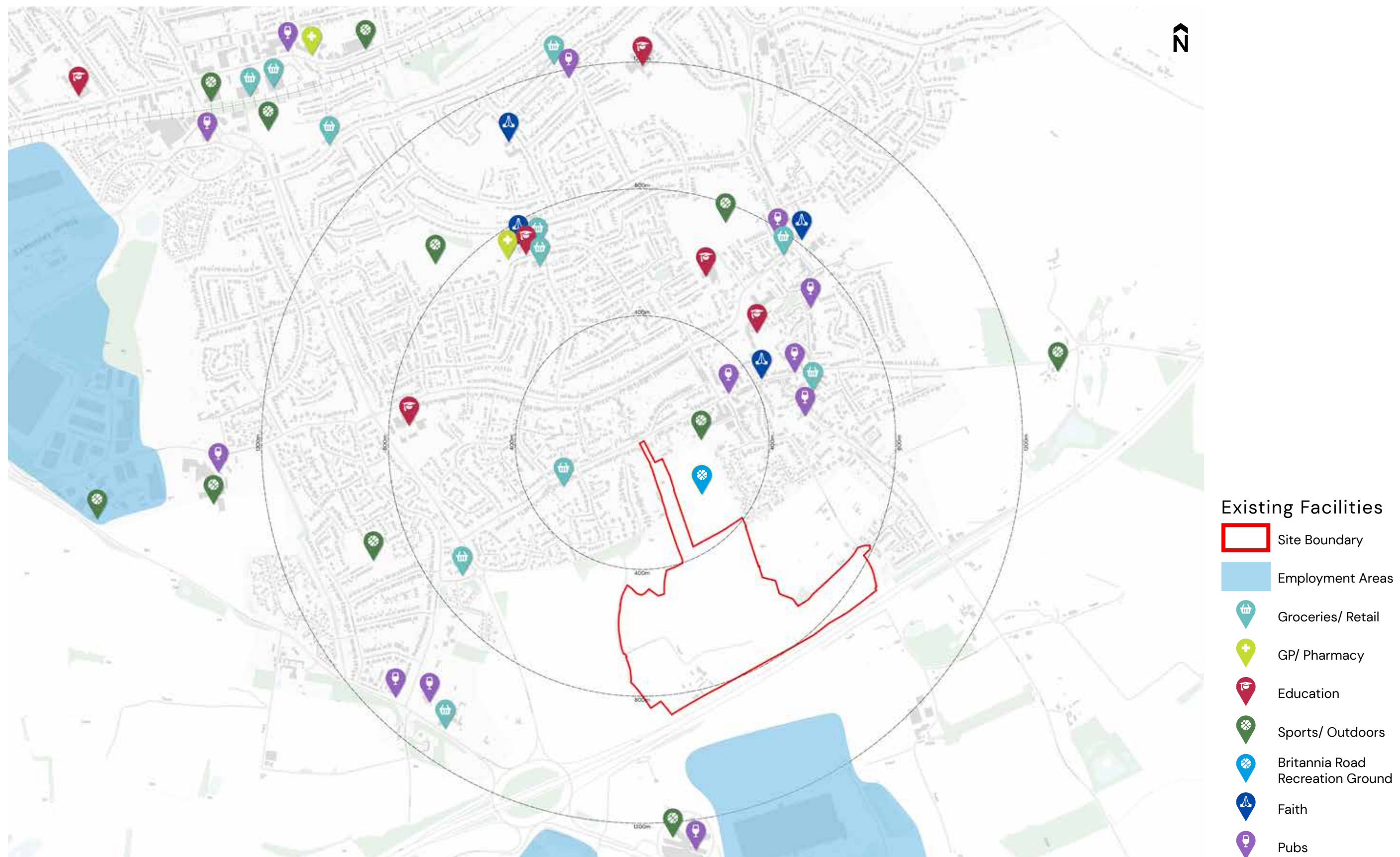
There is an existing Public Right of Way through the Site (reference U66), which provides pedestrian connectivity to the Britannia Road Recreation Ground, village centre and the surrounding network of pedestrian routes, public rights of way and cycle routes. Alongside this Public Right of Way, there are multiple others that cross or adjoin the Site; these include U65, U66A and U59.

Local facilities are within acceptable walking and cycling distance of the Site, and there is extensive pedestrian and cycle infrastructure on the desire lines, including footways, recommended cycle routes and appropriate crossings.

The Site is highly accessible by a range of sustainable travel modes (walking, cycling and bus) and is therefore well located for residential development.

- 1. Public footpath U65/1
- 2. Bullfurlong Lane
- 3. The Craft Public Footpath





3.3 LOCAL FACILITIES

The Existing Local Facilities Plan (presented opposite) shows the location of key local facilities and services in relation to the Site.

3.3.1 Access to Jobs

The main employment opportunities are available to the south at the Amazon and DPD hubs. Other employment opportunities are available in retail and industrial estates to the north-west of the Site adjacent to the A5.

3.3.2 Health Services

A range of health services are provided locally, including doctors, pharmacies and dentists within Burbage and Hinckley. There are also public transport links to Leicester Royal Infirmary, and George Elliot Hospital in Nuneaton.

3.3.3 Recreation

Britannia Road Recreation Ground is located immediately adjacent to the north east of the Site, accessed by public footpaths that are continued through the Site. This provides two football pitches, a rugby pitch which is home to Burbage RFC, children’s play area and a goal end.

Hinckley Road Cricket Ground and Tilton Road Park offer open play spaces within 1 mile of The Site

3.3.4 Education

The schools serving this catchment area are Burbage CofE Infant School, Burbage Junior School and Sketchley Hill Primary School. There are a range of upper schools including Hastings High School, The Hinckley School and Redmoor Academy. Additionally, the University of Leicester and De Montfort University are both located around Leicester City Centre, along with Coventry University and the University of Warwick in Coventry.

3.3.5 Retail

In the immediate proximity of the Site, there a number of local shops, newsagents, pubs, restaurants and local businesses along Coventry Road and Windsor Street.

The Crescent in Hinckley is a retail and leisure development comprising of a wide range of shops, cafés and supermarkets including a Sainsbury’s superstore, Cineworld five-screen multiplex cinema and a TK Maxx.

Leicester City Centre is easily accessible via public transport. The City Centre provides access to supermarkets and convenience stores, medical and dental facilities, public houses and eateries.

