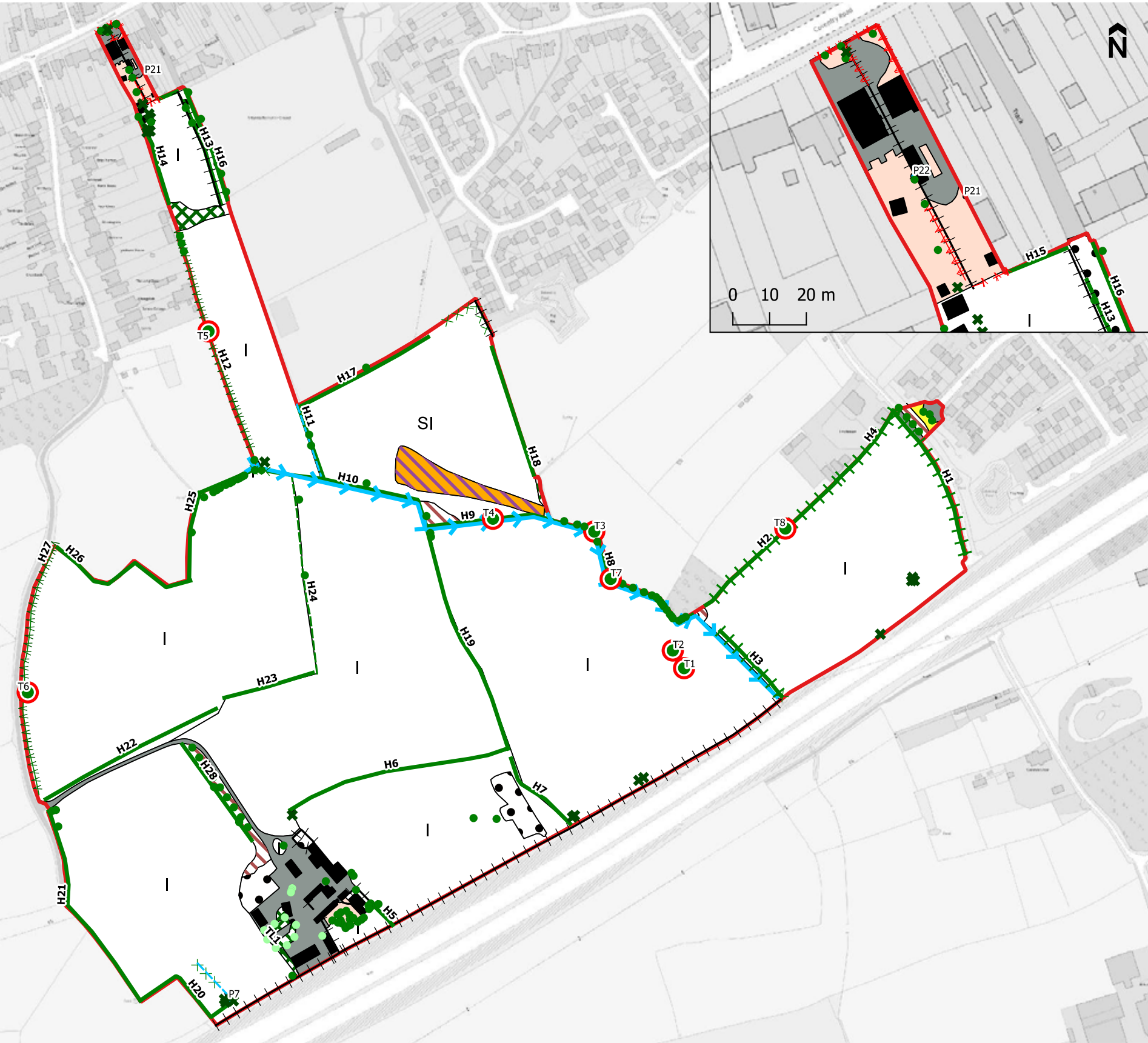




3.5 SITE ANALYSIS (CTD)

3.5.7 Ecology

Ensor's Pool SAC is located c.8.8km west of the Site and as such will not be directly impacted by the proposals. No significant impact to the conservation status of the resident white-clawed crayfish population is anticipated as a result of the proposed development. As such the proposed development is considered unlikely to significantly impact the ecological integrity of the SAC.

Burbage Woods and Aston Firs SSSI is located c.2km northeast of the Site, and at this distance no direct effects are anticipated as a result of the construction works associated with the proposed development. Residential development of the Site is not highlighted within Natural England's SSSI Impact Risk Zones as representing a likely risk to this SSSI. The SSSI is well set up for recreational use and the proposed scheme incorporates an area of public open space which will provide alternative on-site recreational activities, including dog walking. No significant negative impacts are therefore anticipated on any statutory designations as a result of the proposed development.

Ecological Habitat Plan

- Site Boundary
- Bare ground
- Buildings
- Built Environment: Buildings/hardstanding
- Built Environment: Gardens (lawn and planting)
- Cultivated/disturbed land - amenity grassland
- Improved grassland
- Marsh/marshy grassland
- Other tall herb and fern - ruderal
- Poor semi-improved grassland
- Scrub - dense/continuous
- Standing water
- Broadleaved trees
- Running water
- Hedges: Introduced shrub
- Intact hedge - species-poor
- Intact hedge - native species-rich
- Hedge with trees - species-poor
- Fence
- Dry ditch
- Defunct hedge - species-poor
- Coniferous trees
- Scrub - scattered line
- Scrub - scattered
- Tree with bat potential
- Coniferous trees
- Broadleaved tree

Several non-statutory sites were identified within 1km of the Site. These include three on-site pLWSs, which will all be retained under the proposals and protected during the constructions using heras fencing around the root protection areas. There will therefore be no adverse impacts to any non-statutory sites including potential /candidate wildlife sites during the construction phase. With the provision of on-site recreational space it is therefore considered unlikely that there will be any significant impacts post development as a result of increased recreational pressures.

The application site comprises several improved grassland fields and smaller areas of habitat considered of low ecological value. Some limited areas of higher value habitats such as marsh grassland and a watercourse are also present. Several hedgerows are present, including those that were assessed to have moderately high to high ecological value under the HEGS assessment and those assessed as being important under the Hedgerow Regulations.

The habitats of greatest value are to be largely retained under the proposed development, whilst the retention, enhancement and creation of additional habitats within areas of green infrastructure are incorporated within the proposed scheme. The minor hedgerow losses will be mitigated through the creation of new species-rich native hedgerows, whilst retained hedgerows will be largely buffered within areas of green infrastructure or adjacent to gardens.

No bat roosts were recorded within the Site during the survey work undertaken. It is recommended survey work is updated if significant time (>18 months) elapses prior to building demolition.

