



LAND OFF SKETCHLEY LANE, SKETCHLEY

DESIGN AND ACCESS STATEMENT

AUGUST 2021

PROJECT TEAM



Masterplanning, Landscape, Ecology,
Arboriculture and Heritage



Planning, Highways, Drainage and Utilities

FOR EDP USE

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1 OVERVIEW

1.1 Document Purpose and Structure

- 1.1.1 This Design and Access Statement (DAS) has been produced on behalf of Barwood Development Securities Limited, and forms part of the Outline Planning Application material for development proposals at Land at Sketchley Lane, Sketchley.
- 1.1.2 In line with requirements set out within the Planning Practice Guidance, the purpose of this DAS is two-fold:
- To explain the design principles and concepts that have been applied to the proposed development; and
 - To demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

The document is structured as follows.

Section One: Overview

Section One sets out the structure and purpose of the Design and Access Statement and describes the applicant's over-arching vision for the site.

Section Two: Context

Section Two sets out the strategic and local context in terms of connectivity, local facilities and local character to demonstrate the sustainability of the site location and inform the design proposals.

Section Three: Evaluation

Section Three provides a site assessment and a summary of the findings of technical studies undertaken by the consultant team across a range of disciplines, which accompany the planning application. Evaluating the technical studies, a comprehensive Constraints and Opportunities plan sets a robust basis for the design process.

Section Four: The Design Story

Section Four documents the evolution of design proposals from conceptual work leading up to the final Illustrative Masterplan. It summarises the key influences and design decisions that have shaped proposals, as well as relevant feedback received during the consultation and stakeholder engagement process.

Section Five: The Proposal

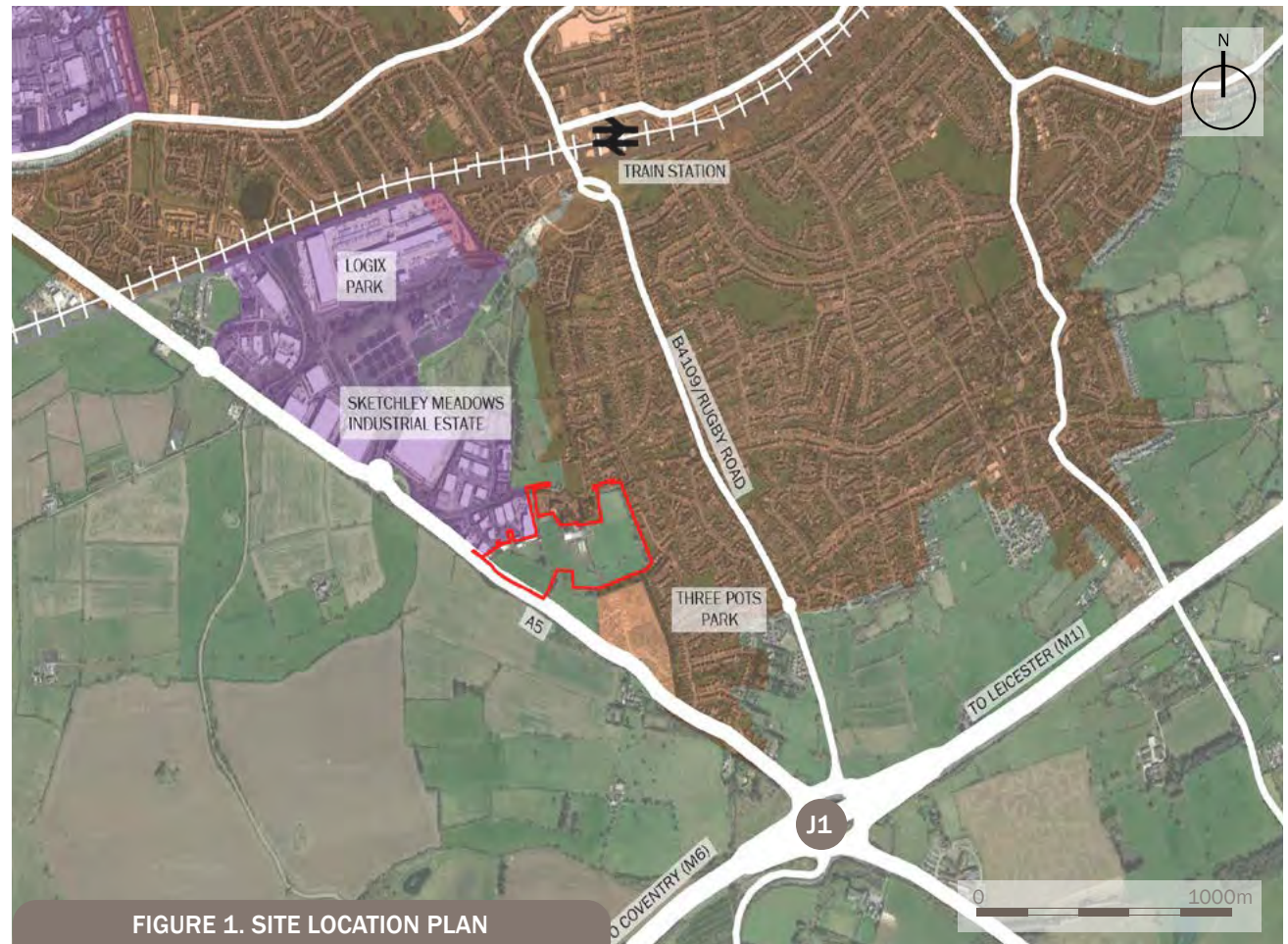
Section Five sets out in detail what the development proposals comprise. As this application is made in outline, clear differentiation is made between elements of the proposals that are 'fixed' and those that are 'illustrative'.

Section Six: Conclusion

Section Six provides a summary of the key features and benefits of the proposals.

1.2 Development Description

Demolition of existing poultry and cattle buildings and erection of up to 150 dwellings with vehicular access from Sketchley Lane and associated internal estate roads, parking, sustainable drainage, landscaping and public open space.



Land at Sketchley Lane, Sketchley consists of 12.74ha of land to the south of Sketchley Lane and north of the A5. The site is sustainably located close to the town centre and other facilities and presents an exciting opportunity to deliver a high quality, landscape-led residential development.

1.3 Brief Site Description

Context

1.3.1 The application site, hereafter referred to as 'the site', covers some 12.74 hectares and is located to the west of Burbage, which lies within the administrative boundary of Hinckley and Bosworth Borough Council. Hinckley town centre lies to the north on the other side of the Birmingham-to-Peterborough Railway Line, which serves the town (see Figure 1).

Access

1.3.2 Figure 1 demonstrates how the site is well connected to the wider strategic road network. The site is currently accessed off Sketchley Lane via Sketchley Lodge, which connects back to the B4109/Rugby Road to the west, providing a direct connection to Junction 1 of the M69.

Site Description

- 1.3.3 The site is currently in agricultural use and surrounded on three sides by urban land uses, as shown in Figure 2. It is bounded:
- To the north by Sketchley Lane, Sketchley Lodge and the Sketchley Grange Hotel and Spa;
 - To the north-west by the Sketchley Meadows Business Park;
 - To the south-west by the A5, Watling Street;
 - To the south-east by retained agricultural use, beyond which is The Spinney development at Welbeck Avenue; and
 - To the east by a public bridleway and existing settlement around Three Pots Park.
- 1.3.4 Divided into six fields/paddocks of varying shape and size, the site is defined by a variety of hedgerows, tree belts and fences. The site slopes broadly from north-east to south-west, with a shallow valley profile through the southern part of the land.
- 1.3.5 The site currently has a cow shed and chicken shed located centrally, and livestock grazing across most parts of the site.



Important Note: The definitive red line plan is shown on the Site Boundary Drawing (edp4824_d002) that accompanies this application. Some of the illustrative plans within this Design and Access Statement include a simplified version.

1.4 Development Vision



Deliver much needed housing

A range of high quality housing will be delivered as per local needs, including a diverse mix of house-types, tenures, affordable units (at policy level) and dormer bungalow's.



Knit into the existing character of the place

Taking architectural references from neighbouring Sketchley village, and borrowing elements of parkland character from the adjacent development to the south, the design will use locally appropriate materials, features and styles.



Create a happy and healthy community

The provision of extensive natural and amenity open spaces and high quality public realm will help foster a sense of community, improve wellbeing and promote healthy lifestyles.



Retain and enhance green infrastructure to increase biodiversity

Strengthen retained vegetation, adding new areas of native hedgerow, tree and woodland planting, and wildflower meadows to deliver an overall net gain in biodiversity.



Connect to a sustainable route network

Tie into the existing public rights of way and bridleway network by providing attractive new green routes for pedestrians and cyclists which link to key destinations such as the railway station, and provide attractive recreational routes.

VISION STATEMENT

The proposals for Land Off Sketchley Lane, Sketchley will create a high-quality and attractive residential neighbourhood with a village character, set within a beautiful and verdant landscape setting.

This highly sustainable site is exceptionally well located to offer access to existing jobs, services and facilities - including health, education, shops, and open space. The site benefits from excellent connectivity by public transport and convenient foot and cycle links to key destinations.

The development has been designed with strong environmental principles to ensure the protection and enhancement of existing natural features. In fact, two thirds of the site has been set aside for open space to provide biodiversity enhancement, recreational opportunities, play and amenity green space for residents and local people to enjoy.

The site provides exceptional access to a wide employment catchment both by road and by rail. The site is a highly sustainable location for residential development, benefiting from existing infrastructure and connectivity across the district and further afield.

2 CONTEXT

2.1 Site Location and Strategic Context

2.1.1 Hinckley is a market town in south-west Leicestershire. The site is located in the south of the town in the parish of Burbage. The site is the last remaining land within the confines of the A5 that bounds the town to the south. It is located off Sketchley Lane less than one minute drive to the A5, which connects to Junction 1 of the M69.

