

## Design & Access Statement

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### Residential Development **Land off Normandy Way, Hinckley**

For Morro Partnerships Ltd.

March 2025



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# 1.0 Executive Summary

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Brp Architects have been appointed by Morro Partnerships Ltd to design a masterplan site layout for the residential development at Normandy Way, Hinckley.

This Design and Access Statement shall identify key features of the site, which goes on to influence the design process and explain the rationale behind the main qualities of the proposal.

This statement shall explore the following aspects in relation to design and access:

- Appropriately reacting to the site and its context
- Design development
- Street hierarchy
- Sustainability
- Green spaces and connectivity
- Good street design
- Use, amount, and layout
- Scale and appearance
- House design
- Accessibility
- Affordable housing provision
- Soft and hard landscaping
- Sustainable urban drainage features
- Secured by Design
- Waste disposal and recycling
- Vehicle Parking

This statement shall look to outline the design approach taken and explain how this has informed the decisions made, which resulted in the proposed site layout.

## 2.0 Site Context

The application site falls within the jurisdiction of Hinckley & Bosworth Borough Council, in Warwickshire. The site is situated in the northern end of Hinckley, bounded to the west by the Ashby Road (A447), and bounded to the south by Normandy Way (A47). Existing residential development encompasses the north, west and south. Towards the east, the land is designated for agriculture.



**View of site from Ashby Road**



**View of existing access into site**



**Existing Site**  
(Annotated Google Map)

The last land use of the site was to function as private allotments. However, it has fallen into disuse and therefore risks becoming an eyesore or possibly encourage anti-social behaviour. As such, the proposal involves the construction of 25no. affordable units. For the site to continue to provide a benefit to the community, part of the proposal includes the installation of a dedicated fruit orchard. As this would not rely on the maintenance of the public, its appearance and condition are more controllable and overall improve the character of the area.

## 3.0 Design | Proposed Site Layout

The opportunities and constraints of the site and its context have been identified and listed as per the below table. This will provide areas for consideration when designing the Site Layout. The key points to consider include:

Opportunities	Constraints
<b>Existing houses / anticipated housing</b>  The residential character of the area has already been established, and this proposal can work as an 'in-fill' proposal to improve the character.	Most of the site shall be surrounded by housing. The north, south and western boundaries have existing residential developments backing onto the site. The eastern boundary is expected to continue its current agricultural use.
<b>Normandy Way</b>  Normandy Way is a main road, providing strong connections to its context. There is an opportunity for pedestrian links onto this road to take advantage of this benefit.	Normandy Way runs along the south of the site, demanding for a degree of recognition when orientating the plots. However, due to the character of the road, this needs to be balanced with an appropriate separation and protection of the future resident's peace. Secondly, this existing access to the site will need to be amended for residential use.
<b>Disused Allotments</b>  The existing allotments are disused; however, this provides fertile grounds for use as possible community fruit orchards.	Existing allotments run throughout the site. If these are to be retained in any meaningful way, appropriate separation from this area needs to be considered.
<b>Site Access</b>  Due to the need to move the access into the site, the access can be updated and improved, and pedestrian access created linking from Ashby Road through to Normandy Way.	The positioning of the access is to be determined by the speed of Normandy Way. Its geometry will be based off the necessary tracking and visibility splays, which will consequently control the layout of the road infrastructure within the application site.
<b>Existing planting / hedgerows</b>  There are existing hedges along the border of the site. This contributes to the ecological context of the site and can be used to improve residents' privacy.	The impact of the existing hedges on residents and plot positioning needs consideration in relation to outlook and hedge protection.

After further consideration of the relevant Supplementary Planning guidance and advice from specialist consultants who form part of the design team, the following aspects were integrated into the Site Layout:

### Highways

A single point of access is most appropriate for this development when considering the site's context and the scale of the development. The existing access will be slightly relocated and upgraded to suit the proposed use of the site. Access will be from the south, from Normandy Way; a 40mph road.