The Site was recorded to support low levels of common bat species (no Annex II species recorded). As the majority of the hedgerow network is to be retained, and new structural planting provided, the Site will continue to provide foraging opportunities and commuting routes through and round the Site. A sensitive lighting scheme is recommended in order to maintain dark commuting corridors. Given the above, the minor hedgerow loss will therefore not have a significant impact on local bat populations.

The Site was recorded to support common and widespread bird species in small numbers, typical of the habitats present and size of site. Therefore precautionary working methods are set out for vegetation clearance. New planting within areas of public open space and garden habitats will enhance opportunities for this species group in the long term.

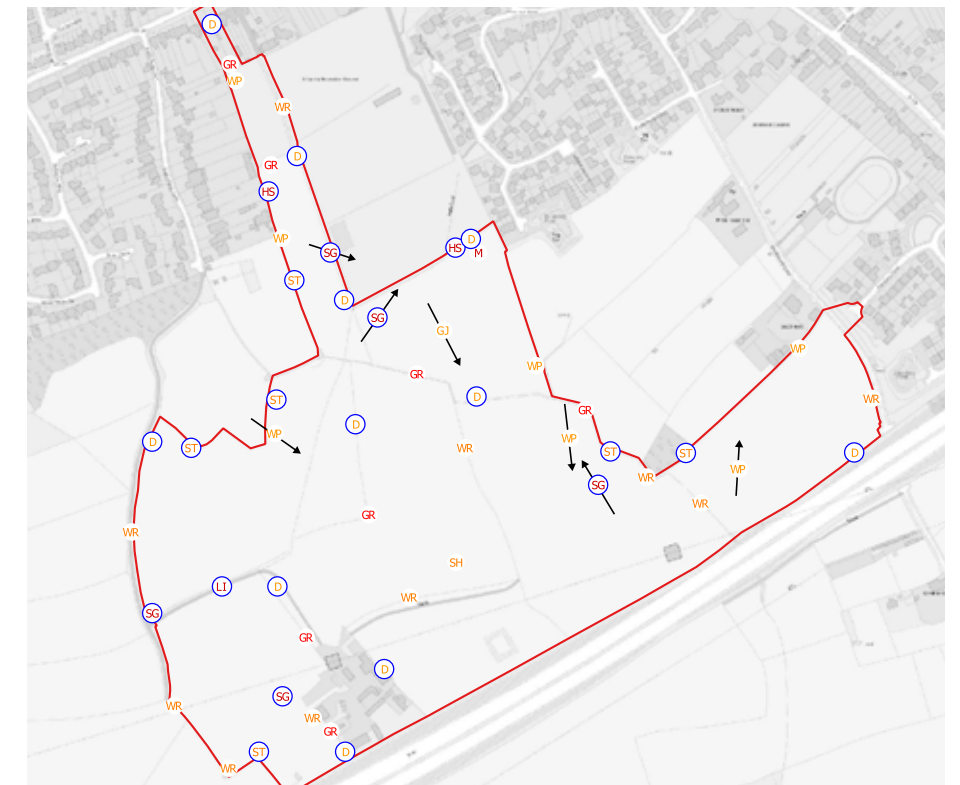
No other protected or notable species are considered likely to be present / utilising the habitats within the Site.



Designated Site Plan



Bat Transect Planv



Breeding Bird Species Plan

3.5 SITE ANALYSIS (CTD)

3.5.8 Transport

RL have been appointed by Redrow Homes to produce this Transport Assessment (TA) in support of the application.

This TA has examined the transport impacts of the proposed development and has identified opportunities for alternative methods of travel to / from the Site instead of by private car. The development proposals can be seen to comply with Policy DM17 of the Hinckley and Bosworth Local Plan 2006–2026 and site layout plan has been designed with reference to the LCC highways design guide.

The layout of the estate road from the Coventry Road access has been designed to accommodate a bus service that will loop in the development and initial discussions have been held with Arriva who have confirmed interest in diverting their existing services into the development.

Safe access has also been demonstrated for pedestrian and cyclists into the development with the inclusion of a shared footway/cycleway along the estate road from the Coventry Road as well a shared footway/cycleway connecting the eastern and western sides of the development.

Pedestrian and cyclist access is retained to Workhouse Lane encouraging walking and cycling trips to the local area alongside a network of footpaths through the development itself. Footway provision at the eastern side of the development provides safe pedestrian access to the neighbouring Ambion Way.

Safe access for vehicle traffic has been demonstrated for the new access off of Coventry Road and at the connection into Ambion Way. In addition, the new access off of Coventry Road was the subject of an independent road safety audit.

The local highway network has been assessed using industry recognised software with traffic flows from the LCC strategic model that were subsequently furnished using recent traffic count data.

It can be concluded from this TA that the proposed development on Land South of Burbage will not have a severe impact on the local highway network and where necessary, suitable measures have been proposed to mitigate the impact of the development in accordance with the NPPF and local planning policy.

The proposed development provides safe and suitable access for future residents and employees, and there is therefore no reason in transport terms why the proposed development should not be permitted.



Extract of Burbage Footpaths



Footpath U66 Facing South-West



B578 Lutterworth Road Facing Southward

3.5 SITE ANALYSIS (CTD)

3.5.9 Utilities

Mewies Engineering Consultants Ltd (M-EC), has been commissioned by Redrow Homes to undertake a Utilities Assessment for a proposed residential development at the Land South of Burbage.

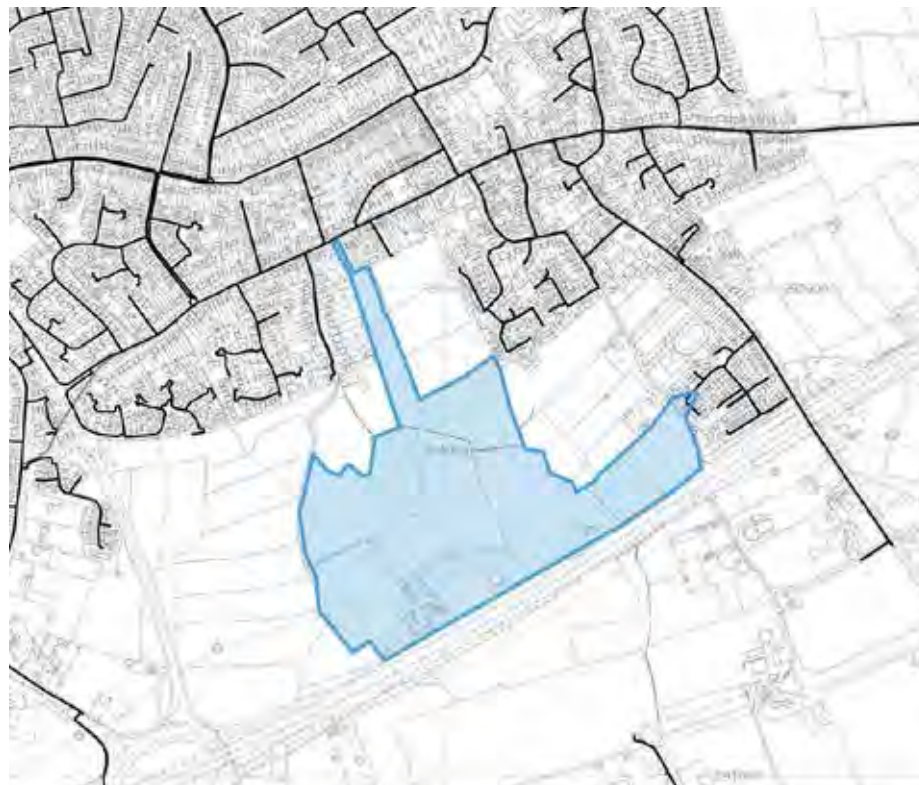
This assessment seeks to establish how the proposed development will be serviced with key utility supplies, whether diversion or protection of existing apparatus may be required and estimated costs for service connection and diversion works, where available.

