



Land South of Sapcote Road Burbage

Jelson Homes

Design & Access Statement
May 2023

This report is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without the written consent of FPCR Environment and Design Ltd.

Ordnance Survey material - Crown Copyright. All rights reserved. Licence Number: 100019980 (Centremapslive.com).

Aerial imagery © 2015 Microsoft Corporation

Rev	Issue Status	Prepared / Date	Approved / Date
-	Draft	TCM 04/02/2021	MGH 04/02/2021
A	Issue	TCM 04/05/2021	MGH 04/05/2021
B	Issue	TCM 17/05/2021	MGH 17/05/2021
C	Issue	TCM 06/07/2021	MGH 06/07/2021
D	Issue	TCM 09/08/2022	MGH 09/08/2022
E	Final	TCM 17/05/2023	MGH 17/05/2023



FPCR Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH ■ t: 01509 672772 ■ f: 01509 674565 ■ e: mail@fpcr.co.uk ■ w: www.fpcr.co.uk
masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture

Contents:

1	Introduction & Vision	04	4	Evaluation	28	6	Green Infrastructure	56
	Introduction	04		Constraints & Opportunities	28		Approach	56
	Design & Access Statement Methodology	04		Evaluation	30		The Green Infrastructure Proposals	56
	Site Location	05					The Standards	58
	Vision	06	5	The Development Proposals	32	7	Building for a Healthy Life	64
2	Planning Context	08		The Development Framework	32		Building for a Healthy Life Summary	64
	National Planning Policy Framework	08		Quantum of Development & Mix of Uses	32			
	Planning Practice Guidance	08		Illustrative Layout	34			
	National Design Guide	09		Access & Movement	36			
	Hinckley & Bosworth Core Strategy	09		The Character	38			
	Site Allocations & Development Management	10		Character Areas	40			
	Supplementary Planning Guidance	10		Arrival Points & Focal Spaces	46			
	Building for a Healthy Life	10		Housing Plot Arrangements	47			
	Burbage Neighbourhood Plan	11		Scale of Development	48			
	Emerging Local Plan	12		Street Frontage	50			
	Site Allocation	13		Community Safety	50			
3	Design Considerations	14		Parking Principles & Parking Types	51			
	Location & Site Context	14		Calming Traffic	52			
	Local Facilities	16		Vehicular Access & Public Transport	52			
	Heritage & Designation	18		Pedestrian & Cycle Linkage	53			
	Nature Conservation & Ecology	19		Appearance of Development	54			
	Arboriculture	19		Sustainability	55			
	Hydrology & Drainage	20						
	Access & Movement	22						
	Topography	24						
	Landscape Character & Visual Context	26						

Part 1: Introduction & Vision

Introduction

This Design & Access Statement (DAS) accompanies the Outline Planning Application made on behalf of Jelson Homes Limited.

The development will create up to 343 dwellings with associated Public Open Space, which provides a choice of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental and cultural assets.

The application site covers an area of 16.00 hectares on the eastern edge of Burbage located within Leicestershire. The site broadly consists of agricultural land with existing field boundary hedgerows and hedgerow trees.

Design & Access Statement Methodology

The structure and detail of this document follows guidance set out by the Planning Practice Guidance (PPG), adopted on 6th March 2014. This document provides the following guidance on Design & Access Statements:

“What is a Design and Access Statement?”

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. It provides a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users. Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

What should be included in a Design and Access Statement accompanying an application for planning permission?

A Design and Access Statement must:

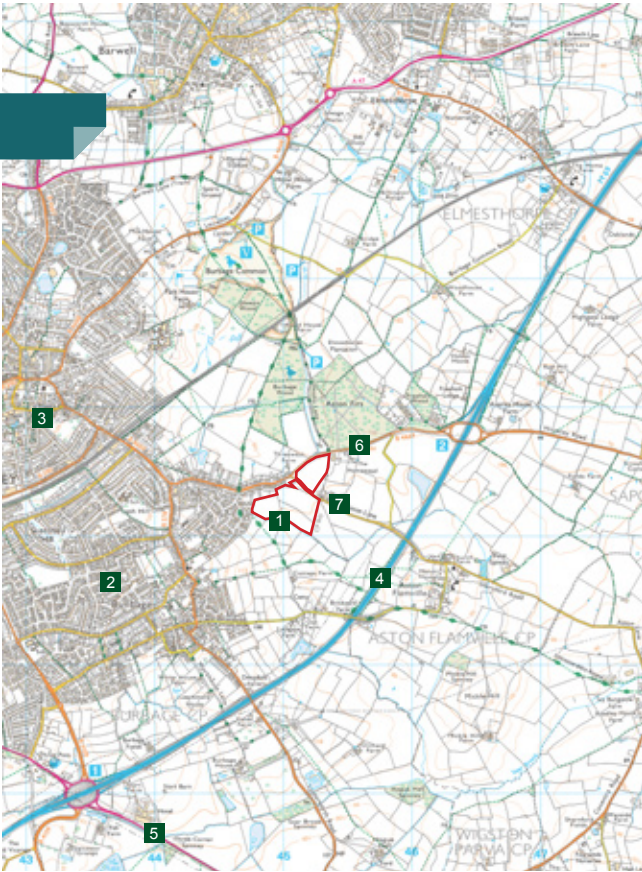
- a) Explain the design principles and concepts that have been applied to the proposed development; and*
- b) Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.*

A development's context refers to the particular characteristics of the application site and its wider setting. These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account. They must detail any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.”

Part 1: Introduction & Vision

Site Location

- Site Boundary: 16.00 Ha
- Burbage
- Hinckley
- M69
- A5
- Sapcote Road
- Aston Flamville Road



Strategic Location Plan
N.T.S. N



Location Plan
N.T.S. N

Part 1: Introduction & Vision



Vision

Land to the east of Burbage will provide a high quality, sustainable neighbourhood where people want to live and enjoy their spare time together. It will be a distinctive community which is designed to respect its context and draw upon the best aspects of the character of the village of Burbage whilst reflecting the way people want to live today. It will create an attractive transition between the settlement edge and the countryside to the south and east and will offer a broad choice and affordability of housing, supporting a vibrant and inclusive community. The community will be connected by a network of attractive green corridors and open spaces, to a new linear park around the southern and eastern edges of the Site. These spaces will provide a valuable recreation and biodiversity resource with opportunities for play and for nature to flourish. The neighbourhood will make a significant contribution to the growth and development of Burbage providing much needed housing in a well-designed environment which will support the vitality of existing services and facilities in the village and the surrounding area.

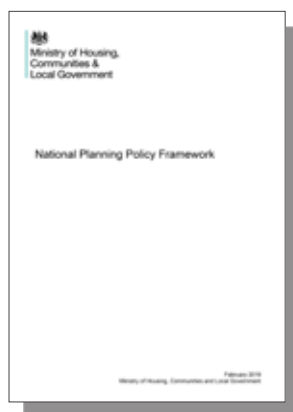
Part 1: Introduction & Vision



Part 2: Planning Context

Planning Context

A detailed assessment of the planning policy framework is set out in the Planning Statement, which accompanies the planning application. This section focuses on the local planning policies most relevant to the design and access proposals for the development.



National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and local planning authorities can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. This is set within the context of a requirement to significantly boost the supply of housing and at the heart of the NPPF is a '*presumption in favour of sustainable development*'.

Section 12 of the NPPF 'Requiring Good Design' establishes the Government's commitment to good design and requires that developers address the following:

- *add to the overall quality of the area;*
- *establish a strong sense of place;*
- *optimise the use of land and placing an importance on high quality design;*
- *respond to the local character and history;*
- *create safe and accessible environments; and*
- *(developments which) are visually attractive with good architecture and appropriate landscaping.*

Planning Practice Guidance

The Planning Practice Guidance (PPG) was published as a web based resource in March 2014 and is updated regularly. It supports the NPPF and offers accessible guidance on a broad range of matters, including Design and Access Statements and the Natural Environment. The NPPG notes on Design that:

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. As set out in paragraph 130 of the National Planning Policy Framework, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Good design is set out in the National Design Guide under the following 10 characteristics:

- context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources, lifespan.

Part 2: Planning Context

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It notes (page 8) that: *“A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:*

- *The layout (or masterplan)*
- *The form and scale of buildings*
- *Their appearance*
- *Landscape*
- *Materials; and*
- *Detailing”*

Design responses are provided throughout the DAS to address the characteristics of good design from the National Design Guide. The responses will set out the design rationale for the development and the design principles that are applied to achieve good design. This is delivered through words, photographs diagrams and illustrative plans.

Hinckley & Bosworth Core Strategy

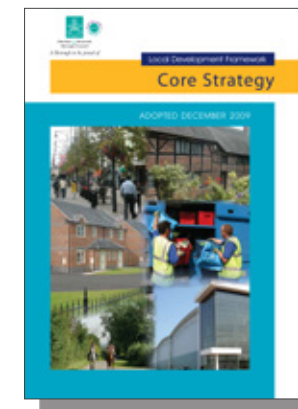
The Hinckley & Bosworth Local Plan Core Strategy 2006 - 2026 was adopted in December 2009.

The Core Strategy was prepared in the context of and to deliver the strategy identified in the now revoked East Midlands Regional Plan which required 9,000 homes to be built in the Borough in the period 2006 – 2026 (i.e. 450 dwellings per annum). It contains a spatial strategy which seeks to ensure that development is directed to the most accessible and sustainable locations. The main urban areas of the borough are identified as Hinckley, Burbage, Barwell and Earl Shilton. The majority of housing growth is directed to the sub-regional centre of Hinckley with further allocations identified for the other main settlements.

Burbage is acknowledged as a ‘settlement in it’s own right with individual characteristics and needs’ but is also identified as playing an important supporting role to Hinckley, due to its location immediately to the south of the sub regional centre. The Core Strategy identified Burbage as a location for a *“minimum of 295 new homes”*.

The following policies have relevance to the scheme and it’s design and access, including;

- Policy 15: Affordable Housing
- Policy 16: Housing Density, Mix and Design
- Policy 17: Rural Needs
- Policy 19: Green Space and Play Provision
- Policy 20: Green Infrastructure
- Policy 24: Sustainable Design and Technology



Part 2: Planning Context

Site Allocations & Development Management DPD

The Hinckley and Bosworth Local Plan Core Strategy 2006 - 2026: Site Allocations & Development Management DPD 2016 includes the following policies of relevance to this design and access statement:

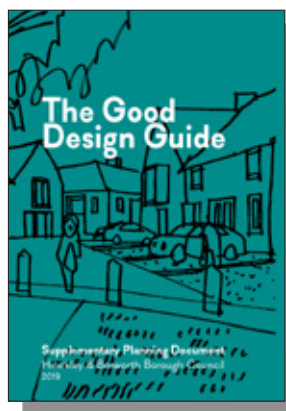
- Policy DM10 - Development and Design,
- Policy DM7 - Highways and Transportation
- Policy DM16 - Parking Standards



Supplementary Planning Guidance

The Good Design Guide: Hinckley and Bosworth Borough Council (2019)

The Good Design Guide aims to “*raise the design quality in Hinckley and Bosworth Borough whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.*” It will do this by providing guidance and rules to the assessment process of proposals. It should be read in conjunction with other relevant Development Plans.

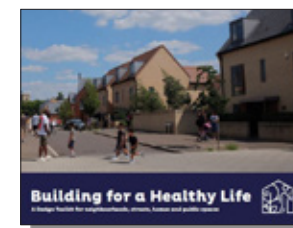


Building for a Healthy Life

The scheme has been developed with consideration of the ‘Building for a Healthy Life’ approach, with the latest edition written in partnership with Homes England, NHS England and NHS Improvement.

These considerations “*are presented to help those involved in new developments to think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context.*” Building for a Healthy Life is a useful tool for leading design discussions and using as part of a design process. This Design and Access Statement outlines how the BHL considerations have helped inform the design process.

“*Building for a Healthy Life is a Design Code to help people improve the design of new and growing neighbourhoods*” BHL 2020.



Part 2: Planning Context

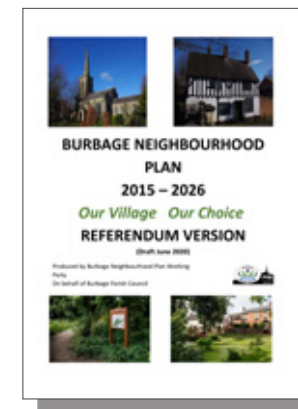
Burbage Neighbourhood Plan

Burbage Parish Council prepared a Neighbourhood Plan for the settlement. The Plan does not replace the policies contained in Hinckley & Bosworth Borough Council's Core Strategy and the National Planning Policy Framework but contains additional Burbage specific policies helping to achieve the Community's vision up to 2026. The Plan includes the following policies of relevance to this design and access statement:

- Policy 1: Settlement Boundary - Residential development on land within or adjacent to the settlement boundary, as shown on the Settlement Boundary Plan will be supported, subject to complying with other development plan policy.
- Policy 2: Design and Layout - Any future residential development within the Parish of Burbage must respect its surroundings and, where appropriate, should follow the existing pattern of development and should retain existing important natural features on the site, such as trees, hedgerows and streams.
- Policy 9: Wildlife and Green Corridors - Development should seek to protect and enhance the network of green spaces, stepping stones and wildlife corridors including species rich hedgerows which provide a valuable linear network allowing for the movement, as well as providing a habitat, for wildlife.

- Policy 10: Landscape Character - Development which has a significant adverse impact on the viewpoint shown on the Landscape Setting and Key View Map (Figure 27, Page 66 of the Neighbourhood Plan), which cannot be mitigated, will not be supported.
- Policy 11: Area of Landscape Sensitivity - An area of open countryside will be designated as an area of landscape sensitivity as shown on the Landscape Setting and Key Views Map (Figure 27, Page 66 of the Neighbourhood Plan). Any new development should:
 - a) Seek to avoid development on the higher ridge top area adjacent to the cemetery which forms the immediate rural setting to the historic core of Burbage – and maintain this area as a rural green wedge.
 - b) Plan for successful integration of development in the landscape through sensitive design and siting, including use of appropriate materials and landscape mitigation to enhance sense of place.
 - c) Seek to retain historic field patterns where distinctive s-shaped or dog-leg boundaries remain.
 - d) Retain pattern of hedgerows and hedgerow trees and incorporate further buffer planting to major transport corridors and new development.

