

Land South of Burbage.  
Design and Access Statement.

On behalf of Redrow Homes (Midlands)  
P22-2560\_G001\_C | August 2024

Design.





Since 2003, we've been solving planning and development problems for our clients successfully, and we're really proud of that. Even though our work is complex, what we deliver for our clients is very simple: we deliver results.

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**Expertly Done.**

Prepared by Pegasus Group on behalf of Redrow Homes (Midlands)  
Date: August 2024 | Contact: AW  
Document reference: P22-2560\_G001\_C



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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.

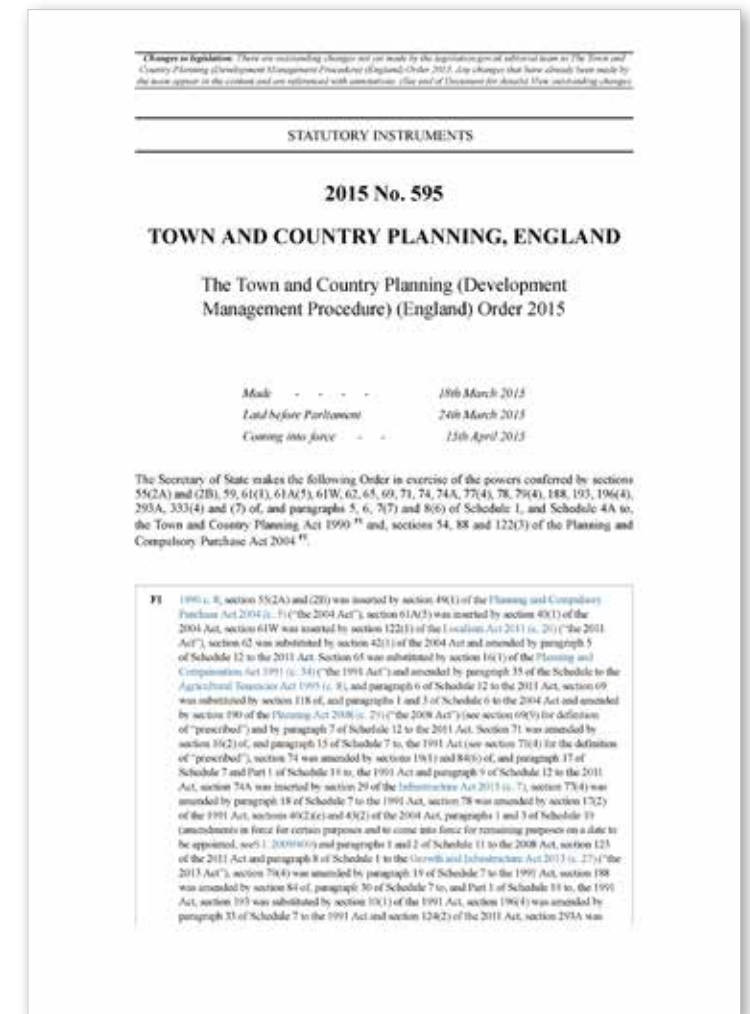
The DMPO also states the following requirements:

“(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:

- The design principles and concepts that have been applied to the development; and
- 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                                                                                                                                                                                                               |
| <b>INTRODUCTION</b><br>Outlines the purpose of this document; | <b>PLANNING POLICY</b><br>Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy; | <b>CONTEXT</b><br>Considers the Site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context; | <b>DESIGN DEVELOPMENT</b><br>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; | <b>DESIGN PROPOSALS</b><br>Presentation of the key design proposals including the Uses, Built Form, Identity, Movement, Nature, Public Spaces, Homes and Buildings, Resources, and Lifespan; and | <b>CONCLUSION</b><br>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 (December 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. 108) 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. 108(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 131, 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. 131, 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 139, 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. 139, NPPF 2023)**

The NPPF is also clear at paragraphs 132 and 133 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 135 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.”

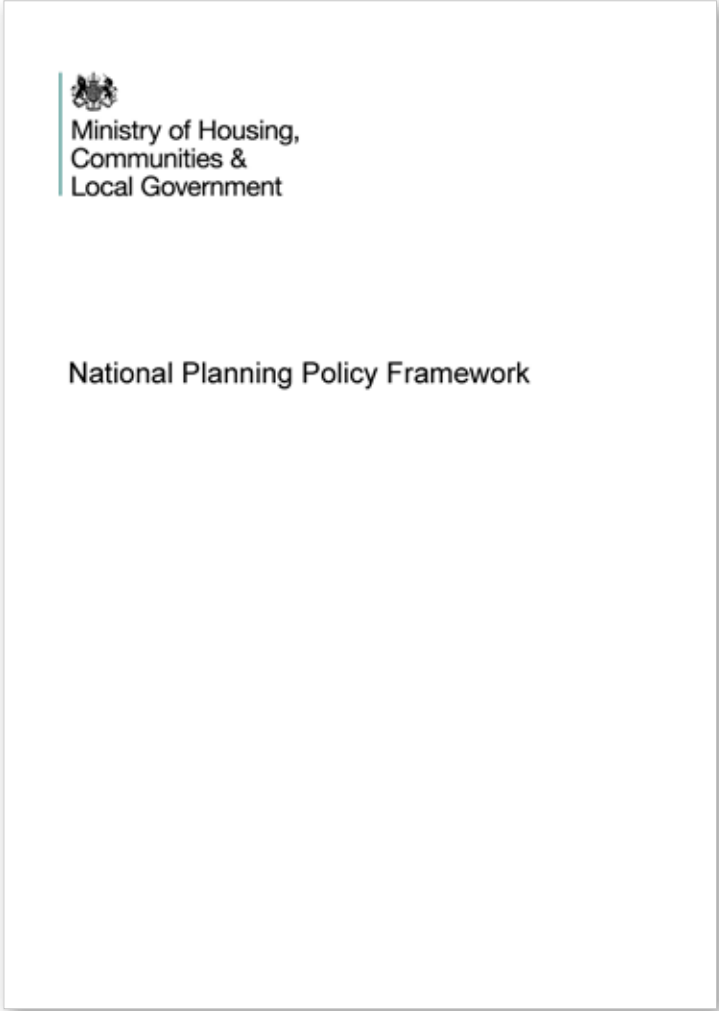
## 2.2 PLANNING PRACTICE GUIDANCE

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,  
December 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 the Core Strategy (2009) [CS], Site Allocations and Development Management Policies DPD (2016), and the Burbage Neighbourhood Plan 2015–2026 (2021) (the BNP) 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), the Draft Local Plan (June 2021 to August 2021) and the Pre-Submission Plan (February to March 2022). However, following the Pre-Submission consultation, the Council elected to go back to Regulation 18 on the basis of changes to national planning policy and the discussions around Leicester City Council's unmet housing and employment needs. As such, the Council is currently consulting on the Regulation 18 Draft Local Plan (DLP), with the consultation running from the 31st of July to the 27th of September 2024.

As a part of the DLP, the Council is proposing a housing requirement underpinned by the Council's Local Housing Need which has been calculated using the standard method [SM]. This produces a requirement of 433 dwellings per annum (dpa), plus 187 dpa arising from the appointment of Leicester's unmet housing needs – as established in the Leicester and Leicestershire Housing Market Area ("L&LHMA") 'Statement of Common Ground relating to Housing and Employment Land Needs (June 2022)' ("the SoCG"). On this basis, the DLP is proposing a housing requirement of 660 dpa over the 2021-2041 plan period.

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.

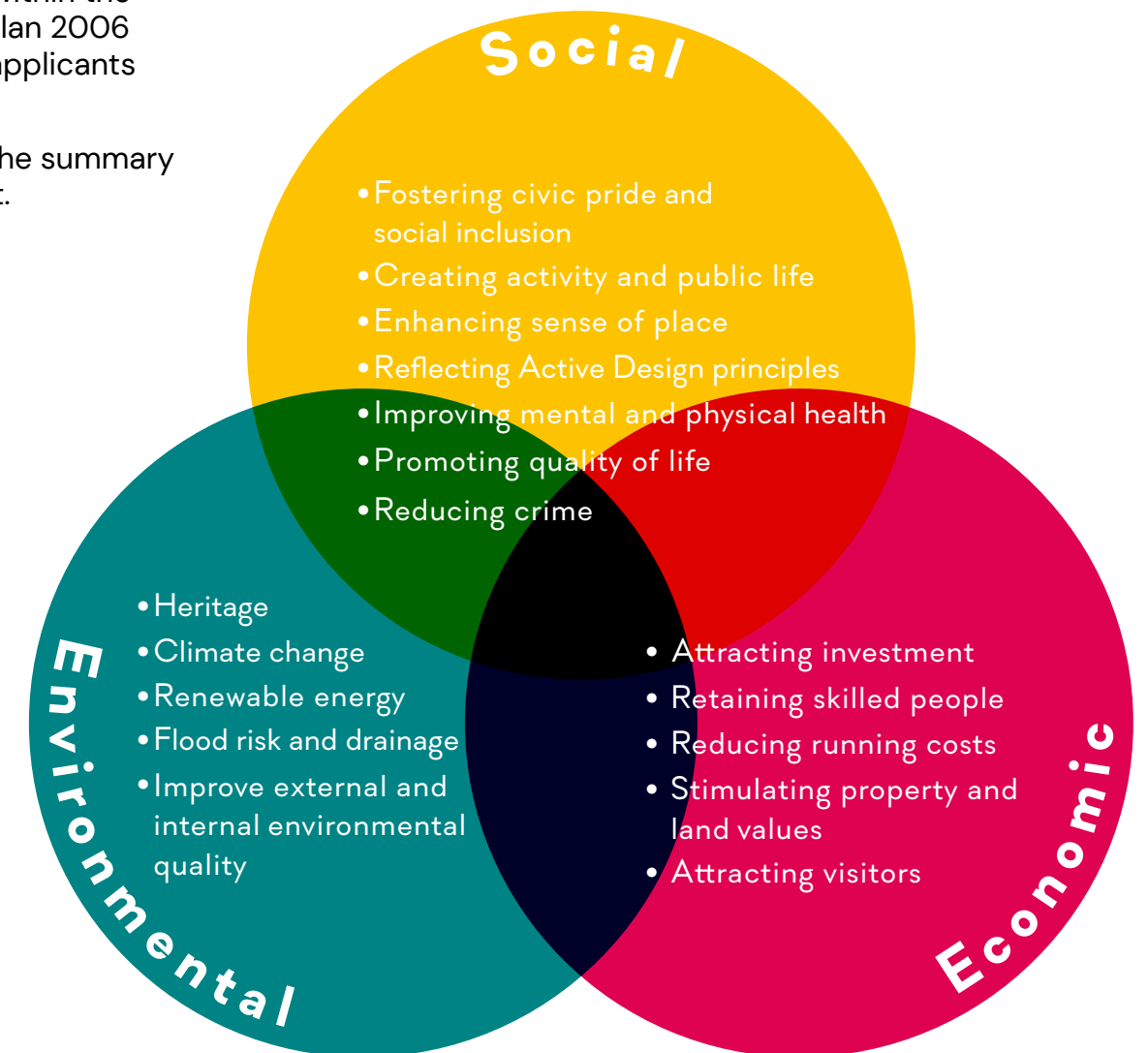
As a part of the Local Plan Review process, the Site was submitted to the Council for consideration through the SHELAA and has been assessed through the Council's SHELAA (2022) under site reference LPR131. Importantly, the SHELAA considered that the Site was 'suitable, available and achievable' and would be developable.

### 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

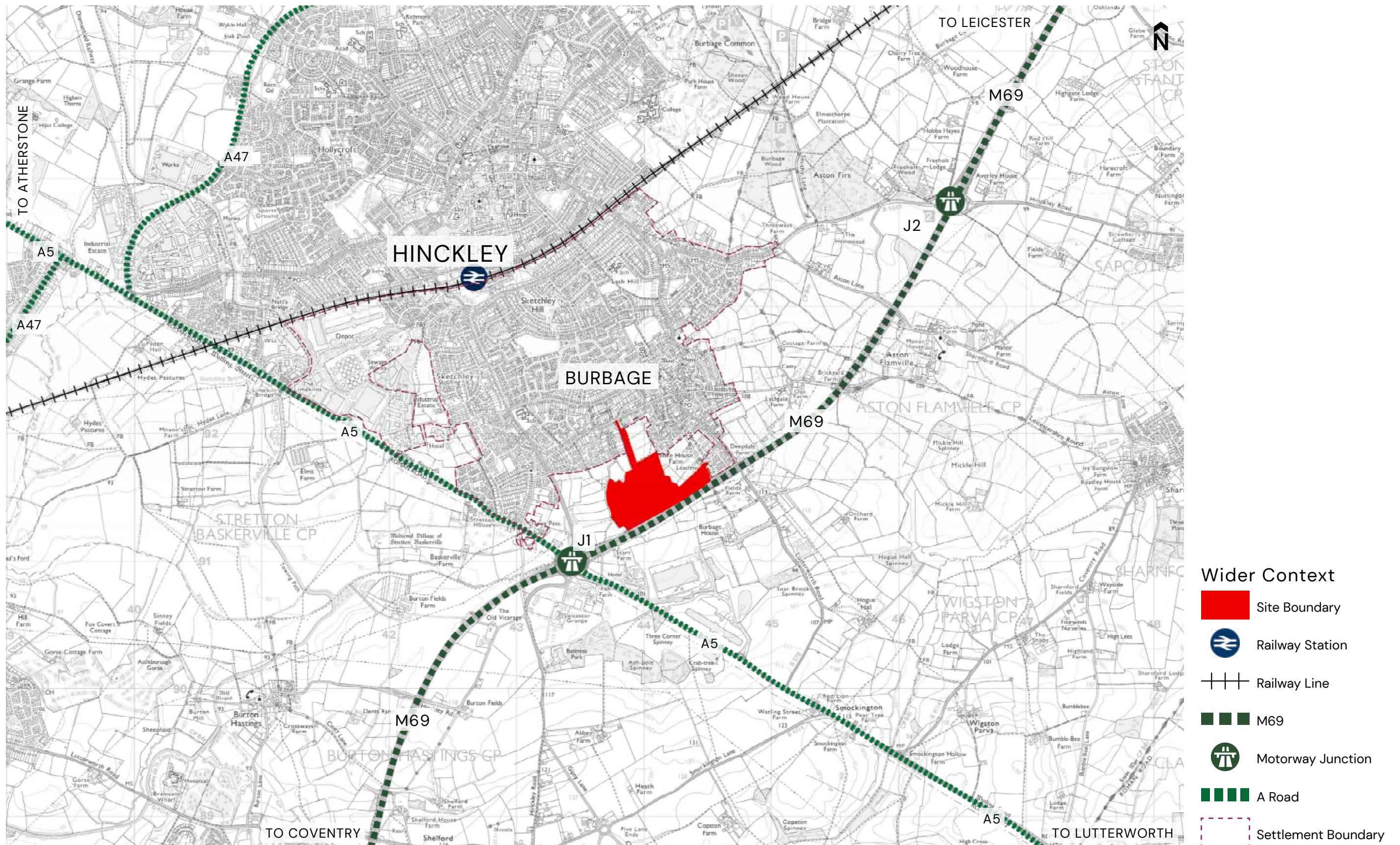


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# 3 Context.

- 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.