Consultation has been undertaken with key Statutory Undertakers to establish:

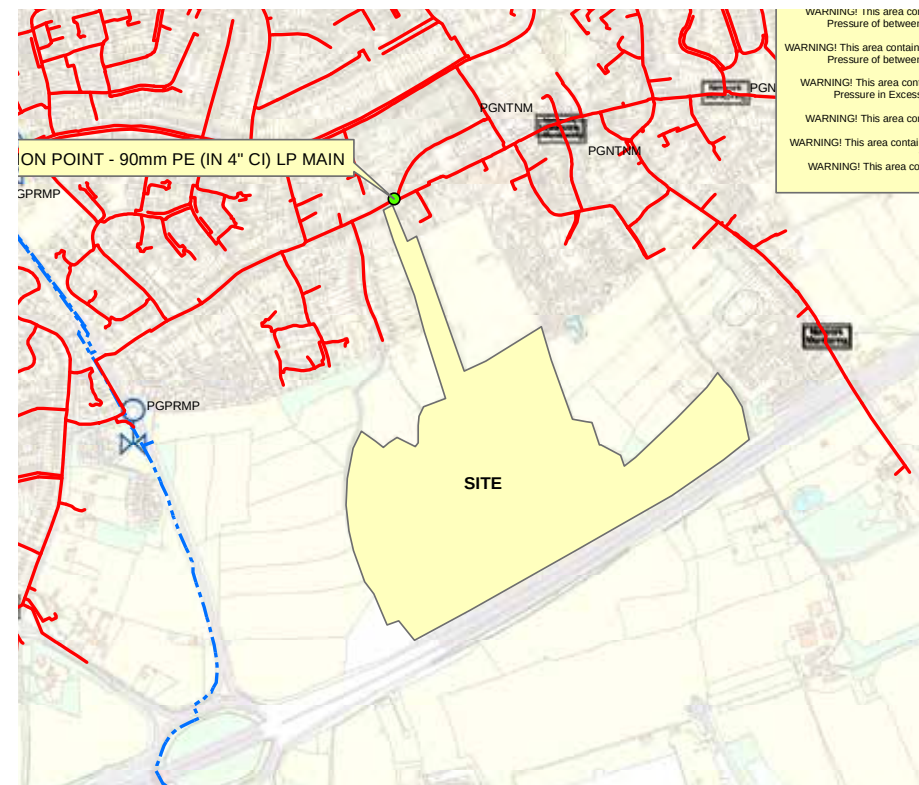
- Available capacity within existing infrastructure;
- Required capacity improvement works to accommodate the development;
- Required diversions of infrastructure to accommodate the proposed development;
- Any required easements;
- Service connection locations; and
- Service connection costs.

Consultation has been undertaken with the following Statutory Undertakers:

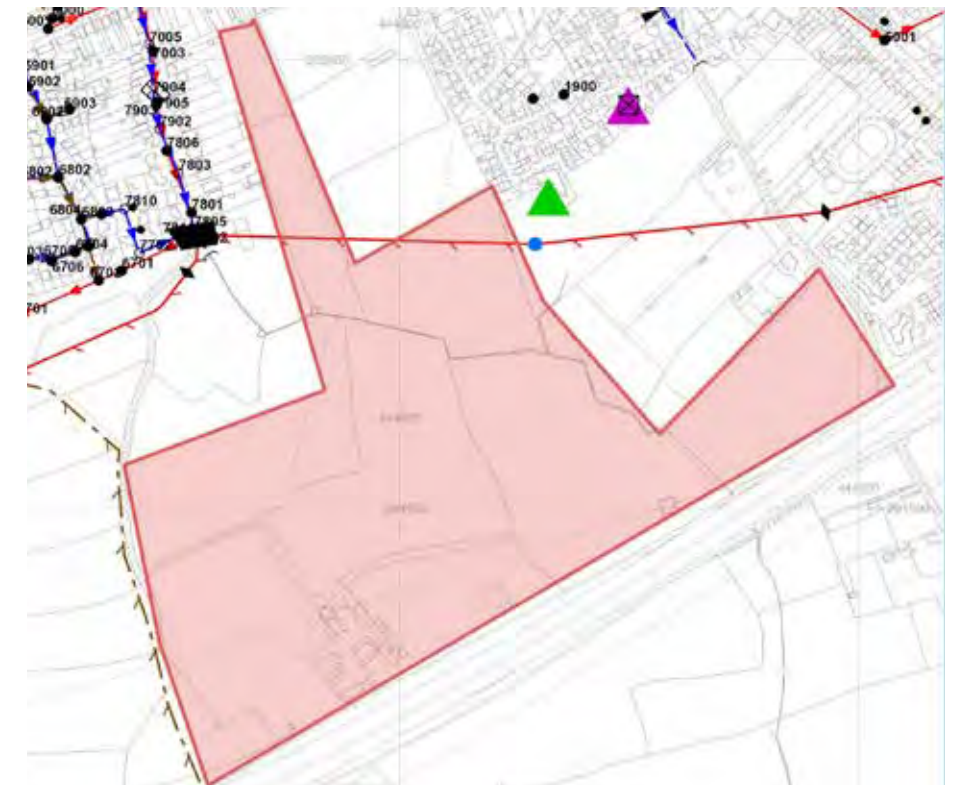
- Severn Trent Water (sewerage and clean water provider for Burbage);
- Cadent (gas);
- National Grid Electricity Distribution (electricity);
- Openreach (telecommunications);
- GTC (multi utility connections).