- e) Promote opportunities to maintain and enhance the network of rights of way and consider opportunities to create and promote an integrated green infrastructure network around Burbage, Hinckley, Barwell and Earl Shilton urban edge.
- f) Protect localised areas that retain a natural character, notably the small areas of semi-natural woodland, plus streams and small waterbodies.



Part 2: Planning Context

Emerging Local Plan

The emerging Hinckley and Bosworth Local Plan 2020 - 2039 sets out the vision and objectives for the future form, scale and quality of development in the borough up to 2039. The Local Plan will eventually replace the following Development Plan Documents:

- Hinckley & Bosworth Core Strategy (December 2009); and
- Site Allocations and Development Management Policies (July 2016).



The Regulation 19 Local Plan is the document that will be submitted to the Planning Inspectorate for examination in public and is the version the Council will seek to adopt. The consultation on the Pre-Submission Local Plan took place between 9th February and 23rd March 2022.

The Local Plan will set out strategic policies to address the development and use of land within the borough. The following policy is of relevance to this design and access statement:

- **HO01 Provision of New Housing:** To meet the strategy for housing set out in Policy SS02, planning permission will be granted for residential development on the sites allocated on the Policies Map, provided the development is in accordance with other relevant policies of the Development Plan. Residential development within the identified settlement boundaries will be supported where it accords with relevant development plan policies.

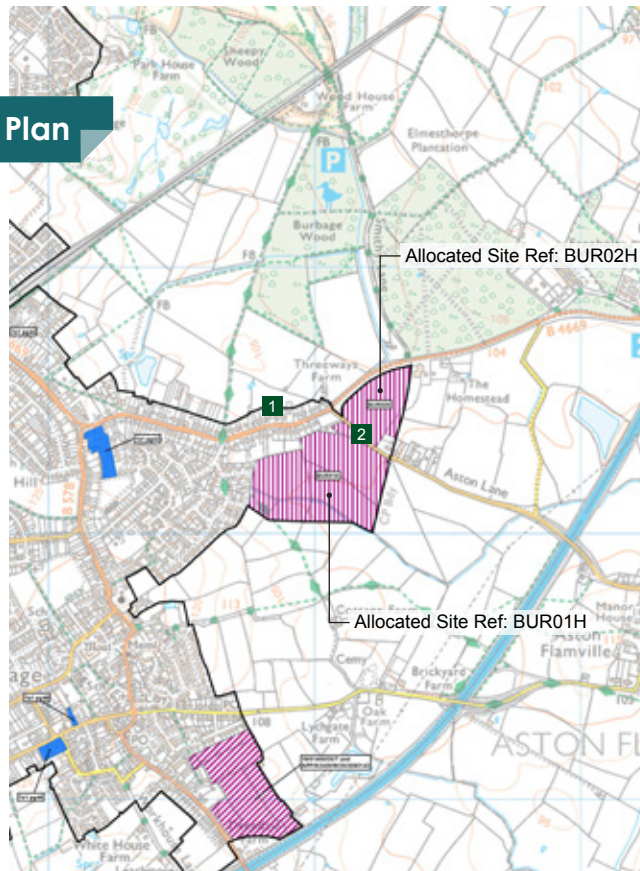
The emerging Local Plan proposes to allocate the site for housing under Policy HO01 Provision of New Housing through the following site references:

- **BUR01H** (Land at Manor Farm, Aston Flamville Road), and
- **BUR02H** (Land off Sapcote Road).

The plans overleaf show an extract from the Hinckley and Bosworth Local Plan Policies Map, which is overlaid with the Illustrative Masterplan. In this context the whole site sits within the settlement boundary and the two allocated sites (BUR01H & BUR02H) for residential development under Local Plan Policy.

Part 2: Planning Context

Site Allocation - Local Plan



- 1 Settlement Boundary (Hinckley & Burbage Policies Map)
- 2 Residential Allocation (Hinckley & Burbage Policies Map)
- 3 Residential Allocation boundary overlaid onto Illustrative masterplan

Hinckley & Burbage Policies Map: Emerging Local Plan

N.T.S.



Illustrative Masterplan & Residential Allocation Boundary

N.T.S.



Part 3: Design Considerations

The site lies on the eastern edge of Burbage. Woodland at Aston Firs lies to the north, with Burbage Common and Burbage Wood beyond.

Location & Site Context

The site occupies two parcels of land, which lie to the north and south of Aston Flamville Road. Combined, they extend to an area of 16.00 hectares.

The northern parcel is triangular in shape, bound to the north and west by Sapcote Road, to the south by Aston Flamville Road, and to the east by existing development and agricultural fields.

The southern parcel is the larger of the two, extending to approximately 11.65ha. The parcel is roughly pentagonal in shape with its north western and western boundaries defined by the built urban edge of Burbage. It is bound to the north by Aston Flamville Road and the south and east by agricultural fields. Mature hedgerows and trees define field parcels within the site. A defined boundary, formed by trees, hedgerow and an existing watercourse, runs west to east adjacent to the southern site boundary, which could provide a defining edge to any built development within the site.

There are existing points of access to both land parcels off Aston Flamville Road. These currently provide access suitable for farming vehicles. There are opportunities to create safe and suitable access points from Aston Flamville Road to serve new development in both parcels of land.

The surrounding land use is predominantly residential and agricultural. Aston Firs, Burbage Common and Burbage Wood lie to the north of the site beyond Sapcote Road.

The M69 lies to the east of the site beyond agricultural fields which provides good connections to the surrounding settlements and beyond, and also provides a strong defensible boundary to Burbage. The site also has good connections to Burbage Village Centre, and to Hinckley Railway Station by public transport.

- 1) Burbage Village Centre
- 2) Burbage Wood
- 3) Residential properties on Aston Lane



Part 3: Design Considerations



Part 3: Design Considerations

Local Facilities

The site is just over 1.6 kilometres or 20 minutes walking distance from the 'Local Centre' on Tilton Road which comprises of a medical centre, pharmacy, Co-Operative foodstore, travel agent, general store, hair and beauty salon, laundrette and veterinary centre. The site is also around 1.2km or 15 minutes walking distance from 'Neighbourhood Centres' located on Church Street, Windsor Street and Strutt Road with various facilities including cafés and takeaways, public houses, dentist, a SPAR shop and hair dressers.

There is also a good range of other facilities and services in the village within walking distance of the site, including;

- a library (approx. 1.2 kilometres);
- a nursery (approx. 900 metres);
- public houses (within 1.2 kilometres); and
- places of worship (within 1.2 kilometres).

There is good accessibility to primary and secondary schools from the site, with Burbage Church of England Infant school, and Burbage Junior School located approximately 1.3km and 1.2 km from the site respectively. The nearest secondary school is Hastings High School, approximately 1.3km away.

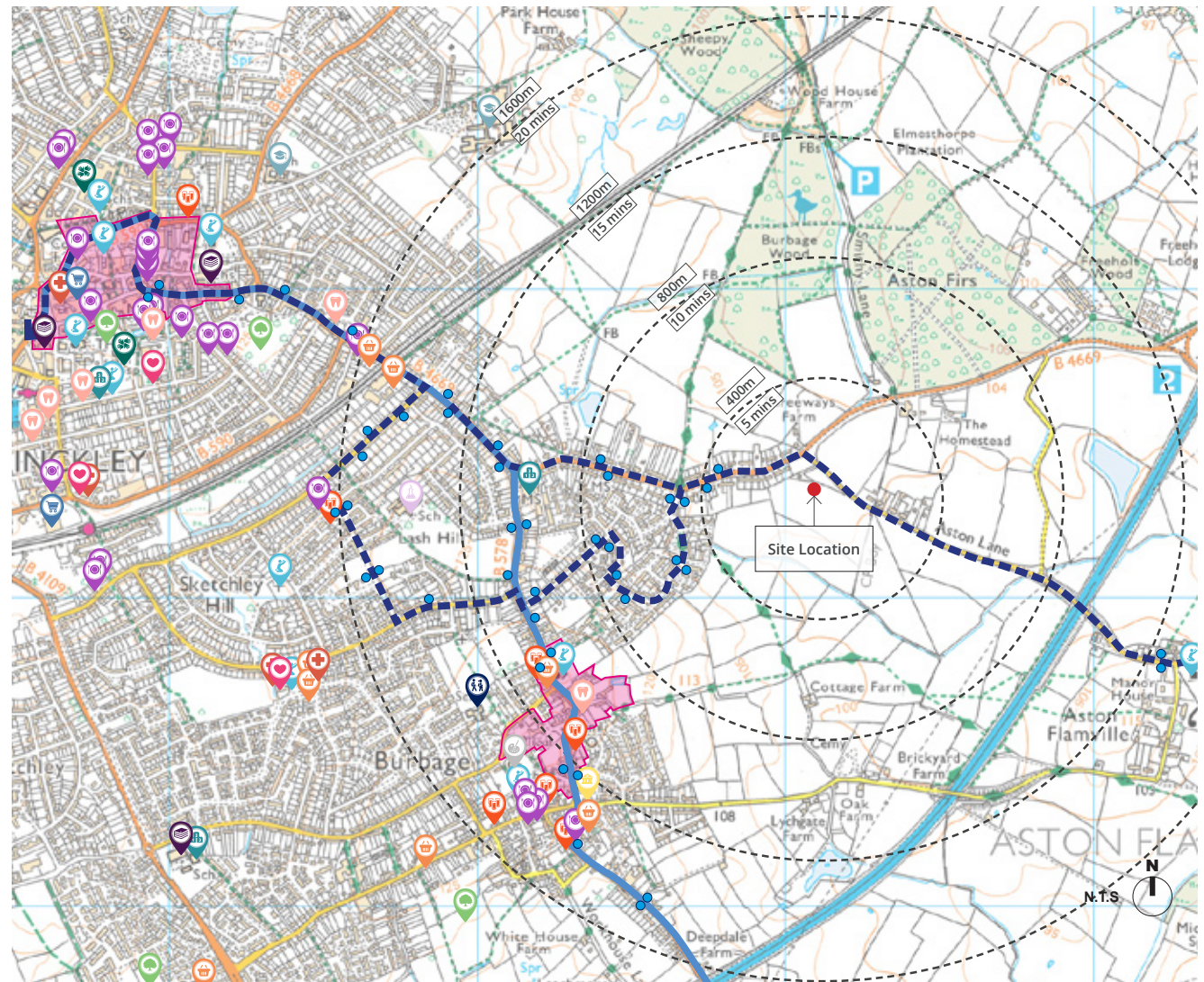
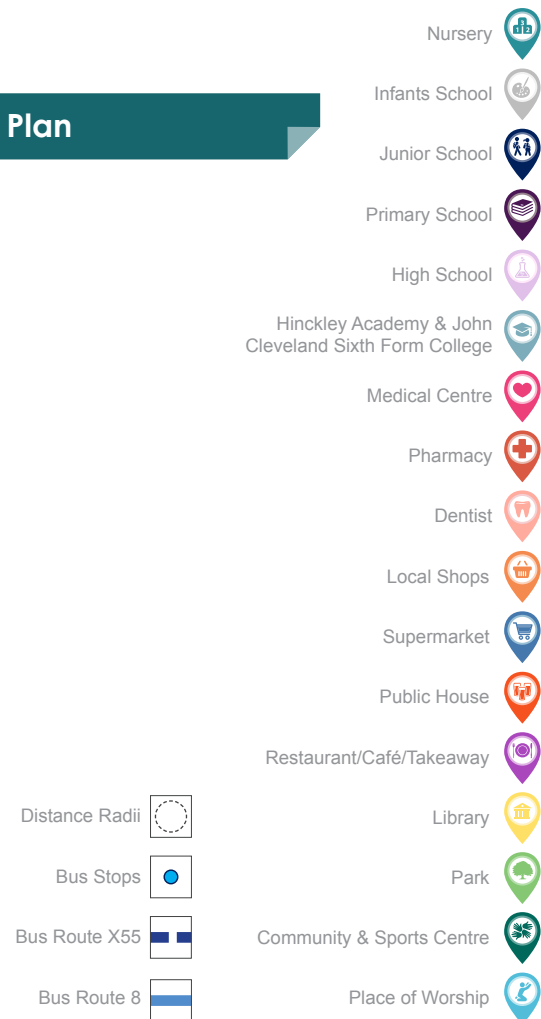
In terms of accessibility to public transport, bus stops are located on either side of Sapcote Road within 400 metres of the site and to the west of the site on Winchester Drive and Salisbury Road approximately 430m from the site. These provide a service to Hinckley and Leicester (via the X55 route). A further bus route (Route 8) runs from Hinckley Road with stops around 800 metres from the site. This route runs between Hinckley to Lutterworth and Magna Park.

The nearest railway station is Hinckley, which is located approximately 3km away.