- 1. The Courtyard, Coventry Road
- 2. Britannia Pavillion
- 3. St Catherine’s Church



3.4 LOCAL CHARACTER

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

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;” (para. 53, NDG 2021)

An analysis of the existing built form of Burbage can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach. The immediate site context is predominantly residential, where a range of architectural scales, materials, detailing, boundary treatments and thereby character is evident.

The historic core of the village is defined by the curtilage of Burbage Conservation Area and centres around the junction of Lutterworth Road, Windsor Street and Church Street, up to St Catherine’s Church on Hinckley Road.

The townscape is characterised by a mix of buildings of varying age, height and situation. Twentieth Century expansion has led to a large increase of residential development and the village boundaries to merge with that of Hinckley to the north.

The historic areas of the village feature a number of attractive properties, including several listed buildings. These areas are characterised by the linear arrangement of detached, semi-detached and terraced dwellings along the street-scene, with properties forming a continuous frontage and typically built to back of footpath, or set back nominally with small frontage gardens.

Properties are generally 2 storeys, but ridge heights vary, but range from 1 to 3 storeys.

Later residential estate houses typically follow the form of the historic areas, being semi-detached and detached properties of low density, set back behind frontage gardens and private driveways.

The character of the built form within the historic core is described within the Burbage Neighbourhood Plan (NP), with the key features identified as:

- 1. The historic character of the Parish is one of its most important assets;
- 2. The layout and vernacular character of the buildings;
- 3. Surviving buildings, structures and spaces related to the development of Burbage and Sketchley, together with ridge and furrow landscape, provide a high quality and distinctive historic environment that is rich in character and reinforces a sense of place.
- 4. The variation in the scale, character and historic use of the buildings, from larger dwellings including the Sketchley and Burbage to the Manor House and St Catherine’s Church and a variety of other houses and cottages of various ages;
- 5. 15 buildings and structures that have been granted ‘Listed Building’ status in recognition of their special historical or architectural interest;

The immediate site context is predominantly residential, and the photographs on the right illustrate the variety of local architecture within Burbage. This provides a palette of design references that may be drawn from and allow the proposed design response to reflect local character.

Opposite page:
Examples of local vernacular



Jubilee Way



Coventry Road



Flanders Close (Redrow site)



Jubilee Way



Coventry Road



Flanders Close (Redrow site)



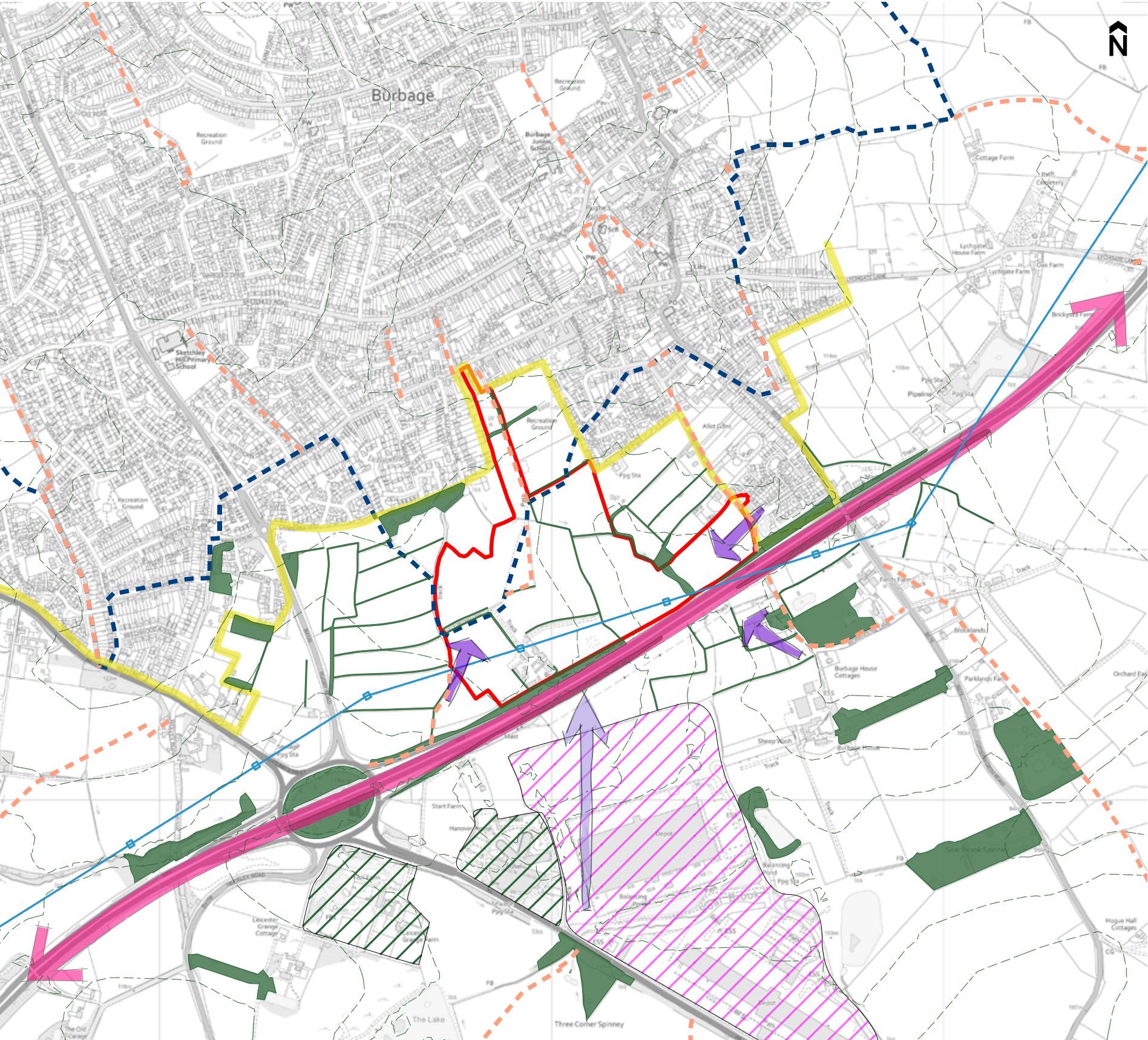
Workhouse Lane



Coventry Road



Flanders Close (Redrow site)



Landscape & Visual Analysis

- | | | | |
|---|-------------------------------|---|--|
|  | Site boundary |  | M69 motorway corridor |
|  | Round Burbage walk |  | Existing trees, woodland blocks and hedgerows the site and across the local landscape, p |
|  | Existing public rights of way |  | Electricity pylons and overhead cables |
|  | Existing settlement edge |  | Leisure facilities |
|  | Short distance views |  | Large scale distribution land uses |
|  | Longer distance views |  | Existing contours |

3.5 SITE ANALYSIS

3.5.1 Landscape & Visual Impact

Pegasus Group has been instructed by Redrow Homes Midlands, to undertake a landscape and visual impact assessment (LVIA) in relation to the proposed development on Land at South of Burbage, Leicestershire.