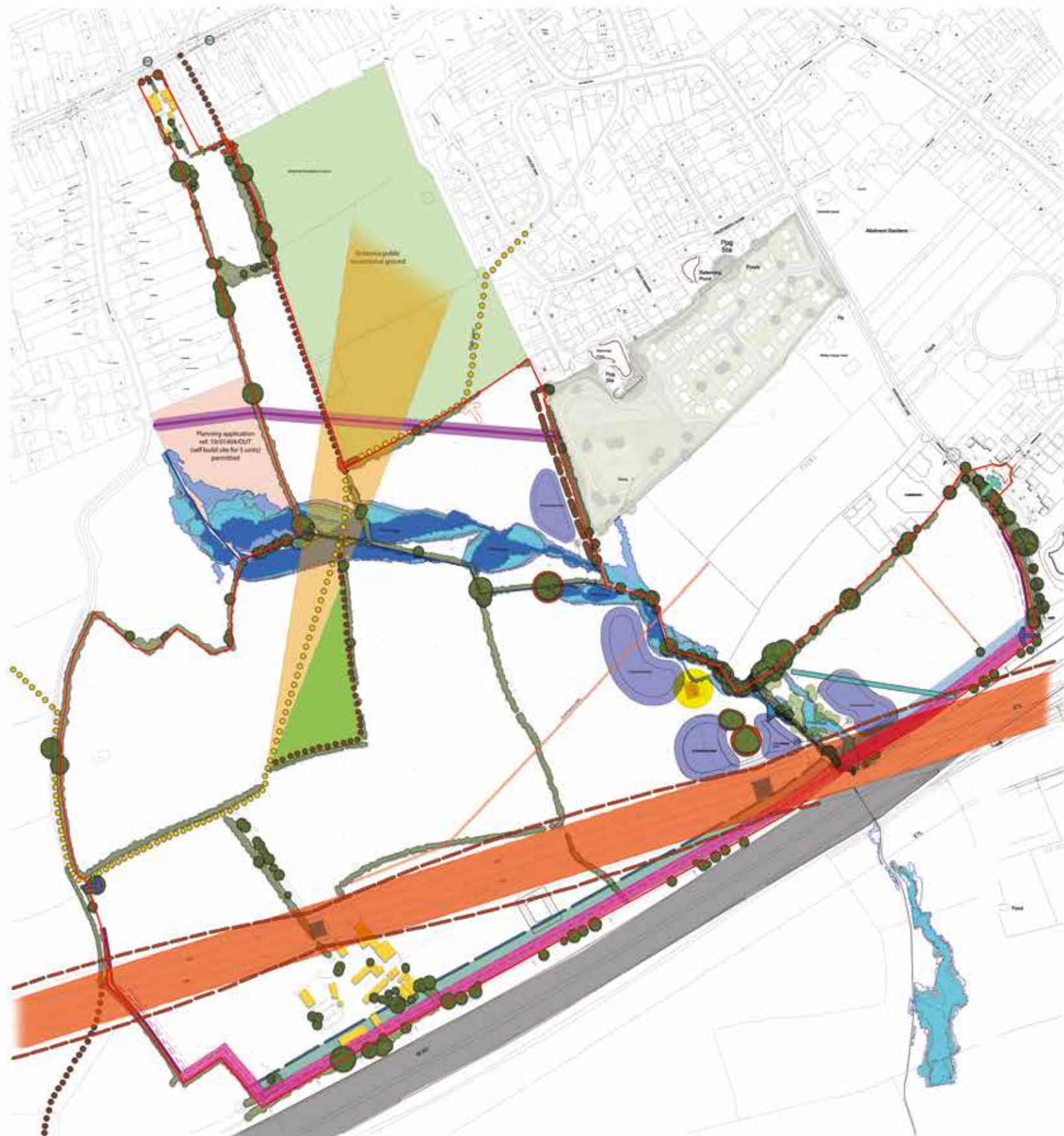
Water Mains Plan



Gas Connections Plan



Sewer Record Plan



Opportunities & Influences

	Site boundary		Flood Zone: 1 in 20 years
	Existing Hedgerow		Flood Zone: 1 in 100 years
	Existing tree		Flood Zone: 1 in 1000 years
	Existing tree with bat roosting potential		Brook
	Existing Bus Stop		Pumping Station with no build zone
	Round Burbage Walk		Noise bund - 3m Bund with 2m Noise Fence
	Existing Public Footpath		5m Noise Fence
	Positive view of landmark		Underground pressurised sewer pipe with 5m no build easement each side
	Existing Over Head Cables and Pylon with 21m no build easement each side		20m no build zone from the red line boundary
	Attenuation Pond		3m wide road access to House 61-63 Coventry Road
	Existing Agricultural access		Area for new tree noise bund
	Underground sewer pipes for DW site with 2.5m easement each side		POS area
	Planning Applications		Existing buildings to be demolished
	Motorway		Potential access to public footpath
	Contour levels		Emergency link access
	Existing Public access		
	Extent of Landscape visual sensitivity		

3.6 OPPORTUNITIES & INFLUENCES

Following an assessment of the Site and its surroundings, the key constraints and opportunities have been identified. These are outlined below and are illustrated on the adjacent opportunities and influences plan which have helped inform the current design proposals for the Site.

- 1) The Site is will connected to the village and the accompany facilities and services via Coventry Road and the Public Right of Way through the Site;
- 2) Vehicular access will be taken from Coventry Road to the north and from Flanders Close to the east;
- 3) There are views to the Britannia Park Recreation Ground within the Site;
- 4) Britannia Park is located at the north-eastern corner of The Site and is directly linked via the existing public footpaths.
- 5) There are a number of existing trees and hedgerows along the boundary and within the Site. These should be enhanced with additional planting to soften views of the Site and help it to integrate into the wider landscape;
- 6) The topography of the Site is generally quite gentle, with areas of steeper gradients which allows for the logical position of drainage ponds along the eastern boundary to provide sustainable urban drainage;
- 7) There are public rights of way within and alongside the Site which are to be retained and integrated in the scheme including The Round Burbage Walk which is a key route within Burbage;
- 8) There is an underground high-pressure sewer pipe running east to west across the Site which has a 5m easement zone within which no development can be built upon;
- 9) Overhead power cables run across the southern boundary of the Site. This has a 21m no build zone as well as a cable swing zone;
- 10) There are existing farm buildings to the south of the Site which are to be demolished;
- 11) There are also 2 dwellings that are to be demolished at the northern entrance of the Site on Coventry Road;
- 12) The M69 motorway runs adjacent to the southern boundary of the Site from which will be 20m no build zone comprising of a bund and noise fence.
- 13) There is an existing brook running across the Site from the north-west corner down to the south-east corner within the floodzone.
- 14) There are 2 no. planning permissions in adjacent land to the Site. 19/01404/OUT & 20/01012/OUT.
- 15) Part of the site adjacent to the M69 and Workhouse Lane benefits from outline planning permission for residential development, establishing the principle of residential development in this locality and adjacent to the settlement boundary.