2.1.2 The site has exceptional road connections to a large number of nearby urban centres in the region including:

- Nuneaton – 7km west, 15 minute drive;
- Coventry – 19km south-west, 25 minute drive;
- Rugby – 21km south-east, 24 minute drive;
- Leicester – 24km north-east, 30 minute drive;
- Tamworth – 27km north-west, 40 minute drive; and
- Birmingham – 46km west, 45 minute drive.

2.1.3 Hinckley Railway Station is 2km from the site,

and easily accessible on foot (23 minutes), by bike (7 minutes) or by bus. The station is on the Cross Country network with services between Birmingham New Street and Cambridge. Trains operate at four per hour during peak commuter times, and one per hour frequency otherwise. Journey times are as follows:

- Leicester – 20 minutes;
- Birmingham – 35 minutes;
- Cambridge – 1hr 50 minutes; and
- London – 2hr 17 minutes.

2.1.4 There are a number of bus stops within a five minute walk of the site, providing links to Hinckley, Coventry and Leicester.

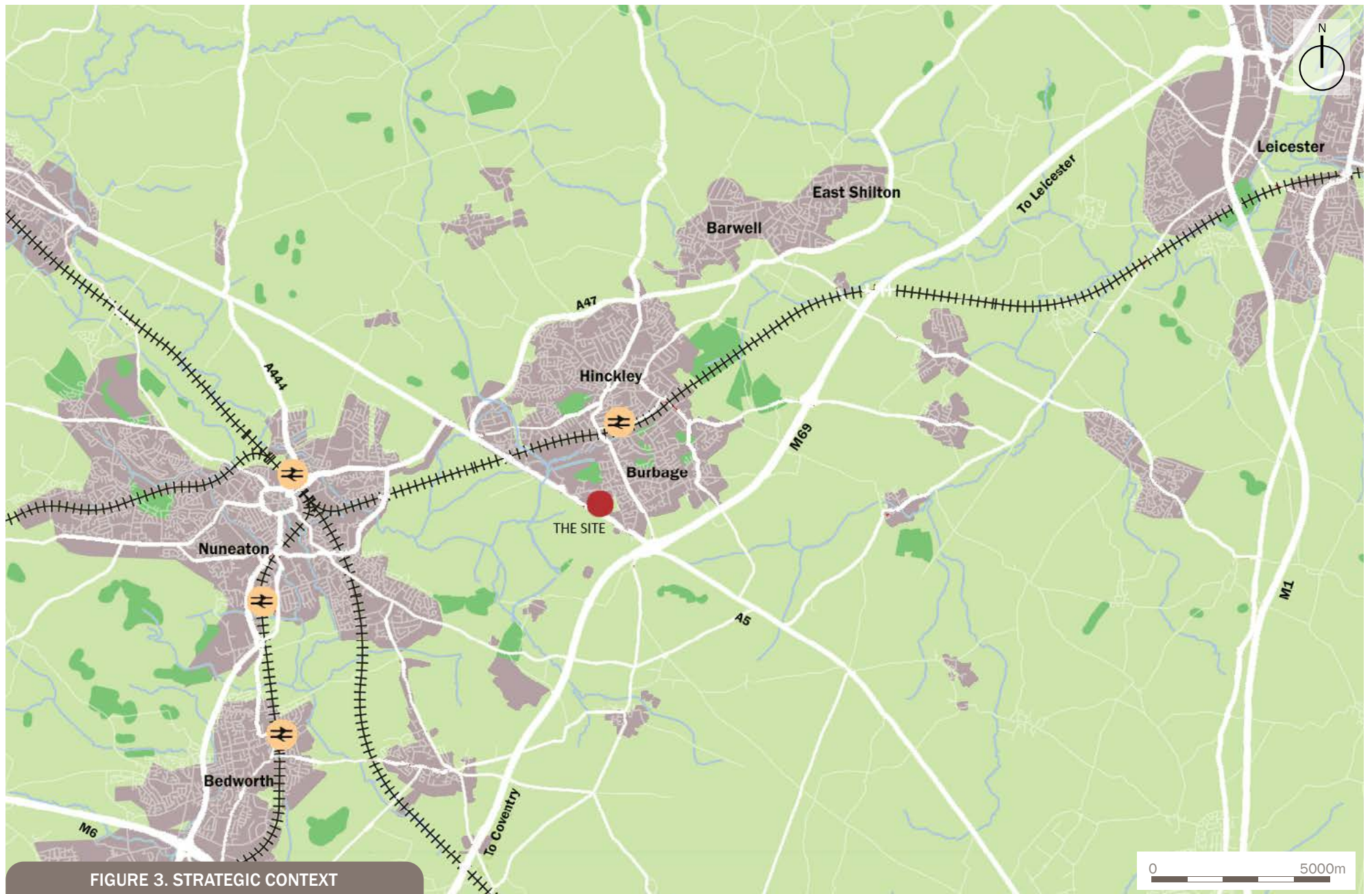
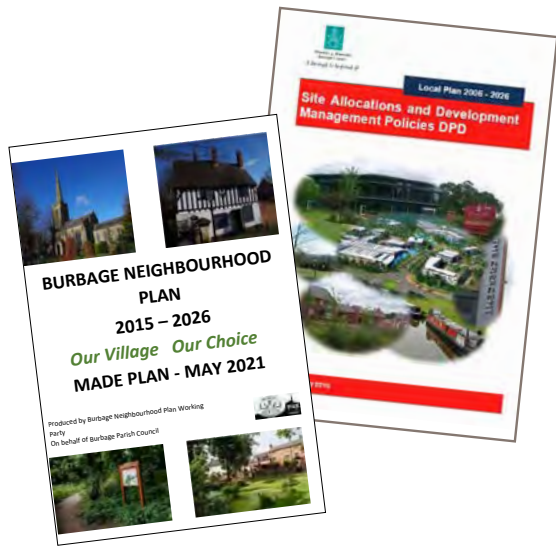


FIGURE 3. STRATEGIC CONTEXT

2.2 Planning Policy Context

2.2.1 This section sets out the policy context with specific relevance to masterplan and design matters. A more detailed Planning Statement is submitted with this application, covering the context and need for the proposed development and includes an assessment of how the proposals accord with relevant planning policies. The summary below focusses on those policies that affect design, setting the brief for the masterplanning exercise.



The Hinckley and Bosworth Local Plan

2.2.2 The adopted development plan comprises the Hinckley and Bosworth Local Development Framework Core Strategy (the 'LDFCS') which was adopted in December 2009, and the Hinckley and Bosworth Local Plan Site Allocations and Development Management Policies DPD (the 'SADMP'), which was adopted in July 2016.

2.2.3 Several relevant 'challenges' facing the Hinckley and Burbage area are set out in the adopted Local Plan. Of these, a key point is that the Borough has a growing population with the need for additional homes. This, along with smaller households occupying larger homes and a lack of available properties for new households to move into, has led to housing pressure. There is also a need for specialist housing (such as homes for elderly people, starter homes and those who want to self build) and a need for affordable housing, particularly in rural communities;

2.2.4 The following adopted policies are relevant:

- **Policy 4** - Development in Burbage;
- **Policy 15** - Affordable Housing;
- **Policy 16** - Housing Density, Mix and Design: The village of Burbage requires that 20% of new homes in medium and large developments must be affordable. A density of 40 dwellings per hectare is stipulated;

- **Policy 19** - Green Space and Play Provision: Sets the amount of open space required and the accessibility of it;
- **DM3** - Infrastructure and Delivery: Proposals will be expected to improve infrastructure, amenities and facilities where a need is created through their developments. (This could tie in with Policy 5 through provision of good pedestrian and cyclist links);
- **DM4** - Safeguarding the Countryside and Settlement Separation: The countryside will be safeguarded from unsustainable development unless, amongst other things, it significantly contributes to economic growth or job creation and does not undermine settlement separation, adversely affect beauty and character or create ribbon developments;
- **DM6** - Enhancement of Biodiversity and Geological Interest: Developments must demonstrate how they will conserve and enhance features of nature conservation, including long term management. Major developments in particular should include measurements to deliver biodiversity gains;
- **DM7** - Preventing Pollution and Flooding;
- **DM10** - Development and Design;
- **DM17** - Highway Design;
- **DM18** - Vehicle Parking Standards; and
- **M20** - Provision of Employment Sites.

Hinckley and Bosworth Local Plan 2020 – 2039: Consultation Draft

2.2.5 The Council published the above Regulation 18 draft in June 2021. The plan does not at this stage include details of the amount of housing to be provided for or proposed housing site allocations and it has very little weight in the determination of this application. Nevertheless, key policies have been listed in the Planning Statement.

The Burbage Neighbourhood Plan (BNP)

2.2.6 The BNP was 'made' in May 2021 and key relevant policies are as follows:

- **Policy 2** - Design and Layout, states that residential development 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 6** - Ridge and Furrow Fields, identifies that 'ridge and furrow features' on the Heritage Assets Maps will be treated as 'non-designated heritage assets';
- **Policy 8** - Local Wildlife Sites, expects proposals affecting any Local Wildlife Sites, where possible, to protect and enhance the features that give the sites their biodiversity significance;

- **Policy 9** - Wildlife and Green Corridors, states that *"Development should seek to protect and enhance the network of green spaces, stepping stones and wildlife corridors including species rich hedgerows, as shown on Figure 25 Page 61, which provide a valuable linear network allowing for the movement, as well as providing a habitat, for wildlife"*; and
- **Policy 12** - Important Trees, states that proposals involving the loss of important trees will only be granted in exceptional circumstances.