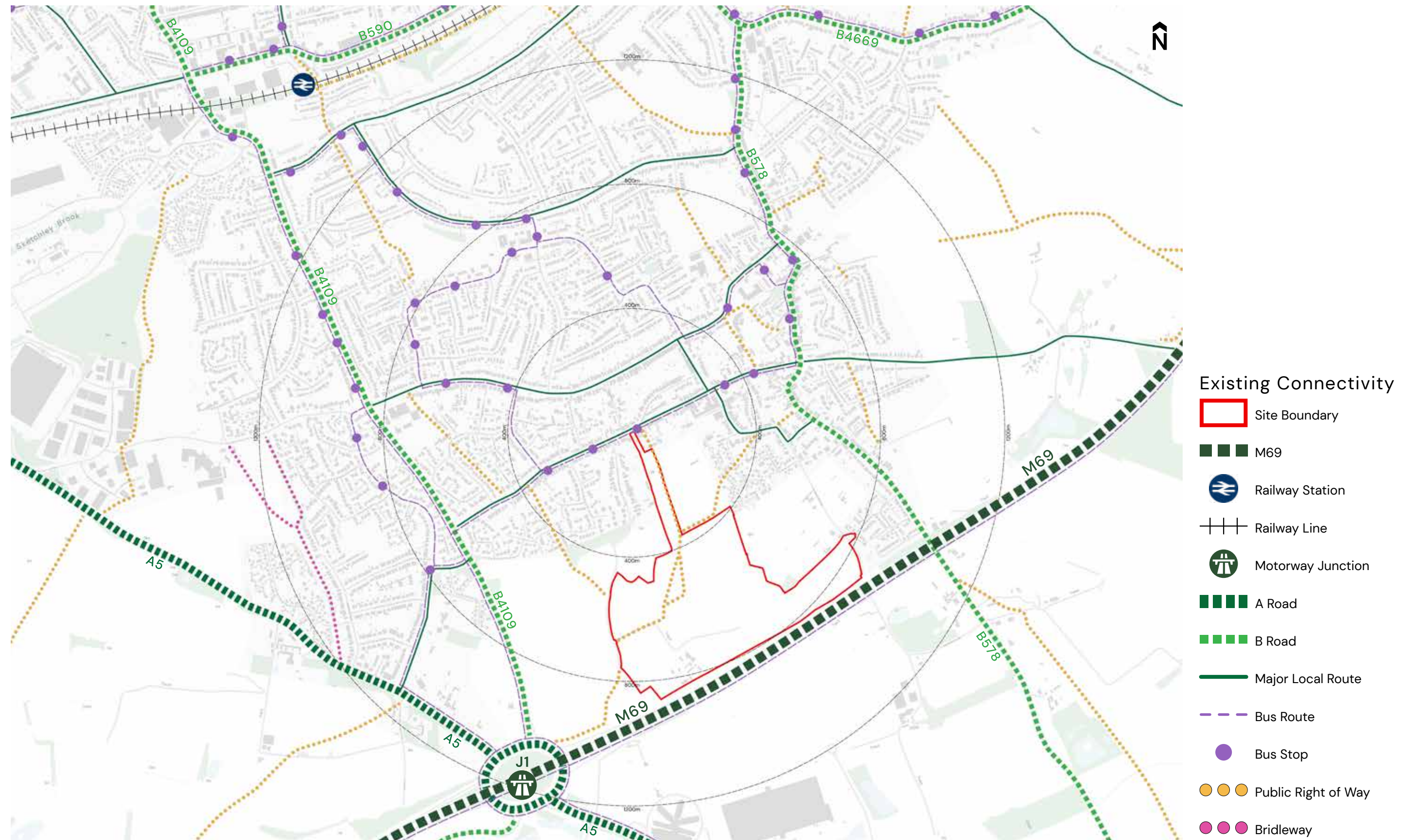
The eastern part of the Site, which is adjacent to the M69 and Workhouse Lane, benefits from outline planning permission, secured at appeal, for residential development (21/00502/OUT). Two additional residences fronting onto Coventry Road are also included within the Site boundary and provide the opportunity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

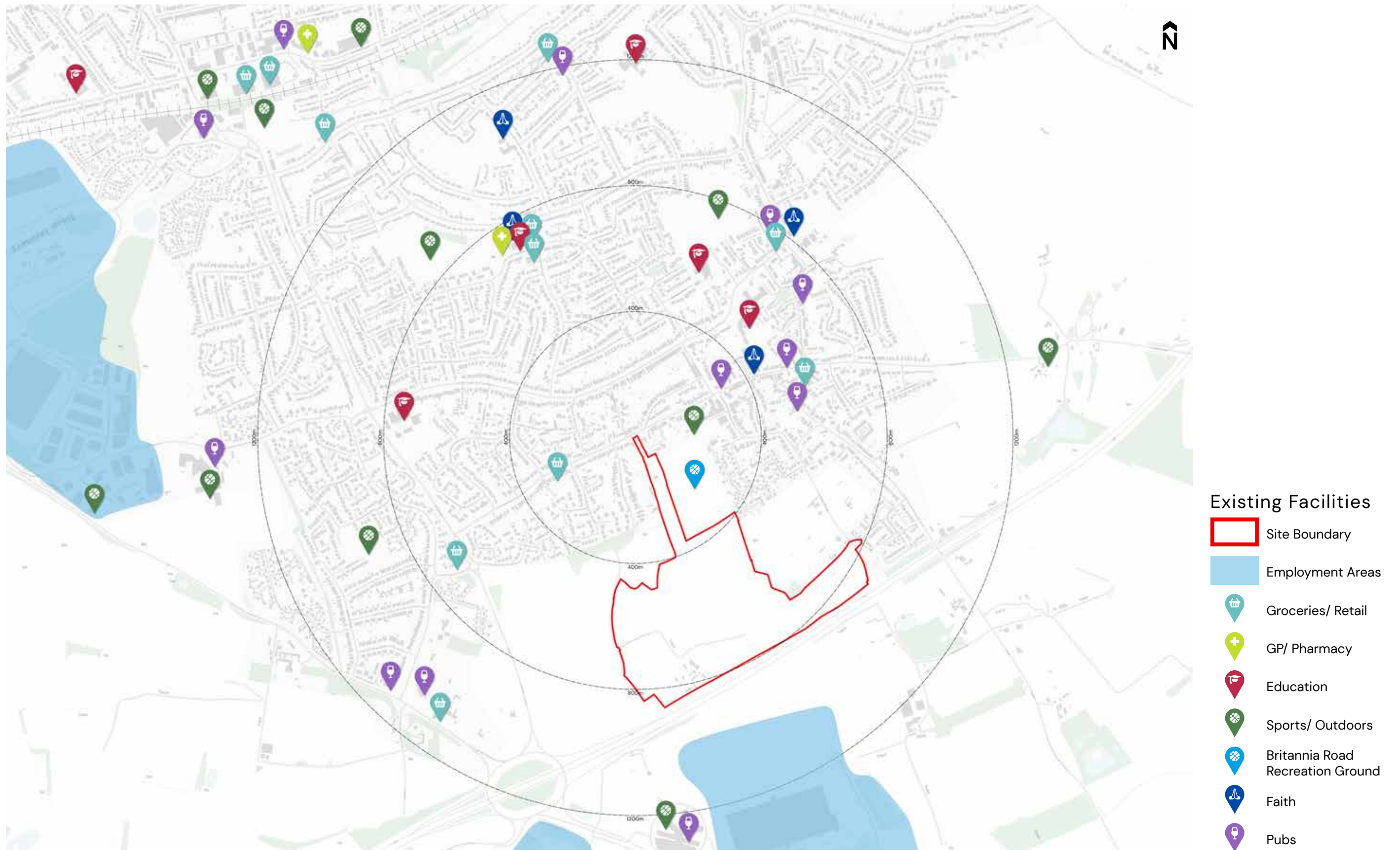
There is an existing Public Right of Way through the Site (reference U66), which provides pedestrian connectivity to the Britannia Road Recreation Ground, village centre and the surrounding network of pedestrian routes, public rights of way and cycle routes. Alongside this Public Right of Way, there 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)



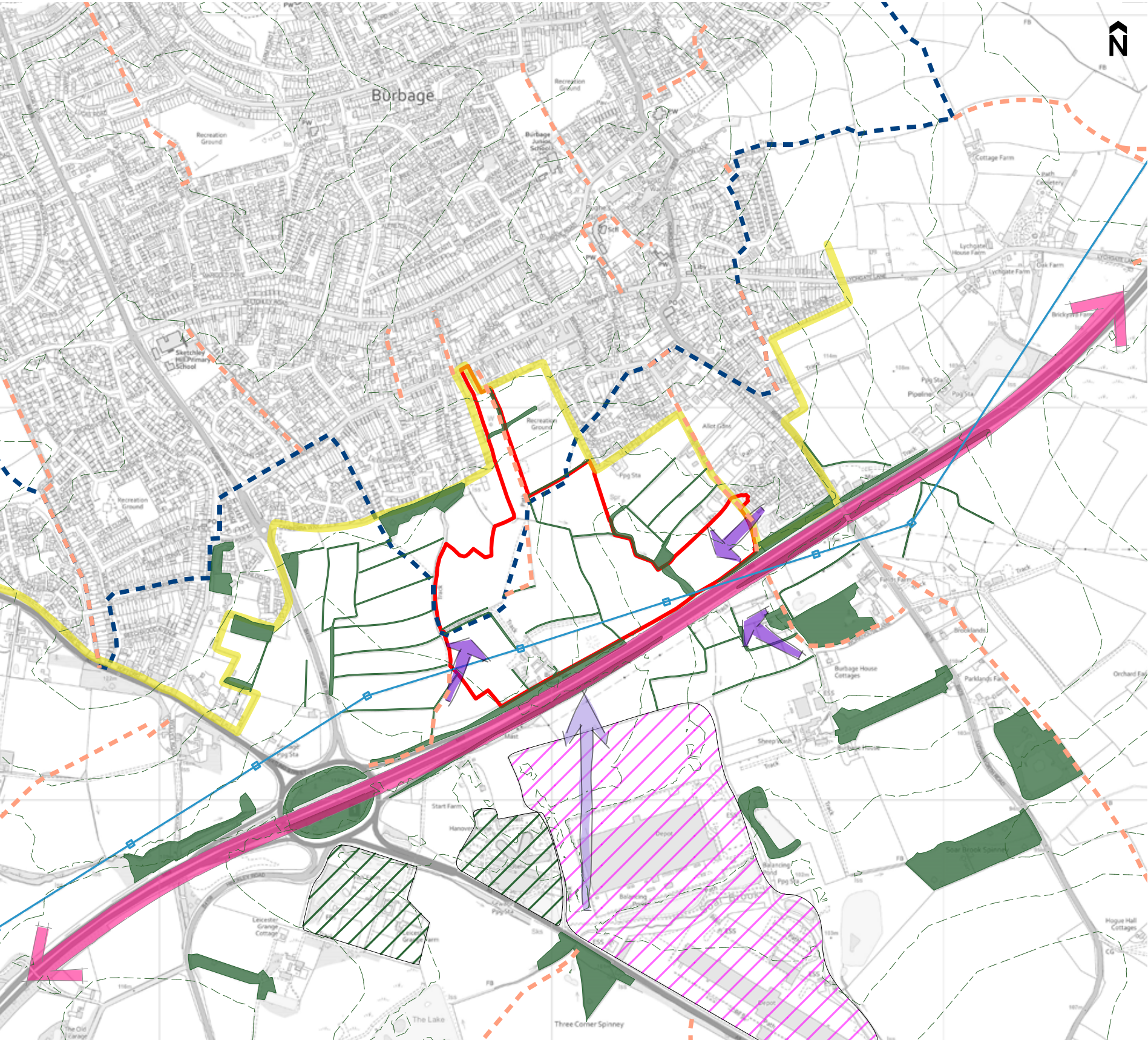
Workhouse Lane



Coventry Road



Flanders Close (Redrow site)



Landscape & Visual Analysis

- |                                                                                       |                               |                                                                                       |                                                                                                 |
|---------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
|  | Site boundary                 |  | M69 motorway corridor                                                                           |
|  | Round Burbage walk            |  | Existing trees, woodland blocks and hedgerows across 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.

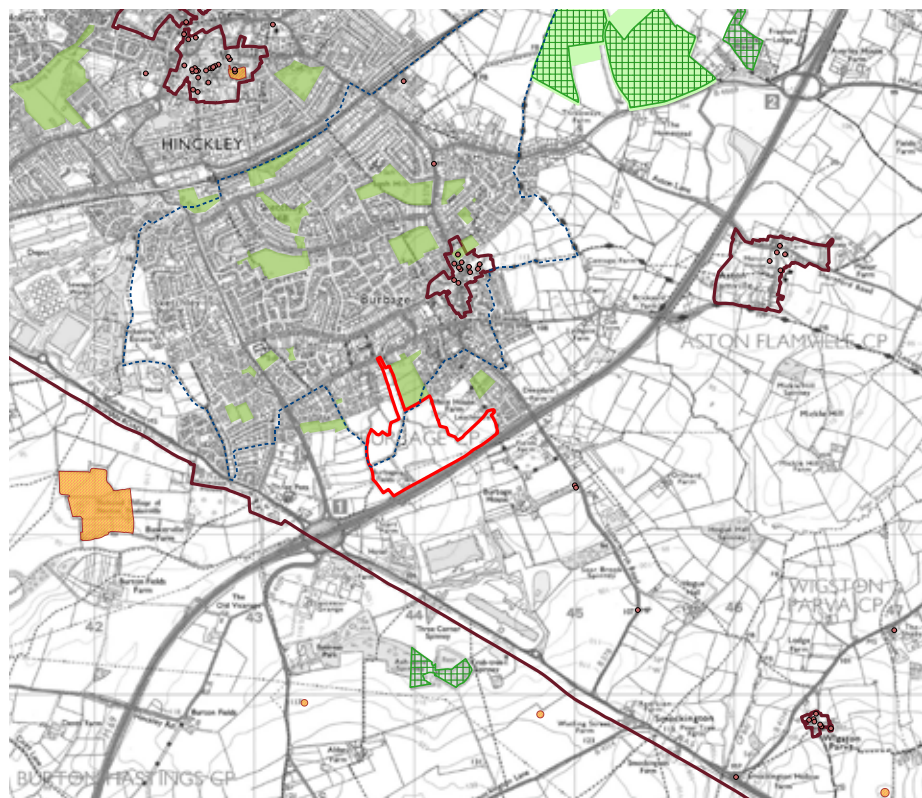
Matters of landscape character and visual amenity related mitigation measures to minimise impacts are an integrated part of the proposed development. Applying an overarching strategy for green infrastructure also has linked benefits in terms of other environmental matters, such as biodiversity and the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

The overarching principles for the landscape strategy aim to:

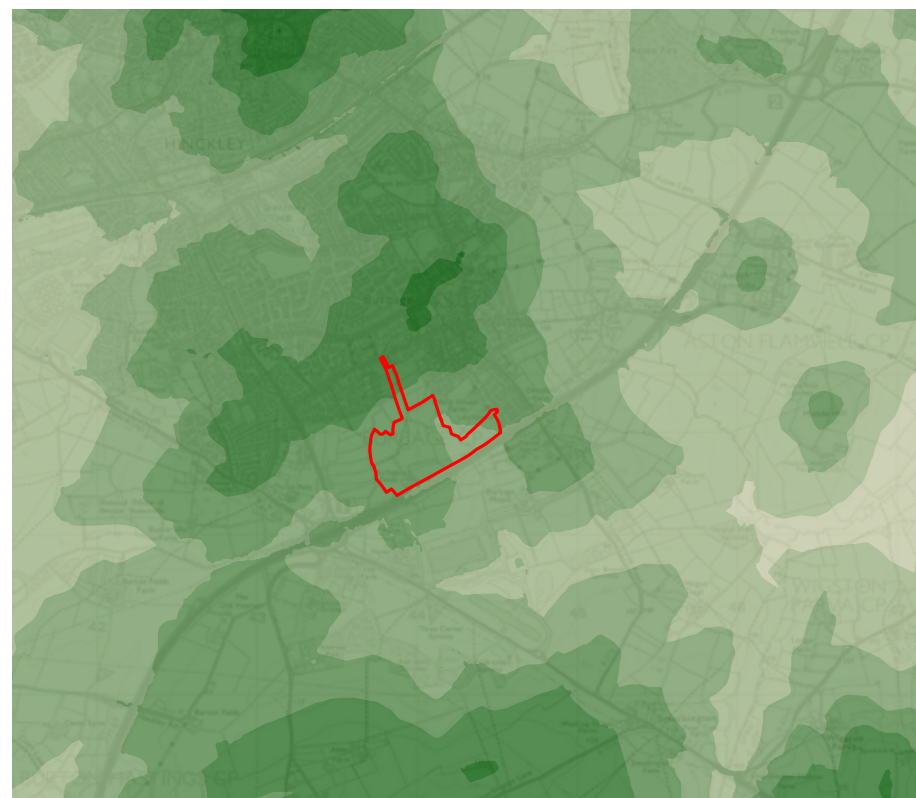
- Respond to existing landscape character in the local context and the surrounding landscape;
- Retain and make best use of existing landscape elements and features where these can be retained across the Site;
- Optimise protection and screening for visual amenity receptors (including the interface with 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.

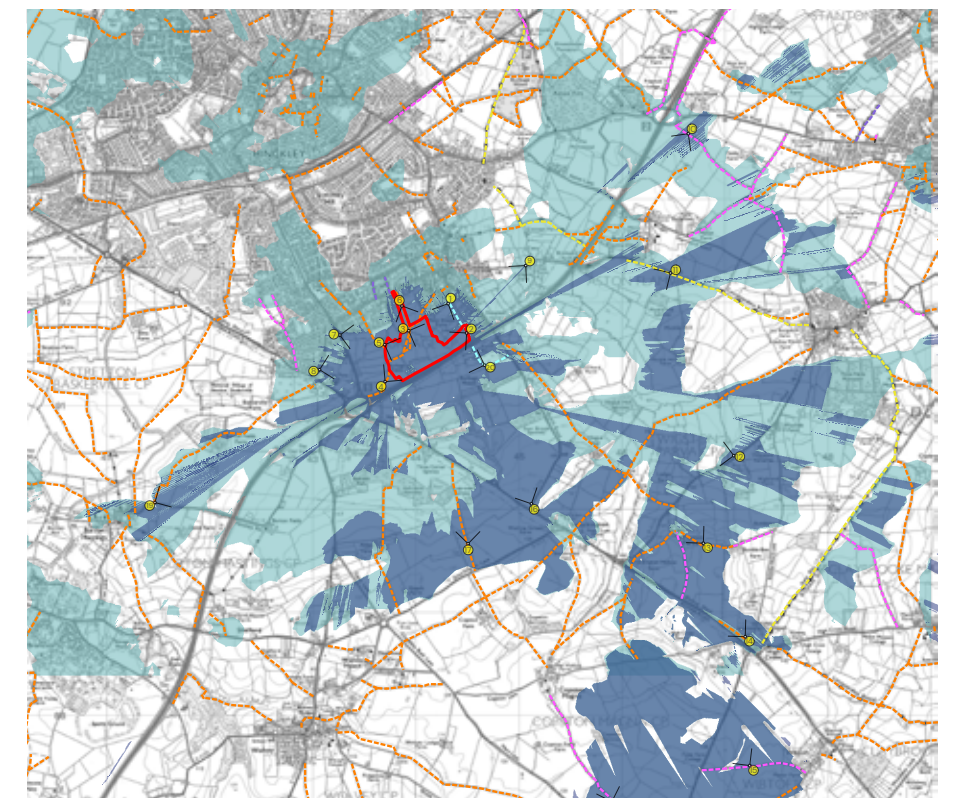
Overall, it is considered that the layout (and Landscape Masterplan) incorporates a mitigation strategy that forms an inherent part of the proposed development and this, notwithstanding some higher impacts at close proximity (i.e. on site and on the boundaries of the Site), combined with the limited 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.