2



1



3

1. Existing farm buildings
2. Existing Cat. A trees and overhead power lines
3. Existing planning application 20/01012/OUT

4 Design Development.

- 4.1 CONCEPT DEVELOPMENT
- 4.2 DESIGN PRINCIPLES
- 4.3 COMMUNITY ENGAGEMENT

4.1 CONCEPT DEVELOPMENT

Starting from the existing site conditions, and the opportunities and influences presented earlier in this document, the following diagrams illustrate how the initial Masterplan framework was developed within which the detailed layout could evolve.

Initial concept sketch plans were created to test the best possible layout and distribution of residential parcels and road network.

Following on from this, the proposals were refined, along with POS distribution and road network typologies and hierarchy.

The detailed layout was then further refined to include the residential mix, with the introduction of bungalows, M4(2), self-build homes and a care home.



CONCEPT PLAN SKETCH (OCTOBER 2022)

The initial Concept Plan sketch was produced taking into account the Site constraints and opportunities. This included:

- The initial planning and distribution of the residential development parcels;
- The alignment of the internal road network with both new and existing pedestrian/cycle routes;
- The potential location of public open spaces and potential play areas;
- Pedestrian links and emergency vehicle only access on to Flanders Close.

Following the initial Concept Plan, it was refined following client and consultant feedback. The changes included:

- Detailed consideration of the street typologies, including a tree-lined primary street, linking in key existing PRow and cycle routes.
- The introduction of a green central space into north-west corner;
- A greater understanding of the densities required to deliver the required dwellings;
- The removal of one of the potential access points to the west of the Site.



The Concept Plan was developed further following design team meetings. This included:

- Additional detail within the development areas indicating an illustrative network of streets and built form;
- Refined the detail of the layout to include a mix of housing types, sizes and tenures; and
- Refinement of the location of play spaces and POS in the north-west corner of The Site.



The Masterplan Layout was reviewed in further detail working towards a frozen layout. This included:

- Refinement of the landscape proposals including the playspace locations;
- Refinement of the character areas within the development, responding to the natural environment and materials;
- A review of local needs led the applicant to introduce land for a Care Home and to set aside land for Self Build plots.

4.2 DESIGN PRINCIPLES

The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the Site assessment, as well as the Hinckley & Bosworth BC Good Design Guide SPD, in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:

4.2.1 Function & Quality	4.2.2 Visually Attractive	4.2.3 Response to Context
“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development” (para. 130(a), NPPF 2023) • New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context; • Retention of the existing landscape features on the site where possible; • Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households; • In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time; • Provision of Sustainable Drainage systems to ensure that the development does not increase the risk from flooding in the area; • New development at the Land south of Burbage will be designed to deliver the proposed residential use and will represent value for money in terms of lifetime costs; • Make efficient use of the site through proposing a development with an appropriate density; and • It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified within Section 2 above.	“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (para. 130(b), NPPF 2023) • Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor; • Integration of existing and proposed landscape features will help to soften the built form, particularly towards the eastern countryside edge of the development • Minimise the impact of the development on the open countryside and surrounding context; • New development will be set within a considered and attractive landscape setting; and • Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character.	“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)” (para. 130(c), NPPF 2023) • Integration of the development into the existing surrounding built form of Burbage and the local area, particularly in relation to development block form, scale, height and massing; • Consider how distinctive elements of the local vernacular and the best examples of local buildings relate to the space they enclose, and how this might be reflected within the proposals and can be used to inform the architecture of the proposed development; • Consider carefully the specification of materials that respect/enhance the local vernacular; • Respond to the existing site topography including the consideration of key views in and out of the site; • Retention of the existing landscape features and habitats on the site; and • Protection of existing and proposed residential amenity through the use of frontage

4.2.4 Strong Sense of Place

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)” (para. 130(d), NPPF 2023)

- Allow the key characteristics identified within the Local Character Analysis to influence the character of the development;
- Position key spaces and focal points where movement corridors converge to encourage activity and vitality;
- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Consider how open spaces will best meet the recreational needs of the local community, thereby encouraging social interaction;
- Consider how the type and positioning of enclosures and soft landscape will clearly define the ownership of the space between buildings;
- Incorporate existing and proposed landscape features into the proposals, so as to enhance the richness and attractiveness of the streetscape; and
- Consider carefully texture, colour, pattern and durability of materials and how they are used.

4.2.5 Accessibility

“...optimise the potential of The Site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks” (para. 130(e), NPPF 2023)

- Integration of the proposed development into the existing movement network of footpaths, cycleways, bus routes and vehicular routes, with new public transport provision with bus stops located within easy walking distance of the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes, balancing the street as a space alongside its function as a movement corridor;
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating sustainable access to the Town Centre and existing employment areas;
- Ensure a mix of appropriate residential tenures to further promote the economic and social success of the scheme;
- Consider the potential for a variety of uses to be included within the development to promote its economic and social success, and to reduce the need to travel; and
- Inclusion of M4(2) compliant dwellings and bungalows.

4.2.6 Safe, Inclusive & Accessible Places

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience” (para. 130(f), NPPF 2023)

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

4.3 COMMUNITY ENGAGEMENT

The Statement of Community Engagement sets out the strategy undertaken by award-winning housebuilder, Redrow, for pre-application stakeholder engagement to inform a planning application for residential development at Land South of Burbage, Hinckley and Bosworth Borough, Leicestershire.