Part 3: Design Considerations

Facilities Plan



Part 3: Design Considerations

Heritage & Designation

There are a number of heritage assets in and around Burbage. These are mainly associated with the Conservation Area to the south west of the site and include:

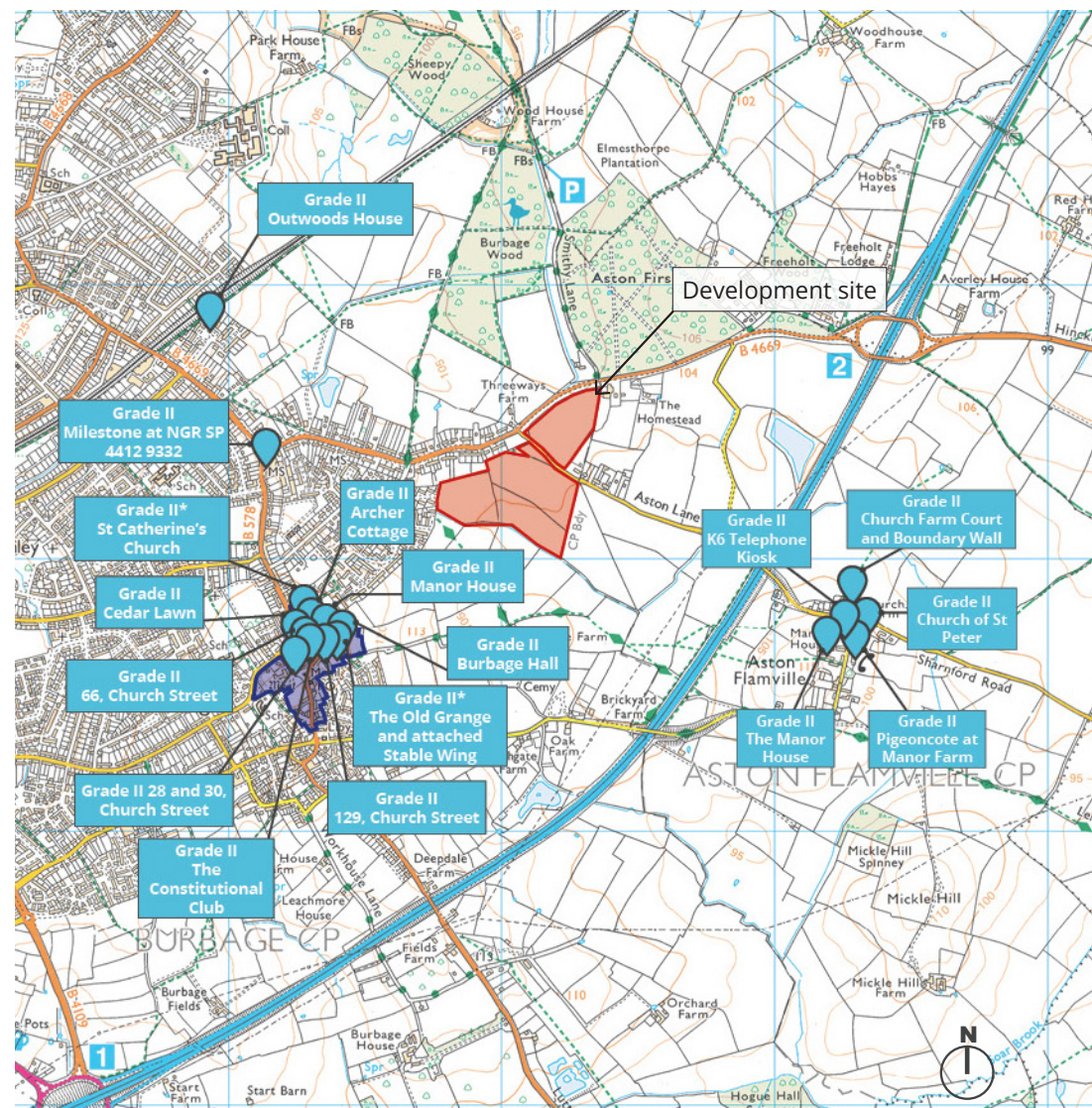
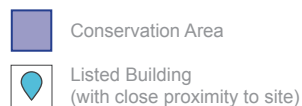
- The Burbage Conservation Area;
- Grade II Listed Archer Cottage;
- Grade II Listed Manor House;
- Grade II* Listed St Catherine's Church; and
- Grade II Listed Burbage Hall to the south west.

St Catherine's Church, located on slightly raised land forms a local landmark.

There are few listed buildings or other features of heritage interest further north of the village centre. This area is dominated by more modern development although a Grade II Listed Milestone and Grade II Listed Outwoods House are located to the west of the site.

Further listed buildings are found to the south east of the site at Aston Flamville.

There are no heritage assets within or immediately adjacent to the site and the site plays no part in the setting of any of the heritage assets in the wider area.



Part 3: Design Considerations

Nature Conservation & Ecology

No statutory or non-statutory nature conservation designations cover the potential development area.

The land comprises improved grassland fields bound by native hedgerows with trees. Ditches, varying from predominately dry to wet, are also present along the boundaries of some fields. Other habitats present include non-native lines of trees and small stands of tall ruderal herbs. The field boundaries are utilised by an assemblage of foraging bats typical of the habitats present. No roosts were recorded. The boundaries also support a range of common and widespread bird species considered to be of site level conservation importance. Two individual bird species are considered of local conservation importance; starling and dunnoek, both generalist species which could benefit from development proposals.

The majority of the area is of negligible nature conservation value. The hedgerows, mature trees and wet ditch are considered to be of nature conservation value within a site/local context. With the exception of some minor loss of hedgerow, all of the features of nature conservation value could be retained within development proposals. The development could deliver a range of new habitats and retain existing features of nature conservation value.

Arboriculture

An Arboricultural Assessment has been carried out by FPCR Environment and Design Ltd in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'.

Across the site a total of thirty four individual trees, eleven groups of trees and four hedgerows were surveyed as part of the Arboricultural Assessment of which six trees were considered to be high in quality and category A. Ten trees and two groups of trees were recorded as moderate quality and category B, two tree was considered unsuitable for retention, category U, and the remaining trees or groups of trees low in quality and retention category C.

To facilitate the proposed development no significant tree loss will be required for the built development. Existing trees will need to be removed to facilitate the proposed access into the site, although the proportion of loss is considered to be low in comparison to the amount of moderate quality trees being retained. The proposed development should be considered an opportunity, in terms of arboriculture, to improve and increase tree cover in the local area without the loss of any arboriculturally significant trees.

Part 3: Design Considerations

Hydrology

An ordinary watercourse trends in south easterly direction through the south of the site, which feeds into the catchment of the Soar Brook. The Soar Brook is located approximately 1.4km to the south of the site, which trends and flows in a general easterly direction, where it becomes the River Soar. The ordinary watercourse on site is not classified as a Main River by the Environment Agency, however, the downstream section of the Soar Brook and River Soar are designated as Main Rivers.

The Environment Agency flood maps show that the site is shown to fall within Flood Zone 1 and is at very low risk of flooding from rivers. To understand any flood risk associated with the land drains which flow through the site, a detailed hydraulic flood modelling exercise has been completed. The results showed that there is a risk that during heavy rainfall, flooding to the central and southern portions of the site could occur, albeit to shallow depths of 0-10cm. To reduce this risk, it is proposed that three undersized culverts will be removed to help with flows through the site. The banks of the watercourses will also be slightly raised to keep water within the channel. To ensure that flood risk to land downstream of the site does not increase, the southern corner of the site is proposed to be used for floodplain compensation.

The Environment Agency Surface Water Flood Maps indicate that the majority of the site is at 'very low' risk of surface water flooding, with an annual chance of flooding of less than 1 in 1,000. However, there is a 'low' risk of surface water flooding through the southern portion of the site, with an annual chance of flooding between 1 in 1,000 and 1 in 100. The channels of the land drain and field ditches are indicated to be at 'medium' risk of surface water flooding with an annual chance of flooding between 1 in 100 and 1 in 30 and 'high' risk of surface water flooding with an annual chance of flooding of greater than 1 in 30.

Surface water from the proposed development will be managed by Sustainable Drainage Systems (SuDS) which will mitigate any risk of surface water flooding.

From a review of the British Geological Survey 'Groundwater Flooding Susceptibility Map' and based on the anticipated geological conditions of the site, groundwater flooding is not considered to be a significant risk. The site is considered to be at 'low' or 'very low' risk of flooding from other sources, such as reservoir, sewer, lakes and canal flooding.

Drainage

Surface water from the proposed development will be drained by a Sustainable Drainage System (SuDS). The SuDS scheme will comprise of two networks to drain the northern and southern portion of the site separately.

The site is underlain by superficial deposits of Bosworth Clay Member of the Wolston Glaciogenic Formation and bedrock comprising Mercia Mudstone. Both these formations are characterised to have low permeability, therefore, a surface water discharge into the ground via infiltration is not considered suitable for this site. A positive discharge of surface water from the new SuDS scheme into the ordinary watercourse will be required. This surface water discharge option will be applicable for the both parcels of land.

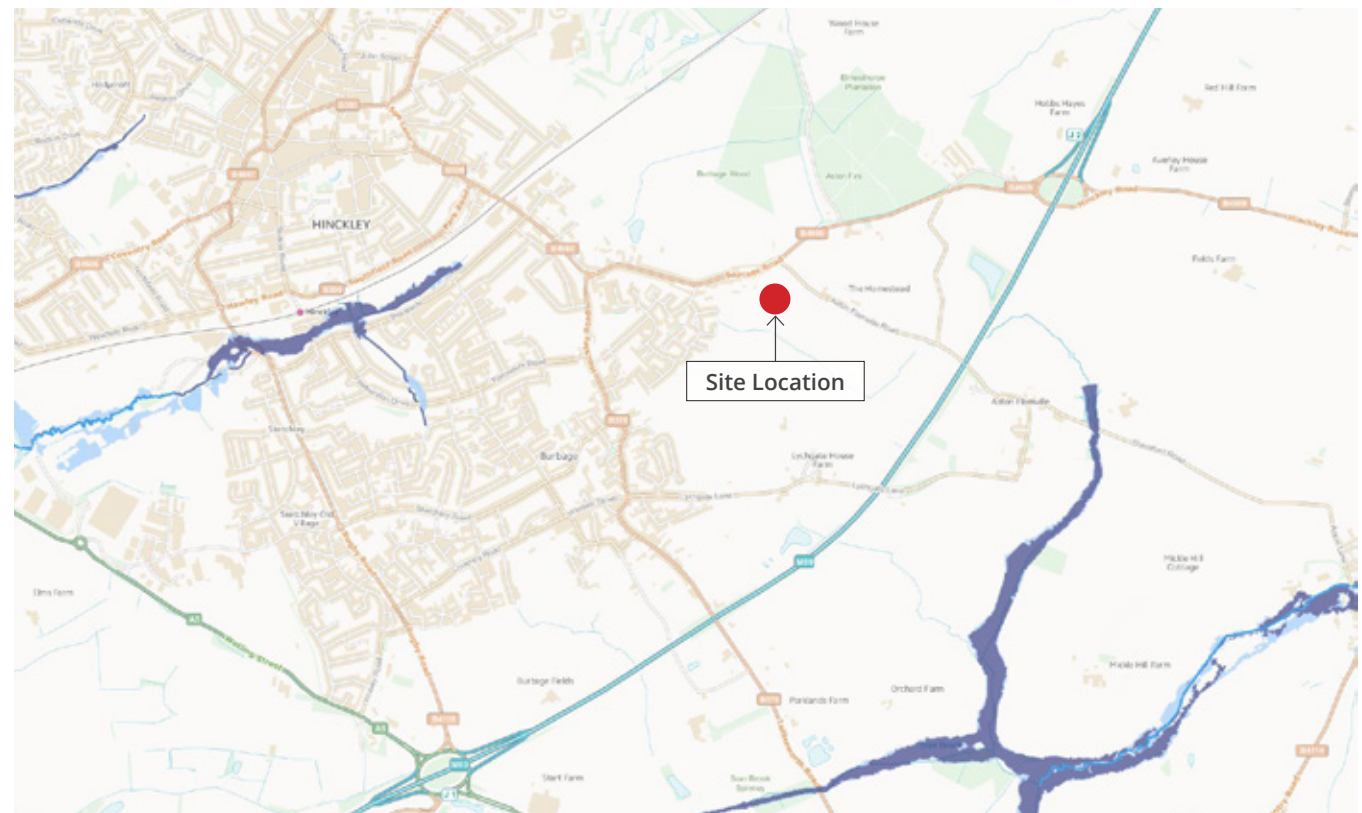
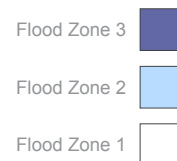
Peak discharge rates from the new SuDS schemes will be limited to greenfield runoff rates prior to discharge into the watercourse(s) with surface water attenuation provided within the site for rainfall events up to 1 in 100 years including an allowance for climate change.

Foul water from the proposed development will be drained by a separate foul water drainage system that will be connected to the public foul water sewer network located within or close

Part 3: Design Considerations

to the site. Due to the topography of the site, pumping of foul water will be required for the southern parcel of land. A gravity connection into the public foul water sewerage network is considered feasible for the northern parcel of land.

A pre-development enquiry response from Severn Trent Water has informed that they will undertake a hydraulic modelling exercise to assess the impact on their network to confirm capacity in the local network. The peak flow rates and connection points will be agreed with Severn Trent Water based on the findings of the hydraulic modelling exercise.



Plan illustrating Environment Agency (EA) Flood Plain



Part 3: Design Considerations

Access & Movement

The site is highly accessible by sustainable modes of transport, with the surrounding area having good levels of pedestrian and cycling infrastructure.

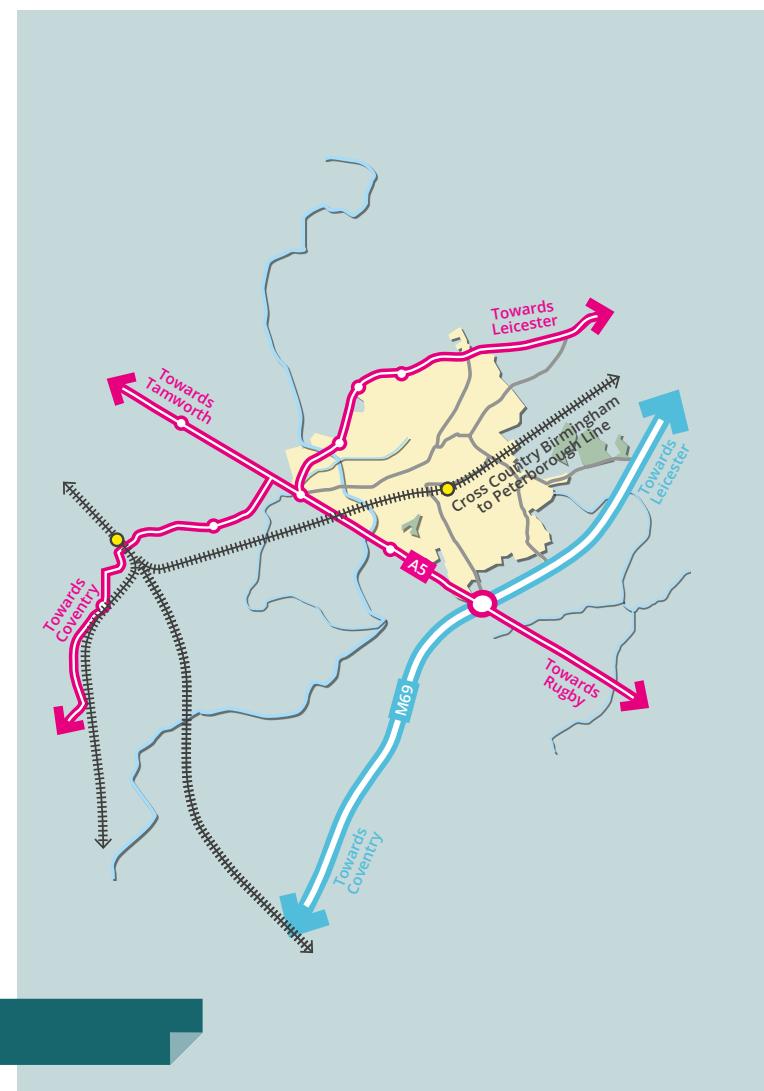
There are existing bus stops on both sides of Sapcote Road to the north west of the site with further bus stops on Salisbury Road to the west. These are located close to the Leicestershire Round public footpath which leads through the site. Further bus stops for an alternative route are located on Hinckley Road further to the west. The majority of the site would be within 1.2 kilometres (15 minutes) walking distance of a number of bus stops providing regular services from Hinckley to Leicester or Lutterworth and Magna Park.