### Connectivity

As the west to south connection will serve pedestrian movement, it is appropriate to set the link within Public Open Space. Its separation from vehicles using Normandy Way will create a safer environment for people to move and commute to Hinckley town centre. This has largely meant that the best position for this link is located towards the western/ southernmost side of the application site, running largely parallel the main road.

The design of pedestrian footpaths has been further considered to improve useability. Roads and access to private parking / driveways have been positioned to minimise instances where pedestrians or cyclists may meet vehicles.

Pedestrian footpaths have been shown to connect the proposed plots to the green spaces and then to the wider surrounding sites.

### Plot Orientation and Arrangement

In this development, general locations of built mass have been considered. Overall, plots shall be positioned to optimise their outlook onto green spaces and social areas. The elongated shapes of green space, allow for more residents to benefit from this preferred type of outlook. This layout additionally prioritises north-south spanning roofs in large areas of the site, allowing plots to benefit from passive solar gain.

A total of approximately 0.35ha of Public Open Space is available. This constitutes the POS running across the southern area of the site, and the triangular piece of land to the eastern most of the site.

### 3.0 Design | Proposed Site Layout



**Site Plan – Proposed**

M170

Residential Development  
**Land off Normandy Way, Hinkley**

for Morro Partnerships Ltd.

## 3.0 Design | Proposed Site Layout

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### Public Open Space

To the southern, eastern and western boundaries is an opportunity to create areas with high biodiversity value. These areas are unlikely to be accessed by the public and therefore will benefit wildlife via habitat creation.

The incorporation of green spaces is integral to the sustainability of a scheme in all regards, particularly when considering environmental and social sustainability. Part of that includes the Community Fruit Orchard to the southern area of the site, which the layout works to encourage social integration and therefore, reinforcing a community.

The elongated shape of the green spaces and arrangement of houses optimise the number of plots that may benefit from views onto these green spaces. In turn, the perceived building density of the site, when viewed from inside one of these plots, is lowered, overall improving resident's wellbeing.

### Site Boundary & Reacting to Context

The arrangement of plots has been carefully designed to consider both the site boundary and the further lying context, which has determined the orientation of plots along the site boundary.

The proposal considers potential future development. To prevent limiting the design options on the land to the west of the application site, most houses, where possible have a side elevation fronting that boundary or have been set away from the perimeter. Thus, allowing for the neighbouring site to orientate plots either facing to or away from the boundary. This has also resulted in opportunities to provide additional pedestrian links.

### Key Features

There are key principles of design that have been identified during the concept stages of the project, which have been maintained throughout. The following summarises the most prominent principles:

- Frontage parking or tandem parking arrangement
- Soft landscaping
- Approx. 2m defensible space to the front of houses
- Shared footpaths to houses
- Strong building line

In addition to large areas of Public Open Space, plots have been arranged to allow for small, landscaped areas. Though these are not large enough to be considered as public open space, they provide a relief to the massing and softens the street scene.

Creating opportunities for landscaping is important throughout a site, as it reinforces the residential nature of the area and creates a more inviting atmosphere. This approach attempts to achieve a balance between built form and green space across the entire site, instead of only limiting it to areas for public use.

Dual aspect units such as the maisonettes provide another opportunity for pockets of landscaping as these units address multiple views and typically have larger areas of defensible space to the front. These types of plots allow the respective residents to benefit from multiple views from their house, and better position them within the site. It additionally allows for more freedom in controlling solar gain and ventilation within a room.

## 4.0 Design | Sustainability

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Design principles relating to environmental, social, and economic sustainability were developed parallel to the evolution of the Proposed Site Layout. Sustainability is integral to the rationale behind the scheme, and the general approach to this component has been summarised below:

### Economic

The layout of the proposal has been carefully considered to make the best use of space, ensuring as large an area as possible can be dedicated to green space whilst allowing for a financially viable scheme. Houses have been positioned to meet minimum separation distances to create a scheme that will be desirable to future residents.