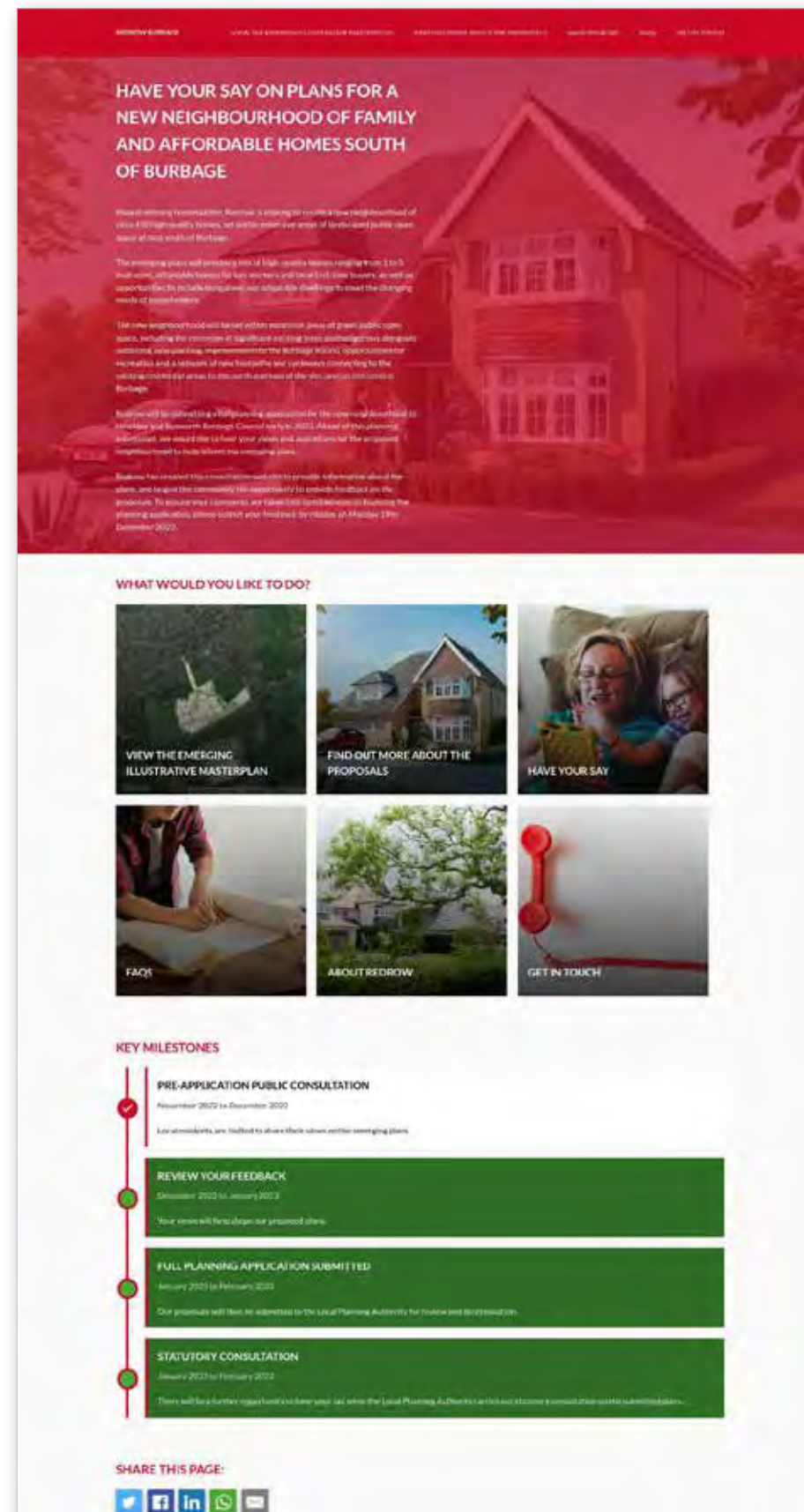
A hybrid planning application is being submitted for a development of up to 422 new homes, including affordable housing in line with local policy and generous provision of landscaped open space to promote biodiversity.

The planning application follows a previous outline application in 2021 for a development of c80 homes on the eastern section of the Site, immediately west of an existing Redrow development, Ambion Way. This document demonstrates Redrow's commitment to stakeholder engagement, going above and beyond the requirements set out by local and national government, engaging directly with local residents and their representatives to involve them in the evolution of the submitted plans.

While it is clear that the change represented by the proposed development, particularly when the principle was introduced for the first time, has naturally met with a level of opposition that is to be expected from edge of settlement development on greenfield land – there was nonetheless a significant proportion who indicted support for the proposals. In particular, there was broad support for the open space proposals, and the opportunity to deliver improved walking routes and more diverse, species-rich habitats.

Where concerns have been expressed, the applicant has provided a response within this document to provide reassurances that the matters raised have been taken into consideration. Redrow is committed to continuing its positive presence in Burbage, and is keen to continue to work with local groups and representatives to explore possibilities for joint working to deliver enhanced community benefits for the village.

Public Consultation Website >





< Interactive Map



REDROW BURBAGE
PUBLIC CONSULTATION
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www.redrow-burbage.com

Public Consultation Leaflet

NEW HOMES SOUTH OF BURBAGE PUBLIC CONSULTATION

Award-winning housebuilder, Redrow, is looking to create a new neighbourhood of circa 450 high quality homes, set within extensive areas of landscaped public open space at land south of Burbage.

The emerging plans will provide a mix of high-quality family homes, affordable homes for key workers and local first-time buyers, as well as opportunities to include bungalows and adaptable dwellings to meet the changing needs of householders.

The new neighbourhood will be set within extensive areas of green public open space, including the retention of significant existing trees and hedgerows alongside additional new planting, improvements to the Burbage Round, and a network of new footpaths and cycleways connecting to the existing residential areas to the north and east of the site, and on into central Burbage.

As the designs evolve, we would like to hear your views and aspirations for the proposed neighbourhood. To find out more and provide your feedback, please visit:

www.redrow-burbage.com

The consultation will run until 19th December 2022. If you are unable to get online, or have any questions, please call 01225 667097 or email hello@redrow-burbage.com.



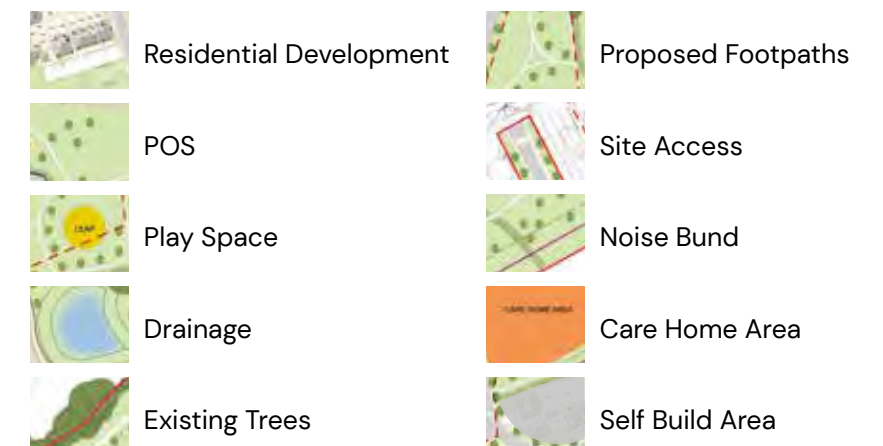
5 Design Proposals.

- 5.1 USES
- 5.2 MOVEMENT
- 5.3 BUILT FORM
- 5.4 HOMES & BUILDINGS
- 5.5 IDENTITY
- 5.6 PUBLIC SPACES
- 5.7 NATURE
- 5.8 RESOURCES
- 5.9 LIFESPAN

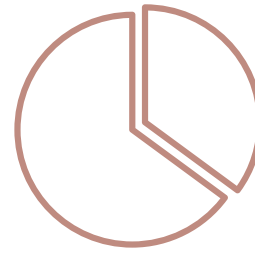
5 Design Proposals.