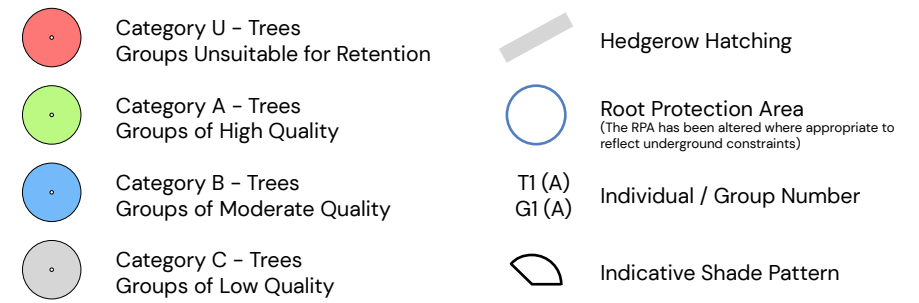
During the assessment, four individual trees were recorded as category A specimens, of high arboricultural and landscape value. These were trees T9, T13, T24 and T37. These consisted of specimens of English Oak *Quercus Robur*. These trees were considered to offer a substantial amount of amenity and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

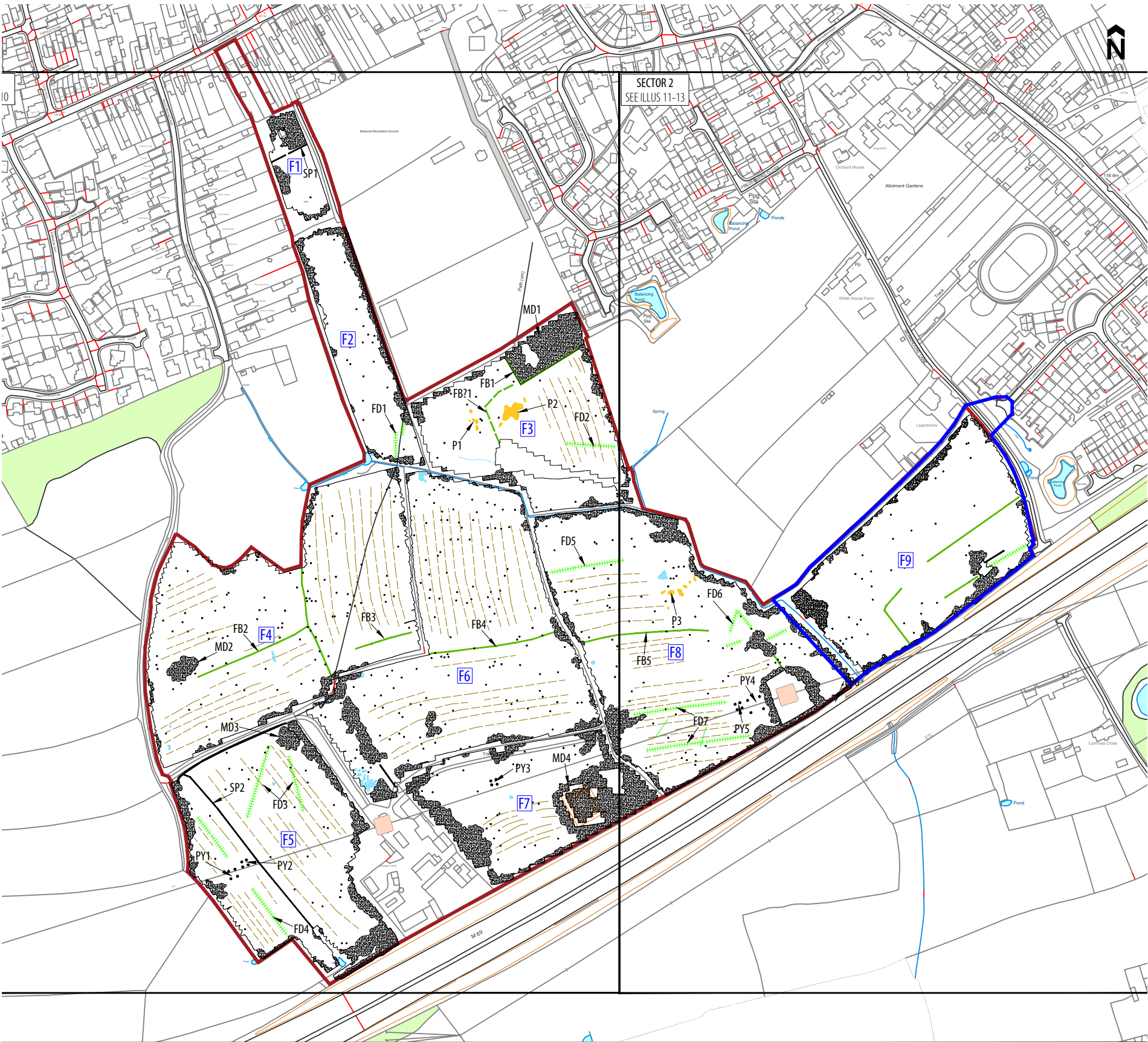
Nine individual trees, six groups of trees and three hedgerows were considered to be of moderate value and graded as category B accordingly. These were generally positioned and formed the field boundaries of the Site with the exception of T10 which was offset to the south of a larger group of trees.

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 Limited to undertake a noise assessment report to support a detailed planning application for the proposed residential development at Burbage Field Farm, 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 proximity of dwellings 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.

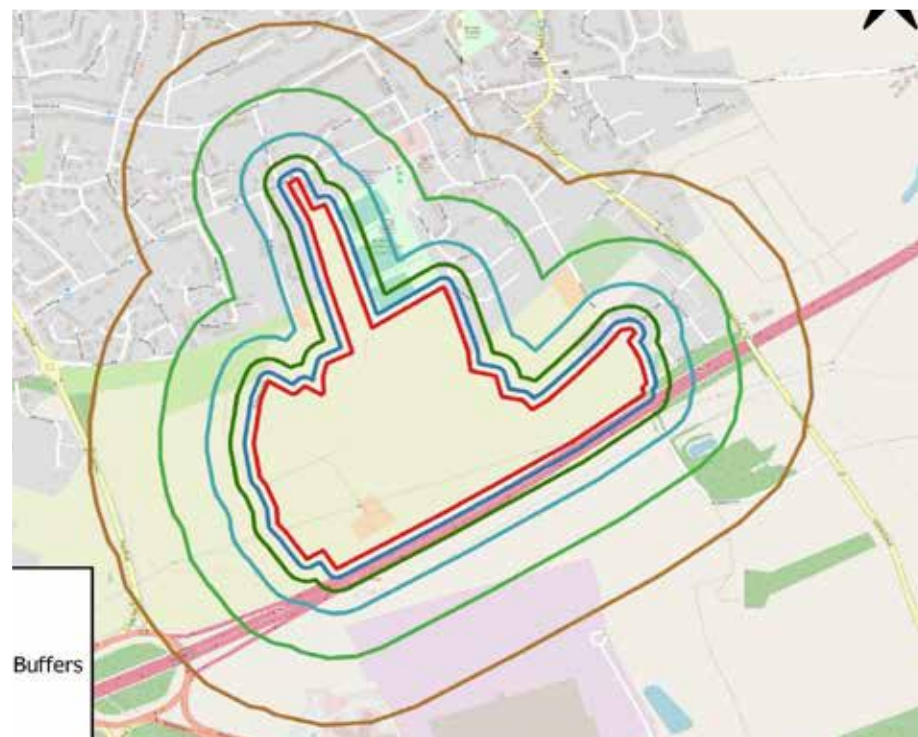
An assessment of construction phase impacts has been undertaken following the IAQM guidance. The potential risk of construction phase impacts on local air quality was predicted to be a maximum of 'high risk' for dust nuisance and 'low risk' for human health, prior to the implementation of dust control 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 NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. 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 NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> 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.

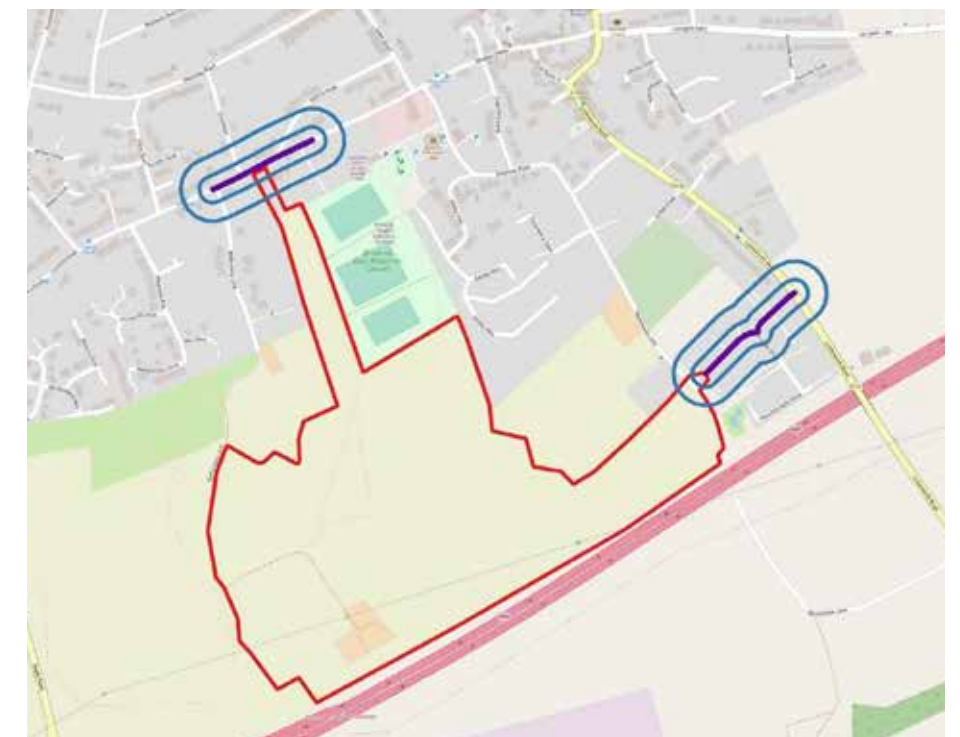
Based on the results of the assessment, it is judged that with appropriate construction phase mitigation, the proposed development complies with relevant national and local planning policies and that there are no air quality constraints.



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 <sup>(CTD)</sup>

#### 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 man-made 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.

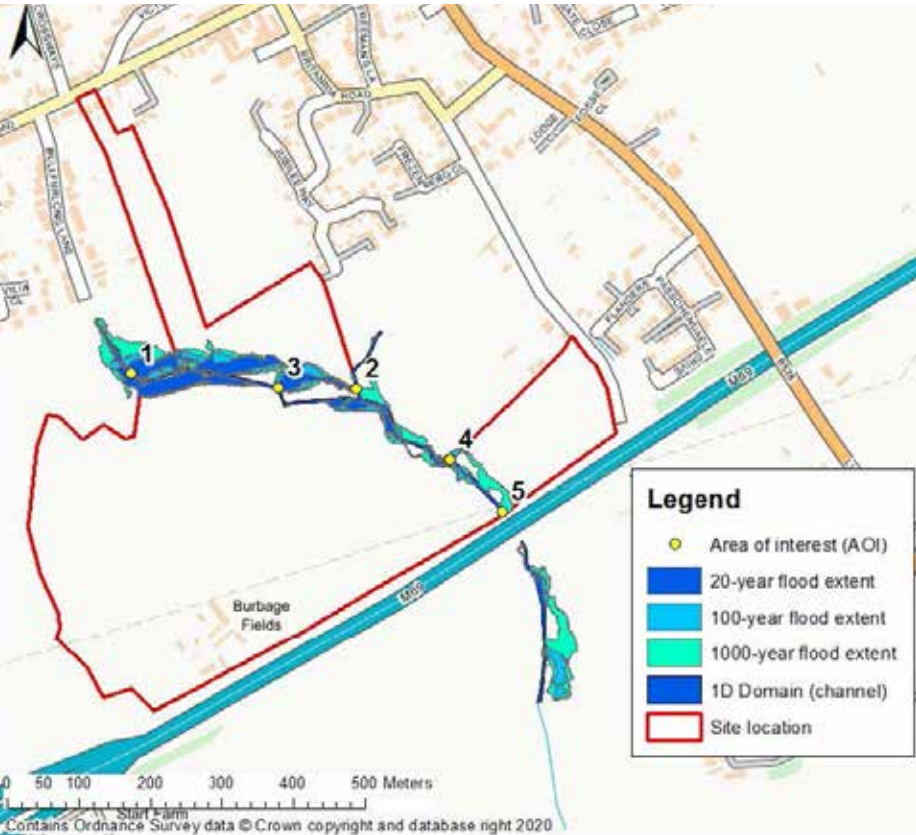
- The model was run for the 20-year, 100-year, 100-year with (+30%) climate change, 100-year with (+50%) climate change and 1,000-year fluvial flood event. The model results' sensitivity to changes in flows, roughness values and downstream boundary conditions was tested.
- Model results at the Site are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

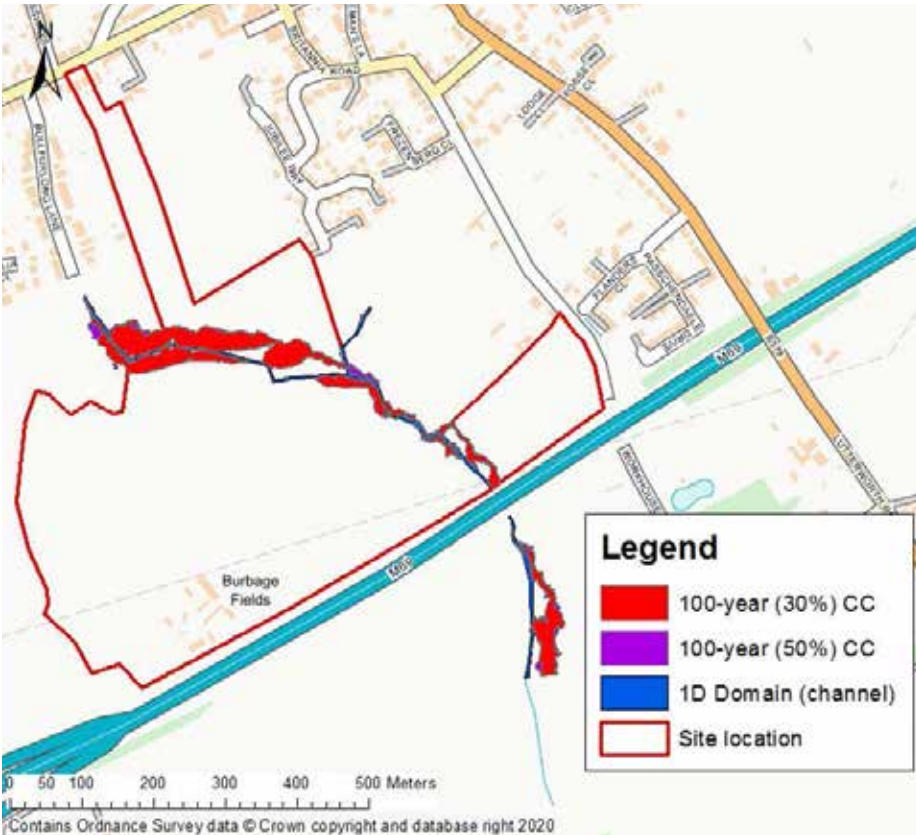
- There are increases of up to 1.6m at the M69 culvert when a 75% blockage is applied at the culvert inlet, however this is within the close proximity to the channel. The water levels return to normal heights 120m upstream of the culvert inlet.

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.

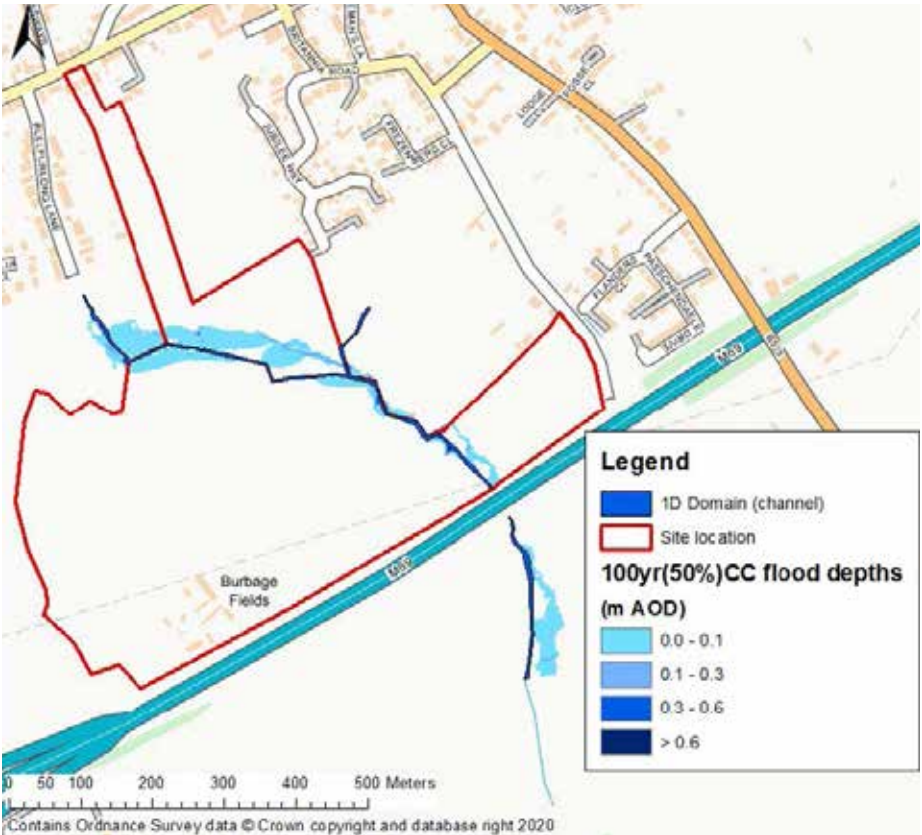
It is recommended that flood mitigation strategies are explored for this site in order to mitigate flood risk on site while ensuring third-party lands are not affected by the development proposal.