Supplementary Planning Documents

- 2.2.7 **The Good Design Guide SPD (2019):** aspires to substantially raise design quality in Hinckley and Bosworth Borough, whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced. The full document has been considered in the development of the masterplan.
- 2.2.8 Section 5.16 provides a summary of how the proposals meet the design objectives set out in the Good Design Guide.

Design Guidance and Best Practice

2.2.9 Other design guidance that will inform the proposed development includes:

- **Manual for Streets:** Guidance is available for practitioners involved in the design, planning and approval of new residential streets and modifications to existing ones;
- **Building for Life 12:** A government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live; and
- **Secure by Design:** A police initiative to guide and encourage those engaged within the specification, design and build of new homes to adopt crime prevention measures.



The site lies in close proximity to a number of local facilities and has the benefit of being located equidistant from the town centre of Hinckley and the historic village of Burbage. Access to public transport is excellent and makes the site highly sustainable.

2.3 Local Connectivity and Existing Facilities

Hinckley and Burbage

2.3.1 The town of Hinckley and the village of Burbage effectively act as a single urban area, with Hinckley broadly to the north of the railway line having extended southwards to include Burbage to the south. Burbage village centre is approximately 2km to the east of the site, and Hinckley town centre approximately 2.2km to the north. Together they have a population of approximately 50,000.

Existing Facilities

2.3.2 There are three junior schools and one high school in Burbage within walking distance, with more schools in Hinckley.

2.3.3 The traditional Burbage Village centre 1.4 miles away is a half-hour's walk, with a popular church, general shop, GP surgery and well-stocked library.

2.3.4 Hinckley town centre can be reached by a half-hour walk from the site and is popular for shopping and recreation.

Employment

2.3.5 The adjacent Sketchley Meadows, and Logix Commercial Park are key employers in the locality.










2.3.6 Nearby Hinckley is a market town with a popular centre offering employment opportunities in a range of industries.

2.3.7 Coventry, Leicester and Birmingham are all easily reached by car and public transport and act as main employment hubs in the region.

Open Space and Recreation

2.3.8 Ashby Canal runs near the west of the site boundary and is a key pedestrian and cycle way into Bedworth, Nuneaton and Hinckley. It is an attractive waterside route alongside a functioning canal and passes through open countryside.

2.3.9 Burbage Common and Woods is situated 3.5 miles away at the eastern boundary of the village, and is a mix of semi-natural and unspoilt grassland 200 acres in size. The site is popular with hikers and dog walkers alike.

-  Existing Development
 -  Town Centre
 -  Employment Site
 -  Green Space
 -  Policy 9 Wildlife Corridor
 -  railway
 -  Westfield Community Centre
 -  Hinckley Leisure Centre
 -  Restaurants
 -  Post Offices
- Schools**
-  1 Sketchley Hill Primary School & Menphys Nursery
 -  2 Burbage C of E Infant School
 -  3 Church St Pre-school
 -  4 Sketchley School
 -  5 Westfield County Junior School
 -  6 Westfield Infant School
 -  7 St Marys C Of E Primary School
 -  8 Hinckley Parks Primary School
 -  8 Hinckley Parks Primary School
- Shops/Supermarkets**
-  1 Sainsbury's
 -  2 Lidl
 -  3 Tesco
- Doctors**
-  1 Burbage Surgery
 -  2 Station View Health Centre
 -  3 Hinckley Health Centre
 -  4 Medipod Clinics
 -  5 Hollycroft Medical Centre
 -  6 Hinckley District Hospital
- Library**
-  1 Hinckley Library
 -  2 Burbage Library

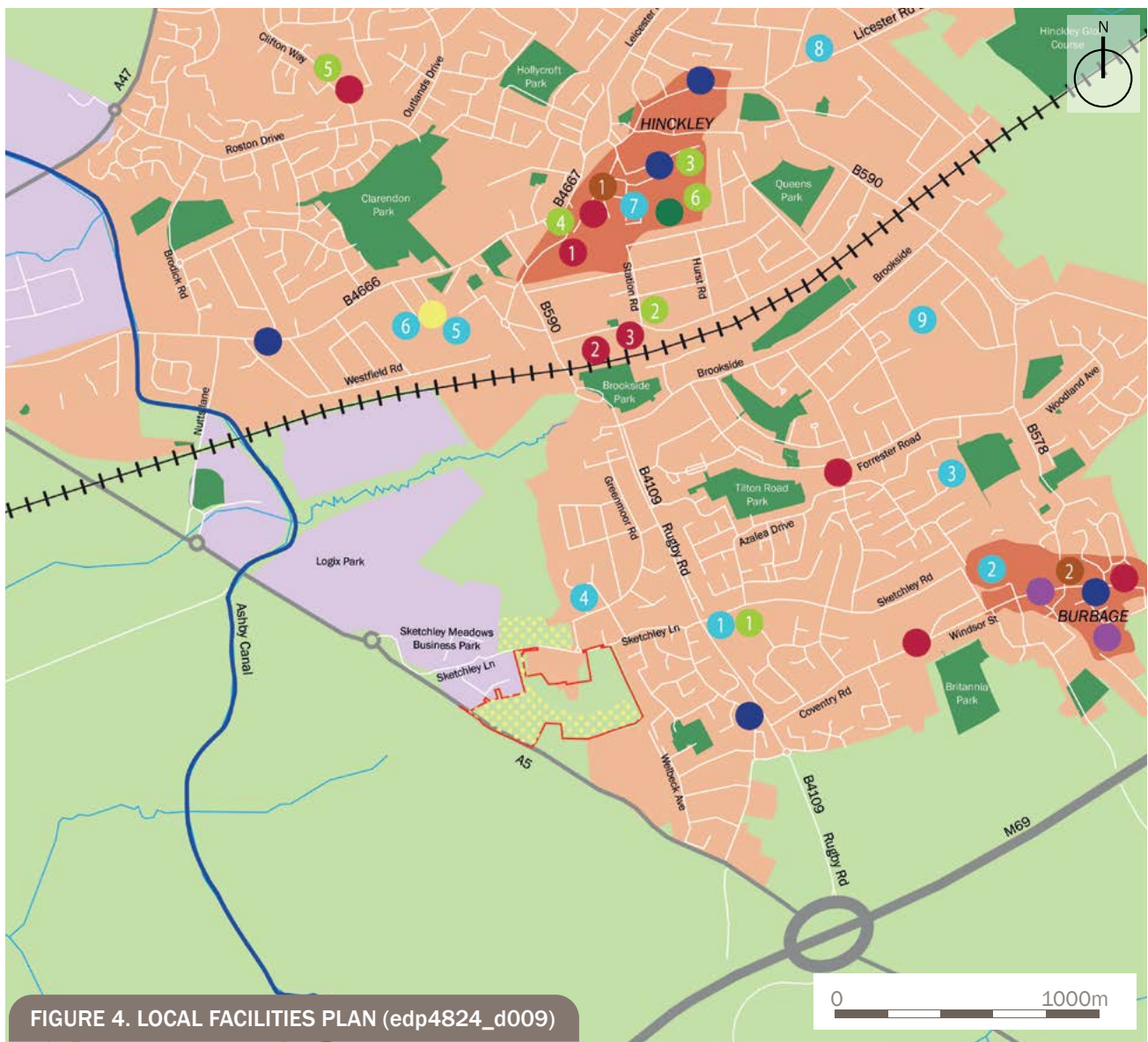


FIGURE 4. LOCAL FACILITIES PLAN (edp4824_d009)

Local Road Network

- 2.3.10 Within the town, Rugby Road provides the primary connection to the A5/M69, and north to the town centre.
- 2.3.11 Sketchley Lane is closed to traffic between Sketchley Grange Hotel car park and Sketchley Meadows Business Park, but open to pedestrians and cyclists. The Business Park is accessed via the A5.
- 2.3.12 The site has quick access to the M69 and the A5, which links with Leicester, Coventry and Tamworth and onwards to Birmingham via the M6.