### Social

Social sustainability has been a key focus of this development and was identified during the initial feasibility stages of the design, as covered in this document. A summary has been provided below:

- Footpaths with grass verges / soft landscaping.
- Small clusters of housing served off a shared private drive create a residential aesthetic and the sense of community on a personal and more perceivable level.
- Green spaces where landscaping permeates through the site to provide a visual connection, allowing for ease of navigation to key locations where residents can socialise.

### Environmental

The requirements for environmental sustainability are continuously growing and is an integral aspect that must be considered at the inception of a scheme for it to be achievable. This has been achieved on this site in the following ways:

- The infrastructure for electric vehicle charging points shall be provided for each plot, as required by building regulations.
- Environmental contributions to the biodiversity value of the site include: retention of existing hedgerows and new soft landscaping, creation of Community Fruit Orchards.

### Passive Solar Gain

Though a calculated assessment on solar gain has not been carried out as part of this application, the design of the site layout makes general considerations to the sun path and its associated impact on solar gain.

The below provides examples of design principles that were incorporated into the scheme to assist in creating plots that may benefit from the sun.

- A priority has been given to orientate roof pitches from north to south to optimise the number of plots that may benefit from solar photovoltaic panels, should that be their preference.
- The spatial separation between plots has been maximised so as to try and prevent overshadowing in the garden areas, as well as maintaining the existing hedgerows and trees to the edge of the development site, protecting the ecological habitat and helping to support local biodiversity.
- The sizes of rooms and their openings have been designed to prevent houses from overheating in the summer. This matter shall be managed by Part O of the Approved Documents.

### Energy Efficiency

In addition to the design of the site, it is important to propose houses that maximise energy efficiency. Adopting a 'fabric first approach' can aid in achieving this. The following are examples of implementing this approach:

- High-performance / good quality thermal insulation to be installed in the building envelope.
- High efficiency electrical appliances will be used throughout, and all lighting will be energy efficient, i.e. use of LED fittings / bulbs etc.
- Thermostats will be positioned to maximise the energy efficiency and minimise heat production.
- High quality window and doors are proposed with double glazing as a minimum, achieving a high thermal performance.
- High quality detailing and workmanship to reduce cold bridging and air leakage at all junctions, preventing undue heat loss.
- Where possible dwellings should be designed to minimise CO<sub>2</sub> emissions and water use, whilst maximising the use of natural methods of ventilation and daylighting.

These measures will all contribute to improve the overall energy efficiency of the development.

## 4.0 Design | Sustainability

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### Air Quality

A proportionate level of mitigation has been incorporated into the design to manage the quality of air and reduce air pollution. A summary of which is provided below:

- The provision of green infrastructure shall contribute to the reduction in absorption of CO<sub>2</sub> emissions and improve air quality.
- Infrastructure for electric vehicle charging shall support the use of electric vehicles, reducing the emissions of pollutants within the curtilage of the site.
- A focus on footpaths to encourage the use of non-motorised forms of travel.
- A well-connected site and its strategic proximity to public transport to reduce the need for reliance on cars.

### Noise

The application site largely lies within existing or approved residential development, so in that regard instances where noise levels may affect residents is limited. However, there are 2no. areas of potential noise generation that lie in proximity to the site.

#### 1. A447 Ashby Road

This is a 40mph road that provides access into the town of Hinckley. There are many existing houses that are served directly off this road and as such, it is reasonable to conclude that there are scenarios where the noise levels generated from the Ashby Road can be appropriately managed to a reasonable level. To passively help mitigate against this, proposed areas of houses have been substantially set back from the western boundary of which the Ashby Road runs parallel to.