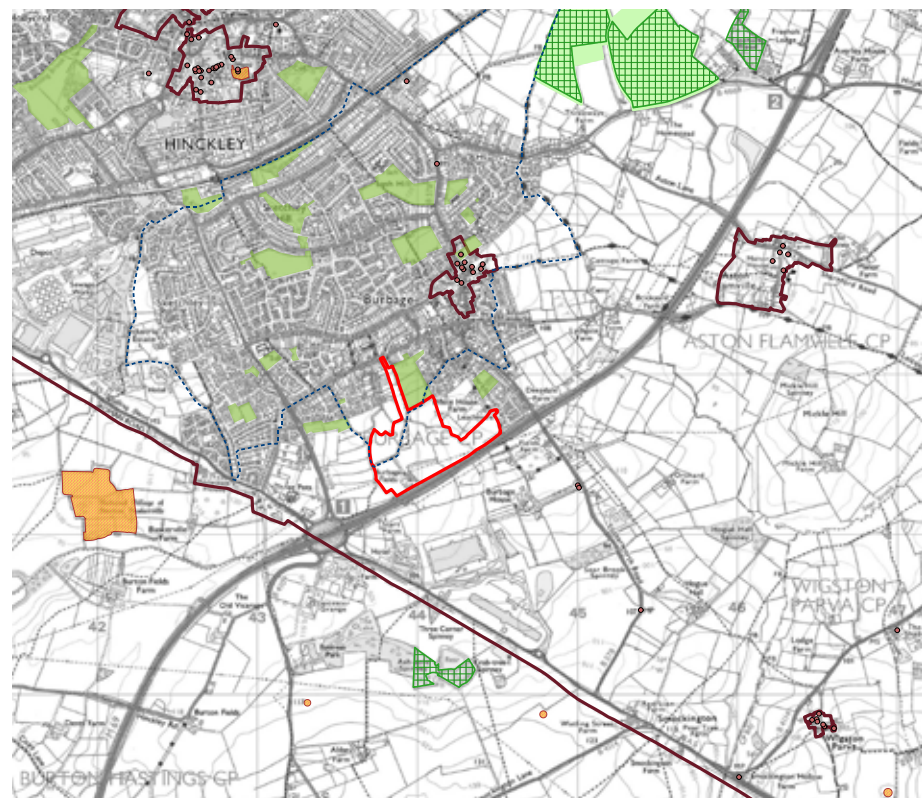
Matters of landscape character and visual amenity related mitigation measures to minimise impacts are an integrated part of the proposed development. Applying an overarching strategy for green infrastructure also has linked benefits in terms of other environmental matters, such as biodiversity and the consideration of sustainable drainage.

The overarching principles for the landscape strategy aim to:

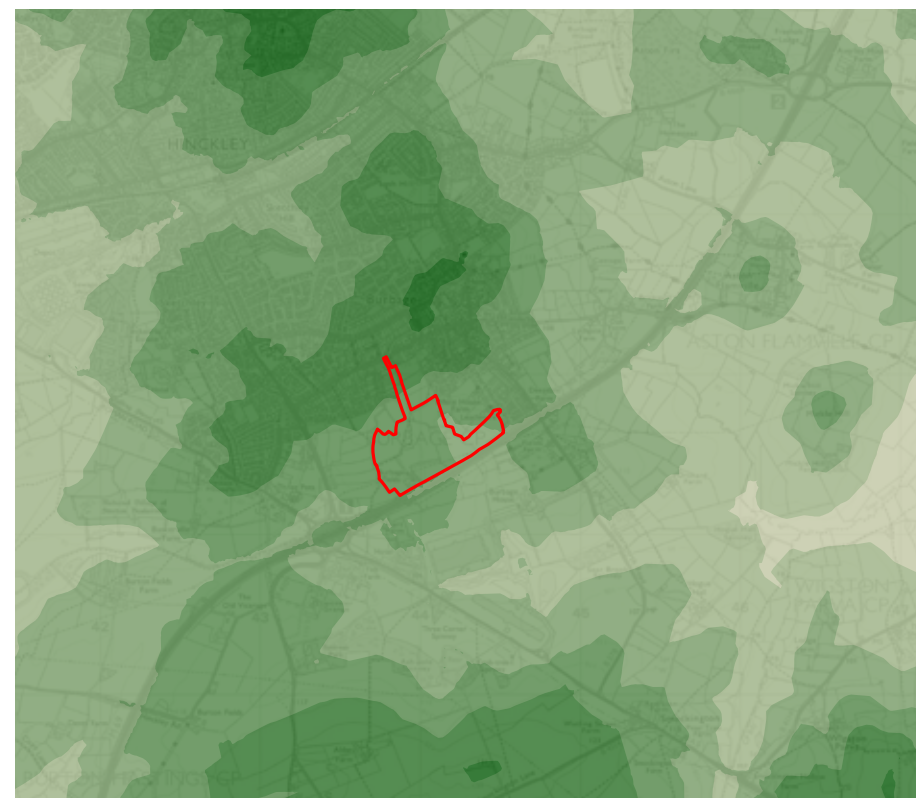
- Respond to existing landscape character in the local context and the surrounding landscape;
- Retain and make best use of existing landscape elements and features where these can be retained across the Site;
- Optimise protection and screening for visual amenity receptors (including the interface with the countryside to the west and south); and
- Avoid loss or damage to retained landscape elements and features, maintaining, and enhancing the existing green infrastructure framework.

Together these place a particular emphasis on green infrastructure across the Site (including strategic landscape planting and open space) and the role that landscape.