The site is well connected to local services and facilities by walking and cycling. Burbage Neighbourhood Centres are accessible within a 1.6km walking distance of the site, in addition to:

- Burbage Church of England Infant School;
- Burbage Junior School;
- SPAR and Co-Op Food Stores;
- Cafe's and takeaways on Windsor Street;
- Local pubs;
- The Burbage Constitutional Club; and
- Hinckley Road Recreation Ground.

The whole of Burbage is easily accessible by bicycle. Hinckley Road and Church Street to the south west of the site and Lychgate Lane to the south are recommended on-road routes. The centre of Hinckley is accessible within a 10 minute cycle ride.

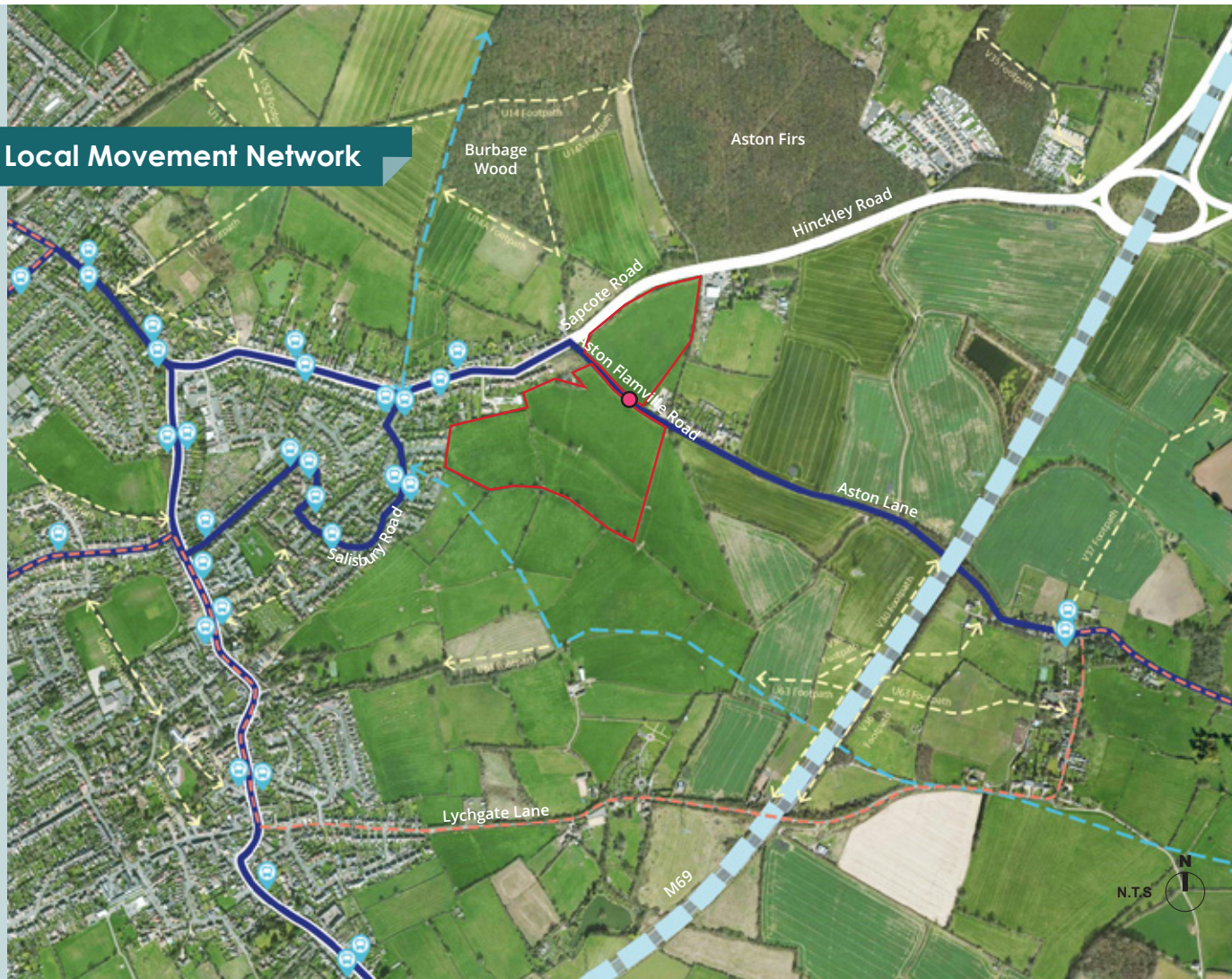
The scale of the site means that proposals would need to be supported by a Travel Plan. This would assist in promoting the use of sustainable modes of transport and reduce reliance on the private car.



Transport Links

Part 3: Design Considerations

Local Movement Network



-  Public Rights of Way
-  Long Distance Footpath (Leicestershire Round Footpath)
-  Leicestershire County Council Recommended Cycle Route
-  Bus Stops
-  Bus Route
-  Main Roads
-  M69 Motorway
-  Potential Site Access Points

Part 3: Design Considerations

Topography

The site is located within a generally low lying landform which rises gently to the west towards the centre of Burbage and north west towards Hinckley. Local high points are associated within the settlement with Grove Road at the centre of Burbage lying at around 130m Above Ordnance Datum (AOD), and an area to the north and west of Leicester Road in Hinckley which sits at around 135m AOD. To the east of the site are a number of small hills at Aston Firs, Aston Flamville and Mickie Hill which reach 110-115m AOD.

The site itself generally slopes from west to east with high points of around 105m AOD on the western boundary, falling to below 100m AOD at the lowest point in the south eastern corner.



1. View south west towards Burbage from Aston Lane showing St Catherine's Church on local high point.
2. View north from Aston Flamville Road showing flat landform within northern site parcel.

Part 3: Design Considerations

Topography Plan

135m - 140m AOD

130m - 135m AOD

125m - 130m AOD

120m - 125m AOD

115m - 120m AOD

110m - 115m AOD

105m - 110m AOD

100m - 105m AOD

95m - 100m AOD

90m - 95m AOD

85m - 90m AOD



Part 3: Design Considerations

Landscape Character

At a national level, the application Site lies within the National Character Area 94, Leicestershire Vales as defined by Natural England.

The Hinckley and Bosworth Borough Landscape Character Assessment was undertaken in 2017. The site is located within the “Burbage Common Rolling Farmland” landscape character area. The key characteristics for this area include:

- *‘Large scale, gently rolling arable and pasture farmland with local variations in topography influenced by small streams.*
- *Burbage Common and ancient woodland is of national and local importance as an ecological and recreational resource.*
- *Medium to large scale rectilinear field pattern bounded by low hedgerows and post and wire fencing with smaller scale pasture fields around the settlements. Field boundaries and hedgerows generally follow contours.*

- *Urban fringe influences as a result of exposed settlement edges of Hinckley and Earl Shilton situated on higher ground and recreational uses around Burbage Common.*
- *Public rights of way including the Leicestershire Round, concentrated around Burbage Common and extending outside the borough into Blaby.’*

The area east of Burbage reflects some of these characteristics, such as the regular field pattern with fields bound by low hedgerows and the Leicestershire Round footpath located to the south of the site. There are also opportunities to strengthen the character through the provision of new Green Infrastructure.

Visual Context

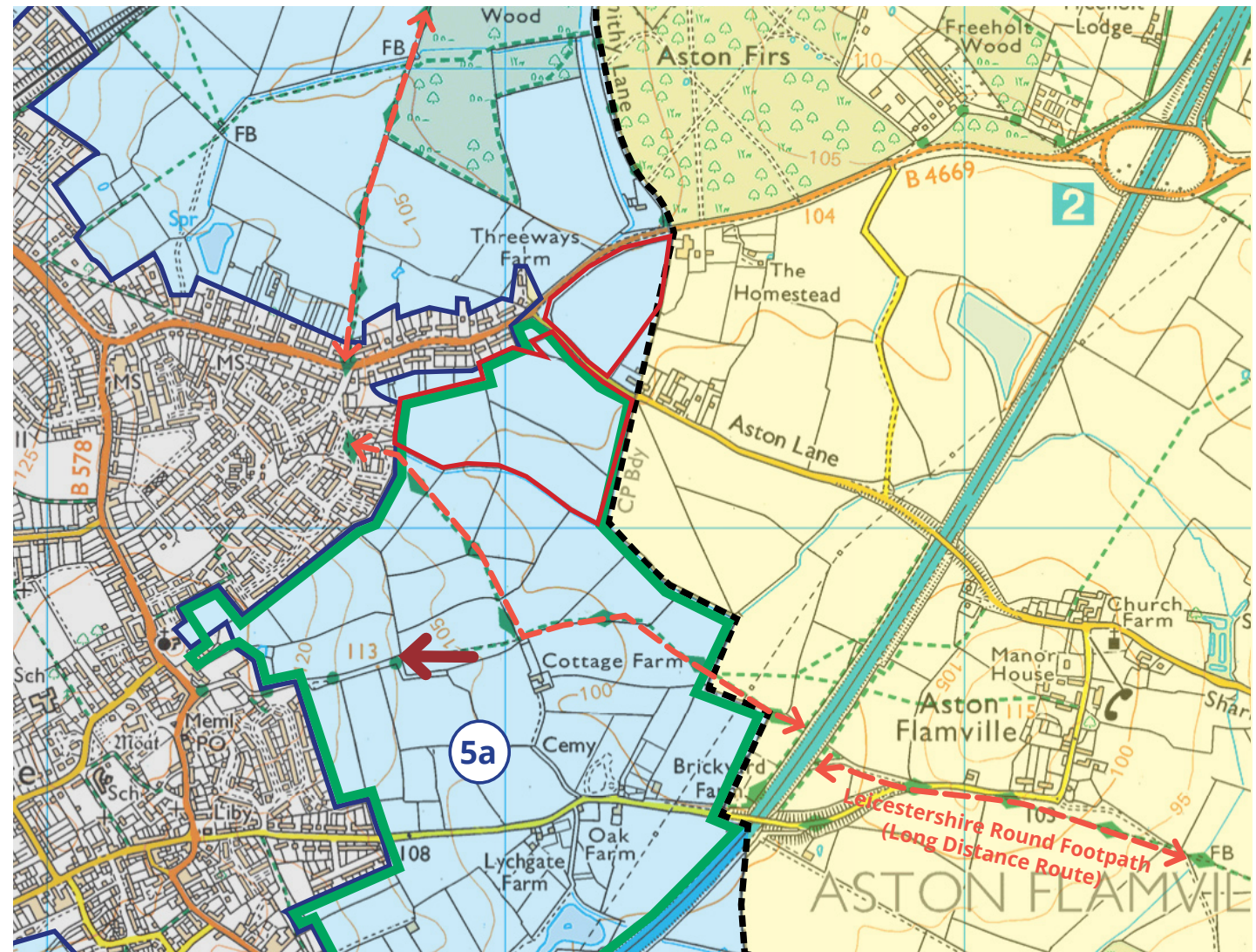
A visual appraisal has been undertaken to explore the nature of the existing visual amenity of the area. This appraisal has identified the rising landform to the west of the site towards St Catherine’s Church which creates a local feature and highlights the visibility of the residential edge off Salisbury Road.

Maintaining views to the church from Aston Flamville Road, Hinckley Road and the local footpaths are an important consideration.

Part 3: Design Considerations

Landscape Character

- District Boundary 
- Hinckley and Bosworth Borough Landscape Character Assessment
- Burbage Common Rolling Farmland (LCA - F) 
- Blaby District Character Assessment
- LCA: A - Aston Flamville Wooded Farmland 
- LCT: G - Wooded Farmland
- East Midlands Regional Landscape Character Assessment
- Group 5: Village Farmlands 
- 5a - Village Farmlands
- Burbage Neighbourhood Plan
- Figure 27: Landscape Settings and Key View
- Area of Landscape Sensitivity 
- Key Viewpoint 



Part 4: Evaluation

The technical analysis of the site and its context undertaken to date has identified a number of constraints, that will influence and help shape the development. Importantly none of these have been identified as barriers to development in principle. It is also clear that the site presents a number of opportunities associated with potential development. These are described below and illustrated on the constraints and opportunities plan.

Constraints & Opportunities

The key constraints are as follows:

- Views from existing adjacent residential properties on Dorchester Road, Sherborne Road and Ilminster Close as well as on Sapcote Road and a low number of properties on Aston Flamville Road;
- Views from the Leicestershire Round long distance footpath located to the south of the site;
- More distant vistas from the south and east of the site;
- Existing hedgerows and trees within and along the site boundary;
- Burbage Common and Woods Local Nature Reserve which lies to the north of Sapcote Road;
- Overhead power cables cross the site;
- Noise from the M69 corridor to the south east of the site;
- Electricity transmission lines create a less attractive feature along the M69 corridor;

- Burbage Wood and Aston Firs SSSI located to the north of Hinckley Road.