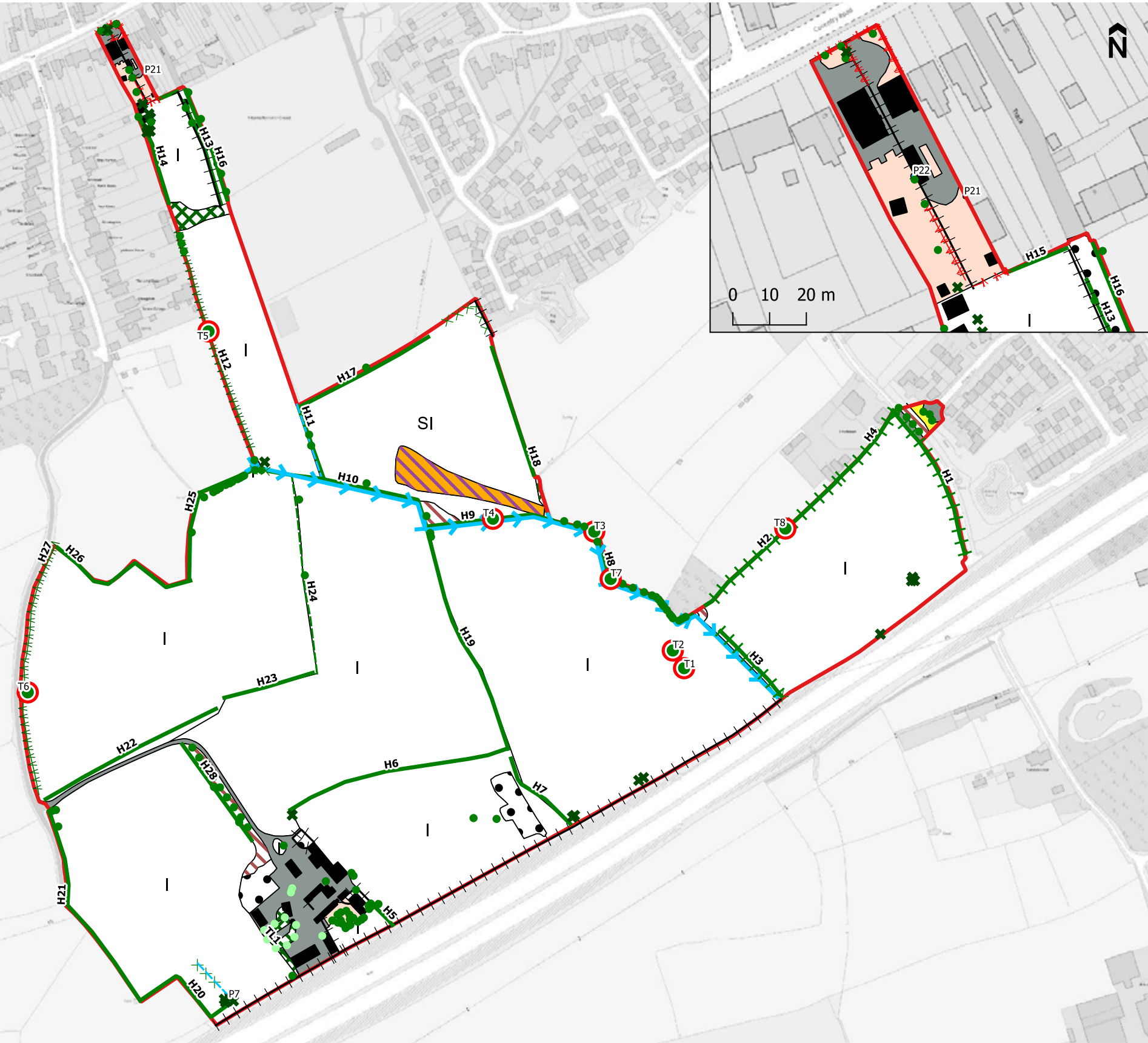
Baseline flood extents (20yr, 100yr and 1,000yr)



Baseline 100-Year flood extents with climate change



Baseline 100-year flood depths with 50% climate change



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.

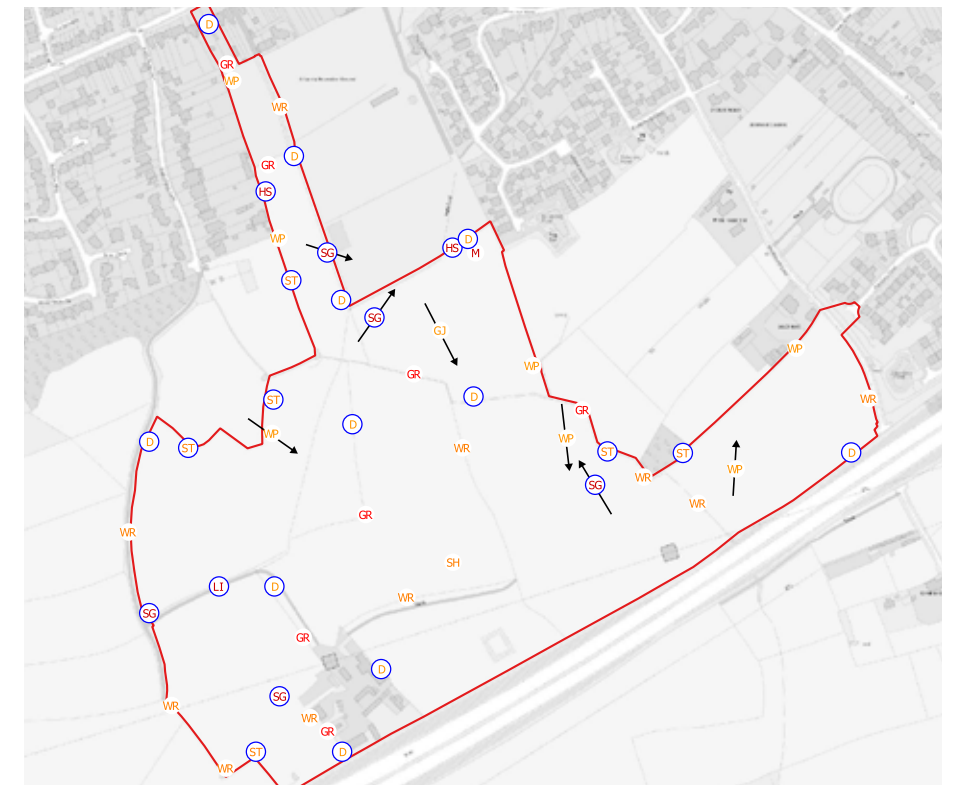
No other protected or notable species are considered likely to be present / utilising the habitats within the Site.



Designated Site Plan



Bat Transect Plan



Breeding Bird Species Plan

## 3.5 SITE ANALYSIS (CTD)

### 3.5.8 Transport

Rodgers Leask 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 other than 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 through the development. Initial discussions have been held with Arriva who have confirmed interest in diverting their existing bus 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. Footway provision at the eastern side of the development provides safe pedestrian access to the neighbouring Ambion Way residential area.

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.

The site is served via two vehicle accesses; a new priority junction on to Coventry Road, involving the demolition of two existing properties, that will serve the majority of the site and a secondary access connecting on to Flanders Close that would serve approximately 56 of the proposed dwellings. There is no-through route for vehicles between Coventry Road and Flanders Close, save for emergency service vehicles

The local highway network has been assessed using industry recognised software with traffic flows from the LCC strategic traffic model used to inform the highway impact assessment through a furnishing process using observed traffic data. Where appropriate, observed traffic count and queue length data has been obtained and used within the model development process. On this basis the evidence base used for the highway impact assessment work can be considered robust.

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 care home employees, and therefore there is no reason in transport terms why the proposed development should not be permitted.



Extract of Burbage Footpaths



Footpath U66 Facing South-West



Coventry Road Facing Westbound

## 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.

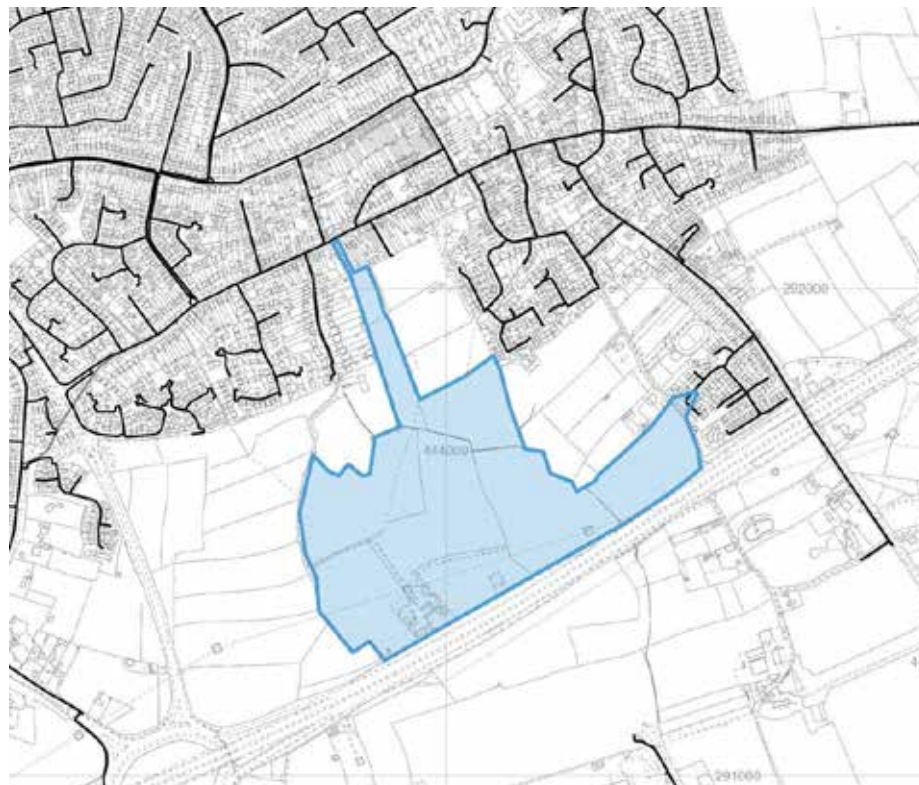
This assessment seeks to establish how the proposed development will be serviced with key utility supplies, whether diversion or protection of existing apparatus may be required and estimated costs for service connection and diversion works, where available.

Consultation has been undertaken with key Statutory Undertakers to establish:

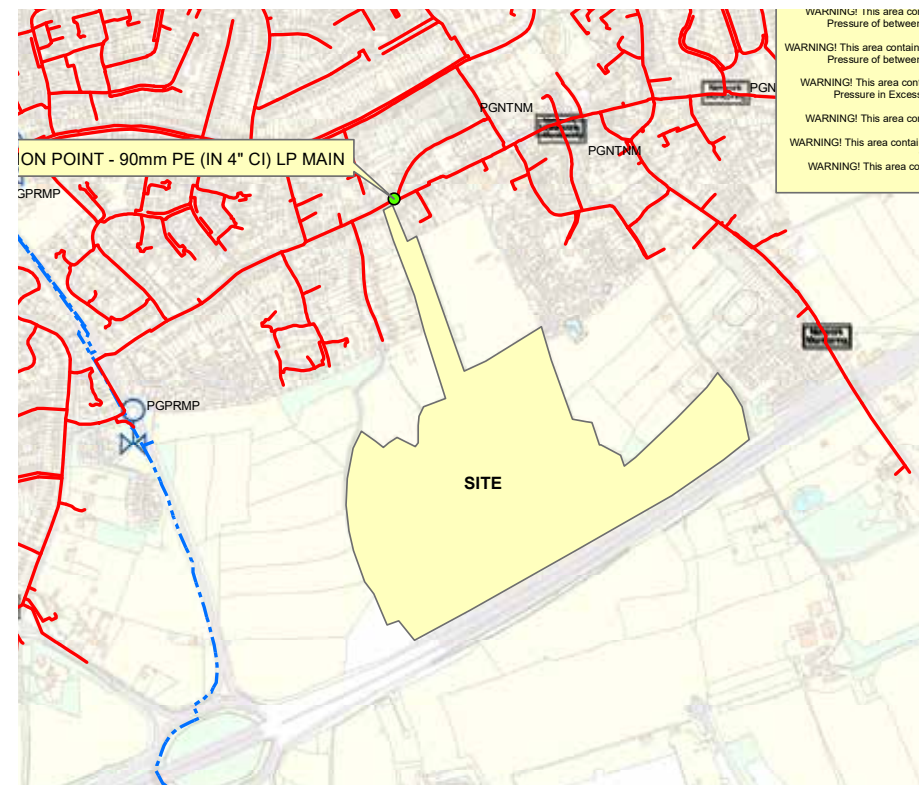
- Available capacity within existing infrastructure;
- Required capacity improvement works to accommodate the development;
- Required diversions of infrastructure to accommodate the proposed development;
- Any required easements;
- Service connection locations; and
- Service connection costs.

Consultation has been undertaken with the following Statutory Undertakers:

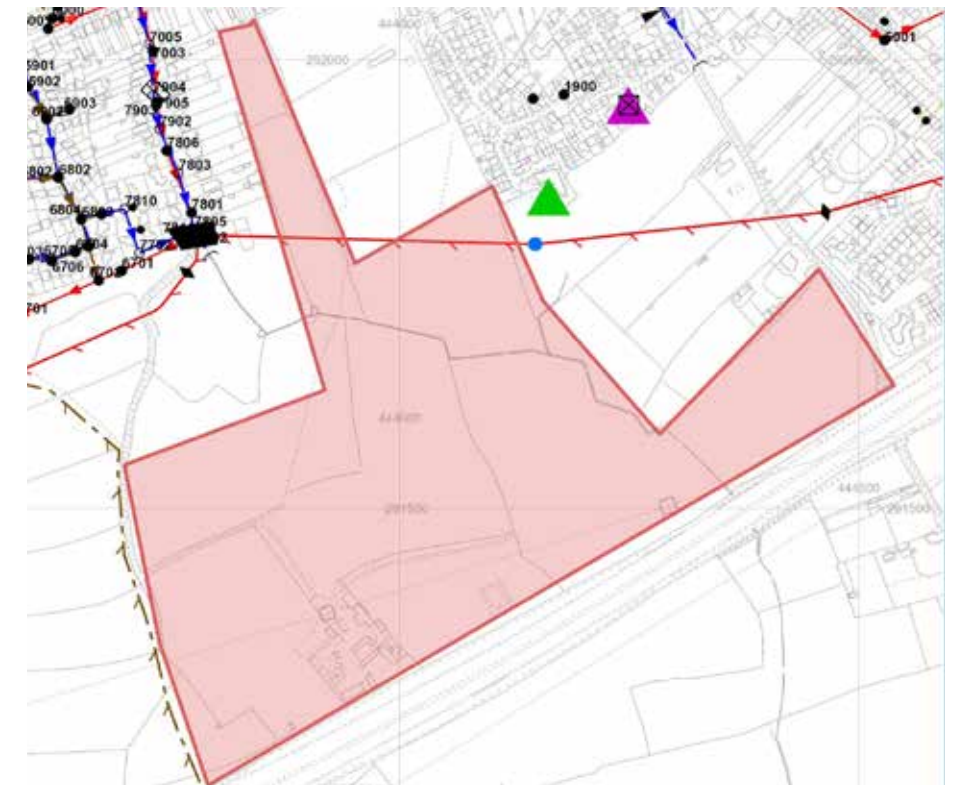
- Severn Trent Water (sewerage and clean water provider for Burbage);
- Cadent (gas);
- National Grid Electricity Distribution (electricity);
- Openreach (telecommunications);
- GTC (multi utility connections).