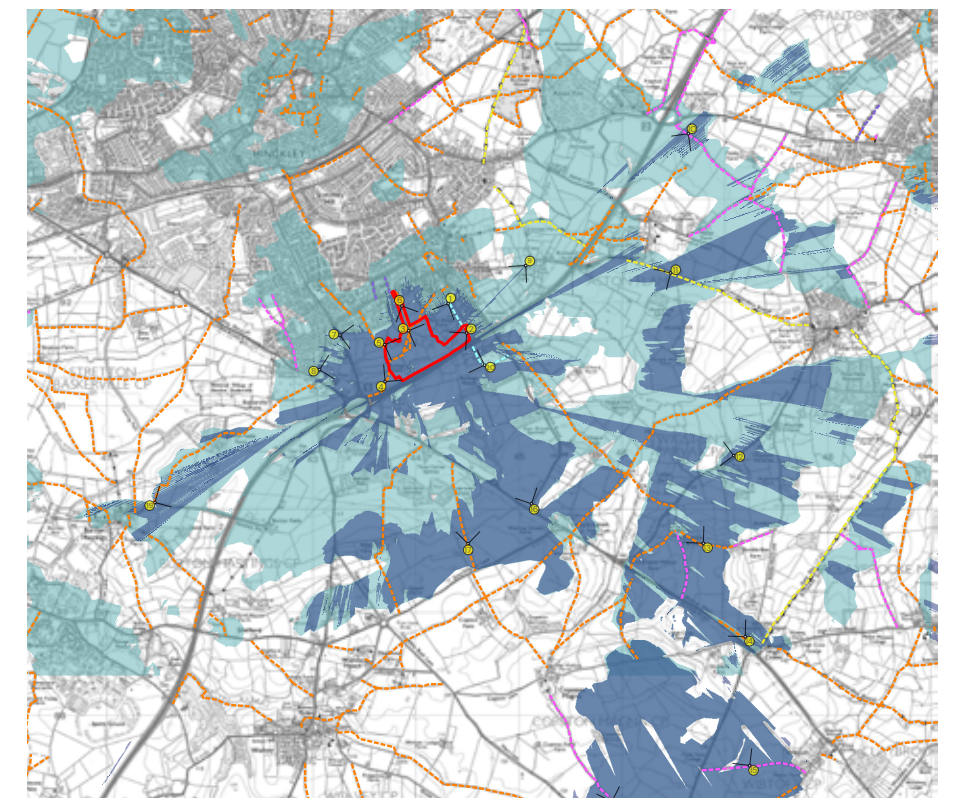
Overall, it is considered that the layout (and Landscape Masterplan) incorporates a mitigation strategy that forms an inherent part of the proposed development and this, notwithstanding some higher impacts at close proximity (i.e. on site and on the boundaries of the Site), combined with the limited visibility and overall perception of the Site from across the wider landscape, this will minimise potential adverse effects.



Planning Designations Plan



Wider Topographic Plan



PRoW, Viewpoints and ZTV Plan

3.5 SITE ANALYSIS (CTD)

3.5.2 Arboriculture

FPCR was commissioned by Redrow Homes to conduct an Arboricultural Survey and Impact Assessment for the Site.

Tree stock on site is varied and ranges in quality from unsuitable (category U) to high (category A). The majority of individual species were recorded as English Oak and Ash.

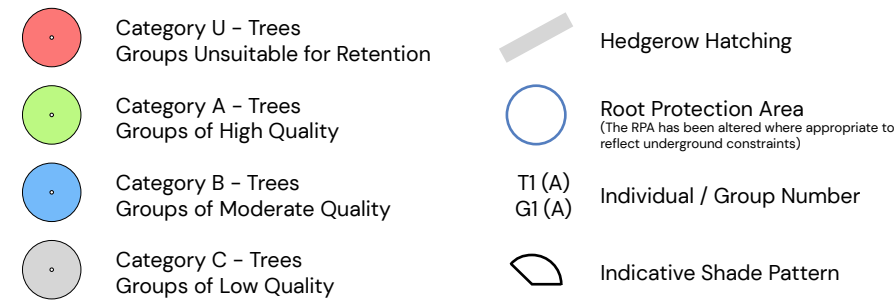
During the assessment, four individual trees were recorded as category A specimens, of high arboricultural and landscape value. These were trees T9, T13, T24 and T37. These consisted of specimens of English Oak *Quercus Robur*. These trees were considered to offer a substantial amount of amenity and arboricultural value to the local environment, leading to the highest available grade under BS5837.