#### 2. A47 Normandy Way

This is a 40mph road that provides access to the adjacent towns of Barwell and Earl Shilton to the north-east, as well as links to the A5 and Nuneaton beyond. Again, there are existing houses that are served off this road and as such, it is reasonable to conclude that there are scenarios where the noise levels generated from the Normandy Way can be appropriately managed to a reasonable level. To passively help mitigate against this, proposed areas of houses have been substantially set back from the southern boundary of which the Normandy Way runs parallel to. Natural screening has been shown along the southern boundary which will contribute to noise mitigation.

### Soil

A detailed landscaping design has been provided by ISL Associates for this submission. It is expected for details relating to soil quality / pollution to be covered via a planning condition or requested by the local authority if required prior to determination.

### External Lighting

Details of a formal lighting design have not been provided as part of this application, and it is requested for this aspect to be established via a planning condition should the council deem to approve application. However, this scheme shall strive to meet principles of the Good Design Guide provided by Hinckley and Bosworth Borough Council, and align with ecological and safety aspects in relation to the lighting design and managing light pollution, which can be summarised as follows:

- Only be on when needed and used at appropriate times.
- Only light the area that needs it and should be sited in the most appropriate locations.
- Be no brighter than necessary and be at an appropriate level to serve the task for which it intended.
- Be fully shielded (pointing downward), whenever possible. In order to minimise the sky glow effect lighting should not shine above the horizontal.
- Minimise blue light emissions.
- Consideration should be given to the look of lighting equipment and the appearance in the daytime.
- The need to provide lighting for security should not be compromised by the need to save energy or to avoid light pollution.

Overall, the scheme aims to minimise the potential for pollution of air, soil, noise, and light.

## 5.0 Design | Use, Amount & Layout

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### Accommodation Schedule & Affordable Housing

The previous sections of this document take a broad perspective when assessing the site, outlining the influencing factors to its overall design. The following shall cover more detailed matters, relating to plot design, demonstrating how it may function from the perspective of the resident. Part of creating a successful development is to incorporate a range of housing stock that suits the needs of residents in the specific area.

### Accommodation Schedule & Affordable Housing

The scheme comprises of 25no. units, ranging from 1-bedroom to 3-bedrooms, and all plots are allocated as affordable housing to assist with the current needs of the local area. The proposed accommodation mix is as follows:

Housing Schedule - Morro			
Tenure	Morro	Quantity	Beds
Affordable, 1 Bedroom			
1 Bedroom		4	1B2P
Affordable, 2 Bedroom			
2 Bedroom		7	2B4P
Affordable, 3 Bedroom			
3 Bedroom		14	3B5P
<b>25</b>			

Accommodation Schedule

## 6.0 Design | Scale & Appearance

### House Design

The accommodation schedule depicts a range of house types that have been proposed on this layout to aid in creating variation to the street scenes and offer potential residents a reasonable level of choice to improve chances of long-term accommodation. There are a range of:

- 2-storey maisonettes
- 2-storey terraced
- 2-storey semi-detached

### Architectural Language

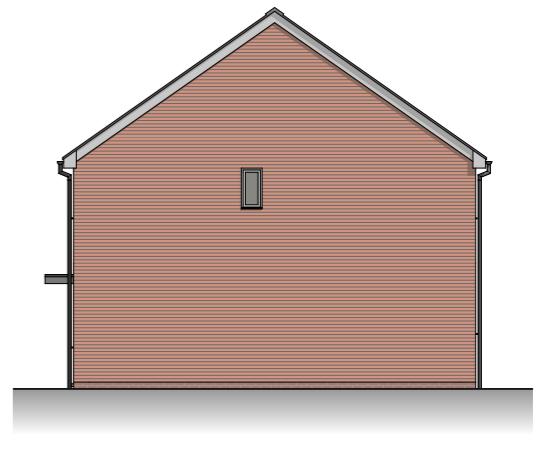
Overall, each house type has been designed to follow a traditional aesthetic in relation to form, material choice and architectural detailing. A combination of the below has been incorporated into the external design:

- Traditional pitched roof
- Traditional red brickwork
- Brick headers to windows
- Black rainwater goods
- Flat roof porches to principal entrance

The building materials used shall have a high thermal mass to aid in keeping the houses warm in winter and cool in summer. This aspect shall be controlled by 'Part L: Conservation of Fuel and Power' and 'Part O: Overheating' in the Approved Documents.