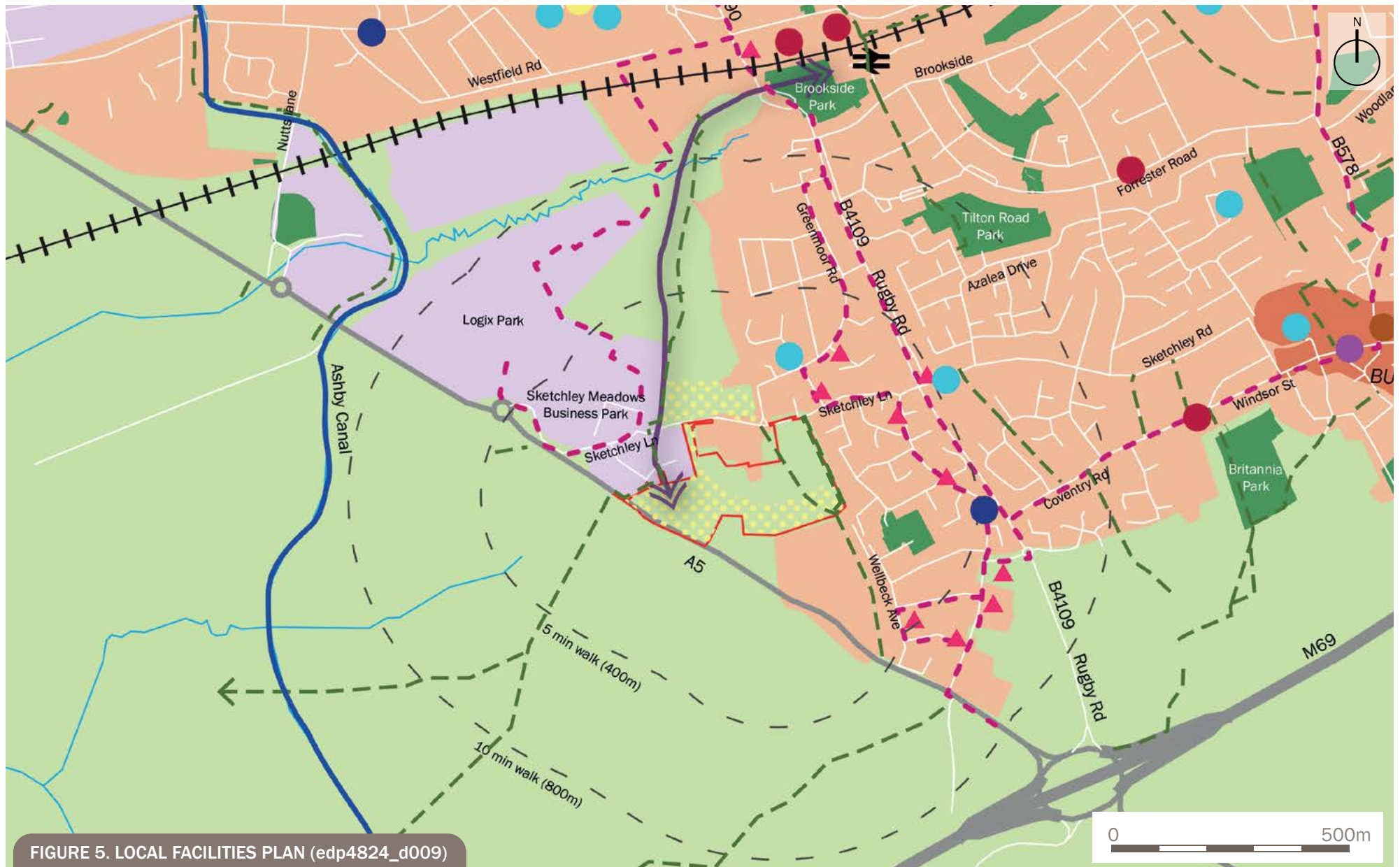


FIGURE 5. LOCAL FACILITIES PLAN (edp4824_d009)

A detailed assessment of the site has been undertaken to inform design decisions on how development will relate to its context and existing features on site. The topography, neighbouring land uses, access points, boundaries and landscape assets were all considered in detail.

2.4 The Site and its Boundaries

- 2.4.1 The site is comprised of six agricultural fields surrounded by existing settlement on three sides. The land is used at present for agricultural purposes, predominantly for grazing cattle and horses. The site is relatively flat, sloping up on the north-east and south-east sides away from a central ditch that runs east-west across the site. Land general falls to the west. The site is well screened on most sides by established hedgerows and trees, part of which conceals the A5, which runs along the site's southern boundary.
- 2.4.2 The west and east parts of the site have differing characters, primarily due to their contextual relationship to neighbouring land uses, and are described as follows in conjunction with the photography opposite:

Eastern Part of Site

- Looking across the site from location **A**, the whole eastern area can be seen, with the slope of the land dropping towards the south. The existing farm buildings are seen to the right, and The Spinney development to the left;
- Looking from location **B** the southern section of the site slopes northwards down to form a shallow valley. The detail **C** shows a marshy area at the low point of the valley in this field. Looking back towards the southern boundary



Location of photoviewpoints

- in this area, The Spinney development is visible through the trees **D**;
- The existing farm is located at the high ground, with the hotel visible behind. **E** Small paddocks with post and wire fences surround the main farmstead; and
- The bridleway on the eastern boundary is well enclosed by hedgerows/trees on both sides. **F**



Western Part of Site

- The south-western field **A** is more level, with a gentle fall to the A5 on its southern boundary. Industrial development to the west and the traffic of the A5 has an urbanising effect;
- The northern boundary with Sketchley Grange Hotel and Spa is hedged for the most part, and fenced for a short section in this eastern area **B**. A number of trees in this part of the site, including the one shown in the photograph, are dead or recommended for removal (see arboricultural survey for further information);
- The north-western section of the site is currently in equestrian use. It has an open aspect looking out to the adjacent business park to the north-west **C**. The boundary comprises mostly post-and-rail fencing with some sparse shrubs. A narrow strip of land reaches north to meet Sketchley Lane, providing additional pedestrian access. This is bounded by fencing and the warehouses of the business park are visible to the west, as shown in **E**; and
- The central part of the site at **F** falls downhill to the south, with hedgerows and some individual large trees separating the lower part of the site. The shallow valley formation is visible in **G** which forms a localised low point with slightly wetter ground.



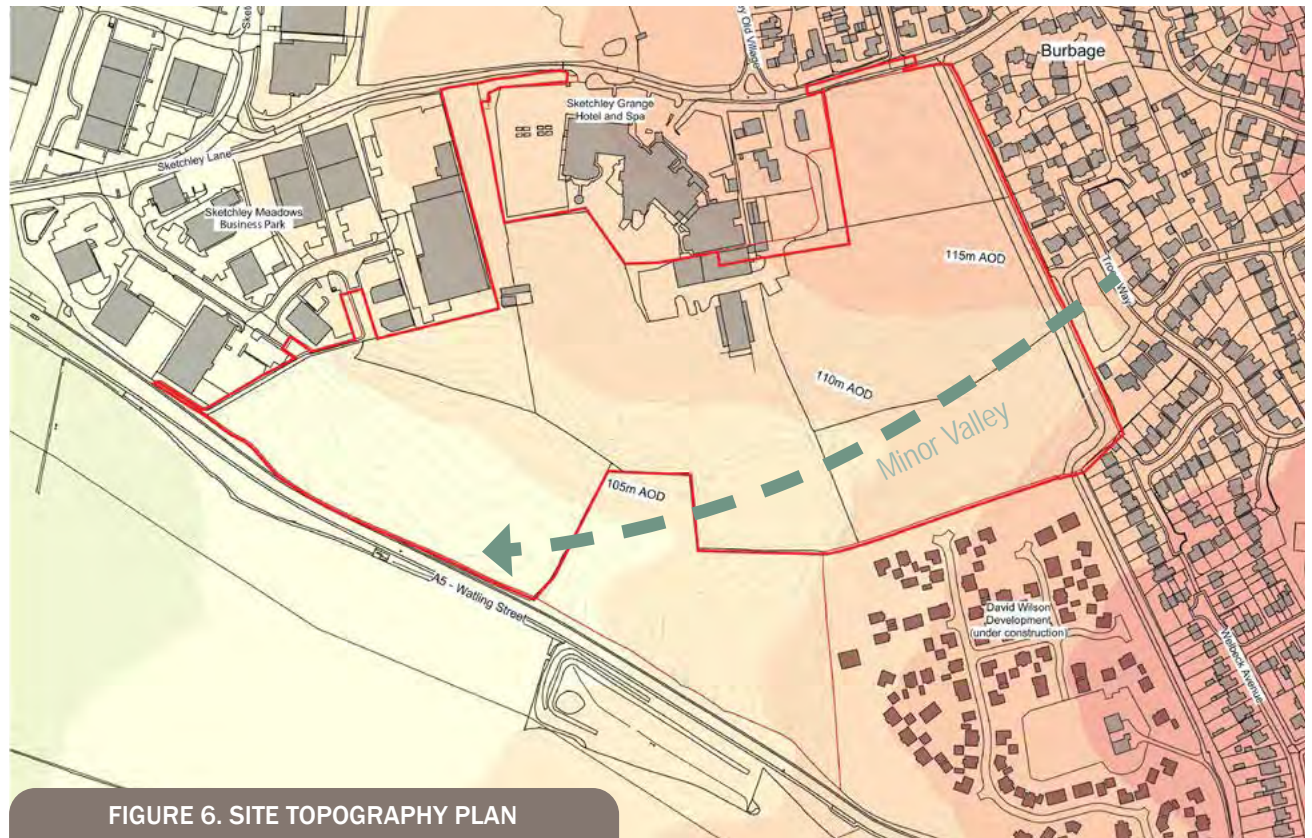
DESIGN CONSIDERATIONS

- Design should consider carefully how development addresses the boundaries, to ensure that mature hedgerows and trees can be retained where possible, and in order that a positive edge is created;
- Design should note the scale of adjacent development and address the context appropriately; and
- Development should seek to integrate with the existing green infrastructure and field network that exists where possible, or create compensatory and buffer planting if not.



2.5 Topography

- 2.5.1 Overall, the surrounding landscape slopes from east to west, with the historic village of Burbage located on the higher ground to the east of the site, and industrial uses located on the lower ground to the west.
- 2.5.2 The topography of the site is noted as “*gently undulating landform*”. A minor valley line runs east to west across the site from Sketchley Lane and the existing green space on Troon Way, leading down to the lower portion of the site along Watling Street. The higher areas of the site are therefore located on the northern and eastern boundaries affording views overlooking lower ground to the south-west of the site.
- 2.5.3 Within the western areas of the site, the topography largely slopes south towards its boundary with the A5, with levels sloping from approximately 119m above Ordnance Datum (aOD) to 100m aOD. However, within the eastern areas of the site, lower ground follows the existing hedge line which runs along the valley with land rising to the south to meet the new residential development to the south-east of the site.



DESIGN CONSIDERATIONS

- Development should be designed to respond to the valley topography of the site in terms of street orientation and open space arrangements to capitalise on the natural character of the terrain; and
- A sustainable drainage strategy which mimics the natural greenfield drainage pattern of the land should be developed and integrated with the development and open space network.