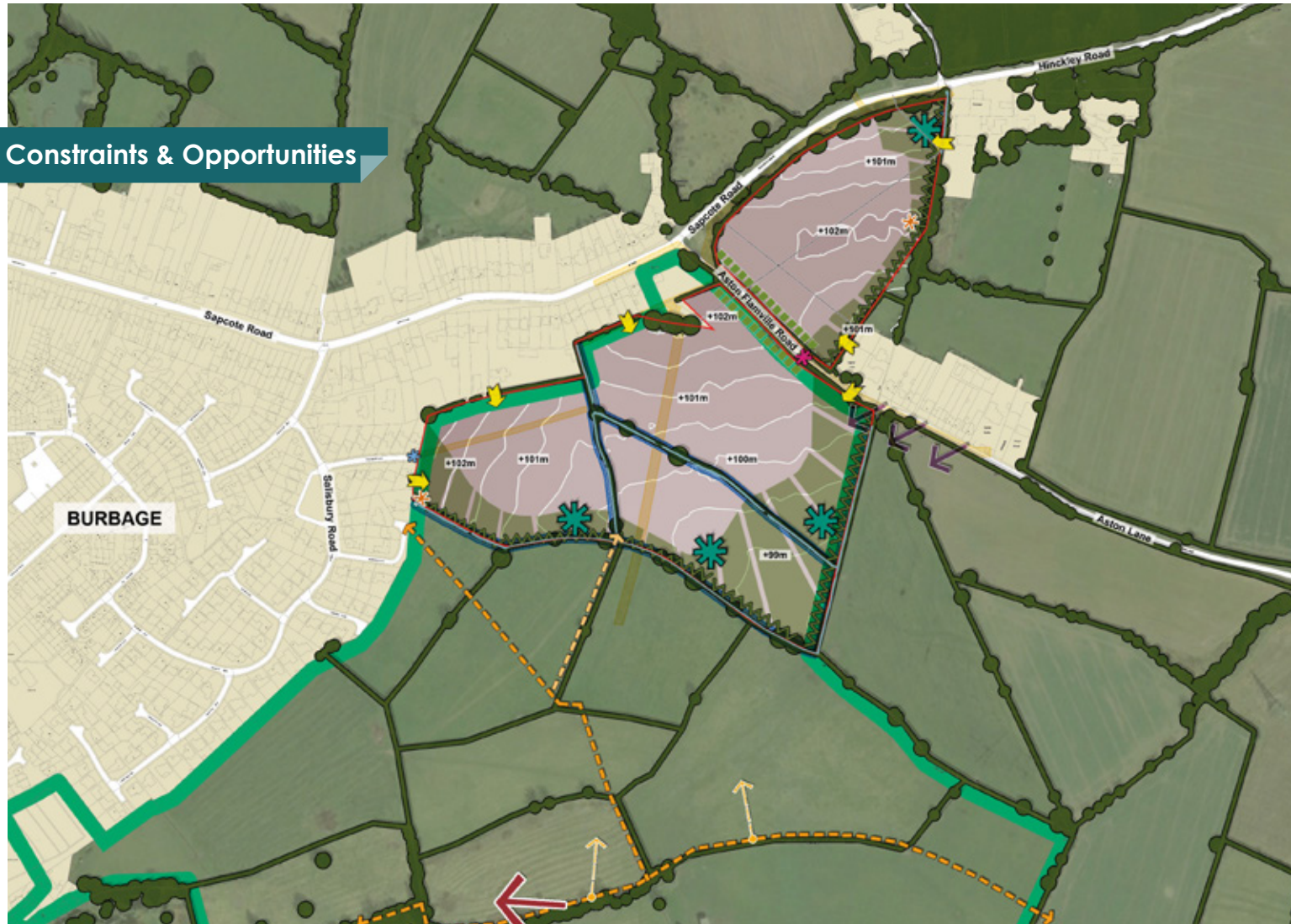
There are also a good range of Opportunities associated with potential development:

- The location of the development will have little effect on key views to St Catherines Church and the historic centre of Burbage;
- The development gives opportunities to retain and strengthen the existing hedgerow network with additional tree and hedgerow planting to create a landscape framework and integrated green infrastructure;
- There is an opportunity to create a soft built edge to the new development and positively address the countryside to the south and east through a planted landscape buffer;
- There is potential to provide a strong green link between Burbage Common and Woods in the north, around the perimeter of the development, to link towards the heart of Burbage which will enhance the edge of the settlement;

- New links can be created to existing public rights of way;
- New safe, well considered, connection points can be created into the local road network;
- There are opportunities to utilise connections with existing bus stops and the public transport network;
- There is potential to create high quality public open spaces for use by existing and proposed residents for social interaction, play and amenity;
- There is an opportunity to provide a high quality development which will integrate well into the surrounding context and will deliver a range of homes of different sizes and tenures, including affordable housing;
- A large number of new homes can be accommodated without affecting a large number of existing residents.

Part 4: Evaluation

Constraints & Opportunities



Part 4: Evaluation

Evaluation

The site itself provides an excellent opportunity for a development which integrates well with the existing residential area of Burbage. The site has no overriding environmental or physical constraints and provides the opportunity to establish a sustainable development which is both physically and visually well contained.

The following objectives are a direct result of the evaluation of baseline data, the site's context, constraints and opportunities and as a result of consultation responses:

- To create a neighbourhood of high quality design, drawing on the best features of local distinctiveness within Burbage.
- To provide a well-connected development, both in terms of vehicular access, but also public transport and cycling/walking connections to Burbage and beyond.
- To establish a clearly legible scheme, where residents and visitors can easily find their way around.
- To work with the intrinsic landscape character of the site and surrounding area.
- To make Green Infrastructure an integral part of the scheme, by creating a network of multifunctional green spaces for the benefit of residents, wildlife and the wider landscape.
- To provide good opportunities for healthy outdoor recreation, exercise and play.
- To manage surface water in a sustainable manner using SUDS, which can improve biodiversity and the distinctiveness of open spaces.
- To provide a good choice and mix of housing.



A Well-designed Place

The following vision for the site has been developed through a detailed understanding of the site and its context, and brings together the benefits and opportunities of the scheme from the following pages. The scheme presents an opportunity to create a vibrant new community with high environmental quality.

Through the Ministry of Housing, Communities & Local Government's National Design Guide (October 2019), a well-designed place is formed through the design of three overlapping themes; Climate, Community and Character.

Within this, the Guide sets out:

“Well designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy”.



- Context** - enhances the surroundings.
- Identity** - attractive and distinctive.
- Built form** - a coherent pattern of development.
- Movement** - accessible and easy to move around.
- Nature** - enhanced and optimised.
- Public Spaces** - safe, social and inclusive.
- Uses** - mixed and integrated.
- Homes and buildings** - functional, healthy and sustainable.
- Resources** - efficient and resilient.
- Lifespan** - made to last.



The following pages use this to set out how the scheme can realise the potential of a well-designed place.

Part 5: The Development Proposals

The Development Framework

The development proposals are illustrated by the Development Framework Plan, which indicates the parameters of the development. The plan identifies the following:

- The application site boundary;
- The means of vehicular access into the site;
- The location and extent of proposed land uses;
- The amount of built development (Net Developable Area)

Quantum of Development & Mix of Uses

The outline planning application covers an area of 16.00 Ha and comprises of:

Residential Development (9.85 Ha):

The residential area will provide up to 343 new homes at an average net density of circa 35 dwellings per hectare (dph) with a mix of dwelling types from 2-5 bedroom properties. The development will provide for a broad range of dwellings and house types offering a mix of market housing from first time homes to larger family homes.

Green Infrastructure and Public Open Space (6.15 Ha):

Public Open Space is proposed within the residential development reflecting local character. The proposals include a substantial green 'buffer' which will form a 'Linear Park' around the southern and eastern edges of the Site integrating new pedestrian footways / cycleways and a play space. This area will remain free of built development to provide a landscape buffer to the more open countryside beyond, include ecological enhancements and, will provide multifunctional public open space.

Further areas of open space will include new green corridors along the existing field boundaries to accommodate the existing

boundary vegetation throughout the site. These green corridors will also strengthen links for pedestrian movement and provide access to Burbage and the nearby Public Rights of Way and beyond into the wider surroundings.

Play Area:

The development will provide a significant amount of space for natural play including an equipped area of play located centrally to the site.

Structural Landscape:

There are existing mature hedgerows and trees to the site's boundaries. Where the boundary has become gappy or particularly species poor, additional planting will be introduced to create a robust green infrastructure around the site. New formal avenue tree planting will be introduced throughout the site.

Attenuation Area:

A series of attenuation basins will be located to the lowest points of the site along the southern and eastern Site boundaries. The new attenuation features will relieve surface water drainage from the new built development.

Part 5: The Development Proposals

Development Framework



	Site Boundary	16.00 Ha
Built Development		
	Residential Area Up to 343 Units @ 35 DPH	9.85 Ha
	Indicative Vehicular Routes	
	Vehicular Access Points: Aston Flamville Road	
	Pedestrian Access Point off Dorchester Road	
	Existing Residential Development	
	Existing Roads	
Green Infrastructure		
	Proposed Green Infrastructure	6.15 Ha
	Proposed Attenuation Ponds (Location subject to engineers recommendation)	
	Proposed Play Area (Including formal equipped play area - LEAP)	
	Proposed Structural Planting	
	Proposed Pedestrian Network	
	Existing Trees & Hedgerows	
	Existing Public Right of Way	
	Potential Link to Public Right of Way	

Part 5: The Development Proposals

The Illustrative Layout

The plan opposite, together with information in Part 5 demonstrates that this work has culminated in an appropriate and deliverable Illustrative Masterplan,

The Illustrative Layout, along with supporting text and illustrations in this section of the Design and Access Statement, indicates the principles of urban structure, (i.e. the framework and the layout of streets and pedestrian routes), and the urban grain, (i.e. the location, arrangement and design of the development blocks, plot arrangement, and green infrastructure).

The Illustrative Layout provides an indication of densities across the site and identifies the situations where taller buildings may be used to close a vista or turn a corner etc. In addition information is provided with regard to building scale and the appearance of the development both in terms of its architecture and landscaping.

The purpose of the Illustrative Layout is to provide a template for the detailed design stage of reserved matters applications. It sets out the key urban design principles that the development will seek to adopt.

Key Elements of the Proposals

1. Vehicular access to the northern and southern parcels to be gained from Aston Flamville Road;
2. A substantial green 'buffer' which will form a 'Linear Park' around the southern and eastern edges to reflect local examples and create a focal point to the proposals;
3. Development scale and massing will be reflective of the surrounding built form environment within Burbage and development blocks will be positioned to create view corridors to the surrounding countryside;
4. Creation of a new recreational space for the local community with the provision for a new play area;
5. A series of new informal trails will be created throughout open space area connecting from the development to Burbage and to potential links to the existing Public Rights of Way to the south;
6. Surface water attenuation basins located on lower ground of the site within 'Linear Park';
7. Enhanced eastern and southern boundary woodland planting to enhance habitat connections and provide screening between development, adjacent properties off Aston Road, and the surrounding countryside; and
8. Opportunity to incorporate new frontage landscape to improve the approach to Burbage from the east, along Sapcote Road and Aston Flamville Road.

Part 5: The Development Proposals

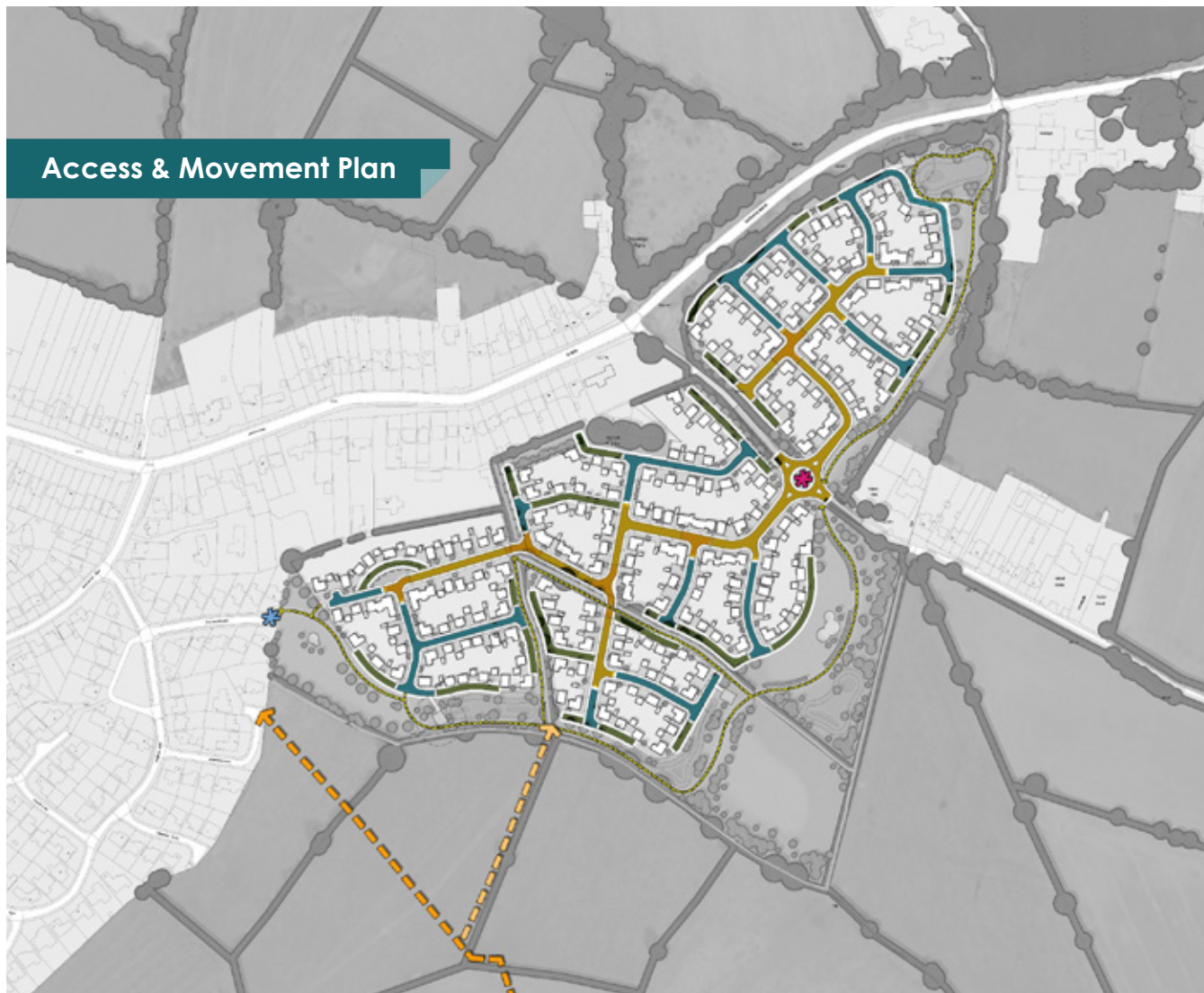
Illustrative Masterplan



	Site Boundary	16.00 Ha
Built Development		
	Residential Area Up to 343 Units @ 35 DPH	9.85 Ha
	Feature Squares	
	Primary / Secondary Roads	
	Shared Driveways	
	Vehicular Access Points: Aston Flamville Road	
	Pedestrian Access Point off Dorchester Road	
	Existing Residential Development	
	Existing Roads	
Green Infrastructure		
	Proposed Green Infrastructure	6.15 Ha
	Proposed Attenuation Ponds (Location subject to engineers recommendation)	
	Proposed Play Area (Including formal equipped play area - LEAP)	
	Proposed Structural Planting	
	Proposed Pedestrian Network	
	Existing Trees & Hedgerows	
	Existing Public Right of Way	
	Potential Link to Public Right of Way	