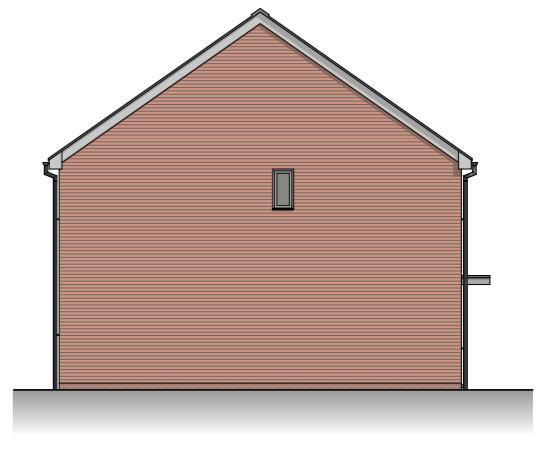
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Elevations | 2-Bedroom 4-Person House Type

## 7.0 Design | Landscaping and Drainage

### Soft Landscaping

To assist in softening the character of the built form, soft landscaping has been designed so that it helps to:

- Define the space
- Improve biodiversity contributions
- Enhance the residential character of the area
- Create bespoke settings within the site
- Improve social integration

The soft landscaping shown on the proposed site layout is for illustrative purposes only. A detailed landscaping design shall accompany this submission. It is expected for details relating landscape design to be covered via a planning condition or requested by the local authority if required prior to determination.

### Hard Landscaping

The design of hard landscaping may be used to reinforce the characteristics of a well-designed street, a change to the ground surface treatment can be used to inform users of:

- A change in use
- Intended circulation
- Differentiate between public and private spaces
- Create a specific aesthetic / architectural language
- Co-ordinate with surface water drainage provisions
- Improve accessibility
- Differentiate between vehicle, pedestrian, and cycle usage

The soft landscaping shown on the proposed site layout is for illustrative purposes only. A detailed landscaping design shall accompany this submission. It is expected for details relating landscape design to be covered via a planning condition or requested by the local authority if required prior to determination.