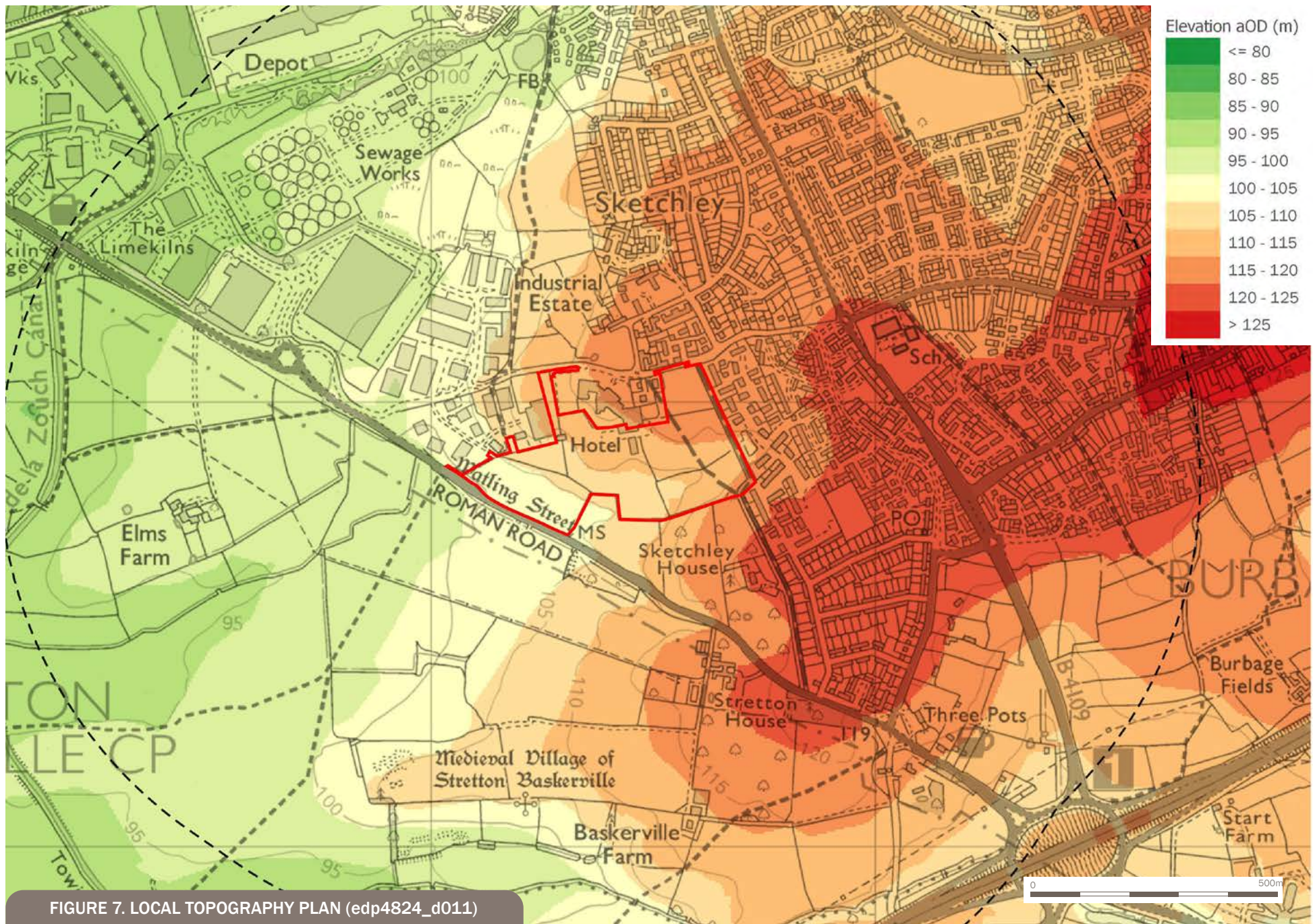


FIGURE 7. LOCAL TOPOGRAPHY PLAN (edp4824_d011)

3 EVALUATION

3.1 Landscape and Visual Appraisal

Landscape Sensitivity (Susceptibility to Change)

- 3.1.1 The susceptibility of the landscape resource is defined as the ability to accommodate the proposed development without undue consequences for the maintenance of the baseline situation. The settlement edge location and proximity to existing commercial uses, which both effectively enclose the site, mean that perceptually the site is already impacted by adjacent housing and large industrial built form.
- 3.1.2 The site does not have any elevated landscape value over and above the rest of the assessment area. Furthermore, there is no evidence to suggest that the local community place special weight on the site, meaning the overall site is considered to be of no more than local landscape value.
- 3.1.3 The 2017 Landscape Sensitivity Assessment states, with specific reference to residential development, that *“The assessment area is considered to have an overall low sensitivity to residential development.”*

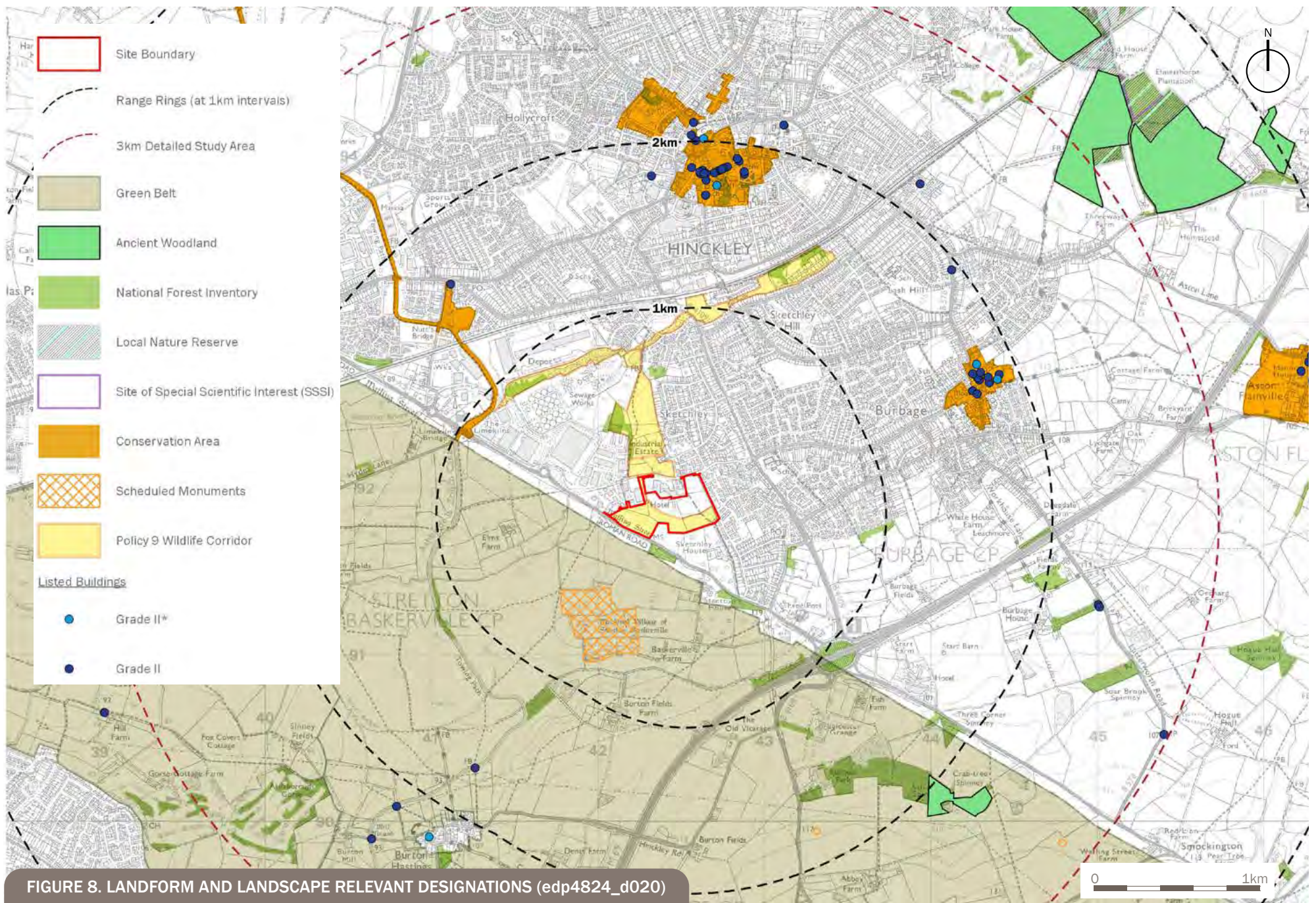
Landscape Designations

- 3.1.4 The site is not located within a nationally or locally designated landscape, nor does it contain any heritage designated assets. Figure 8 shows a number of heritage assets which are components of the wider contemporary landscape; however, these are not seen as constraints to development.
- 3.1.5 There are no nationally designated ecological habitats within the site’s boundary or vicinity, and any Tree Preservation Orders (TPO) are limited to the site’s boundary.
- 3.1.6 A part of the site is subject to BNP Policy 9 ‘Wildlife and Green Corridors’, which has been considered at the recent planning appeal for the site and is concerned with the protection and enhancement of wildlife corridors.
- 3.1.7 The site is crossed by one disused bridleway which runs north-south across the eastern portion of the site. A well-used bridleway runs along the eastern boundary, and a footpath runs along part of the western boundary. A pedestrianised section of Sketchley Lane also runs to the north of the lane and provides connections between existing public and promoted routes in the local area.

- 3.1.8 The site lies adjacent to the north-east boundary of the Birmingham Green Belt, the edge of which is defined by the A5, which forms the site’s southern boundary. The site is not included within the Green Belt.