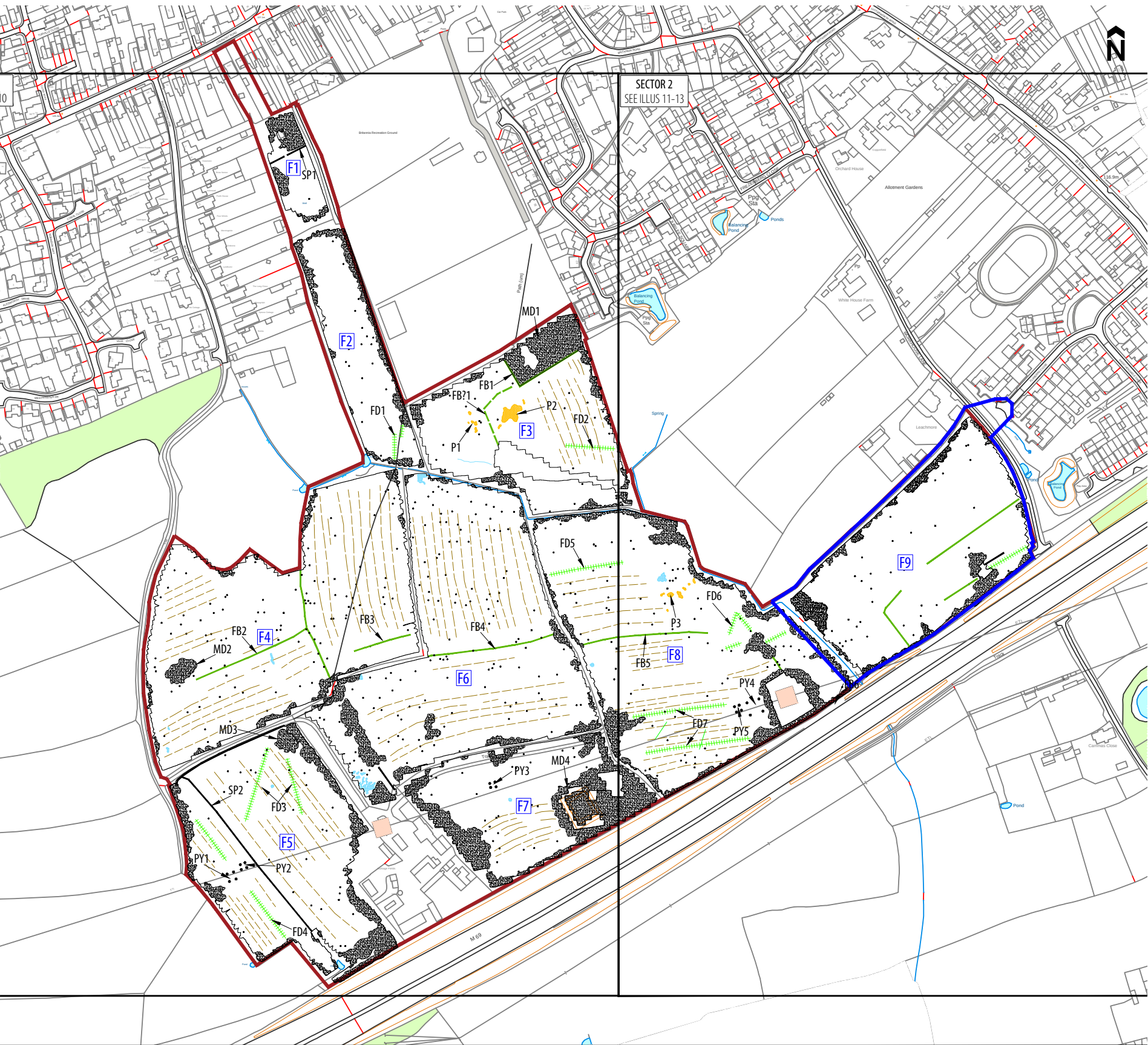
Nine individual trees, six groups of trees and three hedgerows were considered to be of moderate value and graded as category B accordingly. These were generally positioned and formed the field boundaries of the Site with the exception of T10 which was offset to the south of a larger group of trees.

T7 and T38 were considered to be unsuitable for retention in their current condition and graded as category U accordingly. T38 was a mature specimen of apple *Malus Domestica* in a visible state of decline. The remaining trees, groups and hedgerows were all graded as category C specimens due to their physical conditions, limited arboricultural appeal and impact on the wider landscape.

None of the assessed trees were considered as ancient or veteran trees in accordance with accepted methodologies and guidance.

Tree Constraints





3.5 SITE ANALYSIS (CTD)

3.5.3 Heritage & Archaeology

This desk-based assessment has considered the likely impact that the proposed residential development would have on known and potential archaeological remains within the Site boundary and the setting of heritage assets within the study area, in accordance with current planning policy and guidance. The area outlined in blue (Phase 2 survey area) has been subject to evaluation under a separate planning application.

A medium potential has been assessed for the presence of unstratified Palaeolithic archaeological material where geological conditions favour this (i.e., areas of Wolston Sand and Gravel). A low-moderate potential is assessed for remains of Bronze Age, Iron Age and Romano-British date associated with field systems, settlement or burial practices, and a medium potential for medieval/post medieval remains associated with agricultural activity. The importance of any such remains is uncertain, however based on the character of recorded assets in the surrounding study area may be of low (local) to medium (regional) importance.

It remains the case that direct impacts on archaeological remains have the potential to occur as a result of intrusive groundworks for the development where these are proposed. However, the sources consulted in the preparation of this assessment suggest that any potential impacts are more likely to be confined to the north and east of the application site (Fields D and J), with little evidence to support significant archaeological impacts elsewhere within the Site.

Geophysical Survey

- Survey Area
- Phase 2 Survey Area
- Ferrous Material (dipolar)
- Ferrous Material (magnetic)
- Service Pipe
- Ridge & Furrow (Trend)
- Agricultural (Trend)
- Field Drain (Trend)
- Magnetic (Geology)
- Magnetic (Archaeology?)

3.5 SITE ANALYSIS (CTD)

3.5.4 Noise Assessment

RSK Acoustics Limited has been commissioned by Redrow Homes to undertake a noise assessment report to support this hybrid planning application for the proposed residential development the Land South of Burbage

An unattended environmental sound survey was undertaken at four locations within the Site boundary between Thursday 01 December 2022 Tuesday 06 December 2022 in order to determine the existing ambient sound climate at the Site.

An acoustic model of the Site has been developed based on the survey data and the traffic information provided by the transport consultants. Assessment criteria have been proposed based on relevant guidance and standards.

Analysis of the proposed external building fabric has been undertaken in order to determine the acoustic performance of the glazed and ventilation elements. Compliance with the acoustic performance specification detailed herein is expected to result in compliance with the proposed acoustic criteria.

The predicted sound levels in external amenity areas are likely to meet the proposed criterion, without specific mitigation measures in the majority of proposed external amenities. Sound levels in a limited number of external amenity areas adjacent to the M69 are likely to fall above the upper guideline level of 55 dB LAeq, 16hr due to noise from vehicular movements along the motorway.

It should be recognised that external noise levels in amenity areas should be balanced against other factors such as the convenience of living in such a location and the sustainability of the development. As such, as the development has been designed (within the constraints of the scheme) to achieve the lowest practicable levels in the majority of external amenity spaces, residential use of the Site should not be prohibited.