Planning Layout



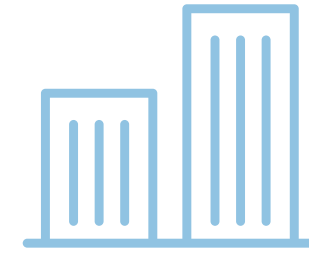
This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. This includes:

**USES**

Mixed and integrated

**MOVEMENT**

Accessible and easy to move around

**BUILT FORM**

A coherent pattern of development

**HOMES & BUILDINGS**

Functional, healthy and sustainable

**IDENTITY**

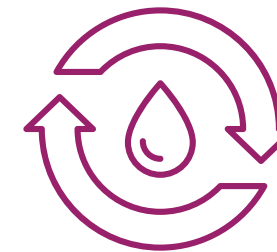
Attractive and distinctive

**PUBLIC SPACES**

Safe, social and inclusive

**NATURE**

Enhanced and optimised

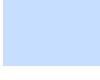
**RESOURCES**

Efficient and resilient

**LIFESPAN**

Made to last



Uses	
	Public Open Space 9.346 Ha
	Residential Development 14.928 Ha
	LEAP 0.042 Ha
	Self Build 0.449 Ha
	MUGA/NEAP 0.080 Ha
	Care Home 0.421 Ha
	LAP/TRAIM TRAIL 0.056 Ha
	Infrastructure 0.395 Ha
	Drainage 1.024 Ha



ACCOMMODATION SCHEDULE					
OPEN MARKET DWELLINGS					
CODE	NAME	BEDS	STOREY HEIGHT	NO.	%
BUXT	BUXTON	2	2	18	
BASL	BASLOW	2	2	42	
FAIR	FAIRFORD	2	1	4	
BLACQ	BLACKWELL LS	2	2	34	
2 BED				98	23.2%
WARW	WARWICK	3	2	18	
AMBY	AMBERLEY	3	2	8	
AMER	AMERTON	3	2	5	
SHER	SHERBORNE	3	2	23	
SOME	SOMERTON	3	2	12	
OXHL	OXHILL	3	2	33	
CALV	CALVERTON	3	2	10	
BEMB	BEMBRIDGE	3	2	36	
SALI	OAKLEY	3	2	13	
SHAFQ	SALISBURY	3	2	13	
3 BED				171	40.5%
HENL	HENLEY	4	2	18	
RICH	RICHMOND	4	2	20	
4 BED				38	9%
HAMP	HAMPSTEAD	5	2	31	
5 BED				31	7.3%
TOTAL OPEN MARKET				338	80%
AFFORDABLE DWELLINGS					
CODE	NAME	BEDS	STOREY HEIGHT	NO.	%
SPEY	SPEY M/G	1	2	14	
SPEY	SPEY M/F	1	2	14	
1 BED				28	6.7%
BUNG	BUNG	2	1	3	
TAVY	TAVY	2	2	28	
2 BED				31	7.4%
DART	DART	3	2	17	
3 BED				17	4%
TWEE	TWEED	4	2	8	
4 BED				8	1.9%
TOTAL AFFORDABLE				84	20%
GRAND TOTAL				422	

5.1 USES

The development proposals include the following;

5.1.1 Residential

The total site area equates to 26.6 ha; of this 14.176 ha will be developed for housing and directly associated uses, which includes all residential access roads within the Site, private garden space, car parking areas, incidental open space and landscaping.

The proposed layout will provide 422 dwellings, creating a gross density of 16.2dph of the overall site and a net density of 32.5dph. The density 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 street-scape.

The layout includes a mix of 1-4+ bedroom dwellings, of which there are 7 no. bungalows, 11 no. self build homes and Care Home – the exact mix of house types is broken down in the adjacent accommodation schedule.

Although there is no local planning requirement, 52% of the proposed dwellings will be M4(2) compliant.

5.1.2 Care Home

Approximately 1 acre has been set aside for a circa 66 unit Care Home which is located towards the southern boundary of the Site. The detailed design of the home would be brought forward at a later stage.

5.1.3 Affordable Housing

As required with the LPA, 20% affordable housing is included within proposed scheme. The location of these dwellings is broken down within the adjacent table and includes a mix of 1-4 bed dwellings and bungalows. The affordable housing has been broken up around the development and their design will be tenure-blind, ensuring their integration in the scheme.

5.1.4 Public Open Space & Green Infrastructure

The layout includes areas of public open space and green infrastructure, with pockets of green space being provided throughout the Site, such as play spaces including a LEAP at centre of the Site, a MUGA/NEAP towards the southern boundary, LAP/Trim Trails in key areas of open space, a green corridor to the south, integrated SUDs along the eastern boundary and public open spaces. This approach ensures all new dwellings will have access to green space. In total, this equates to circa 10.5 hectares of public open space.

5.1.5 Drainage & Infrastructure

Integrated sustainable urban drainage is planned throughout the development. Attenuation basins located in the lowest points of the Site along the eastern and southern edges alongside a foul water pumping station ensure the on-site drainage can be positively managed.



Movement

- Primary Street (Bus route) 6.75m
- Secondary Street 5.5m
- Shared Drives 7.5m (incl. verge)
- Private Drives 4.5-5m
- Vehicular Site Access
- Pedestrian Link
- Pedestrian Route



ACCESSIBLE & EASY TO MOVE AROUND

5.2 MOVEMENT

A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals.

The development and internal road network will be designed to encourage low vehicular speeds and streets will be defined by the building layout so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the Site and aims to limit the potential for anti-social behaviour.

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.

The adjacent plan illustrates the hierarchy of streets within the proposed layout. The Site is accessed from Coventry Road, which was positioned following assessment of the technical requirements, ensuring it has good visibility in both directions. The proposed junction will provide suitable access into the development.

This leads to a Primary Street, which consists of a 6.75m carriageway, flanked by a 2m footpath and a 2m combined cycle/ footpath, with tree planting on both sides, designed as an internal loop and facilitating bus access. This will lead to lower category secondary streets, shared drives and private drives creating a clear network of streets. Private drives will typically be single sided carriageways fronting the public open space spaces, providing a less formal edge to the development. The eastern parcel will be directly accessed from Flanders Close, initially designed as emergency access, this was upgraded to a secondary restricted access road to allow this parcel to be activated with carefully designed dwellings, complimenting the existing development adjacent.

5.2.1 Pedestrian & Cycle Access Strategy

The development and integration of a pedestrian/cycle network within the Site is seen as an integral part of the movement network for the proposed development.