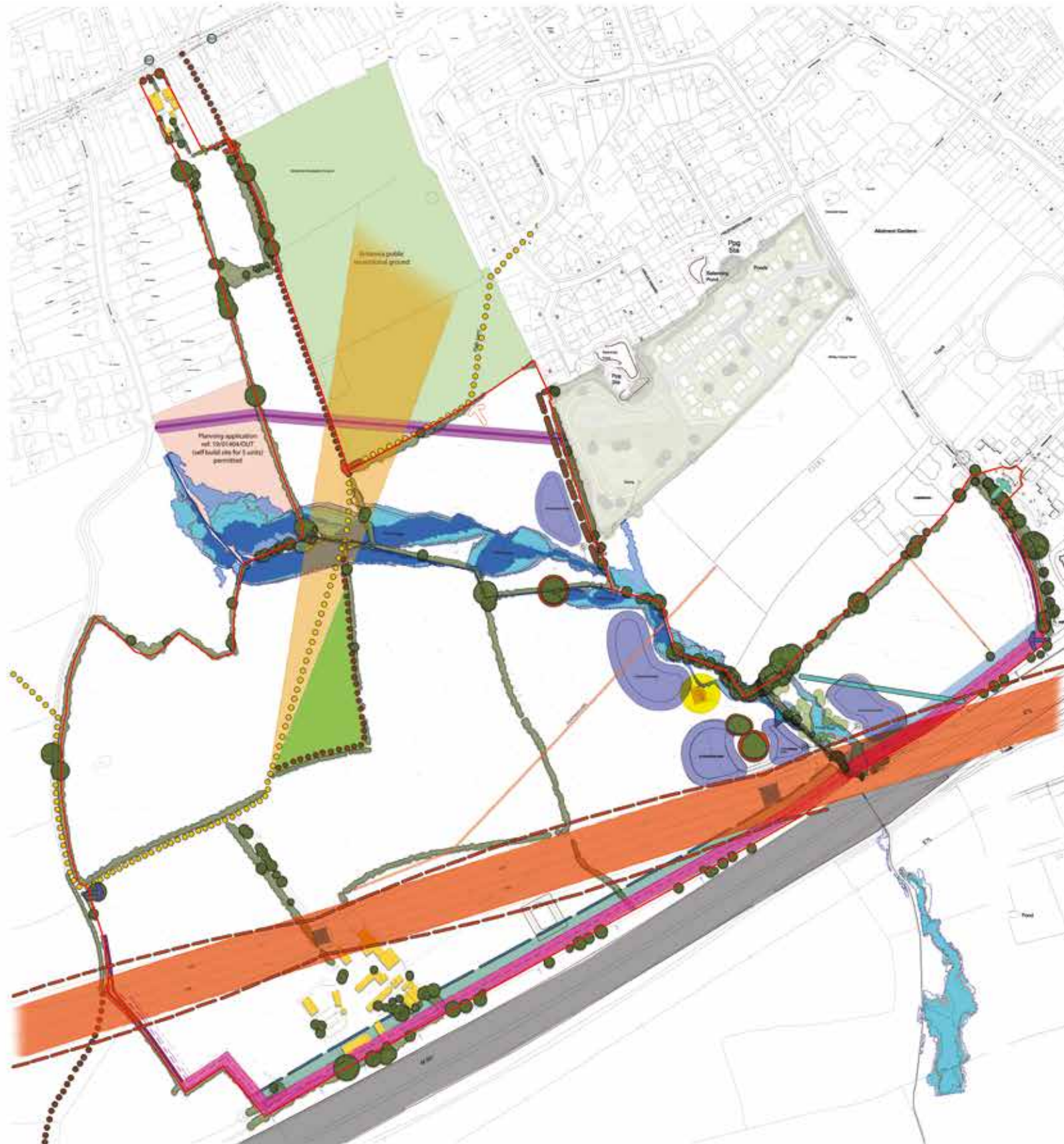
Water Mains Plan



Gas Connections Plan



Sewer Record Plan



## Opportunities & Influences

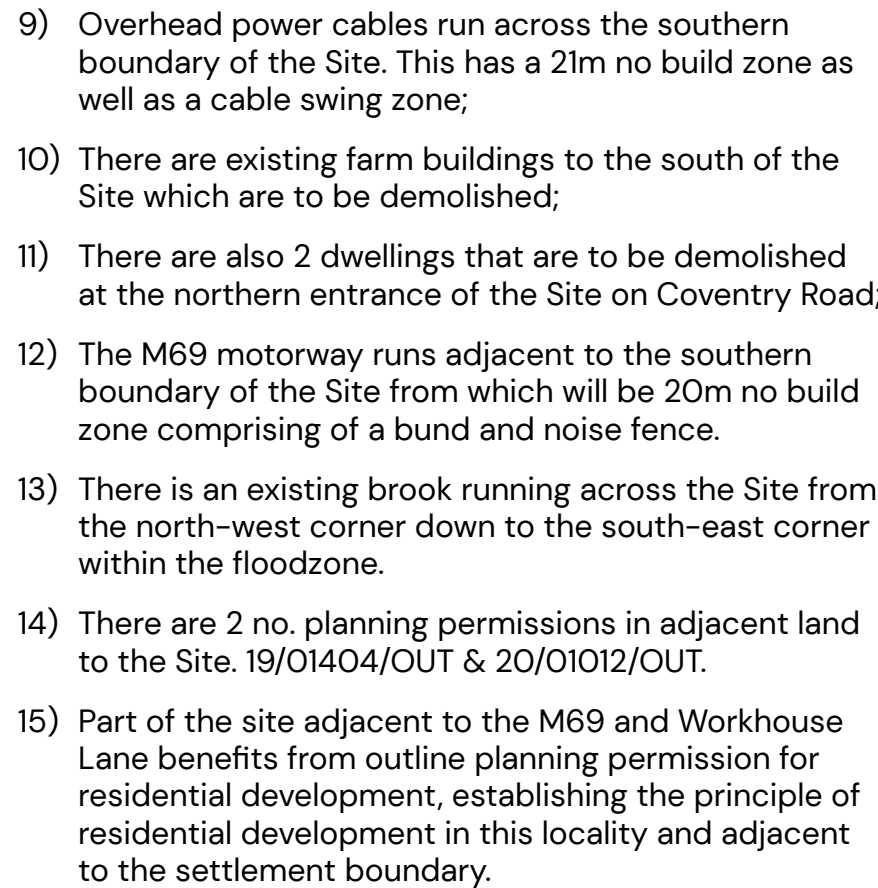
|  |                                                                          |  |                                                                        |
|--|--------------------------------------------------------------------------|--|------------------------------------------------------------------------|
|  | 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                           |
|  | Over head Cable swing area                                               |  | 3m wide road access to House 61-63 Coventry Road                       |
|  | Attenuation Pond                                                         |  | Area for new tree noise bund                                           |
|  | Existing Agricultural access                                             |  | POS area                                                               |
|  | Underground sewer pipes for DW site with 2.5m easement each side         |  | Existing buildings to be demolished                                    |
|  | Planning Applications                                                    |  | Potential access to public footpath                                    |
|  | Motorway                                                                 |  | Emergency link access                                                  |
|  | Contour levels                                                           |  |                                                                        |
|  | 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.

- 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.
- 

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





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# 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.



### CONCEPT PLAN SKETCH (OCTOBER 2022)

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.



- 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.



- 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.



- Care Home location. Moved from southern boundary to adjacent to the central playspace area. Closer to Coventry Road & existing facilities;
- Fewer dwellings south of the pylon area with extended green buffer zone;
- New 3-bed housetype range, more M4(2) and affordable homes;
- Speed calming, road-widening and parking bay widening where necessary for LCC requirements..

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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p>“...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. 135(a), NPPF 2023)</p> <ul style="list-style-type: none"><li>• 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;</li><li>• Retention of the existing landscape features on the site where possible;</li><li>• Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;</li><li>• In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;</li><li>• Provision of Sustainable Drainage systems to ensure that the development does not increase the risk from flooding in the area;</li><li>• 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;</li><li>• Make efficient use of the site through proposing a development with an appropriate density; and</li><li>• It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified within Section 2 above.</li></ul> | <p>“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping” (para. 135(b), NPPF 2023)</p> <ul style="list-style-type: none"><li>• 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;</li><li>• Integration of existing and proposed landscape features will help to soften the built form, particularly towards the eastern countryside edge of the development</li><li>• Minimise the impact of the development on the open countryside and surrounding context;</li><li>• New development will be set within a considered and attractive landscape setting; and</li><li>• 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.</li></ul> | <p>“...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. 135(c), NPPF 2023)</p> <ul style="list-style-type: none"><li>• 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;</li><li>• 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;</li><li>• Consider carefully the specification of materials that respect/enhance the local vernacular;</li><li>• Respond to the existing site topography including the consideration of key views in and out of the site;</li><li>• Retention of the existing landscape features and habitats on the site; and</li><li>• Protection of existing and proposed residential amenity through the use of frontage</li></ul> |

#### 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. 135(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. 135(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. 135(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.

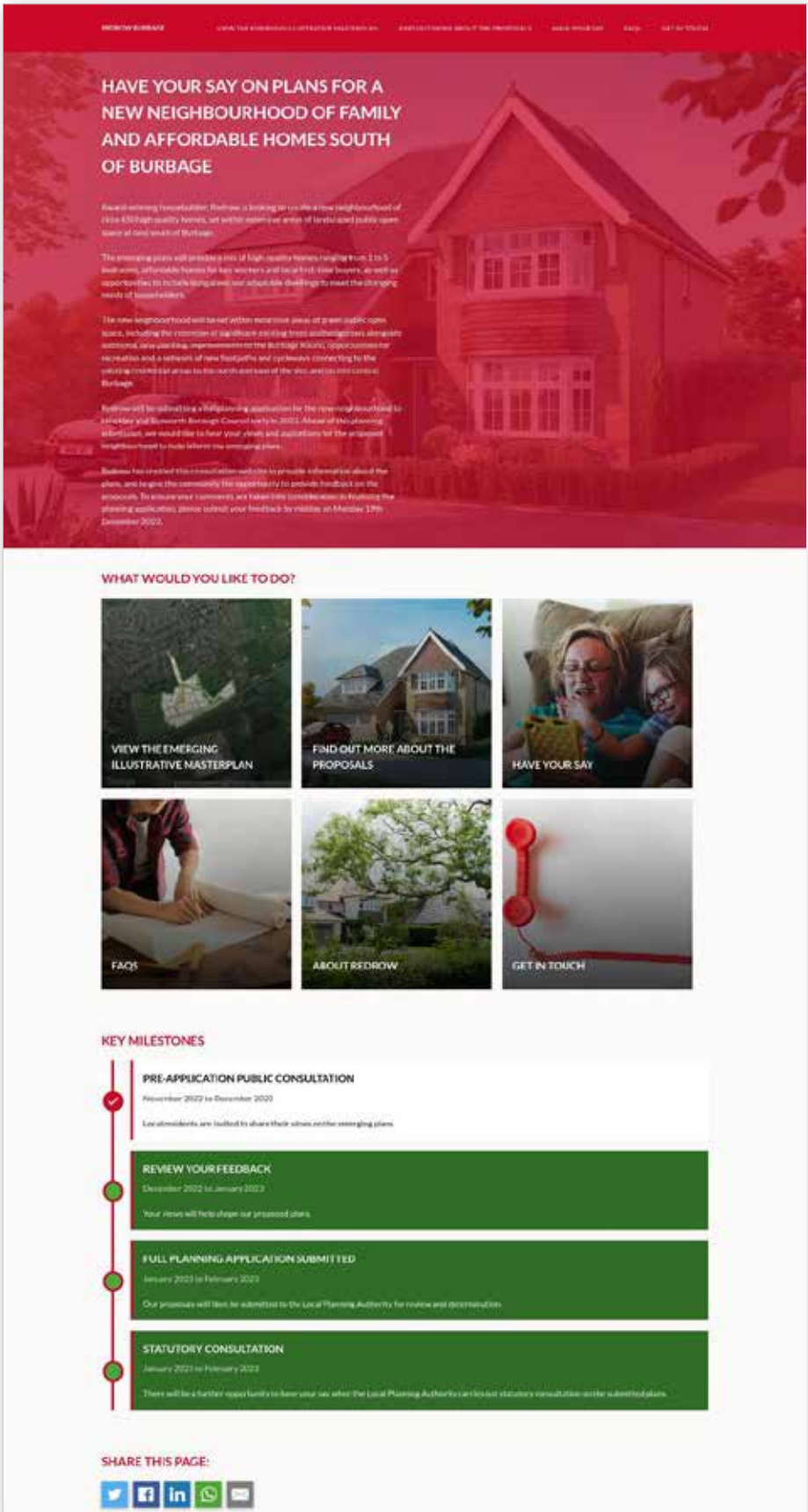
A hybrid planning application is being submitted for a development of up to 422 new homes, including affordable housing in line with local policy and generous provision of landscaped open space to promote biodiversity.

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 >





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](mailto:hello@redrow-burbage.com).



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Public Consultation Leaflet



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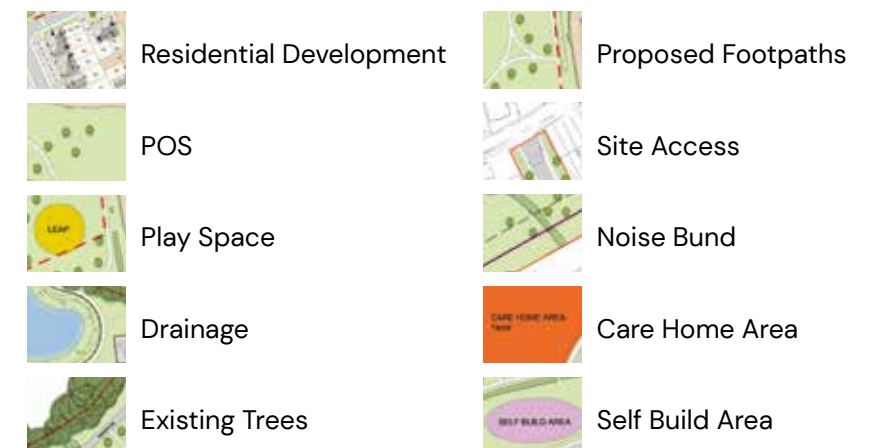
# 5 Design Proposals.

- 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

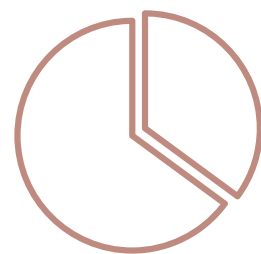
## 5 Design Proposals.



Planning Layout



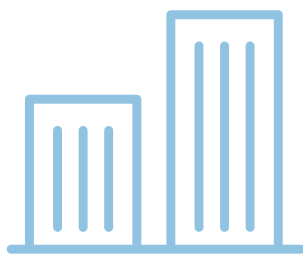
This chapter explains the principles that have been applied to aspects of the design, in accordance with the National Design Guide. This includes:



USES  
Mixed and integrated



MOVEMENT  
Accessible and easy to move around



BUILT FORM  
A coherent pattern of development



HOMES & BUILDINGS  
Functional, healthy and sustainable



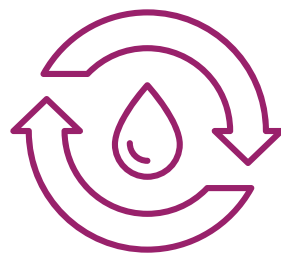
IDENTITY  
Attractive and distinctive



PUBLIC SPACES  
Safe, social and inclusive



NATURE  
Enhanced and optimised

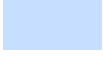


RESOURCES  
Efficient and resilient



LIFESPAN  
Made to last



| Uses                                                                                  |                                    |
|---------------------------------------------------------------------------------------|------------------------------------|
|  | Residential Development<br>12.3 Ha |
|  | Self Build<br>0.449 Ha             |
|  | Public Open Space<br>10.227 Ha     |
|  | Care Home<br>0.402 Ha              |
|  | LEAP<br>0.052 Ha                   |
|  | Infrastructure<br>0.390 Ha         |
|  | MUGA/NEAP<br>0.080 Ha              |
|  | Drainage<br>0.812 Ha               |
|  | LAP/TRIM TRAIL<br>0.067 Ha         |



| ACCOMMODATION SCHEDULE     |               |            |        |           |          |      |
|----------------------------|---------------|------------|--------|-----------|----------|------|
| PRIVATE HOUSE MIX          |               |            |        |           |          |      |
| HOUSE NAME                 | DESCRIPTION   | INCL STUDY | M4 (2) | NDSS      | QUANTITY | %    |
| BUXTON                     | 2b / 2 storey |            |        |           | 21       |      |
| BASLOW                     | 2b / 2 storey |            | X      |           | 40       |      |
| NEWBURY                    | 2b / 2 storey |            | X      | X         | 32       |      |
| FAIRFORD                   | 2b / 1 storey |            |        | X         | 4        |      |
|                            |               |            |        | sub-total | 97       | 23%  |
| BRIGHTON                   | 3b / 2 storey |            | X      | X         | 18       |      |
| MILDEN                     | 3b / 2 storey |            | X      | X         | 19       |      |
| WARWICK                    | 3b / 2 storey |            |        | X         | 35       |      |
| PEMBROKE                   | 3b / 2 storey |            | X      | X         | 25       |      |
| PRESTON                    | 3b / 2 storey |            | X      | X         | 5        |      |
| SHERBORNE                  | 3b / 2 storey | X          |        | X         | 16       |      |
| OXHILL                     | 3b / 2 storey | X          | X      | X         | 26       |      |
| BEMBRIDGE                  | 3b / 2 storey | X          | X      | X         | 19       |      |
| CALVERTON                  | 3b / 2 storey | X          | X      | X         | 9        |      |
|                            |               |            |        | sub-total | 172      | 41%  |
| OVERTON                    | 4b / 2 storey |            | X      | X         | 5        |      |
| LANCASTER                  | 4b / 2 storey |            |        | X         | 10       |      |
| HENLEY                     | 4b / 2 storey |            | X      | X         | 16       |      |
| RICHMOND                   | 4b / 2 storey |            | X      | X         | 24       |      |
| HAMPSTEAD                  | 5b / 2 storey |            | X      | X         | 13       |      |
|                            |               |            |        | sub-total | 68       | 16%  |
| TOTAL                      |               |            |        |           | 337      | 80%  |
| AFFORDABLE HOUSE MIX (20%) |               |            |        |           |          |      |
| SEVERN GF                  | 1b / 1 storey |            |        | X         | 15       |      |
|                            |               |            |        | sub-total | 15       | 4%   |
| SEVERN FF                  | 2b / 1 storey |            |        |           | 15       |      |
| BUNGALOW                   | 2b / 1 storey |            |        | X         | 3        |      |
| TAVY                       | 2b / 2 storey |            |        | X         | 26       |      |
|                            |               |            |        | sub-total | 44       | 10%  |
| DART                       | 3b / 2 storey |            |        | X         | 18       |      |
|                            |               |            |        | sub-total | 18       | 4%   |
| TWEED                      | 4b / 2 storey |            | X      | X         | 8        |      |
|                            |               |            |        | sub-total | 8        | 2%   |
| TOTAL                      |               |            |        |           | 85       | 20%  |
| GRAND TOTAL                |               |            |        |           | 422      | 100% |

## 5.1 USES

The development proposals include the following;

### 5.1.1 Residential

The total site area equates to 26.5 ha; of this 12.3 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 16dph of the overall site and a net density of 34dph. 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 3 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, 59% of the proposed dwellings will be M4(2) compliant, with 78% of dwelling being NDSS 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 centre of the Site, adjacent to the central green and primary street. The detailed design of the home would be brought forward at a later stage.