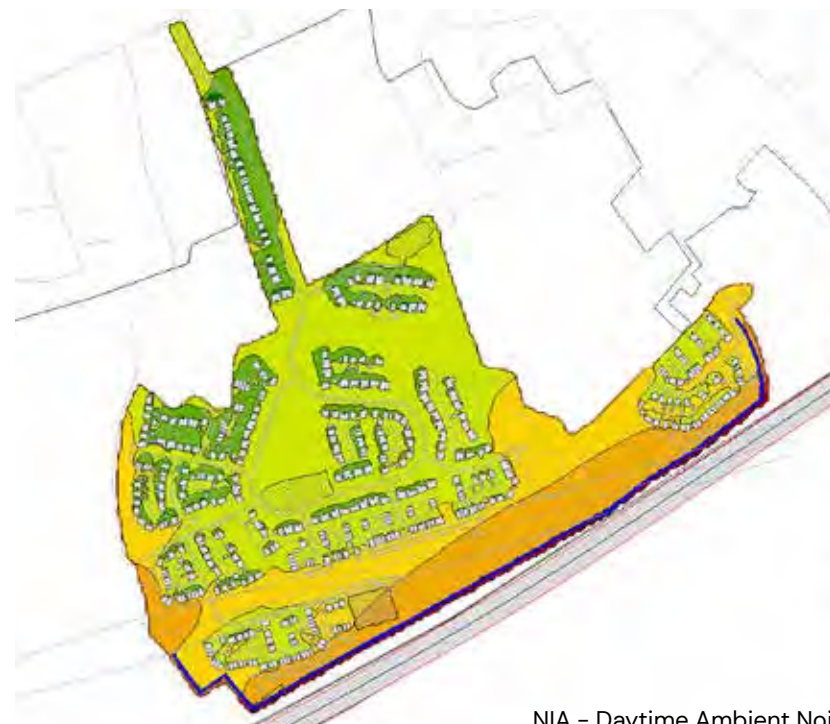
A high-level site suitability assessment for outline planning has been undertaken for a proposed care home and self-build plots. Due to the care home's proximity to the M69 motorway, it is likely that additional mitigation (ventilation and glazing) will be required to achieve desired internal noise levels.

Design considerations that have been proposed to aid the noise mitigation include:

- The proposed development has implemented a continuous 5m bund across the southern boundary of site as an acoustic barrier along the M69 motorway.
- Maximising the separation distance between source and receiver;
- Use existing features to reduce noise propagation across the site;
- Orientate the buildings in a manner which reduces the noise levels within habitable rooms (particularly bedrooms); and
- Building envelope design to mitigate the noise to acceptable levels, whilst providing adequate ventilation.



NIA – Sound Survey Locations



NIA – Daytime Ambient Noise Levels



NIA – Facade Zones

3.5 SITE ANALYSIS (CTD)

3.5.5 Air Quality

An air quality assessment has been prepared for the proposed development on Land South of Burbage with reference to existing air quality in the area and relevant air quality legislation, policy and guidance.

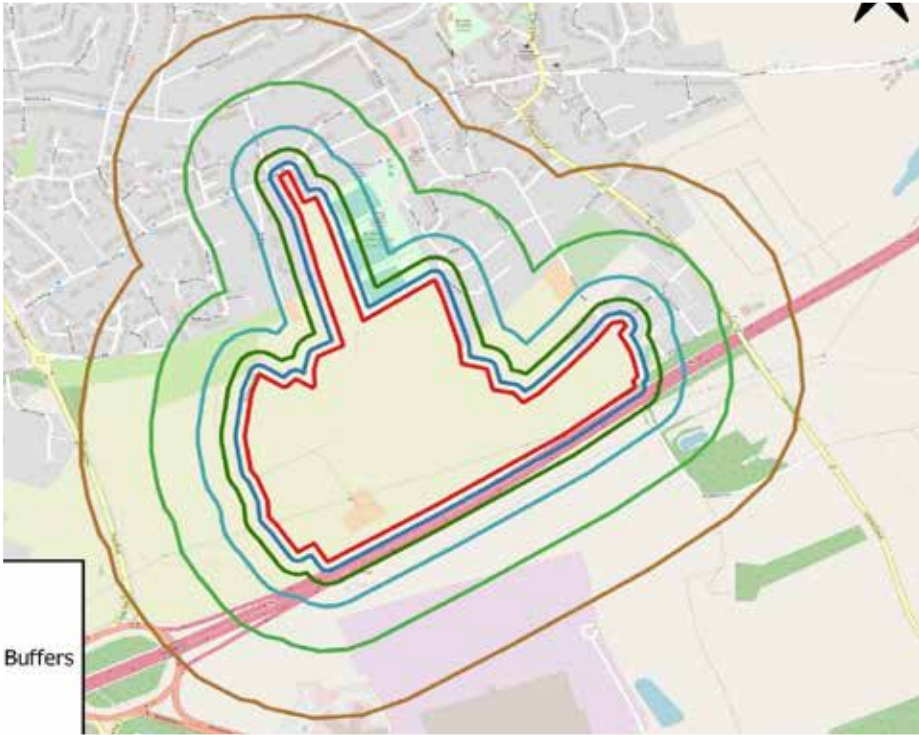
An assessment of construction phase impacts has been undertaken following the IAQM guidance. The potential risk of construction phase impacts on local air quality was predicted to be a maximum of ‘high risk’ for dust nuisance and ‘low risk’ for human health, prior to the implementation of dust control measures. Mitigation measures have been recommended to reduce the risk of dust and particulate matter being generated and re-suspended. With implementation of the appropriate measures, no significant impacts are anticipated during the construction phase.

The main potential air quality impact once the proposed development is complete and occupied is likely to be emissions from road traffic (i.e. changes in traffic flow volume and distribution) associated with the proposed development. The key air pollutants of concern were NO2, PM10 and PM2.5. Concentrations of these key pollutants were predicted at the most relevant receptor locations using ADMS-Roads dispersion model for the base year 2019, for the proposed opening year 2026 with and without the proposed development in place.

The impact of the proposed development on NO2, PM10 and PM2.5 concentrations at existing and proposed sensitive human receptors, without mitigation, was ‘negligible’ at all locations for both the S2 and S3 scenarios.

Therefore, it is not considered that any specific mitigation measures will be required for operational phase. Nevertheless, it is recommended that best practice mitigation measures, as detailed in Section 6.2, should be included to minimise the potential impact of the development on local air quality.