DESIGN CONSIDERATIONS

- Seek to retain the existing landscape fabric within and around the periphery of the site wherever possible;
- The development offers opportunities to create new landscape habitats such as planting and wildflower verges that can improve upon the biodiversity of the site and enhance its landscape character; and
- Consider potential impact upon open landscape to the south through appropriate landscape buffers.



3.2 Ecology

- 3.2.1 The site contains a number of different habitats including hedgerows, improved grassland, a stream, mature trees, marshy grassland, tall ruderal and scrub. The majority of these habitats are either classified as having only site level significance or, in the case of the hedgerows, stream and mature trees, local level importance.
- 3.2.2 No part of the site is covered by any statutory designation. The site does, however, lie within the Impact Risk Zone for Burbage Wood and Aston Firs Site of Special Scientific Interest (SSSI), which lie 2.8km north-east of the site. No significant adverse effects are considered likely to occur to the SSSI as a result of development of the site.
- 3.2.3 A part of the site is subject to BNP Policy 9 'Wildlife and Green Corridors', which must be protected and enhanced. This forms part of a wider strategic network of green space that extends to Sketchley Brook.
- 3.2.4 Four sites listed as potential Local Wildlife Sites are present within the site: Sketchley Meadows hedgerow, Sketchley Park hedgerow ash, Sketchley House poplar tree and Sketchley Path ash tree. These are all considered to be potential important ecological features at a county level and warrant consideration.
- 3.2.5 Further details are provided in the accompanying Ecology Appraisal.

DESIGN CONSIDERATIONS

- Seek to retain and enhance existing on-site green infrastructure features wherever possible;
- Protect the Policy 9: Wildlife and Green Corridor through the formation of an informal biodiverse public open space;
- Development should provide a net biodiversity gain through the creation of new habitat areas such as meadow grasses, wetlands (around Sustainable Drainage (SuDS) features) and hedgerows; and
- There may be opportunities to provide bird and bat nesting boxes within the new development.






















	Site Boundary
	Scattered Trees (Broad-leaved)
	Scattered Trees/Parkland (Broad-leaved)
	Intact Species-rich Hedgerow and Trees
	Intact Species-rich Hedgerow
	Intact Species-poor Hedgerow and Trees
	Intact Species-poor Hedgerow
	Defunct Species-rich Hedgerow and Trees
	Defunct Species-poor Hedgerow
	Watercourse
	Dry Watercourse
	Fence
	Improved Grassland
	Poor Semi-improved Grassland
	Semi-improved Neutral Grassland
	Dense Continuous Scrub
	Tall Ruderal
	Marsh/Marshy Grassland
	Bare Ground
	Buildings
	Hardstanding



FIGURE 9. ECOLOGY - PHASE 1 HABITAT SURVEY (edp4824_d064)

3.3 Arboriculture

- 3.3.1 The site contains 2 category A trees of a high quality and value and a further 35 items identified as category B, of moderate quality and value. It is recommended that these items are prioritised for retention.
- 3.3.2 A number of TPOs have been applied to trees or groups of trees along the site's boundary. It is assumed that all trees along the site's boundary with The Spinney Development are protected by the TPO which pertains to the Sketchley House site. The site's eastern boundary contains a handful of TPOs.
- 3.3.3 A veteran tree is located on the eastern boundary. Its 17.3m root protection area should be allowed to develop into a semi-natural habitat.
- 3.3.4 A significant number of trees and hedgerows are recommended for removal, meaning they are either diseased, dead or dangerous.

DESIGN CONSIDERATIONS

- Retain on-site trees and hedgerows wherever possible, but particularly with regard to the TPO trees along the south-western and western boundaries that lend a mature green character to the site;
- Create a generous space around the veteran tree to ensure no development within the defined root protection area;
- Note the 'parkland' character of The Spinney development to the south, and opportunities to borrow aspects of that landscape character in the design of the development; and
- Remove and make safe any dead, diseased or damaged trees (unless ecologically valuable) and provide compensatory planting.

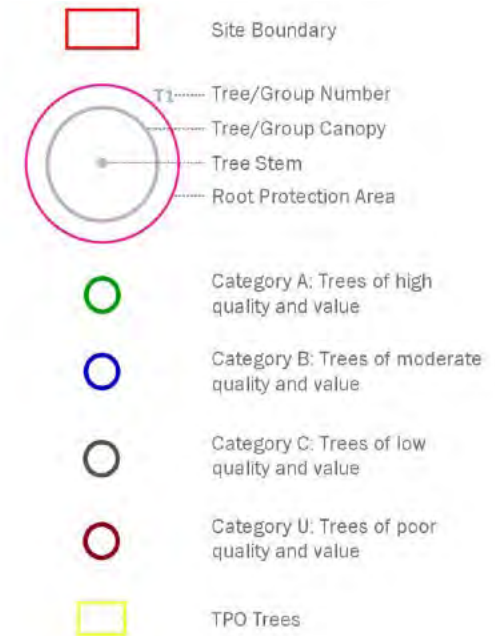




FIGURE 10. TREE CONSTRAINTS PLAN (edp4824_d093)

3.4 Flood Risk and Surface Water Drainage

3.4.1 Stantec have carried out a detailed Flood Risk Assessment on the site, which accompanies this application. Their findings are summarised below.

3.4.2 The Environment Agency (EA) Flood Map for Planning shows the proposed development site lies entirely within Flood Zone 1 'Low Probability' (as defined in Planning Practice Guidance (PPG) 'Flood Risk and Coastal Change' Table 1).

3.4.3 The Joint Strategic Flood Risk Assessment (SFRA) covering the site (2014) presents the results of additional generalised 2D modelling for smaller watercourses/ditches not included on the EA's online Flood Zone mapping. The road ditch to the south of the A5 was included in the high-level modelling study and the results show a very limited amount of Flood Zone 3 along Watling Street (the A5), with a very small area encroaching within the north-western boundary of the site, adjacent to the A5, albeit any flooding in this location is likely to be very minor in terms of depth and velocity, representing a 'very low' hazard to people (shown in Figure 11).

3.4.4 Online surface water flood maps indicate that the majority of the site is at very low risk of surface water flooding.

3.4.5 The surface water flood risk mapping identifies a flow path through the centre of the site at predominantly 'low' to 'medium' risk of surface water flooding, which is associated with an area of lower topography through the site (shown in Figure 12).

3.4.6 A flood relief basin is located to the east of the site, along Troon Way, and attenuates runoff from the residential development immediately east of the site at Three Pots Park, discharging through a pipe which is located through the site (following the route of the surface water flow path). This pipe outfalls into an open channel ditch running through the south of the site. This ditch connects to another sewer, which crosses beneath the A5 running adjacent to the southern boundary of the site and discharges to the roadside drain along Watling Street (the A5), to the south-west of the site. The pipe is not adopted by Severn Trent Water or any other local authority. The location of the pipe is shown on the combined Constraints and Opportunities Plan (Figure 19).

DESIGN CONSIDERATIONS

- The pipe easement corridor will be retained through the site, ensuring that there is an undeveloped buffer on either side of the flood relief basin outflow pipe/open channel, which will be fully retained in its current alignment;
- Attenuation basins should be employed, discharging at the existing greenfield rate into the existing ditches. The surface water drainage strategy will thereby ensure that flood risk is not increased off-site as a result of the proposed development; and
- Development will be located above surrounding finished ground levels to mitigate against residual surface water flood risk.

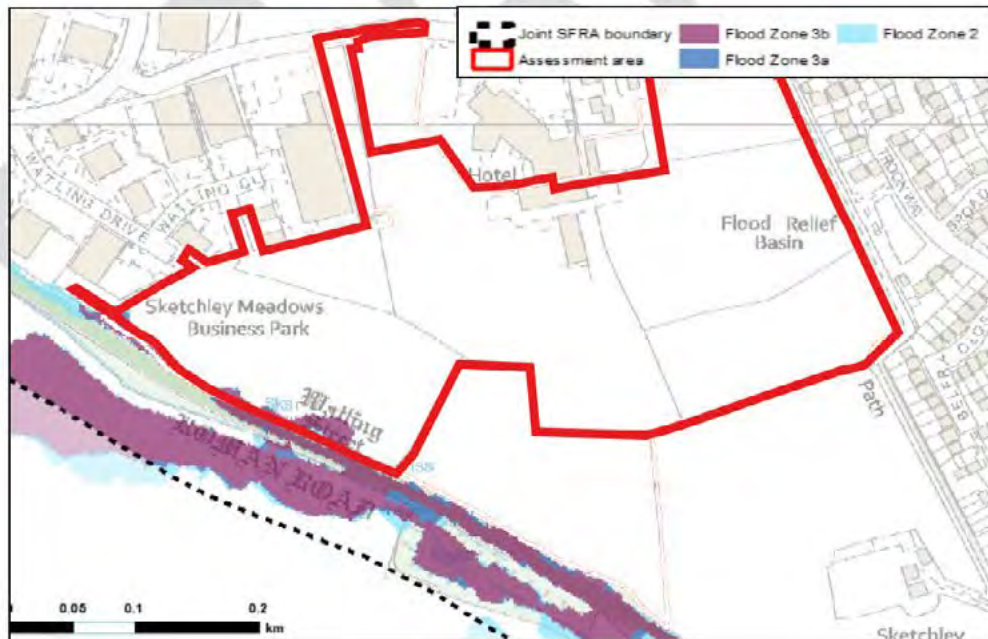


FIGURE 11. FLOOD ZONE MAP (EA) - SOURCE: STANTEC FRA



FIGURE 12. SURFACE WATER FLOOD RISK (EA) - SOURCE: STANTEC FRA

3.5 Utilities

- 3.5.1 Stantec have undertaken a utilities appraisal that identifies existing utilities on or near the site.
- 3.5.2 Western Power Distribution record mapping shows approximately 50m of 11kV underground cable entering the site from Watling Close on the northern site boundary. There are also 11kV underground cables along the western site boundary, which continue north and south along Watling Street. Additionally, there are 33kV underground cables present in the west side of Watling Street.
- 3.5.3 There is a National Grid 900mm diameter High Pressure (HP) gas main (material unknown, assumed steel) to the west of the development site and the westerly corner of the development sits within the Health and Safety Executive (HSE) Outer Consultation Zone.
- 3.5.4 HSE's advice on land use planning, in the majority of cases, is delivered through its guidance document titled '*HSE's Land Use Planning Methodology*' and is monitored by the Local Planning Authority with guidance by the HSE.
- 3.5.5 The HSE have been consulted in respect of the NG HP gas main to the southwest of the site, who confirmed the inner and middle zones to be 78m and the outer zone measuring from 78m to 255m from the gas main. None of the site lies within the inner or middle zones, and the southwest corner of the site lies within the outer Masterplan on the proposed latest illustrative masterplan, no habitable buildings are planned to be constructed within the HSE zones. All the residential dwellings are shown to be located outside the consultation distances.