### Drainage

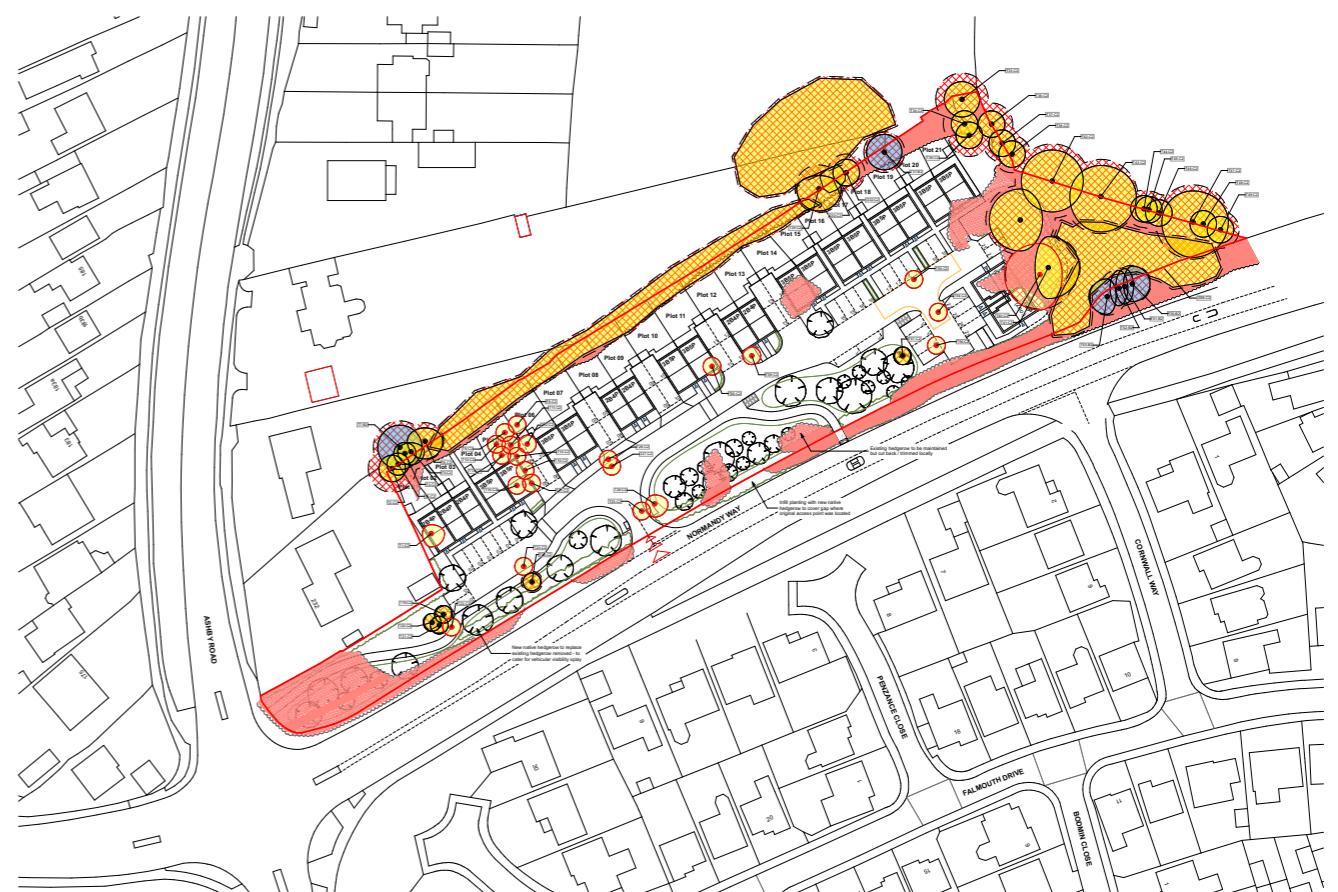
The landscaping scheme proposed by the ISL Associates complements the various urban drainage features designed by the civil engineers, which is included as part of this application.

### Permeable Paving

To improve surface water drainage permeable block paving has been proposed as the hard landscaping treatment to private drives and parking. This moreover creates an opportunity for variation to the hard landscaping, enhancing the street scene.

### Rainwater Collection

As each house benefits from a private rear garden, there is an opportunity for residents to install water-butts to their property to collect rainwater from the associated roofs.



Site Plan - Arboricultural

## 8.0 Design | Waste Disposal & Recycling

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The most likely position where residents will choose to store their wheelie bins is expected to be typically within their rear garden.

It is appropriate to anticipate that residents will have an average of 3no. 240l wheelie bins (W580mm x 740mm):

- 1 x non-recyclable waste
- 1 x recyclable waste
- 1 x garden / food waste

An area of paving is proposed to provide a suitable surface to store and access the bins. This provision of bin storage has been located as close to the public highway / bin collection point where it is reasonably possible to do so, without impeding on the street scene.

### Refuse Collection

It is expected that residents to houses along adopted roads will position their wheelie bin(s) along the edge of their plot off an adopted footpath.

Where bin collection points are utilised, these will be positioned along or near to the adopted highway, where there is adequate space for bin lorries to manoeuvre, as required to fulfil their role.

### Bin Collection Points

Where houses are served off private drives, a bin collection point has been indicated to help serve the refuse needs for these plots.

Bin collection points will be provided as a paved area, typically with a form of landscaping around it to soften its impact, whilst allowing refuse collectors to identify its location. Adequate space has been allowed to enable each household to place 2no. wheelie bins at the bin collection point.