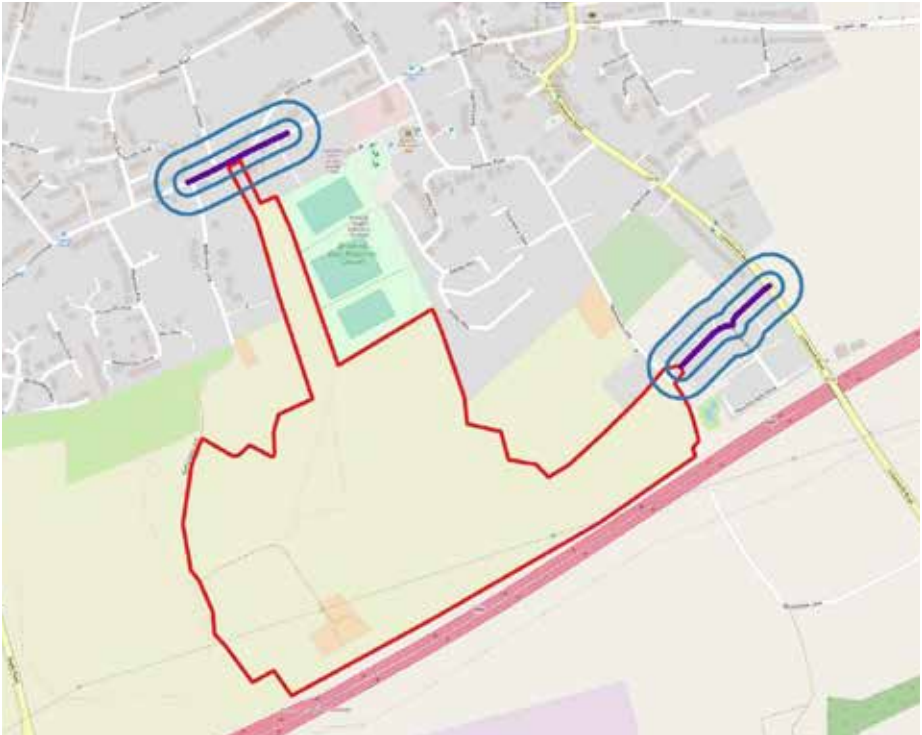
Based on the results of the assessment, it is judged that with appropriate construction phase mitigation, the proposed development complies with relevant national and local planning policies and that there are no air quality constraints.



Demolition, Earthworks and Construction Buffers



The Roads and Receptors Included in the Dispersion Modelling Assessment



Trackout Activities Buffer Map



Drainage Strategy Plan



3.5 SITE ANALYSIS (CTD)

3.5.6 Hydrology & Drainage

Farrow Walsh Consulting has been engaged by the applicant Redrow Homes Limited to produce a Flood Risk Assessment to accompany the planning application for a proposed residential industrial development to be situated at the Land South of Burbage.

The site proposed for development is free of potential risk of flooding from tidal events.

The site is at medium and high risk of flooding from overland flow routing from surface water.

The site is at a low susceptibility of flooding from groundwater sources.

The site is at no risk of flooding from manmade lakes.

The escape flow route from the strategic water mains has also been considered. In the unlikely event of failure of the mains the flows would not reach the properties.

The site is at no risk of flooding from existing sewerage systems for the same reason as the water mains issue.

The proposed surface water discharge rate matches the undeveloped greenfield runoff rates for the 1in100 year + 40% climate change combined with the use of above ground SUDS will treat and delay runoff entering the watercourse network. The hydraulic models of the proposed drainage systems have been checked using a surcharged outfall to confirm the performance of the system for extreme events.

The site is at a negligible risk of flooding from its own private drainage systems; however, this can be mitigated against by regular maintenance in accordance with the maintenance strategy provided within this report and channelling of flows within the development away from the properties.

We therefore conclude the application site lies within Flood Zone 1 as defined in the NPPF Table 1 and since the exception test for this has been passed more vulnerable development uses should be permitted.

JBA Consulting (JBA) were commissioned by Rodgers Leask Ltd on behalf of Redrow Homes to undertake a hydraulic modelling study of an unnamed watercourse in relation to a proposed development sites at the Land South of Burbage.

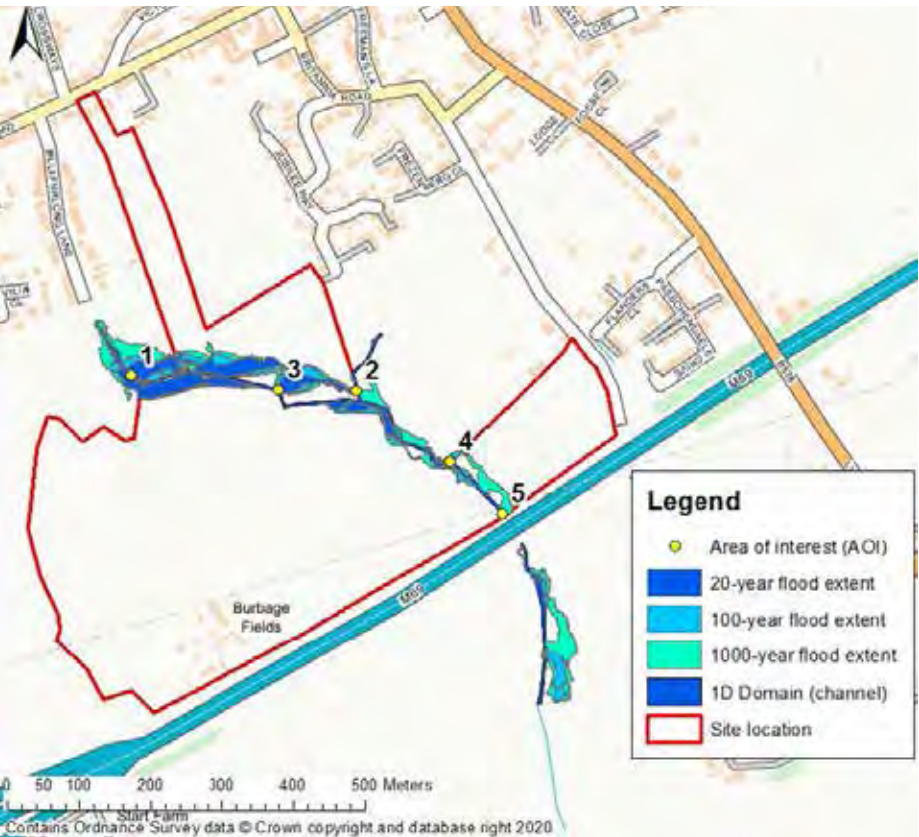
- The model was run for the 20-year, 100-year, 100-year with (+30%) climate change, 100-year with (+50%) climate change and 1,000-year fluvial flood event. The model results' sensitivity to changes in flows, roughness values and downstream boundary conditions was tested.
- Model results at the Site are moderately sensitive to changes in roughness values, flows and downstream boundary conditions.