### 5.1.3 Affordable Housing

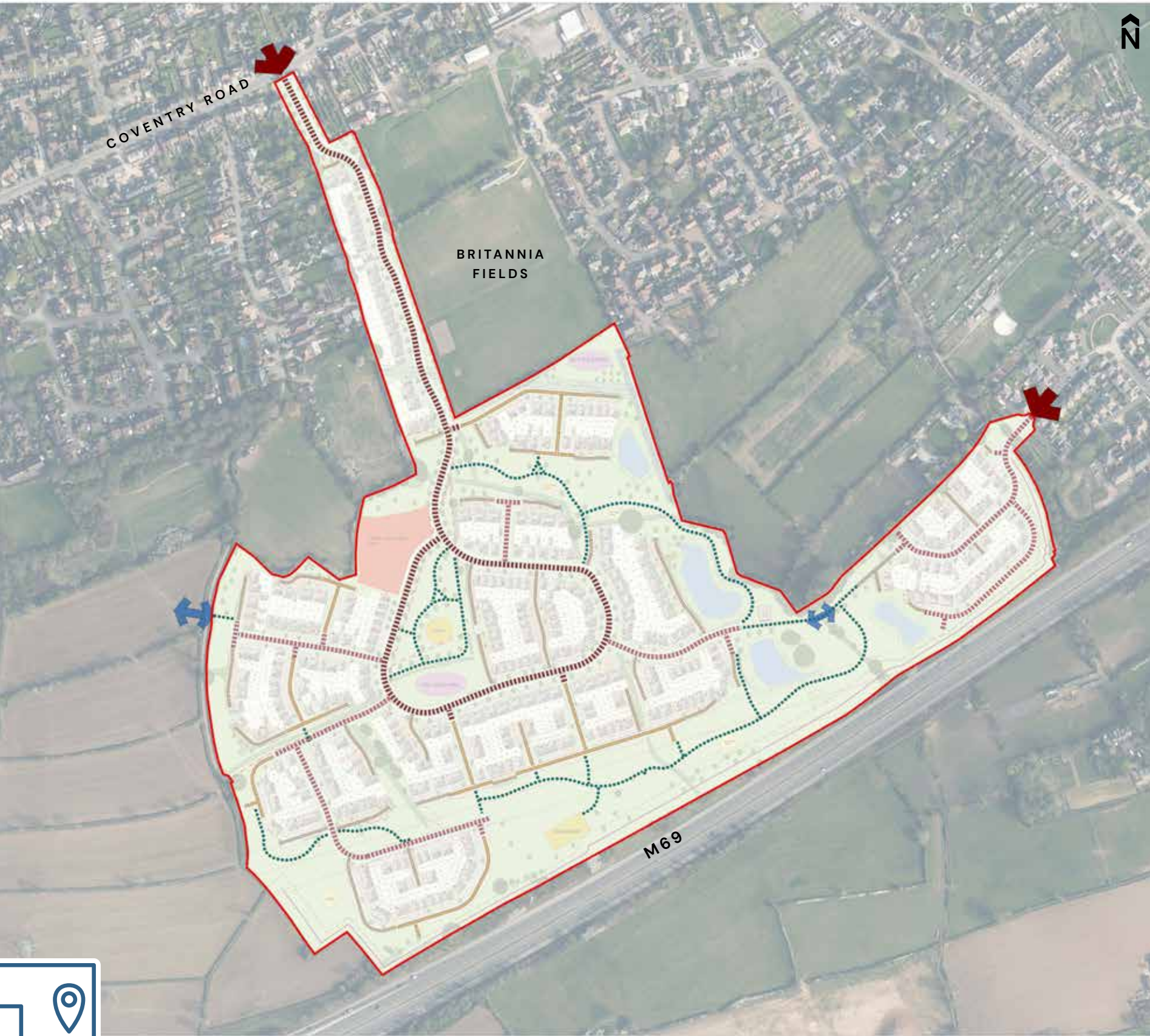
As required with the LPA, 20% affordable housing is included within proposed scheme. The location of these dwellings is broken down within the adjacent table and includes a mix of 1-4 bed dwellings and bungalows. The affordable housing has been broken up around the development and their design will be 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 10.6 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



## 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 majority of 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 accessed with carefully designed dwellings, complimenting the existing development adjacent. There is no-through route for vehicles between Coventry Road and Flanders Close, save for emergency service vehicles

### 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 34 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 proposed.

### 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.



Wetland Area 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 and the care home, 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
- Terraced units have been utilised near the M69 to provide a continuous build line to mitigate the acoustic impact of the vehicular traffic. Seven single storey dwellings are proposed.



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.

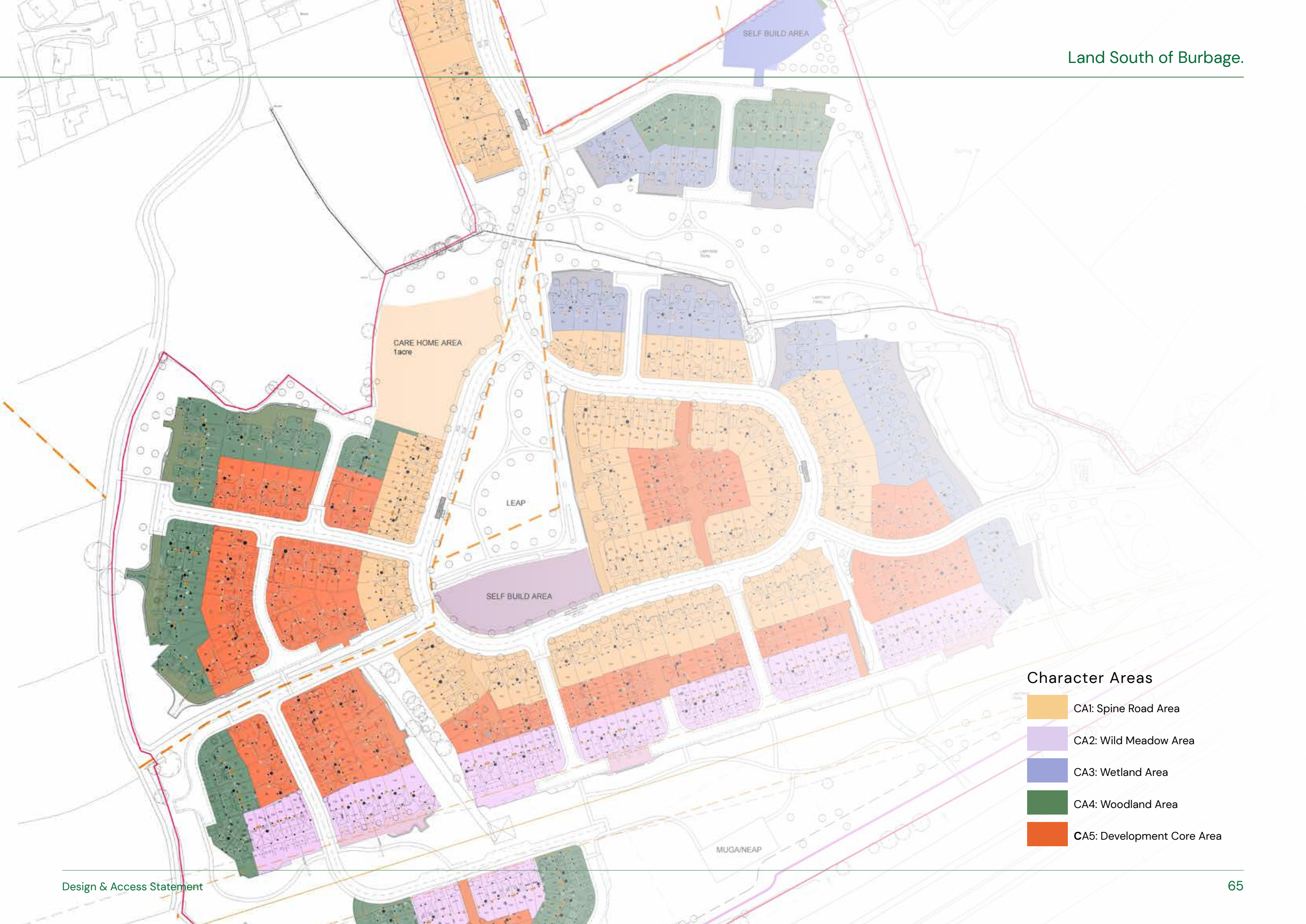
This approach allows the design to reflect varying site characteristics and creates a more interesting place with a range of experiences for residents and visitors alike.

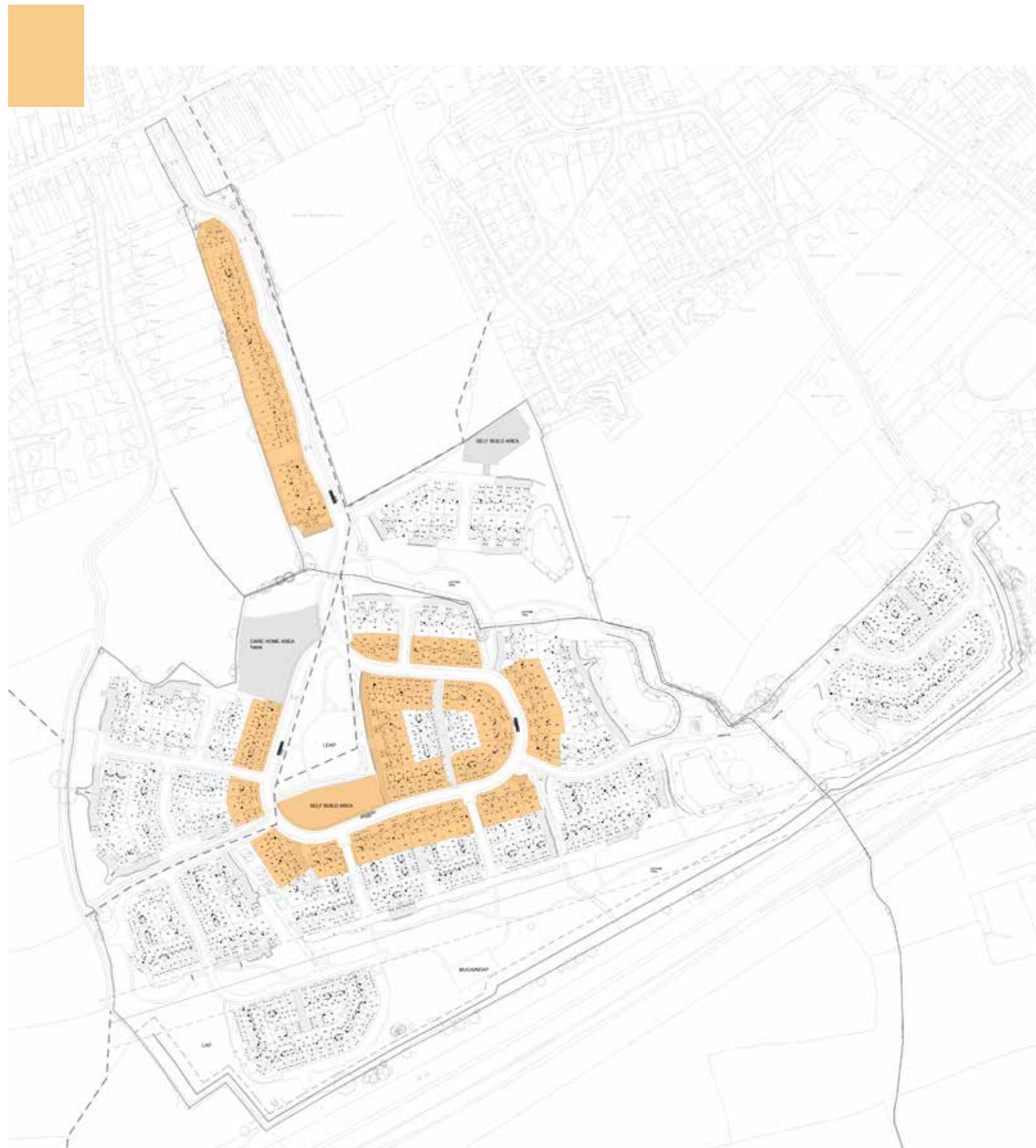
Five distinct character areas are proposed, created through subtle variation in the density of homes and their layout, the design of buildings and streets, surrounding uses and particularly the landscape setting.

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







### Character Area 1 – Spine Road

#### KEY PRINCIPLES:

- Residential fronting the spine road through the development, with the majority of dwellings having larger set-backs utilising detached, integral house types;
- Single-sided run of dwellings along the entrance to the development from the northern access road via Coventry Road allows for larger rear gardens backing onto existing residential developments to the west.
- Area closest to Burbage and also overlooks recreation ground;
- Exclusivity. The spine road utilises larger, detached house types.
- Encompasses a tree-lined, primary street creating an internal loop fronting onto the central green space which is the focus of the development.
- New Cavendish and Marlborough brick, charcoal grey roof tiles and chalk render on key plots define the material palette for the Spine Road.
- The Care Home will provide a continuation the material and landscape strategy;



Brick 2: Ibstock  
New Cavendish Stock



Render 1: Weber Monocouch  
Chalk Rough Cast



Roof Tile 2:  
Redland Duoplain Charcoal Grey



Brick 3: Ibstock  
Marlborough Stock



Roof Tile 4:  
Redland Mini Stonewold Slate Grey



## Character Area 2 – Wild Meadow

### KEY PRINCIPLES:

- Proximity to green space to the south, adjacent to the proposed footpaths and MUGA play space;
- A mix of house typologies including detached, semi-detached and terraced units in single-sided development runs;
- This area responds to the existing constraint of the overhead power lines, creating a linear build line which contrasts with the other areas of the development;
- Fronts onto the 30m wide linear green space running east-west across the Site, creating organic forms mirrored in the landscape proposals and variety of materials which include Leicester Autumn Multi and Marlborough Stock, predominantly grey with some red roof tiles, and chalk render;
- The care home sits within the Wild Meadow area and will respond to the material palette, landscape and scale when the detail design is introduced, continuing a coherent character area.



Brick 1: Ibstock  
Leicester Autumn Multi



Render 1: Weber Monocouch  
Chalk Rough Cast



Roof Tile 4:  
Redland Mini Stonewold Slate Grey



Brick 3: Ibstock  
Marlborough Stock



Roof Tile 5:  
Redland Duoplain Rustic Red



### Character Area 3- Wetland

#### KEY PRINCIPLES:

- The Wetland provides a transition area from the Spine Road to the public open space;
- Detached residential house types fronting the wetland area of the development including the drainage ponds;
- The dwellings are set back, accessed via shared or private drives;
- Single-sided development with material details picked up on key corner plots including New Cavendish and Hardwicke Welbeck red brick, two types of roof tiles (red and brown), and silver pearl render;
- Incorporate existing landscape features of the existing flood zone and watercourses, including mature and established trees and hedgerows; and
- Fronts the less formal landscape corridor than the Wild Meadow which is reflected in the planting strategy and Trim trail play spaces.



Brick 2: Ibstock  
New Cavendish Stock



Render 2: Weber Monocouch  
Silver Silver Pearl Rough Cast



Roof Tile 3:  
Redland Mini Stonewold  
Tudor Brown



Brick 4: Hardwicke  
Welbeck Red Multi



Roof Tile 5:  
Redland Duoplain Rustic Red



#### Character Area 4 – Woodland

##### KEY PRINCIPLES:

- This character area creates a new gateway into the development from the residential development at Flanders Close, incorporating existing and proposed landscape features such as the existing trees along the site boundary, fronting onto the M69 and onto the western boundary;
- The southern boundary is situated adjacent to the M69, and the proposed landscape noise bund. This will be a planted noise mitigation feature, with key trees and plants to further enhance the area;
- An orchard will front the area in the residential area in the north-east corner, providing a structured planted zone;
- Single-sided residential with all areas having frontage/views onto the POS, with new and existing planting, long-distance countryside views from the western boundary; and
- Utilising Hardwicke brick with occasional New Cavendish, two types of roof (red and grey), and silver pearl render.



Brick 4: Hardwicke  
Welbeck Red Multi



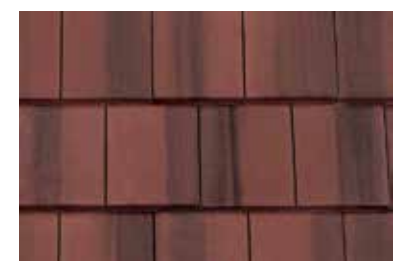
Render 1: Weber Monocouch  
Chalk Rough Cast



Roof Tile 4:  
Redland Mini Stonewold Slate Grey



Brick 2: Ibstock  
New Cavendish Stock



Roof Tile 5:  
Redland Duoplain Rustic Red



### Character Area 3- Development Core

#### KEY PRINCIPLES:

- The Development Core is a transition character area linking the other areas together;
- Predominantly fronts onto secondary streets and shared private drives, fronting both sides of the street.;
- A mix of housing typologies including detached, semi-detached and terraced runs;
- A mixture of set-backs with both frontage and side parking.
- Material palette features a single brick type, with variety introduced on corner plots linking to the other character areas;
- Leicester Autumn brick with varying brick type on corners (New Cavendish and Marlborough), two types of roof tiles (red and brown), and chalk render.



Brick 1: Ibstock  
Leicester Autumn Multi



Render 1: Weber Monocouch  
Chalk Rough Cast



Roof Tile 5:  
Redland Duoplain Rustic Red



Brick 2: Ibstock  
New Cavendish Stock



Brick 3: Ibstock  
Marlborough Stock



Roof Tile 3:  
Redland Mini Stonewold  
Tudor Brown

## 5.5 IDENTITY

### 5.5.1 Architecture

The design of the different house types incorporates traditional architectural elements into a modern home. The houses have traditional pitched roofs, with some side gables, facing the adjacent dwellings, and some fronting the street, resulting in a varied roof form and shape, which break up the massing and scale within a varied street scene.