3.6 Archaeology and Heritage

- 3.6.1 No designated heritage assets are located within the site. Within the wider study area, only the Stretton Baskerville Scheduled Monument and Ashby Canal Conservation Area are present. The site's development is not likely to result in harm to either of these assets.
- 3.6.2 There are no records of non-designated assets, other than ridge and furrow, within the site. This is considered to be of negligible value and unlikely to require retention.
- 3.6.3 Given the limited potential for archaeological remains, and the agricultural use of the site from at least the medieval period onwards, it is unlikely that any features or deposits present would be of greater than 'low' value and are unlikely to warrant preservation *in situ*. As such, no further archaeological work should be required pre-determination.

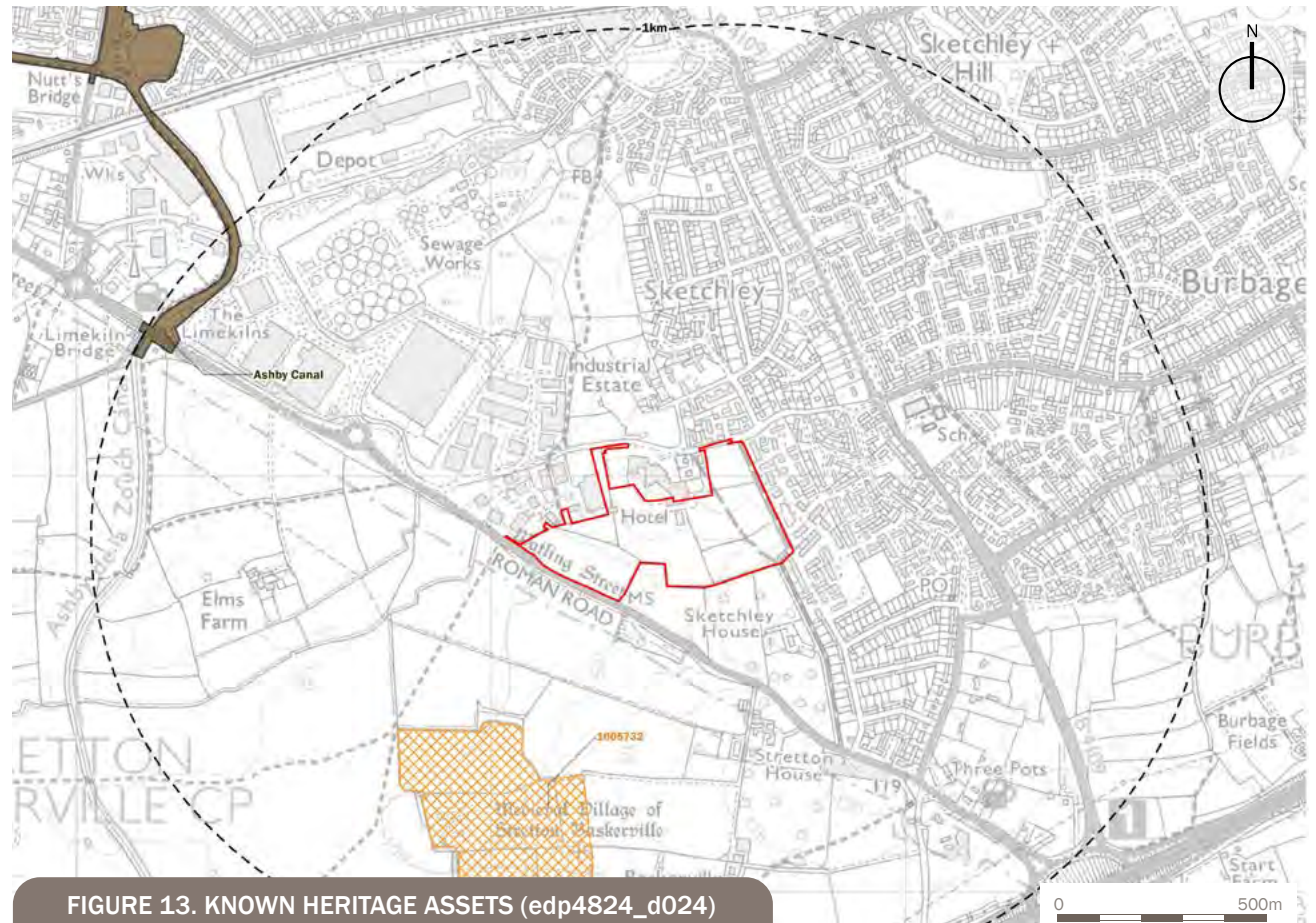


FIGURE 13. KNOWN HERITAGE ASSETS (edp4824_d024)



DESIGN CONSIDERATIONS

- There are no statutory heritage constraints that impact upon design; and
- Consideration of local historic character will be given in order to give a contextual appreciation of the neighbouring vernacular where appropriate.

Analysis of Hinckley and Burbage's historical evolution reveals a pattern of rapid post-war and late 20th century development. Development off Sketchley Lane fits within this spatial pattern and constitutes a logical extent to the western boundary of the settlement.

3.7 Historical Evolution of Hinckley and Burbage

- 3.7.1 Hinckley has a history dating back to Anglo-Saxon times. Listed in the Domesday Book of 1086 as a large village, it grew over the following 200 years into a small market town. The railway, linking Birmingham to Peterborough, runs to the south of the town and a station was opened in Hinckley in 1861. The area saw much residential expansion in the 1950s, 60s and 90s. This extended the boundary of the town south of the railway to include the village of Burbage and to the small hamlet of Sketchley.
- 3.7.2 The historic route of Watling Street (now the A5), which forms the administrative boundary between Leicestershire and Warwickshire, lies to the south-west of the town. Industrial development close to this route has seen Hinckley extend, with subsequent residential infill development to meet this boundary.
- 3.7.3 The historic core of Burbage centres around Church Street, which now forms one of the four main areas of the Burbage Conservation Area. Development spread out along the key routes into the settlement and on to Hinckley, with infilling during the post-war period.

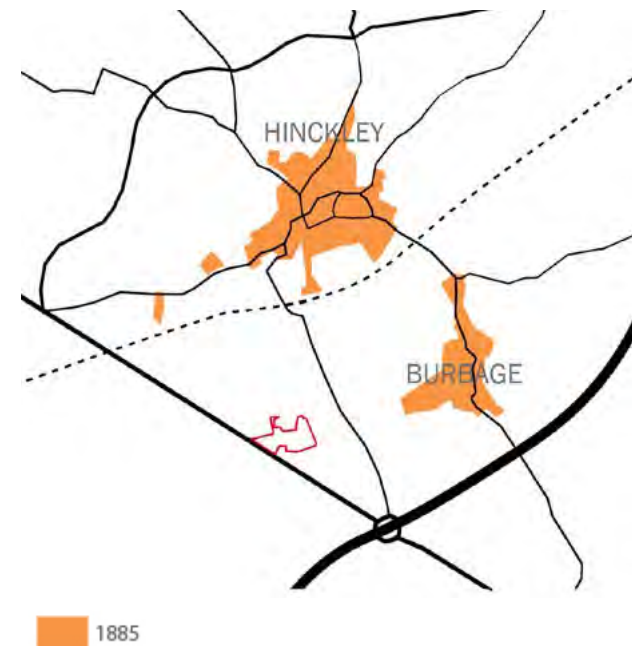


FIGURE 14. HISTORICAL EVOLUTION UP TO 1890s

- Hinckley and Burbage at this time are separate settlements;
- A5, Watling Street dates back to Roman times;
- Rugby Road not developed, but exists as a key route into Hinckley; and
- The site would have been in agricultural usage.

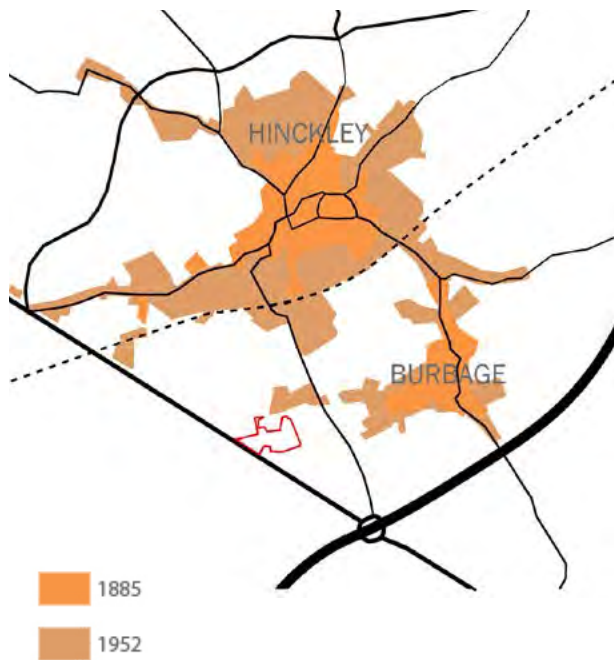


FIGURE 15. HISTORICAL EVOLUTION UP TO 1950s

- Sketchley Old Village is formed, probably focussed around the existing farmstead with a modest clustering of early growth;
- Hinckley has expanded south up to the railway, and beyond at Rugby Road where the bridge access allows expansion; and
- The two separate settlements of Hinckley and Burbage are now connected by residential ribbon development along Burbage Road.