Part 5: The Development Proposals

Access & Movement Plan



Access & Movement

To maintain good legibility of the Site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used. The proposals encompass the following three street types:

1. Main Street (Primary Road)
2. Secondary Lanes
3. Green Lanes (Shared Driveways)

Each street type is described in more detail below in terms of key layout principles and is accompanied by an illustrative section.

-  Vehicular Access Points: Aston Flamville Road
-  Pedestrian Access Point off Dorchester Road
-  Main Street (Primary Road)
-  Secondary Lanes
-  Green Lanes (Shared Driveways)
-  Proposed Pedestrian Network
-  Existing Public Right of Way - Leicestershire Round
-  Potential Link to Public Right of Way

Part 5: The Development Proposals

The northern and southern parcels will be accessed from a new roundabout junction off Aston Flamville Road. Within the development areas, a clear and legible hierarchy of routes would be provided, to allow easy access and navigation.

The main points of access would link to primary streets which would connect development parcels via a series of secondary and tertiary streets. A pedestrian access point is also proposed on the south western boundary. This will provide pedestrian and cycle links to the existing settlement through Dorchester Road.

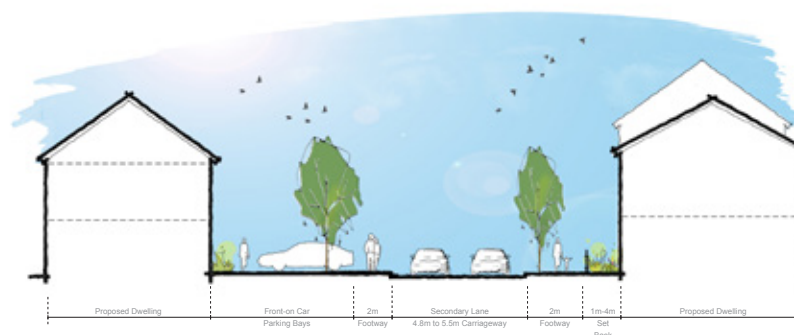
The Framework Plan shows a network of pedestrian / cycle routes through the development with a connected pattern of streets, footpaths and open spaces. New footpaths through the proposed green infrastructure network would provide potential connections to the existing Leicestershire Round long distance footpath and towards the village and countryside to the south west.

This overall strategy will encourage the community to walk and will promote healthy active living. The proposed routes will serve all significant desire lines within the site and offer safe and secure routes and connections towards the village centre.

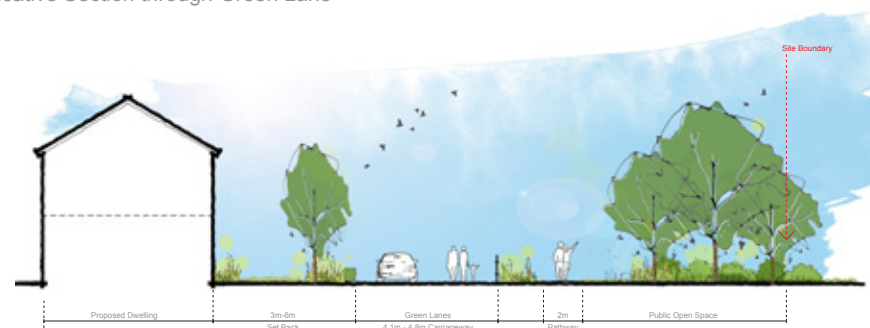
Indicative Section through the Main Street



Indicative Section through Secondary Lane



Indicative Section through Green Lane



Part 5: The Development Proposals

The Character

The creation of distinct character areas will provide legibility within the Site and a strong sense of place. Each character area will have a clear landscape treatment, drawing on local characteristics and distinctive built form and materials.

The overall character of the proposed development will draw on the best examples from within Burbage, but will also reflect the way people want to live today. It is expected that there would be variations in character, density and design across the development areas to create a strong sense of place.

The proposals are to include subtle variations in the building line, in terms of scale, height, and most notably, the set back of buildings from the footway. The building line along the main access roads could have a more consistent set back, resulting in a more formal arrangement. Frontages could contain areas for parking and private gardens with trees.

To define the boundaries between private and public spaces, dwellings are envisaged to have private frontage in the form of garden areas and parking.

On the eastern and southern edges of the scheme, typically where housing fronts on to private driveways and open space, localised variation in depth would be greater with a more relaxed building orientation to add a greater sense of informality.

It is important that frontages are not excessive and that buildings still relate and interact with the public realm. The use of smaller private frontages with larger private rear gardens is the predominant theme within the scheme.

Consistent boundary treatments which reflect the local vernacular form part of the masterplan vision for defining frontages.



Character Area 1: Green Fingers and Edges



Character Area 2: Residential Core



Character Area 3: Linear Park

Part 5: The Development Proposals

Character Areas



Character Area 1.
Green Fingers and Edges

Character Area 2.
Residential Core

Character Area 3.
Linear Park

Part 5: The Development Proposals

Character Area 1: Green Fingers & Edges

Green Fingers and Edges are proposed to follow the existing hedgerow and tree network across the site and be supplemented and enhanced by new tree planting.

It is envisaged that housing predominantly located along Green Lanes (Shared Driveways) would overlook the routes, which would incorporate footways / cycleways, allowing access through the Site and informal routes for dog walking and accessing the larger green spaces.



Masterplan Extract: Green Fingers - Southern Parcel



Green Lanes adjacent to Green Fingers



Properties fronting onto Green Fingers

Typical Images

Part 5: The Development Proposals

Visualisation of Green Fingers & Edges



Part 5: The Development Proposals

Character Area 2: Residential Core

A diverse hierarchy of streets is proposed within the site.

The vision includes for tree planting along the highest order streets through the residential core of the development. It also includes for housing to have a variety of frontages including gardens and planting.



Masterplan Extract: Residential Core - Southern Parcel



Variations in frontages



Tree lined Main Street

Typical Images

Part 5: The Development Proposals

Visualisation of The Primary Street within the Residential Core



Part 5: The Development Proposals

Character Area 3: Linear Park

The masterplan proposes a linear park along the southern and eastern edge of the Site. This broad, green space would provide a buffer to the development and a link to the wider countryside. It is envisaged that new dwellings along these boundaries would front onto the park to encourage residents to view it as usable space. This would also provide natural surveillance of the area. The houses in this location are envisaged to adopt a more informal layout to create a soft edge.

The park area would include a matrix of grasslands with some meadow planting and some more managed amenity areas closer to the new housing. Tree planting would be selected from a palette of native species. Sustainable drainage features would also be incorporated, some of which could include permanent wet areas, along with damp marshy grassland. Access could be provided through the park through a mix of surfaced routes and mown grass pathways. The Linear Park would create a transition from the edge of Burbage to the wider countryside.



Masterplan Extract: Linear Park - Northern Parcel



Sustainable drainage features



Meadow and woodland mix planting

Typical Images

Part 5: The Development Proposals

Visualisation of the Linear Park



Part 5: The Development Proposals

Arrival Points & Focal Spaces

The creation of views within the layout is important. This will be introduced by arranging the building line so that it channels and frames a view, and by using keynote buildings to terminate a street view. This will provide character and encourage a sense of identity for residents. The use of views and landmarks will help people to navigate around the place.

Streets and blocks should be designed so there are views of the surrounding context, including the views from the Site. This will help deliver a design that responds and relates to its setting.

Attractive views can be generated through the richness of the streets and the built form. Variations in building designs and materials, and the use of street trees, for example, will create visual interest within the layout.

Reference should be drawn from local examples with modern architecture based on traditional character encouraged.

The adjacent figure provides an indication of potential arrival and feature space locations and views throughout the development.



Part 5: The Development Proposals

Housing Plot Arrangements

In broad terms, the street network is based around an irregular pattern of development blocks. A regular block structure, such as the Victorian layout of terraced housing is often represented by long and narrow rectilinear blocks, with narrow plan dwellings, small frontages and on street parking.

An irregular layout such as the one illustrated in the illustrative layout generally comprises of a variety of block sizes, being more organic in character.

It is vital that the development is easy to navigate, and for that reason a 'distorted grid' is adopted. Creating a more 'regular' form will help residents and visitors to easily navigate around the place and will ensure a high degree of legibility.



Corner Plot Arrangements - How blocks change direction, or move around corners, is an essential part of place making. The design will follow the best practice example of using, where appropriate, a continuous built frontage 'wrapping' around corners, and thus enclosing and defining spaces. The benefit of this approach is that it maintains a positive definition to the street, and avoids 'weak' ill-defined edges.

This will provide opportunities for locating landmark buildings on corners which in turn will help terminate, or frame views along the street.



Landmark Features - The use of landmarks such as a building projecting onto the street, or a gable end facing onto the street in an otherwise straight line of buildings will provide identity within the layout.

Other distinctions will be achieved by the careful use of building height and mass. A taller 2.5 storey building, if well located, can add prominence within a street of 2 storey buildings. The subtle use of materials and colour will also achieve this affect. Streets that lead to landmark spaces will be a key design principle. These will be formed by the 'distorted grid' and the intersection of blocks, as well as building groups.

Part 5: The Development Proposals

Scale of Development

In terms of scale, the scheme will include the following:

Housing Mix

- A range of 2-5 bedroom dwellings with a choice of house types, from single occupancy units to family sized accommodation. This would generate a wide demographic and also encourage a mixed community;
- A choice of homes would include terraced or linked units, townhouses, semi-detached and detached dwellings which broadly relates to the range of housing that can be found within the local area;
- Building design that considers flexible long term living, with opportunities for home offices, and lifetime home standards; and
- It will seek to provide the council's adopted affordable housing requirement.

Building Height

- Buildings will follow a scale that is in keeping with the adjacent landscape and urban context;
- Within the local context, buildings are commonly between 2 and 2.5 storeys in height. To provide flexibility in living styles and to relate to local character, dwellings will maintain the 2 and 2.5 storey range;

- The use of 2.5 storey dwellings, will be carefully considered within the layout. They will be used very occasionally, to either reinforce an important street or to act as a landmark building. Two storey dwellings will be the standard approach;
- Combined with the use of quality building materials, a sensitively designed roofscape and a green infrastructure of woodland and tree planting, new built development can be sympathetically integrated into the landscape;
- All buildings should ideally be designed to have a variation in their height from ground to ridge, or eaves height. The arrangement of buildings within a plot and subtle changes in height, along with variations in house types and materials, will add character and charm giving a strong identity and overall 'sense of place'; and
- During the detailed design, due regard will be given to the impact of height and overall mass on neighbouring plots. i.e potential shading of neighbouring properties and rear gardens.

Housing Density

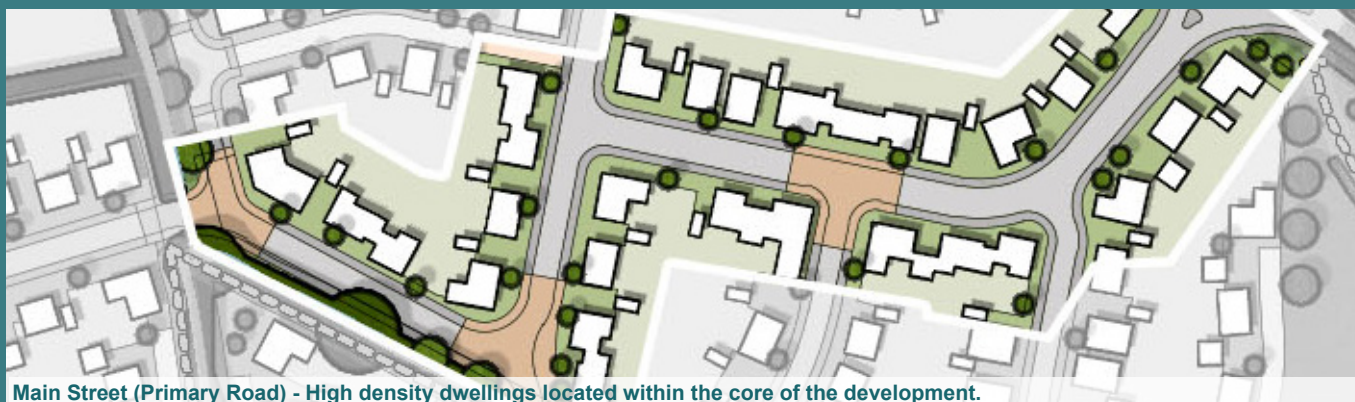
- The average density across the whole site is 35 dwellings per hectare (dph). This responds to the existing urban fabric and accords with Government guidance on the

efficient use of land and best practice design. It also achieves an 'urban' level of density, that will help support a sustainable neighbourhood; and

- Although there will be an average density across the development, the layout will be designed with the use of 'graded block densities' varying in density up to 35dph. This is common with most traditional settlements where there is variation in densities. This will enable the development to introduce a broad mix of house types and arrangements, such as detached wide plan properties in lower density areas, and linked narrow plan dwellings in higher density areas.