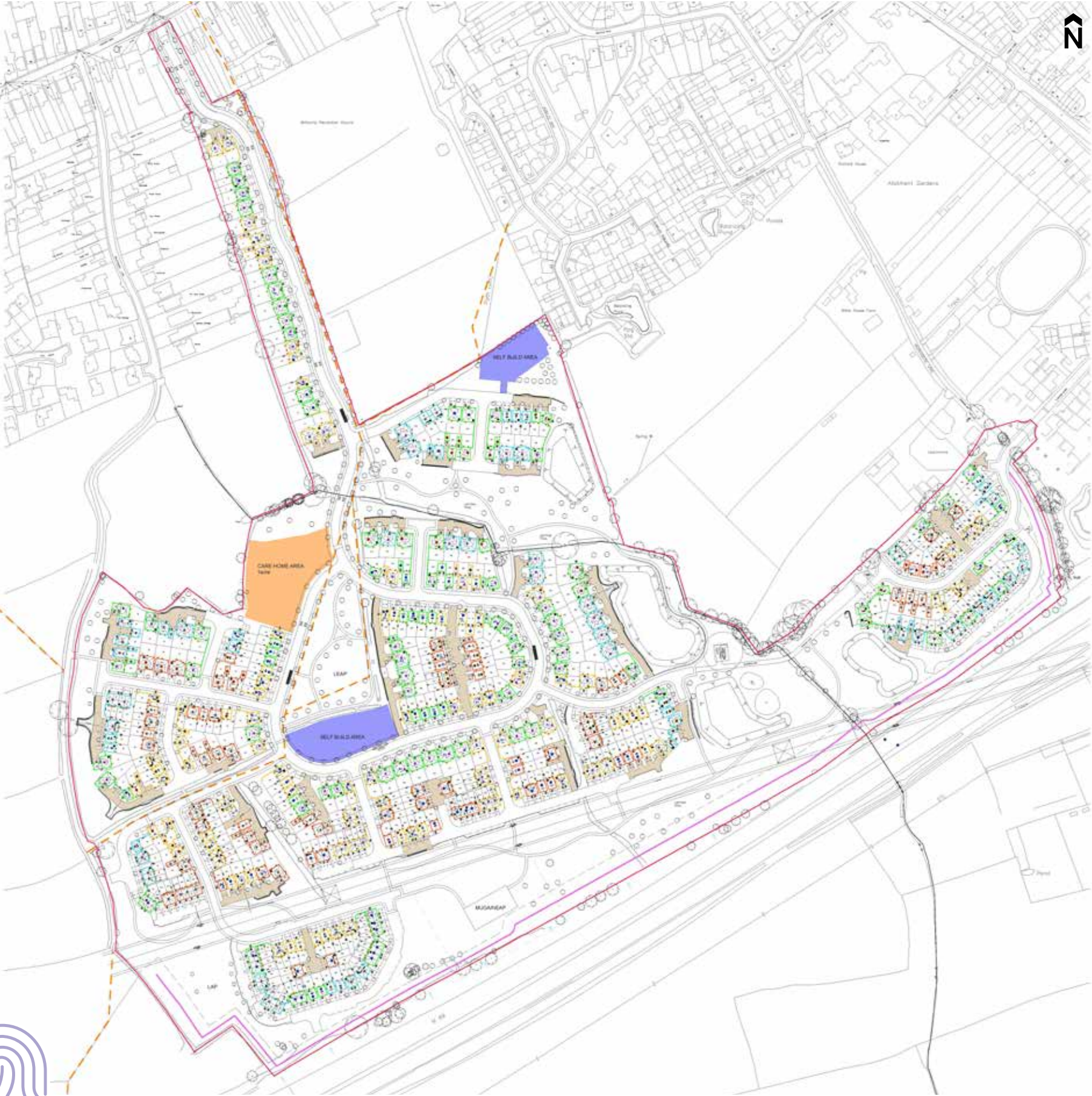
In order to complement the existing local vernacular, the house types from the Redrow Heritage range have been utilised, which include with a range of architectural detailing.

This includes:

- Some 2 storey bays to larger properties, resulting in prominent gables fronting the streets, which are integrated into the overall roof form, resulting in a varied roofscape;
- A mix of roof types, including pitched and hipped;
- Bay windows with traditional roofs;
- Porch canopies above the main doorways, with traditional details such as tiled, pitched roofs, brick piers and timber brackets;
- Brick, soldier course and arched lintels above openings;
- Brick string courses;
- Timber gable details;
- Use of bullseye windows;
- A mix of facing materials including a variety of brick types; and
- Render features have been utilised to highlight prominent plots, with tile hanging interspersed on selected plots.

Examples of Redrows' house types can be seen in the house type pack and are of an exemplary quality.





Materials Layout

- Brick 1: Ibstock  
Leicester Autumn Multi
- Brick 2: Ibstock  
New Cavendish Stock
- Brick 2: Ibstock  
Marlborough Stock
- Brick 4: Ibstock Hardwicke  
Welbeck Red Multi
- Block Paving 1:  
Marshalls Standard Concrete  
Block Paving Brindle
- R1 Render Weber Monocouch  
Chalk 2500 Rough Cast Finish
- R2 Render Weber Monocouch  
Silver Pearl 2500 Rough Cast  
Finish
- A Roof Tile 1: Redland Duoplain  
Rustic Brown
- E Roof Tile 2: Redland Duoplain  
Charcoal Grey
- F Roof Tile 3: Redland Mini  
Stonewold Tudor Brown
- G Roof Tile 4: Redland Mini  
Stonewold Slate Grey
- H Roof Tile 5: Redland Duoplain  
Rustic Red

Door Colours

- 1 Salted Earth (B9460g)
- 2 Rare Stone (Z8240k)
- 3 Lakeside Mist (Z8210u)
- 4 Smoked Orchard (G9230u)
- 5 Rich Grounding (N7160p)



5.5 IDENTITY CTD

5.5.2 Materials

The proposed materials have been chosen to enhance the character of the development and a materials plan has been submitted with the application.

Key material groupings have been chosen to inform and enhance each of the character areas which have been proposed and outlined in the previous section.

In general, the primary elevation material will be red and autumn bricks. The Ibstock Leicester Autumn Multi has a mix of tones and texture, with the colour referencing the predominant use of red brick in the surrounding context. To complement this, three additional brick types have been interspersed throughout the development, An autumn brick (Ibstock Marlborough Stock), a red brick (Ibstock New Cavendish Stock) and a red multi (Ibstock Hardwick Welbeck). These brick types will include a variety of colours and tones to reflect the traditional character of the surrounding area.

Chalk and Pearl coloured render has been utilised to identify key buildings including at The Site entrance, fronting the central space and to highlight corner plots. Additionally, feature tile hanging has been utilised on a limited number of plots to add to the variety along the northern boundary.

Proposed roofs will predominantly be grey and brown concrete tiles. This reflects the predominant roof material in the surrounding context.

A variety of door colours will be used throughout the scheme including Salted Earth, Rare Stone, Lakeside Mist, Smoked Orchard to complement the existing tones within Burbage.

The materials chosen and their disposition across the development is illustrated on the adjacent plan.



Brick 1: Ibstock Leicester Autumn Multi



Brick 2: Ibstock New Cavendish Stock



Brick 3: Ibstock Marlborough Stock



Brick 4: Ibstock Hardwicke Welbeck Red Multi



Roof Tile 1: Redland Duoplain Rustic Brown



Block Paving 1: Marshalls Standard Concrete Block Paving Brindle



R1 Render Weber Monocouch Chalk 2500 Rough Cast Finish



R2 Render Weber Monocouch Silver Pearl 2500 Rough Cast Finish



Roof Tile 2: Redland Duoplain Charcoal Grey



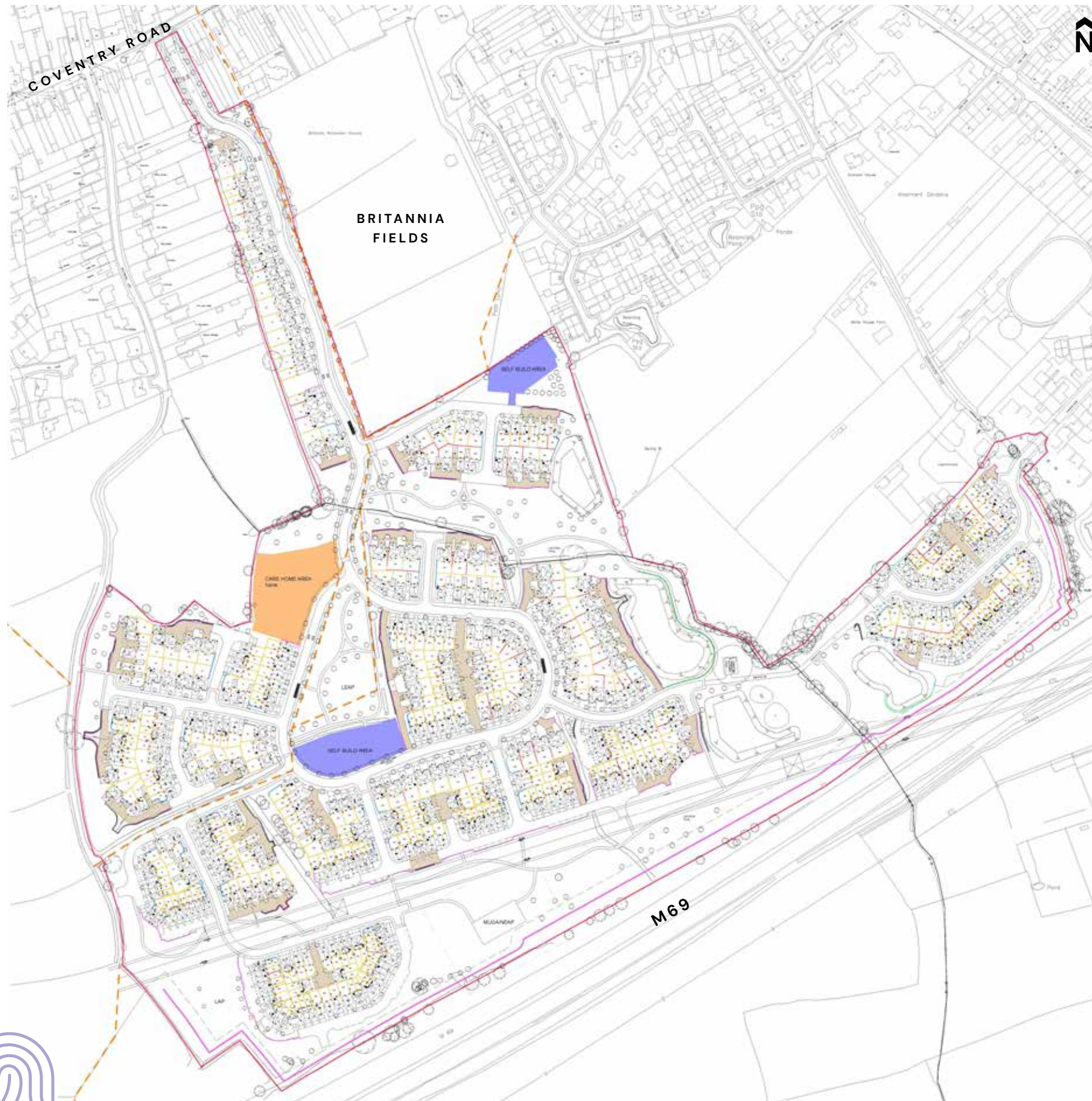
Roof Tile 3: Redland Mini Stonewold Tudor Brown



Roof Tile 4: Redland Mini Stonewold Slate Grey



Roof Tile 5: Redland Duoplain Rustic Red



### Boundary Treatments

- Metal Railings
- 1.8m High Brick Screen Wall
- 1.8m High Close Board Fence with Hedgehog Passage
- Timber Knee Rail Fence



5.5 IDENTITY (CTD)

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

Rear gardens will be predominantly enclosed by 1.8m high close board fencing with hedgehog passage.

Where exposed to the street frontage, brick screen walls with fence panels will enclose rear gardens, to match the brick of the adjacent dwelling.

Private drives, the lowest category road, will be delineated from the wider landscape by a combination of hedgerows and kneerails.

Along the attenuation ponds, a Timber Knee Rail fence has been proposed to provide a safe, suitable, informal character and define the edge of the ponds.

This will be complimented with Metal Railings fronting the opposing edge of the attenuation ponds.



 Metal Railings



 1.8m High Brick Screen Wall



 1.8m High Close Board Fence with Hedgehog Passage



 Timber Knee Rail Fence





5.6 PUBLIC SPACES

The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices. A number of areas of public open spaces are proposed within the development. This includes:

- 1

**CENTRAL GREEN SPACE**

The Central Green space will become a focal point within the development. Located at the heart of the scheme, this space will incorporate a LEAP, the existing Burbage Round PRow, and retained hedgerows defining its boundary and be accessible by all residents.
- 2

**SOUTHERN GREEN SPACE**

The southern green space provides a large open space, with a MUGA/NEAP, linked by a series of footpaths providing a pedestrian network throughout the Site. The bund on the southern boundary provides a visual and acoustic barrier from the M69 creating a natural landscaped zone.

- 3

**SUDS**

Sustainable urban drainage is integrated into the proposed layout through the drainage ponds, located at the lowest point of the Site. These are situated adjacent to the floodzone which runs across the Site from the north-west to the south-east. These are appropriately planted ensuring they are part of the overall planting strategy and integrate well within the landscape.
- 4

**ORCHARD**

A formal orchard has been located in the northern corner of the Site. It is a natural high point within the scheme, it will provide a natural landscape zone between the residential parcels and the land to the east along the Site boundary.

- 5

**DEVELOPMENT EDGE**

Development is set back from the edges of the Site creating a soft edge so that it integrates well into the surrounding open landscape. This provides opportunities to retain existing planting, provide hedge hedgerows and trees, and encourage use of the public open space via the proposed pedestrian route that runs around the perimeter. This space is overlooked by the proposed dwellings ensuring its safe and encourages its use.
- 6

**LAP/TRIM TRAIL**

Trim trail equipment is used to create an exciting outdoor trail of activities for children and adults to walk, climb, and more, to get along the trail to the other side. These are interspersed throughout the public open space.

## 5.7 NATURE

### 5.7.1 Landscape Strategy

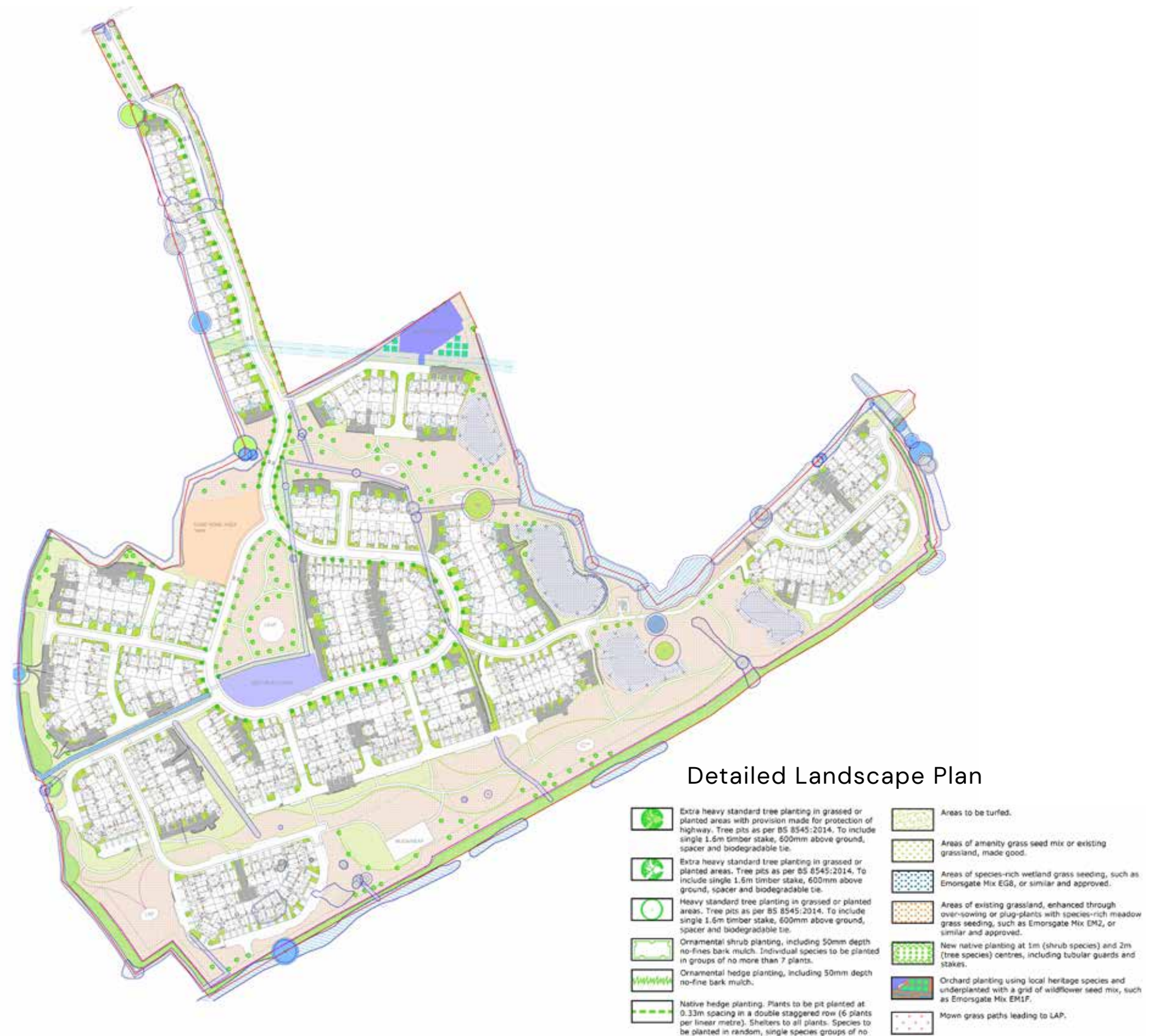
Landscape design is a key component for creating a successful development at the Land South of Burbage. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focussed around the retention and enhancement of existing landscape assets wherever possible.