The following measures to provide accessibility by foot and cycle are proposed:

- Internal road layout designed to ensure low traffic speeds. The design will promote safe walking and high permeability throughout the Site;
- The provision of pedestrian and cycle routes around the edges of the development as well as on the primary street, providing connectivity and leisure routes through the public open space, integrating the existing Burbage Round,
- Particular attention has been paid to the orientation of the dwellings and their primary windows, ensuring dual aspect dwellings are positioned so they overlook pedestrian routes and provide natural surveillance to provide a sense of security and safety for users;
- Dwellings are orientated to overlook the areas of public open space;
- Appropriate signage and crossing points of roads through the development, to include dropped kerbs, tactile paving and guardrails as appropriate. All pedestrian links will be suitable for use by disabled people;
- Cycle use is encouraged through the high degree of permeability within the layout. With low traffic movement within the development, cyclists will therefore find it safe and convenient to use the streets for cycling;
- The layout provides connectivity into the new area of POS in the centre of the scheme through the existing PRow network;
- Maximised accessibility to the public open space with a dedicated footpath; and
- Ensured connectivity to the public open space from all dwellings to the existing Burbage Round, PRow, pedestrian and cycle link on the western boundary, and the pedestrian routes linking the development parcels.

5.2.2 Parking

One of the key elements to creating a successful development is to ensure that the building layout and landscaping of the scheme are the prominent features of the development.

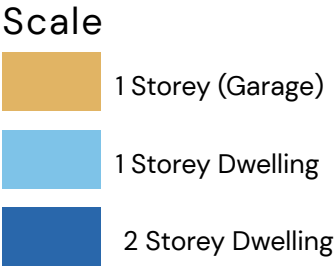
To achieve this, the way people park within the development needs to be carefully considered as poorly planned parking can lead to behaviours such as kerb mounting, which can dominate the street scene.

A variety of car parking treatments have been utilised, including frontage parking, side of plot parking and garages. The majority of allocated parking will be provided on-plot and is generally located to the side of dwellings within private drives and/or garages, set just back from the building line to allow ease of access to dwellings and ensure cars don't visually dominate the street scene.

Resident parking is more than sufficient, is well integrated into the scheme, following local guidance.

All plots will be provided with the potential to charge electrical vehicle in line with Part S of the Building Regulations. Where plots have garages or private driveways alongside dwellings, electric charging points will be provided, where allocated parking spaces are provided, ducting will be provided to allow for the installation of charging pedestals.

Cycle parking will be provided in accordance with the appropriate standards and it is envisaged they can be accommodated within rear gardens and/or garages where provided.



5.3 BUILT FORM

5.3.1 Density

The development will achieve an average net density of 32.5 dwellings per hectare (dph) across the Site, which ensures the efficient use of land. This average density allows for the formation of differing densities across the development; including lower densities adjacent to existing dwellings and along the northern boundary creating a softer edge to the development, and a higher density along the southern boundary.

5.3.2 Building Heights (Scale)

The majority of residential development will be 2-storey, reflecting the surrounding built form of Burbage and the existing dwellings to the north of the Site. Seven single storey dwellings are located at the north-east corner of the Site which sits immediately adjacent to the existing recreation ground, softening the transition into the development.

Subtle variations in height due to the layout and variety of the house types, accompanied by architectural details such as a mix of side and front facing gables, bay windows, porch canopies and varied roof forms introduce additional variety into the roof-scape.

5.3.3 Continuity & Massing

Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development.

Particular attention has been paid to the location and orientation of the individual house types, so that they form a positive, coherent street scene and contribute positively to the quality and character of the new development.

In particular, the built form fronting the proposed central space has been designed as a composition through the use of 2 storey dwellings set back from the primary street. Additionally, a variety of dwelling types have been used along the northern access creating a suitably informal edge to the development. Together, these will create unique elements to the development resulting in a positive sense of place.



Main Avenue Street Scene



Layout Principles

- | | |
|---|---|
|  Active Frontage |  Dwelling Fronting POS |
|  Feature SUDS |  Dual Aspect Dwelling |
|  Formal Play Space |  Play Space |



5.3 BUILT FORM (CTD)

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

The design solution for the Site attempts to balance the variety in townscape form that can be seen in Burbage, and in particular the area surrounding the Site, and the existing site constraints and opportunities.

The key principles behind the layout and the arrangement of the built form creates a network of attractive street and spaces including:

- Primary access from Coventry Road, leading to a tree-lined primary street;
- Single-sided development makes the most of the narrow portion of the northern part of the Site;
- A central green space creates a focal point within the development. This will be fronted by 2 storey dwellings, which is appropriate for the scale of the proposed space and accessed by footpaths;
- Provision of informal pedestrian and cycle routes through the public open space;
- 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. This includes backing onto the existing dwellings to the north-west ensuring that the amenity and privacy of existing properties is respected and maintained;
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy;
- Key buildings are located within the development to terminate views within the street scene and frame views to the public open space, acting as wayfinding devices ensuring a legible network of streets and spaces;
- Existing tree and hedgerow planting have been retained wherever possible within the proposals;
- The development has been set back from the edges of the Site to create new areas of public open space, sound buffers;
- The development will provide active frontages to proposed areas of public open space, providing natural surveillance and opportunities for active overlooking; and
- As sound levels in a limited number of external amenity areas adjacent to the M69 are likely to fall above the upper guideline, terrace units have been utilised as well as the inclusion of a Care Come to provide a continuous build line to mitigate the acoustic impact of the vehicular traffic. Where necessary, these plots will integrate enhanced acoustic specifications.



Woodland Area Street Scene

5.4 HOMES & BUILDINGS

The proposals for the Site will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Burbage.

The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

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 window.

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

Affordable housing is well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

M4(2) compliant dwellings and bungalows are included in the housing mix along with self build areas and a care home.

Refuse storage will be convenient with rear gardens providing appropriate storage, whilst discrete refuse collection points are provided along shared private drives is in line with regulations both for resident carry distances and within acceptable operative carry distances typically.

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

5.4.1 Character Areas

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.

Within the Design and Access Statement, the proposed character of the Land South of Burbage varied across the site, in response to:

- The existing and proposed landscape setting as the foundation of the different character areas;
- The character and form of the residential parcels including the proposed densities and proximity to public open space across the site; and
- The proximity to Burbage and responding to its architectural language, including the use of materials and forms to create distinct areas that come together in a cohesive and considered manner, that are recognisable to the area.

The design of the layout intends to create an attractive and cohesive development, but within it there will be areas and spaces with distinctly different characters and 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.

Five distinct character areas are proposed, created through subtle variation in the density of homes and their layout, the design of buildings and streets, surrounding uses and particularly the landscape setting.

This will make them attractive places to live and help to build a sense of community. The five character areas, are highlighted on the adjacent plan and include:

CA1: Spine Road Area

CA2: Wild Meadow Area

CA3: Wetland Area

CA4: Woodland Area

CA5: Development Core Area