Part 5: The Development Proposals

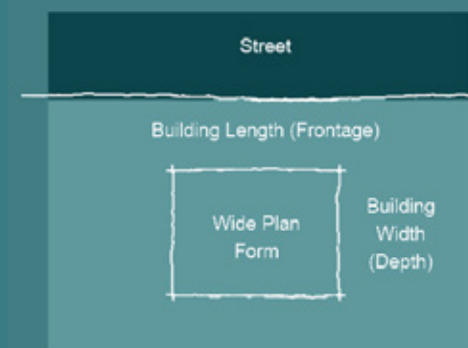
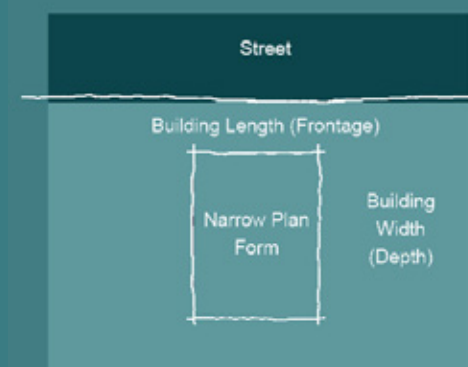
Scale of Development



Main Street (Primary Road) - High density dwellings located within the core of the development.



Green Lanes (Shared Driveways) - Low density dwellings located to the edges of the development.



Narrow and wide plan building form

Part 5: The Development Proposals

Street Frontage

To define the boundaries between private and public space, all dwellings will have some form of private frontage. These will tend to be small in higher density areas, appropriately between 1.0 - 3.0m metre in depth, whilst in lower density areas there will be the opportunity for increased frontages.

However, it is important that frontages are not excessive and that buildings still relate and interact with the public realm. In general, the use of smaller private frontages with larger rear gardens should be the predominate theme along the main routes and around public spaces, with larger front gardens used to define corners or vistas, along the Lanes and towards the edges. Frontages will be defined by the use of consistent boundary treatments, which reflect the local vernacular.



Typical Image: Small private street frontage - high density areas



Typical Image: Larger private street frontage - low density areas

Community Safety

A desirable place to live, work and play, which is safe and secure, is fundamental. This will be achieved by the way the development is laid out and by the street, block and plot design.

Buildings will be located to actively face streets and public areas in order to promote 24 hour surveillance, and to encourage safer places. Public areas will be designed so that they are safe, easily accessible and attractive to use. All users will be considered as part of an inclusive design approach. It is important that there is good surveillance of public spaces by a number of properties and buildings, and that barriers, blank walls and 'dead ends' are avoided. Locating windows and doors on corners, or gable ends is a key principle, and occurs within the local context. Across the whole development careful attention will be paid to designing out crime through the layout, and promoting privacy and security. This will be achieved by:

- High quality active streets;
- The position of buildings to the front of the plot;
- Well located windows and doors that survey the public realm clearly defining public and private spaces.

Part 5: The Development Proposals

Parking Principles

Levels of car and cycle parking will be set in accordance with Leicestershire County Council's adopted standards as outlined within the relevant sections of The Leicestershire Highway Design Guide. New homes and the buildings should be designed so that they have sufficient parking spaces based on the local authority standards.

There will be a range of parking solutions that are based upon best practice approaches. This will comprise a combination of the following:

- On-street parking, including parallel parking;
- On-plot parking on driveways;
- Garages; and
- Integral garages.

Parking Types

On-street Parking - On-street parking enables owners to readily see and access their vehicles. It also helps to calm traffic by creating activity within the street. On-street parking will need to be carefully designed to ensure that it does not dominate the street or effect pedestrians, cyclists and vehicle movement. Widening of the carriageway to accommodate a small run of parking bays is the preferred approach with the use of street trees, for example, to help define parking and to soften the view of parked cars.

On-plot Parking - The principle is that on-plot parking should be designed so that vehicles are stored within a garage, car port, driveway or by an 'undercroft' arrangement. On-plot parking should be well considered. Garages and car ports for example, should be set back from the street frontage either at the side or rear of the plot so that cars do not dominate the street frontage.



Detached property with rear garage and side parking



Large detached property with double side parking and garage

Part 5: The Development Proposals

Calming Traffic

Calming traffic within the development will be an important part of delivering streets for people, and priorities for pedestrians. The principle is that vehicle speed will be calmed by design and that detailed layouts will incorporate common best practice approaches. To slow vehicles and to encourage users to drive with caution it is expected some or all of the following methods will be used:

- Locating homes so that they are close to the street edge;
- The use of frequent street intersections;
- Changes in the carriageway surface with the use of 'unexpected' road surfaces such as paving setts;
- The narrowing of the carriageway and / or the street to create 'pinch points';
- Positioning buildings so they act as 'pinch points' or 'gateways';
- The removal of the traditional footway-kerb-carriageway arrangement and the use of well designed 'shared surfaces' to create streets for all;
- Carefully restricting forward visibility through the arrangement of buildings, the building line and landscape treatment; and
- The use of well placed street trees and/or street furniture.



Typical Image: Traffic Calming - Changes in carriageway surface

Care will be needed to ensure that some methods, such as 'shared streets' for example, are used in appropriate locations, such as Green Lanes, and that they are inclusive in their design in terms of materials and demarcation.

Vehicular Access & Public Transport

The outline application is accompanied by a Transport Assessment (TA).

The assessment concludes that suitable vehicular access points can be achieved onto Aston Flamville Road (northern and southern parcels) in line with the relevant Council Standards and that there are no material traffic impacts associated with the development.

Hinckley train station is located near to the site and provides direct connections to Leicester and Birmingham train stations. There are also bus services operating to the centre of Hinckley and to Leicester, with the nearest bus stops located along Sapcote Road.

It is central to the philosophy of the development access strategy to provide well connected and permeable access arrangements for the benefit of those travelling on foot, cycle, public transport and to ensure that motor traffic is provided for in a way that does not have a material detriment.

Part 5: The Development Proposals

Pedestrian & Cycle Linkage

The Illustrative Layout creates a number of walking and cycling routes through a connected pattern of streets, footpaths and connections to existing rights of way. This overall strategy will encourage the community to walk and cycle and will promote healthy active living.

These will serve all significant desire lines within the site and offer safe and secure routes to facilities within Burbage.

This network is arranged so that it will provide routes into the settlement to the north and west with further connections to the countryside to the east and south.

The street design will also include footways and cycleways to provide priority for pedestrians and cyclists in terms of movement and crossing points. This will help to facilitate safe and easy pedestrian and cycling movement through the development.



Footpaths overlooked by adjacent properties also provide natural surveillance and activity within public open space



Typical Image: Houses fronting the footpaths & cycleways



Typical Image: Informal pathways along rural edge

Part 5: The Development Proposals

Appearance of Development

The proposals will respond to the local character. General themes that contribute to the character of Burbage include:

- Red brick, which is particularly prominent in the village;
- Rendered feature properties;
- Occasional brick walls to frontages;
- Front porches;
- Occasional bay windows;
- A mixture of slate and red tile roofs; and
- Properties on the edge of the village are generally set back from the road.



1. Predominantly red brick properties.
2. Rendered feature properties.
3. Front porches.
4. Occasional bay windows.
5. A mixture of slate and red tile roofs.

Sustainability

Jelson Homes are committed to the development of a site which is environmentally, socially and economically sustainable. The design will seek to reduce the development's carbon footprint and will include specific measures aimed at promoting reduced energy demand and enhanced energy efficiency.

Water and waste use and recycling have been carefully considered from the outset and the implementation of a sustainable drainage system is a key component of the layout.

Jelson assess all sources of materials for sustainable credentials and aim to use predominantly 'A' rated materials and products. All site operations would be monitored to control waste and recycling of materials.

Water management systems within the properties would be included as well as providing a water butt to the rainwater discharge pipes to each dwelling.

Jelson exceed the Building Regulation Thermal requirements for external wall construction and use non-ozone depleting insulation products and all boilers and appliances are all 'A' rated. Jelson use traditional brick and block construction, including blockwork walls to upper floors. They also use wet plaster which helps to achieve very good sound insulation.

The scheme incorporates robust and weather resistant built forms for more extreme climatic events. As far as possible, buildings have been orientated to make the most of passive solar gain. The scheme will include measures to reduce transport emission by reducing reliance on the car. The site's location, within walking distance of the village centre and bus stops close to the site entrance will further assist this objective.

Part 5: The Development Proposals



Part 6: Green Infrastructure

Approach

The masterplanning for this scheme has been developed alongside the principles set out in “Building with Nature” an initiative that puts nature at the heart of development in a way that’s good for people and wildlife. The initiative came out of a collaboration between Gloucestershire Wildlife Trust and the University of the West of England. The approach is widely respected and followed by a range of organisations establishing high quality multifunctional Green Infrastructure.

Building with Nature includes 23 standards which together establish a solid foundation for the delivery of high-quality green infrastructure. These include 5 core standards setting out the overall principles and a further 6 standards under each of the three thematic groups of Wellbeing, Water and Wildlife. The Standards can be used for formal benchmarking and accreditation of a scheme, but for this project, they have been applied to guide and reflect on the scheme as it has been developed.

The Green Infrastructure Proposals

The site comprises two parcels of land north and south of Aston Flamville Road. The northern parcel is a single field, and the southern parcel is made up of 3 fields. The scheme has been developed around retaining the individual hedges and associated boundary trees. Over 36% of the site is devoted to Green Infrastructure.

A tree survey has been carried out following BS 5387 and this has identified the trees of value within and around the site. All these will be retained and protected, and the masterplan has been developed to respect the root protection zones. The trees within the adjacent gas compound south of Sapcote Road are not within the site but are the highest quality trees in the area. These will be protected, and development set back from them, making them a feature of the scheme.

Within the northern site parcel, the structural Green Infrastructure will be concentrated towards the east, providing a transition to the wider rural area, and a green link / wildlife corridor through the site towards Aston Firs and Burbage Wood to the north. This area can include small native copses, mixed native scrub planting, individual trees, meadow planting and informal paths. The northern part of the area would include a sustainable drainage feature. This feature will incorporate a

variety of levels with some areas subject to periodic inundation, and a smaller area of permanent water, with native planting around the perimeter. This feature would be designed in detail as an attractive wildlife feature and would include a perimeter path.

Within the area of residential development, there would be frontage landscape areas and some tree planting within the larger spaces.

The southern part of the site, south of Aston Flamville Road, is made up of three parcels, developed around a framework of the existing hedges and trees. Built development would be limited to the western part of the land, with the east and south being multifunctional green infrastructure.

A hydraulic flood modelling exercise has been undertaken to understand flood risk associated with the ordinary watercourses which flow through the site. The modelling has shown that to reduce flood risk to the site, three undersized culverts will be removed and the banks of the watercourses will be raised slightly to keep water within the channel. In order to ensure that flood risk to land downstream of the site is not increased, using the existing site levels, the southern corner of the site

Part 6: Green Infrastructure

Green Infrastructure Plan

is proposed to be used for floodplain compensation. During heavy rainfall when the watercourse levels rise, water will flow into the flood storage area. Water will then flow back into the watercourse through a flow control at a controlled rate.

This would be a multiuse area with meadow grassland and informal paths, with some new copse and mixed native scrub planting. To the east of this greenspace an attenuation basin would be established to deal with drainage from the site before discharging into the ordinary watercourse to the south. This will be designed with shallow sides to form part of this greenspace, with a small area of permanent water, emergent vegetation, and some grassland.

Proposed Green Infrastructure		Proposed Pedestrian Network	
Proposed Attenuation Basins (Location subject to engineers recommendation)		Existing Trees & Hedgerows	
Proposed Play Area (Including formal equipped play area - LEAP)		Existing Public Right of Way	
Proposed Structural Planting		Potential Link to Public Right of Way	



Part 6: Green Infrastructure

The Standards - How the scheme has responded to the Standards

The standards are repeated below, along with commentary on how the scheme has responded to them;

Core Standards

CORE 1: The green infrastructure forms a multifunctional network.

The Green infrastructure has been designed as a multifunctional space, incorporating space for recreation and exercise, wildlife and sustainable water management. As an example, the area of land to the west in the southern parcel, would have the levels slightly reduced to assist with flooding, allowing occasional inundation, but would be a useable recreation space and meadow for the majority of the year.

CORE 2: The scheme identifies important local character features as a starting point for the green infrastructure proposals and incorporates them into the scheme to reference, reflect and enhance the local environment.

The local landscape character is mainly influenced by settlement, farmland, hedges and trees. The Green infrastructure would develop this rural edge character with native tree and shrub species. Views to the church spire in the centre of Burbage, are a feature of the wider area around the site. Opportunities for new views to the locally distinctive church spire would be designed into the scheme.

CORE 3: The type, quality and function of green infrastructure respond to the local context.

The range of green infrastructure provision will respond to the requirements of the local area, with provision for all ages, including formal play and informal multi-functional areas for less structured play. The spaces will be well overlooked from the nearby houses, making spaces that feel safe for all members of society.

CORE 4: The green infrastructure is resilient to climate change; and minimises the scheme's environmental impact with respect to air, soil, light, noise, and water; and enhances the quality of air, soil and water.

Climate change has been carefully considered and forms an important part of the water management proposals. By reducing ground levels across part of the site, within the meadow area to the south west, the area can accommodate water in times of flood, improving the current situation downstream and making the wider catchment more resilient to the effects of climate change. Tree cover would be increased within the site, with consequent benefits providing shade and assisting the establishment of good soil structure.

CORE 5: Provision is made for long term management and maintenance of all green infrastructure features post development.