The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

Successful public spaces help create more attractive places to live and provide safer routes for users. From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better microclimates and enhancing biodiversity.

The following 8 qualities of successful open spaces have been included in the proposed landscape strategy:

- Sustainability;
- Character and distinctiveness;
- Definition and enclosure;
- Connectivity and accessibility;
- Legibility;
- Adaptability and robustness;
- Inclusiveness; and
- Biodiversity





Overall area of Public Open  
Space: **10.6 Acres**

Public Open Space Plan

## 5.8 RESOURCES

The NPPF states at paragraph 8 that the planning system has three interdependent and overarching objectives:

- An economic objective – to build a strong, responsive and competitive economy;
- A social objective – to support strong, vibrant and healthy communities; and
- An environmental objective – protecting and enhancing the natural, built and historic environment.

To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in paragraph 11 of the NPPF, and within the Local Development Plan.

### 5.8.1 Sustainable Building Techniques

The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

### 5.8.2 Building Regulations

The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements.

### 5.8.3 Materials & Waste Recycling

Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

### 5.8.4 Siting & Building Orientation

Dwellings are carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.

Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

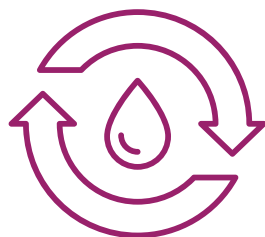
### 5.8.5 Landscape Design & Micro-Climate

The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

### 5.8.6 Clean Energy

The proposed dwellings will benefit from the inclusion of air source heat pumps to provide a sustainable alternative to heating. For both heating and cooling, an air source heat pump can reduce environmental impact significantly.

This approach to providing cleaner energy, along with the aforementioned techniques, will ensure a more sustainable development.



5.8.7 Sustainable Drainage Systems

Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

Please refer to the Flood Risk Assessment for detailing information regarding the proposed fluvial flood and surface water management strategy for the Site.

5.8.8 Sustainable Communities

The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. Residential development is proposed alongside a mixed-use local centre and primary school, creating a truly walkable neighbourhood. The proposals make effective use of the Site, with residential development located adjacent to the existing built form of [insert name], ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, play facilities, sports pitches and allotments, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.



**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.

5.9 LIFESPAN

5.9.1 A Sense of Ownership

The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity.

The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

5.9.2 Adoption Areas

When completed responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

5.9.3 Adapting to Changing Circumstances

The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live. Bungalows have been utilised in carefully considered areas within the development.

5.9.4 Residential Uses

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.

The layout includes areas reserved for self build homes and although there is no local planning requirement, 52% of the proposed dwellings will be M4(2) compliant.



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# 6 Summary

## 6.1 DESIGN ASSESSMENT

### 6.1.1 Design objectives

This chapter provides an assessment of the proposals against the structuring principles that characterise good design which are included within the LPA's 'The Good Design Guide – Supplementary Planning Document' (SPD).

The design of all forms of the proposed development is summarised in the following seven core urban design objectives:

1. Be functional
2. Support mixed uses and tenures
3. Include successful public spaces
4. Be adaptable and resilient
5. Have a distinctive character
6. Be attractive
7. Encourage ease of movement



## 1. Be functional

*A building or place should be fit for purpose, designed in a way that delivers the intended function and achieves value for money in terms of lifetime costs. It should be intuitive, comfortable, safe and equally easy for all to use.*

*It should relate well to its environment so that occurrences such as flooding, temperature extremes and pollution do not prevent it from being used.*

The proposal for the Land South of Burbage has been designed to provide a new residential development for the area, that connects to the surrounding village and beyond by carefully designed transport links via vehicle, public transport and pedestrian and cycle networks.

The immediate site context is predominantly residential, and the development will be designed to reference the variety of local architecture within Burbage. Taking cues from the palette of local vernacular allow the proposed design response to reflect local character, as well the existing landscape and natural resources within the Site.

All of the public open space areas are designed to be accessible and are overlooked by dwellings providing security and surveillance through design.

The proposed layout responds to and enhances all aspects of the existing constraints within the site.

## 2. Support mixed uses and tenures

*A good mix of uses and tenures is often important to making a place economically and socially successful, ensuring the community has easy access to facilities such as shops, schools, clinics, workplaces, parks, play areas, pubs or cafés. This helps achieve multiple benefits and encourage a healthier environment, reducing the need for travel and helping greater social integration between existing and proposed communities. A mix of uses allows communities and places to respond to change more readily.*

The proposed layout will provide 422 dwellings, allowing 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, including a range of bungalows, designated areas for self-build homes along with a 66 unit Care Home.

20% of the total number of dwellings will be allocated for affordable housing, with 78% of dwellings being NDDS compliant. The affordable housing has been broken up around the development and their design will be tenure-blind, ensuring their integration in the scheme.

A range of both informal and formal play spaces are included throughout the scheme in key locations within the public open space that respond to the existing natural landscaped areas.

## 3. Include successful public spaces

*Public spaces streets, squares and parks should be available for everyone to see, use and enjoy. They help bring neighbourhoods together, and provide space for social activities and civic life. They also provide access, light, air and the setting for buildings.*

*The position, design and detailing of public space is central to how it provides benefits for the wider community. The most successful spaces exhibit functional and attractive hard and soft landscape elements, with well orientated and detailed routes and include facilities such as seats and play equipment.*

*Public art and sculpture can play an important role in making interesting and exciting places.*

A wide range of formal and informal play spaces are proposed for the development, including a LEAP in the central green space, a MUGA/NEAP within the linear green corridor to the south, and LAP/Trim Trails strategically dotted around the public open space. This ensures that all residents have easily accessible play spaces.

There is a thorough network of public footpaths and cycleways that link the whole Site, connecting the residential development areas to the immediate and wider areas of public open space.

This has been carefully designed to sit within the existing landscape features, enhanced by the planting of new trees, grassland and orchard, whilst being accessible and are overlooked by dwellings providing security and surveillance.

## 4. Be adaptable and resilient

Successful places can adapt to changing circumstances and demands, for example, in terms of working and shopping practices and the requirements of demographic and household change, together with the consequences of climate change.

Buildings often change their use over time, for example from offices to housing.

Designing buildings that can be adapted to different needs offers real benefits in terms of the use of resources and the stability of an area.

Design features including the position and scale of entrances and circulation spaces, and the ability of the construction to be modified, can affect how easily buildings can adapt.

Places that are easy and practical to manage well tend to be more resilient. For example, where maintenance and policing are supported by good access, natural surveillance and hard wearing, easy to repair, materials.

The inclusion of the Care Home and self build areas, as well as the mix of tenures and dwelling sizes, allows for a wide range of residents from renters, first-time-buyers to retirees. This creates a balanced community, reflecting the local requirements, ensuring a place that can grow and evolve with its residents.

Dwellings designed to include a potential study allow for working from home solutions and provides flexibility for future home uses, bungalows proposed, as well as 59% of homes being M4(2) compliant.

Future-proofing the road network allows for a possible future connection to the land to the west of the Site, as well as the overall pedestrian connectivity provides connected spaces within the development and the wider area.

The areas of POS within the proposed development will be maintained by a management company.

## 5. Have a distinctive character

Distinctiveness is what often makes a place special and valued. It relies on physical aspects such as:

- the local pattern of street blocks and plots
- building forms
- details and materials
- style and vernacular
- landform and gardens, parks, trees and plants
- wildlife habitats and micro-climates.

Distinctiveness is not solely about the built environment: it also reflects an area's function, history, culture and need for change.

The development has been designed to include carefully planned zones that deliver unique character areas including;

- CA1: Spine Road Area
- CA2: Wild Meadow Area
- CA3: Wetland Area
- CA4: Woodland Area
- CA5: Development Core Area

These are all defined by the use of materials, landform, layout principles and the existing landscape.

This has been developed in more detail in Section 5.4

## 6. Be attractive

The way a place looks, sounds, feels, and even smells, affects its attractiveness and long term success.

Streetscapes, landscapes, buildings and elements within them all have an influence. So too can more transient elements – such as the way sunshine and shadows move across an area or the way it is maintained and cleaned.

Composition of elements and the relationship between colours, textures, shapes and patterns are all important, as is the depth of views.

Careful consideration has been paid to the built form, layout and integration into the existing landscape to create attractive spaces. These include:

- Distinct character areas;
- High-quality, well designed house types;
- Using the existing landscaping to maximise the benefit of the existing character whilst being integrated into the scheme;
- New landscape, including the orchard area, enhances the existing landscape, reinforcing the character areas and ensures all residents are close to nature, and enhances the biodiversity.

The footpaths and links throughout the Site provide sustainable and safe connections into the landscape and around the development, and areas of public open space, enhancing the experience of residents.

7. Encourage ease of movement

The ability to move safely, freely and efficiently to and within a place for all users will have a great influence on how successful it is.

A place should have an appropriate number of routes to and through it: not too many to make it anonymous but enough to allow easy legitimate movement. How direct and understandable these are, how closely they fit with desired lines of travel, and how well they connect with each other and destinations will all influence the success of the place.

The proposed layout includes a well-connected movement network, accessible by all users, which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout.

Pedestrian routes in the public open space provide a high level of connectivity internally through the scheme as well as linking into the wider existing movement network.

Cycleways are included within the road network to provide safe, sustainable travel corridors through the scheme and beyond.

The retained and enhanced Burbage Round public footpath allows for new user experiences as well as maintaining the important existing walking routes through the Site and to the village beyond.



## 6.2 BUILDINGS FOR LIFE

This Building for a Healthy Life assessment is based on the layout, which is formed on the design principles, and hybrid planning application for the development.

This BfHL assessment has scored the proposals as 11 greens. This relies on the full implementation of the approved hybrid application.

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



### AN INTEGRATED NEIGHBOURHOOD

#### Natural Connections

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

Pedestrian linkages with the existing development at the main access point at Coventry Road to the north and Flanders Close to the south-east, ensure connectivity to Burbage.

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

The liner landscaped area running along the southern edge of the site will be a great benefit to the overall connectivity of the scheme and promote sustainable movement.

Additionally, the layout safeguards and enhances the existing Burbage Round footpath into the site.



### Walking, Cycling & Public Transport

Pedestrian and cycle connectivity has been paramount throughout the design process, with cycleways included on the primary street, and streets designed to promote low vehicle speeds.

Points of connectivity to the surrounding area are limited to the northern connection from Coventry Road and the south-eastern connection to Flanders Close, however pedestrian connections have been provided throughout the proposed development, which ties into the overall movement network of the proposed layout. These are designed to promote connectivity from the development to the surrounding network of streets and the wider area.

Coventry Road provides access to the existing Public Rights of Way (U66) which runs through the Site and connects to the wider footpath network for Burbage.

The Primary Street has been designed to accommodate a potential future bus route, as well as a cycleway and pedestrian connectivity to the surrounding network of public rights of way and cycle routes; many of them pass through the surrounding area providing a welcome amenity for future residents.

Additionally, the existing footpath (U66/65) links the development to the Britannia Fields Recreation Ground adjacent to the Site, providing direct access.

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



### Facilities & Services

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

The majority of these facilities and services are concentrated within Burbage Village Centre to the north east, which is easily accessible. This includes numerous shops, including convenient stores, health and sports and recreational facilities.

Additional facilities and services are located in Hinckley Town Centre, located slightly further to the north of Burbage, offering a large range of retail, education, sports and other facilities associated with town centres.

There are a number of local education facilities, including nurseries, primary and secondary schools.

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

The care home provides an additional residential typology that enhances the offer for the development.

All of this ensures that the future residential development has a sufficient range of facilities and services.



### Homes for Everyone

The design includes a range of dwelling sizes, from 1-4+ bed, including bungalows, self build areas and a care home. The housing mix complies with 20% affordable housing (which will be designed as tenure blind).

78% of the house types adhere to the Nationally Described Space Standards (NDSS) and 59% have been designed to meet M4(2) standards.

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

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



DISTINCTIVE PLACES

Making the most of what’s there

The following principles have been adhered to, to ensure the development maximises the Site’s location and provides a unique sense of place. This includes:

- Taking advantage of the favourable topography by proposing a sustainable drainage scheme that utilises the landform;
- Retaining the existing trees and hedgerows on site, where possible framing development parcels;
- Responding to the existing dwellings, particularly at the entrance to the development from Coventry Road, and those located at Flanders Close to the west;
- Maximising the public open spaces created by the central green space at the heart of the scheme and linear green space running across the southern edge of the site; and
- Creating favourable views throughout the site, and outwards to the rural landscape.



A Memorable Character

The layout and green infrastructure for the scheme responds to context and reinforces the positive existing features of the site. The retention of the vast amount of existing planting allows the scheme to have a landscape led character from day one.

The proposed character areas create distinct areas of the scheme through use of materials, landform and built form.

The house type range proposed in the layout are from of the Heritage range produced by Redrow, inspired by the past but designed for the future, these homes combine quality in both interior and exterior design, creating an architectural style for the development.



Well Defined Streets & Spaces

The design of the development proposals are broadly based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of proposed dwellings.

This continuity assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment.

The primary building frontages are orientated to provide passive surveillance over pedestrian and vehicular routes and public spaces. This principle of active frontages is important, ensuring a sense of safety whilst also providing a pleasant environment for properties.

This includes the use of corner turning house types on all corners and active frontage onto streets and the public open space. Build lines and the consistent use of housing typologies help to define the streets and spaces overlooking the areas of public open space.



### Easy to find your way around

The proposed layout includes a well-connected movement network, accessible by all users, which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function.

The proposed streets are defined by the building layout, so that buildings rather than roads are their defining feature.

A strong landscape strategy is proposed, including a variety of boundary treatments ensuring the boundary between public and private space is clearly defined and aesthetically pleasing.



## STREETS FOR ALL

### Healthy Streets

The streets have been designed with pedestrian connectivity in mind. The Primary Street (the highest category of road), will be tree lined, incorporating landscape verges and shared footpath/cycleways, creating a strong route through the development.

The street hierarchy will then lead to lower category roads shared drives and private drives. The streets will become less formal, and begin the transition between the development and the surrounding public open space. This will include some areas of shared surface and close proximity to public open space and soft landscaping. This ensures that the landscape layer adds a richness to the place.

Cycle and pedestrian connectivity will be encouraged throughout the development, through the street typologies, the Burbage Round footpath link through the central area of the Site and numerous pedestrian routes around the edges of the development.

All streets (and areas of public open space) will be overlooked by active frontage ensuring a safe and inclusive environment.



### Cycle & Car Parking

A variety of car parking treatments are utilised, including frontage parking, side of plot parking and garages.

The majority of allocated parking will be provided on-plot and are generally located to the side of dwellings within private driveways and/or garages. Where possible they are set 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 and follows the Leicestershire Highway Design Guide and the Hinckley & Bosworth BC Good Design Guide SPD.

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



### Green & Blue Infrastructure

The overall landscape strategy has been a driving force behind the layout, looking to create positive views to the site whilst also providing a variety of high-quality and usable public open spaces. This will integrate new and existing landscape features.

All areas of public open space will have natural surveillance from adjacent dwellings, with a network of connected and accessible pedestrian and cycle routes.

A sustainable drainage system is proposed, which maximises the existing topography. Ponds have been located accordingly and will play a crucial role in the overall character of the new development. Each of these will incorporate soft landscaping and elements of permanent water.

The landscape strategy of the ponds will be designed to be attractive and characterful spaces complementing the proposed landscape design.



### Back of Pavement; Front of Home

The principle of perimeter blocks is the basis for the layout ensuring a clear distinction between public and private space.

A variety of facing materials, render, roof tiles and door colours are proposed; these have been applied across the site to reinforce the proposed character areas, resulting in 5 distinct character areas, with consistencies across the development resulting in a new place, but with references to Burbage.

This includes a variety of boundary treatments, such as walls, fencing, railings, planting and hedgerows, that help enforce this distinction. Defensible space is crucial in ensuring a house will feel like a home and the private gardens will provide a multitude of functions.

For example, external storage space will be provided for bins, which will be stored in rear gardens with direct access to the streets, and ensure they do not blight the street scene.

The detailed proposals are based on a sound understanding of the existing site constraints, ensuring the layout appropriately responds to the existing topography and avoids difficult level transitions or left-over awkward spaces.



## 6 Summary.



## 6.3 CONCLUSION

The development of the Site provides a unique opportunity to create a new garden neighbourhood, building on the legacy and distinctive character of the Site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the Site and the wider pedestrian network.

The layout is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.

The Site will be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

The development proposals will offer the following main benefits:

- A total of 422 dwellings comprising a mix of types, sizes and tenures (including 20% affordable housing), space allocated for a Care Home and self-build areas
- The layout includes a mix of 1-4+ bedroom dwellings, 59% are M4(2) compliant and 78% meet nationally described space standards. A total of 3no. bungalows are also proposed.
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
- The delivery of new open spaces for the benefit of both new and existing residents in the area, allowing for POS and green infrastructure to make up 40% of the Site which includes a central LEAP play space, a MUGA to the south, and LAP/Trim Trails located across the Site,
- Providing a development that is well connected, readily understood and easily navigated, with the delivery of a new access from Coventry Road to the north of the Site;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
- A network of walking and cycling routes are proposed along the streets and through the series of public open spaces;
- The creation of a strong landscape structure, focused around the retained trees and hedgerows, responding to the local area, and enhancing and optimising the immediate locality;
- Promoting the objectives of sustainable development through layout and design;
- The landscape strategy looks to retain of existing high value planting (where possible) and incorporates an overarching strategy to maximise the biodiversity of the Site.
- The proposals have been assessed against 'The Good Design Guide' SPD and the 'Building for a Healthy Life' design guides, and they perform well, confirming the site has been thoughtfully and sensitively designed.



Main Avenue Street Scene

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