There are several notable constraints to overcome when deciding the best position for a bin collection point. Its positioning has been carefully designed so:

- It is reasonably accessible to refuse collectors
- It is reasonably accessible to residents
- It is placed in a location that doesn't affect the outlook from a plot
- It is placed in a position that doesn't overly dominate the street scene
- There is space for a suitable level of soft landscaping to be proposed around it
- Its purpose is clear to residents, and it is not indirectly perceived as being part of a specific plot

## 9.0 Access | Pedestrian & Vehicle Routes

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### Pedestrian Routes

The proposed infrastructure of the site layout strives to optimise pedestrian movement to, from and within the site. The formal adopted road, which includes a 2m footpath either side of the highway. In addition, dedicated pedestrian footpaths have been proposed to assist in pedestrian permeability through the site and into surrounding context.

### Vehicle Routes

A single point of access is most appropriate for this development when considering the site's context and the scale of the development. The existing access will be slightly relocated and upgraded to suit the proposed use of the site. Access will be from the south, from Normandy Way; a 40mph road.

Additionally, this access serves only 25 housing units. As such, further access points for vehicles are not appropriate.

## 10.0 Access | Parking

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Part of designing the site's access involves providing an adequate level of dedicated off-road car parking to aid in keeping the highway and private drives clear of parked cars and remain accessible. As such, the design of this development aims to prevent vehicles from overly dominating the street scene, whilst meeting the requirements of the local authority's supplementary design guidance.

### Car Parking Provision

The following parking provision has been provided throughout the site.

1-bed 1no. space per dwelling  
2-bed 2no. spaces per dwelling  
3-bed+ 2no. spaces per dwelling

In addition, 6no. unallocated visitor parking spaces shall be included within the development.

### Car Parking Sizes

In frontage parking instances, allocated parking spaces have been designed as 5.5m in length. In instances of tandem parking space, allocated parking spaces have been designed at 6m in length. The widths of the parking spaces vary depending on whether the space is:

- bounded on 2no. sides
- 1no. side or
- open on both sides

### Summary

The above parking types cover all parking solutions implemented across the site - a combination of frontage and side tandem parking has been incorporated.

Overall, the strategic positioning of parking spaces has been used to optimise the privacy of residents, whilst retaining appropriate connectivity to its associated plot, and creating opportunities for additional landscaping.

### Cycle Storage

Other than the maisonettes, each plot has a rear garden, where a cycle storage unit could be installed to provide this type of storage, as indicated on the Site Plan – Proposed.

## 11.0 Conclusion

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Key aspects of the site's characteristics have been identified and analysed, which has influenced the design process and helped in producing a proposal that works to optimise the benefits of the opportunities available and finds the most appropriate solutions of the identified constraints.

This statement has explored a large range of aspects in relation to design, striving to take a holistic approach to developing the proposal. As such, the following aspects were considered:

- Appropriately reacting to the site and its context
- Sustainability
- Green spaces and connectivity
- Good street design
- Use, amount, and layout
- Scale and appearance
- House design
- Accessibility
- Affordable housing provision
- Soft and hard landscaping
- Waste disposal and recycling
- Vehicle Parking

The resulting proposal aims to produce a layout that is coherent and suitable for its use. This document demonstrates how the design and access of a site can influence how residents perceive and interact with the area. For example, green spaces and their associated links can be used to influence the circulation and act as focal points for these areas. Consequently, the various aspects explored above behave as a mechanism to achieve the following:

- Link the site coherently to its context
- Encourage social integration within the site
- Create a sense of ownership for residents
- Provide clear circulation routes to allow for ease of navigation
- Design adequate means of access
- Encourage the use of public spaces
- Encourage pedestrian movement
- Create bespoke and interesting street scenes
- Provide a sustainable proposal

This statement aims to demonstrate how a holistic design approach was taken to inform the decisions made, which resulted in the submitted proposal, and considers the proposal in matters relating to design and access.