All the Green Infrastructure would be subject to a Landscape and Ecological Management Plan (LEMP) and would be managed by a management company or adopted by the local authority. The LEMP would include periodic reviews of the management prescriptions, to adapt to changing future needs

Part 6: Green Infrastructure

Wellbeing Standards



WELL 1: Green infrastructure is accessible for all and is situated close to where people live to promote health, wellbeing, and active living.

The Green Infrastructure would be close to all the new houses, with green corridors extending through the built environment. All areas would be with 5 minutes' walk of a larger area of green space, and would be accessible via level or gently sloping surfaced paths. A range of circular walks would be provided around the site perimeter, for gentle activity and recreation within the site, or as links to routes in the wider landscape. A new permissive route would be established from the site across farmland to the south, to join with the Leicestershire Round long-distance route. This would allow more opportunities for new residents to access the wider PROW network. Within the site the surfaced routes would be overlooked by the houses and not contained or screened by dense planting, which could ensure that they feel safer for use by everyone.

WELL 2: The scheme encourages all people to use and enjoy green infrastructure and considers the needs and strengths of vulnerable and excluded groups.

Burbage is not an area with any identified particularly vulnerable

or excluded groups of people. The local population has a broad age range, and inevitably there will be people with particular needs. The Green Infrastructure is designed to feel safe and welcoming to all with a network of well overlooked routes through the development, and some larger green spaces.

WELL 3: Green infrastructure is designed to encourage optimal use and employs hard and soft features to be accessible at all times of year.

The soils at Burbage are relatively heavy, and during winter months or after heavy rain the footpath network across the wider landscape can be muddy and unattractive to many. By providing surfaced routes within the site Green Infrastructure, it will be possible to use the area all year around. The provision of tree planting and seating along the footpath routes will be carefully considered, to provide seating in bright sunny locations, and seating that can benefit from shading on very hot days. Providing these features can make the area more accessible to a wider range of users who may otherwise be put off, by the weather or ground conditions.

WELL 4: The scheme supports local priorities for reducing and/or preventing health inequalities.

Part 6: Green Infrastructure

Wellbeing Standards Continued

The scheme has not been developed for any identified health inequalities at Burbage but does include a variety of features that can assist more generally. Including areas of native planting and wildflowers, brings nature closer to people's houses, and this can have benefits in reducing stress and anxiety. Having quality green space close is also beneficial to children, where green space has been identified in assisting mental health. By providing a variety of spaces, smaller and larger in scale a variety of uses can be accommodated.

WELL 5: The scheme demonstrates innovative solutions to overcoming social and cultural barriers to use and enjoyment of green infrastructure and considers how green infrastructure can promote socially sustainable communities and community cohesion.

Burbage is an area with a settled community, though close to the site there are few locations within green space where people can gather, or community activities could take place. The larger green space within the southern parcel, could provide an area where community activities could take place, for the new residents and the existing community. By providing new footpath routes and links through the development site to the Leicestershire Round footpath, residents of Burbage can

be encouraged to walk through the site, aiding integration of the new and existing communities.

WELL 6 : The scheme demonstrates that green infrastructure is integral to the distinctiveness of place.

The distinctive elements within the site, are mainly the existing hedgerows and trees, and these would be retained providing a structure for development. The new landscape structural planting would extend these features and provide a framework for new spaces, that would largely have a naturalistic character.



Part 6: Green Infrastructure

Water Standards

WAT 1 : Green infrastructure is integral to sustainable drainage and features are designed to minimise surface runoff, manage flood risk, and maintain the natural water cycle.

The sustainable drainage has been an integral part of the overall scheme design, both with the location of the built environment and the green infrastructure. Surface runoff will be minimised by a series of attenuation basins within and adjacent to the residential development. These will feed into the ordinary watercourse to the south of the site. The large area of greenspace to the south west of the site would have a lowering of levels, to accommodate water at times of high rainfall. This would assist in managing flood risk on site and downstream, and would maintain the natural water cycle.

WAT 2 : Green infrastructure has been used to improve water quality within the boundary of the scheme.

The quality of surface water will be improved by incorporating the principles of the SuDs Management Train. The proposed series of attenuation basins will be designed to provide adequate treatment to improve the quality of surface water prior to discharge into the ordinary watercourse. To enhance biodiversity, where possible, the attenuation basins will be

designed with a permanent pool of water which will provide new habitats for wildlife.

WAT 3 : The design of SuDs enhances the capacity of green infrastructure features to create and sustain better places for people and nature.

The sustainable drainage for the site uses several “sub catchments”, rather than relying on one single component to manage water volumes. This has the benefit of rehydrating the landscape through the site. The suds features would be designed in detail to provide a variety of habitat opportunities from areas of permanent water, to damp grassland.

WAT 4 : The scheme responds to the local policy context in terms of water management, demonstrating an innovative approach to move beyond the statutory minimum.

At this stage the proposals do not include an innovative approach.

WAT 5 : A diversity of green infrastructure features are utilised to improve water quality, utilising more and better treatment stages to maximise pollution reduction downstream.

A range of features are proposed including a series of attenuation basins with a provision for permanent pools of water. In addition, permeable driveways and porous paving for private roads will be considered.

WAT6 : Features relating to water management are used to enhance local distinctiveness and add value to the overall design.

The SuDs features would be integral parts of the proposed green infrastructure. The features would add character to the green spaces.

Part 6: Green Infrastructure

Wildlife Standards

WILD 1: Green infrastructure delivers a net enhancement of biodiversity quality by avoiding, mitigating, and compensating for impacts on existing biodiversity, and restoring, creating and enhancing biodiversity, where possible within the boundary of the scheme. Provision has been made for on going monitoring and remediation.

The scheme will deliver biodiversity net gain, with provisional calculations indicating this will be achieved within the site itself. The features of greatest ecological value such as the hedges trees and existing watercourses would be largely retained and enhanced, and new habits established. The existing grassland on site is of limited botanical interest, but new more floristically rich swards can be established, particularly in the area to the east. Some areas of amenity grassland will be required, for example to provide for boisterous play, but much of the area can be managed for biodiversity and recreation. The scheme will deliver one of the three key aims of the Leicestershire and Rutland Local Biodiversity Action Plan by creating new habitats managed in a wildlife friendly way on previously intensively managed land. This will include the creation of the three habitats the action plan specifically recommends; wetland, woodland (which includes scrub) and open land under low intensity management (which includes rough grassland). The

ongoing management of these created habitats will be assured through the implementation of an environmental management plan specific to the scheme.

WILD 2: Green infrastructure features ensure linkages between habitats within the boundary of the scheme.

The green Infrastructure links around and through the scheme, using a framework of the retained existing hedgerows. At a landscape scale, more diverse areas of nature will extend through the site, particularly through the wide area of GI to the east, from the farmland east of Burbage village centre, to Aston Firs and Burbage Woods, which are areas of recognised wildlife value. The Green Infrastructure can provide a more joined up network of diverse habitat.

WILD 3: Green infrastructure delivers key measures that contribute to the target conservation status of key species.

The green infrastructure will provide long-term benefits to starling and dunnock, two species whose baseline populations within the site were assessed as being of local level conservation importance. Starling and dunnock are on the Birds of Conservation Concern red and amber lists, respectively, and

are both identified as Species of Principle Importance under Section 41 of the Natural Environment and Rural Communities Act (2006). The retention of the vast majority of hedgerows and trees within the development will continue to support the existing populations of both species. The provision of scrub and other structural planting within the green infrastructure will provide additional breeding and foraging resources for dunnock as the vegetation matures, whilst the creation of wildflower grassland will provide foraging habitat for both species.

WILD 4: Green infrastructure includes ecological features around and within the built environment.

Features will be included in the built environment, at detailed design stage. These can include bird and bat boxes. Small gaps will be built into the bottom of garden fences to allow wildlife dispersal across the built environment, including hedgehog.

WILD 5: Green infrastructure is effectively connected to ecological features beyond the boundary of the scheme and plays a role in restoring and sustaining wider ecological networks.

The scheme is well connected to wider ecological features, in

Part 6: Green Infrastructure

particular Aston Firs and Burbage Wood, to the north of the site. The new habitats established within the site can provide stepping stones for biodiversity from these large scale higher value wildlife sites, to the wider countryside, particularly to the south and west.

WILD 6: The scheme secures biodiversity measures in all stages of implementation and in the case of phased development schemes, across multiple phases of development.

Green Infrastructure would run through all phases and parcels of development, north and south of Aston Lane. The phasing of housing and green space would be controlled through the planning consent. The Sustainable drainage works would be completed at an early stage in the development and the associated planting works would also be completed, allowing the landscape to mature, before some stages of the development would be complete.

Part 7: Building for a Healthy Life

Summary

The following section provides a summary of the relevant elements of the scheme that have been considered against Building for a Healthy Life.

BHL is accepted as a useful design tool for residential masterplanning and the application proposals have responded to the 12 considerations. The following section provides a response to the BHL considerations which have helped guide the overall design process.



Integrated Neighbourhoods

Natural Connections: *Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.*

Response: This has been key to the masterplan. A new network of footpaths and cycleways within the Site will link to the existing settlement and form links to the wider countryside to the south and east of Burbage. This includes a potential link to the existing Public Right of Way to the south of the Site.

Walking Cycling & Public Transport: *Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.*

Response: The development has easy access to public transport with close links to existing bus route along Sapcote Road. Cycling routes within the site that connect to the wider surroundings will encourage people to be more active and less car dependent.

Facilities & Services: *Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.*

Response: The development is in close proximity to the centre of Burbage where numerous facilities are located. New recreational spaces will be included within the Site including new equipped play space, new pedestrian footways / cycleways and informal open spaces.

Homes for everyone: *A range of homes that meet local community needs.*

Response: The accommodation mix reflects the needs and aspirations of the local community. The design includes a range of dwelling sizes across the Site, to provide a mixed community. The tenure mix has been developed with market needs in mind. All dwellings proposed include private outdoor space which is recognised as important for mental health benefits.

Part 7: Building for a Healthy Life

Distinctive Places

Making the most of what's there: Understand and respond.

Response: The layout and green infrastructure for the scheme responds to its context and provides a distinctive character. At a detailed level, features are included in the design, to develop local distinctiveness. The architectural details of the proposals are inspired by and will contribute to the local character of Burbage.

SuDs features take advantage of the Site topography whilst contributing to biodiversity and views out from the site into the 'Linear Park' to south and east. The existing settlement has been considered and responded to in the overall Site layout.

A memorable character: Create places that are memorable.

Response: The design approach retains the existing hedgerows and boundary trees wherever possible, which will give immediate character for the development. Architectural details / materials reference local character and spaces within the Site have been considered for character benefits such as the entrance proposals and feature squares/greens.

Well defined streets & spaces: Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

Response: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

Easy to find your way around: Use legible features to help people find their way around a place.

Response: The layout for the scheme follows a simple approach with a central main route through the scheme linking to series of nodal feature squares. 'The Linear Park' and 'Green Corridors' will also provide a strong orientation point.

Key buildings are located at the feature square junctions - materiality also aids orientation and navigation within the Site.

Part 7: Building for a Healthy Life

Streets For All

Healthy streets: Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

Response: The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets levels would be raised to give pedestrians priority, and to assist in calming traffic. Highway layouts are designed in line with local requirements. Pedestrian and cycle priority is designed where appropriate. The streets and the public spaces are well overlooked by adjacent dwellings, allowing informal surveillance and safe routes.

Cycle & car parking: Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Response: Car parking is integrated into the overall layout and design. Car parking is predominantly within curtilage, predominantly to the sides of dwellings. Where parking is provided to frontages, it is broken up by tree planting to avoid large expanses of parking.

Part 7: Building for a Healthy Life

Streets For All continued

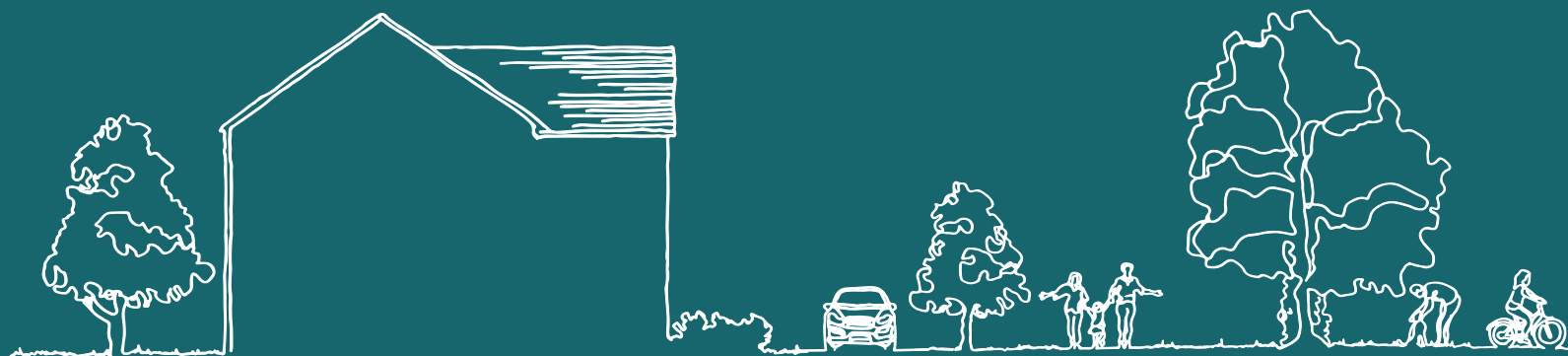
Green & blue infrastructure: Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

Response: The landscape framework is formed by a series of interconnected green spaces and corridors. The SuDs strategy plays a strong role within the landscape framework contributing to an increase in biodiversity across the Site. Public spaces will provide opportunities for the community to interact within the landscape.

Back of pavement front of home: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

Response: Boundary features to fronts of properties are well considered providing strong definition for public / private spaces transitions. A variety of boundary conditions are proposed, ranging from low walls at feature squares, to hedgerows and estate railings.

Front garden depths help define the street character. The building layout allows for bins and recycling stores to be stored out of sight to minimise their impact on the streetscene.



Land South of Sapcote Road **Burbage**

Jelson Homes