- Overtopping occurs at many locations along the river bank particularly during the 1000-year, 100-year with (+30%) and 100-year (+50%) climate change fluvial flood events. Given the relatively shallow flood depths generated within the Site boundary during the 100-year with 30% climate change and 100-year with 50% climate change scenarios, flood mitigation options aiming to capture overland flows and to store flood water should be explored in order to maximise the development potential of the Site.
- The M69 culvert has sufficient capacity to convey the 100-year with 30% climate change and 100-year with 50% climate change flows although it will surcharge during the 1000-year flood event.

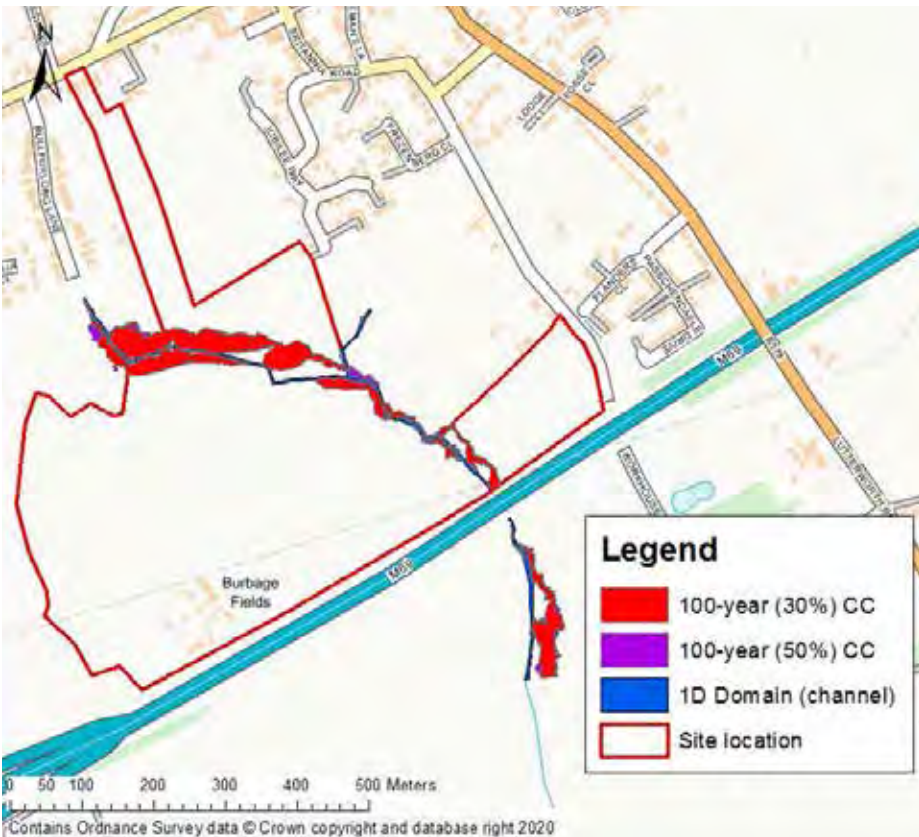
- There are increases of up to 1.6m at the M69 culvert when a 75% blockage is applied at the culvert inlet, however this is within the close proximity to the channel. The water levels return to normal heights 120m upstream of the culvert inlet.

The blockage risk analysis was only carried out on the M69 culvert. It is recommended that remaining undersized culverts on site are replaced to prevent the risk of blockage in the future.

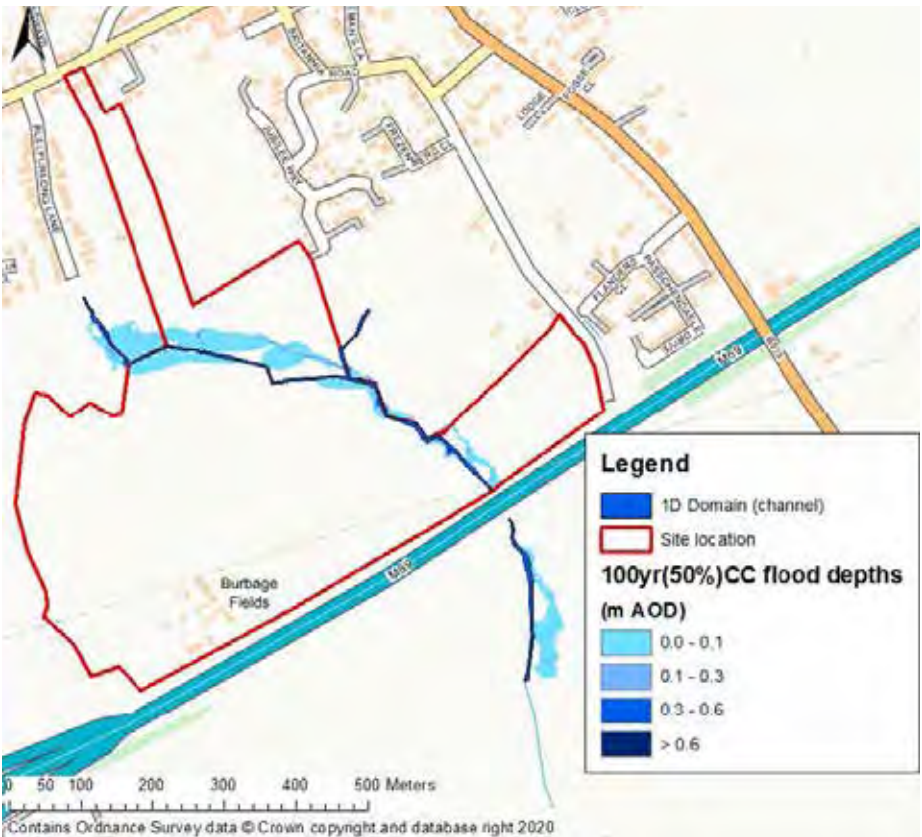
It is recommended that flood mitigation strategies are explored for this site in order to mitigate flood risk on site while ensuring third-party lands are not affected by the development proposal.



Baseline flood extents (20yr, 100yr and 1,000yr)



Baseline 100-Year flood extents with climate change



Baseline 100-year flood depths with 50% climate change