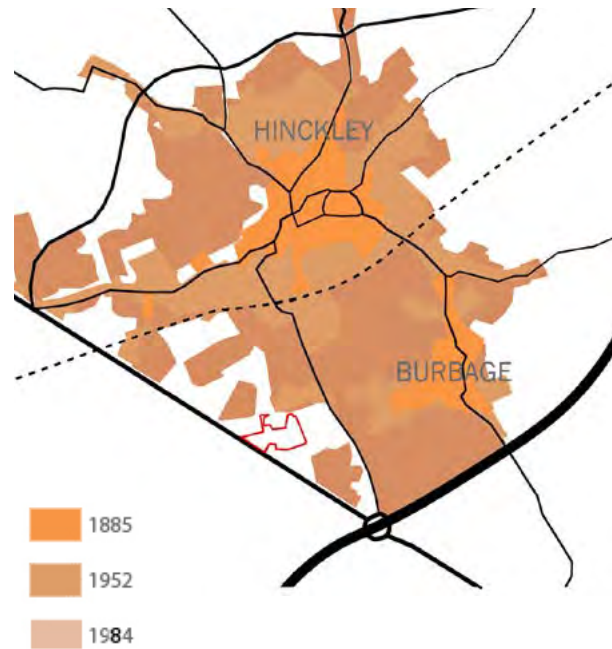


FIGURE 16. HISTORICAL EVOLUTION UP TO 1990s

- The construction of the M69 provides greater accessibility to the town;
- Modern infill development has expanded Burbage significantly, and Hinckley expands to the west; and
- Pockets of industrial development linked to the A5 west of the site are built.

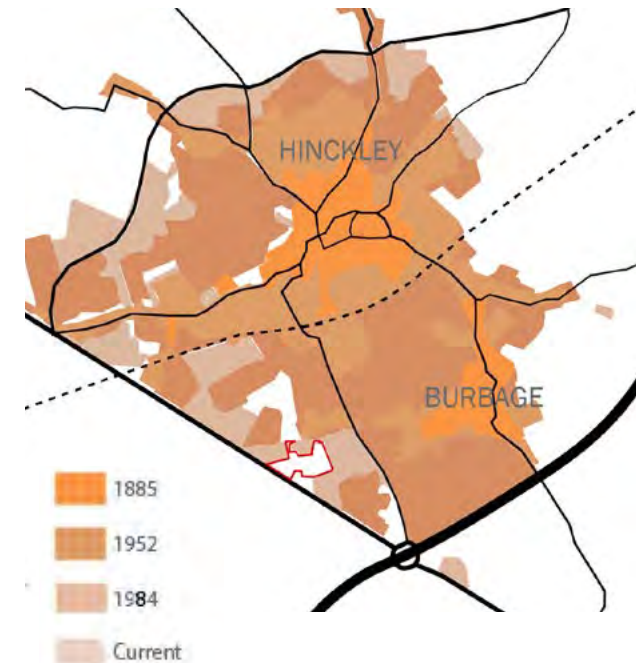


FIGURE 17. HISTORICAL EVOLUTION - MODERN

- In the last 30 years expansion has been less rapid than the preceding period, but has followed a similar pattern of infill; and
- Development at the site follows the historic pattern of growth, and appears as a logical form of growth within the context of the town's spatial evolution.

Burbage has a varied architectural heritage, from which new development can draw inspiration to create a locally distinctive character that complements existing development.

3.8 Local Character

Settlement Character

3.8.1 The village of Burbage is a hilltop settlement, the historic core spreading out from the confluence of key routes. During the mid to late 20th Century the village expanded northwards and westwards to meet Rugby Road and the railway line, and become subsumed by Hinckley to the north. Commercial and residential development extended further westwards to meet the historic route of Watling Street, which forms a strong settlement boundary.

Urban Form Analysis

3.8.2 Neighbouring residential areas are a mix of more traditional street networks and cul-de-sacs. In general, there is a poor relationship between areas of public open space and development. Such areas are hidden within development and edged by the side or rear of residential properties, and as such, are not overlooked or well-surveilled. Many streets have grass verges, although there are limited instances of street trees, and most front gardens are vegetated to some degree.

Architectural Character

3.8.3 Much of the neighbouring development is mid to late 20th Century of predominantly two storeys. Ridge lines for the most part run parallel to the street; there are limited instances of gable fronted housing. Units are almost exclusively

detached or semi-detached, with few instances of terraced units or apartments, which are mostly limited to key locations, such as local centres or along key routes.

3.8.4 The traditional street scene in Burbage Conservation Area displays a varying mix of pitch and eaves heights. There are examples of Tudor architecture in the old village core, along with Georgian, Victorian, and Arts and Crafts.

Architectural Details

3.8.5 Common or typical architectural details and features include gabled bays, gabled wall dormers, pitched dormers, brick quoin detail, brick dentil course, corbelled eaves, brick lintels, contrasting brickwork, stone sills, painted sills, door mouldings, crested ridge details, and Flemish brick bond.

Materials

3.8.6 The most commonly found building materials in the area are:

- Walls: Red brindled brick, red smooth brick, smooth render;
- Roofs: clay tile, pan tile, slate; and
- Boundary: low brick wall, low hedge.

3.9 Local Character Evaluation

- 3.9.1 Over the following pages, a selection of nearby residential and commercial development precedents have been assessed.
- 3.9.2 The chosen areas, shown in Figure 18 have been selected either because they are directly adjacent to the site and have a direct influence - impact, because they have a historic character of interest for the wider area, or because they are recently built examples of merit demonstrating a recent precedent.
- 3.9.3 The purpose of this assessment is to understand the key elements of local character and distinctiveness in order to inform the proposals. This exercise in turn will assist in evaluating what the appropriate density for the site should be in terms of local character context.



FIGURE 18. LOCAL CHARACTER EVALUATION SITES

Three Pots

This neighbouring residential area is based on a grid layout, built out pre-war and later 20th century. Semi-detached homes and bungalows are common, with hung tile details on bays and rough render to upper storeys giving a period character. Streets are less green than modern equivalents and open space is limited.



Semi-detached homes with off-street parking to front and side



Bungalows are common on the periphery



Period mid-century homes with hung tile bays and brown brick

TOWNSCAPE	Route structure
	• Grid with cul-de-sacs
	Relationship to street
	• formal continuous building line, generous front gardens
	Parking solutions
• On plot, garages set back behind building line Informal on-street parking	
Predominant land-use	
• Residential, corner-shop retail	
Density	
• 21 dph (251 units, 12.03ha residential area)	

LANDSCAPE	Public open space
	• 9% recreational space (1.20ha POS, 13.23 ha site area)
	Landscape features
	• Street trees, within footpath, mostly in hard-standing • Grass verges on major routes
	Ecological networks
• Mature trees around periphery, notably along bridleway and eastern side of Wolvey Road and within rear gardens	
Public realm details/materials	
• Tarmac footpath, occasional hedge over low wall/fences	

ARCHITECTURE	Date of development
	• Pre-war and post-war, areas of Late 20 th Century infill
	Predominant housing typology
	• Semi-detached, bungalows on Welbeck Ave
	Building height and roofscape
	• One and two storey • Hipped roofs, consistent roof and eaves heights
Building details	
• Double and single height bay windows • Brick plinths, running course, window surrounds, quoins	
Building materials	
• Brick, pebbledash, render	

TOWNSCAPE

Route structure

- Distorted grid with cul-de-sacs

Relationship to street

- Irregular building line, planted front gardens, front access

Parking solutions

- On-plot, integral garages, some proud of building line
- Informal on-street

Predominant land-use

- Residential

Density

- 21dph (301 units, 14.55ha residential area)

LANDSCAPE

Public open space

- 16% central recreational space and smaller pocket parks (2.80ha open space, 17.35ha site area)

Landscape features

- Vegetated front gardens
- Pocket parks off Troon Way and Herald Way

Ecological networks

- Planted rear boundaries forming continuous corridors

Public realm details/materials

- Tarmac footpath, low boundary hedges

ARCHITECTURE

Date of development

- Late 20th Century

Predominant housing typology

- Detached

Building height and roofscape

- 2 storey
- Ridges mostly parallel to street, some hipped gable fronts

Building details

- Dormers, stone quoins, lintels and sills, single height bays

Building materials

- Red and yellow brick, render, clay roof tiles

Herald Way

This development, built circa the 1990s, is a fairly low density suburban area of large, detached family homes. Integrated garages, wide frontages, cul-de-sac arrangements and broad front gardens are typical of the area. The low density gives a quiet character, but open space is otherwise fairly limited other than the small park adjacent to the site.



Detached homes, shallow pitch roofs, overlooking green space



Integrated garages, cat-slide roofs, dormer windows and gable fronts give character



Simple detached homes with large parking and garaging

Crimson Way

This recent development is located between the site and the southern edge of Hinckley. In terms of its design, there is a consistent use of materials - red brick, grey roof tiles and render details that could guide the proposed development at Sketchley Lane. The setting, overlooking a wide green infrastructure corridor, is also comparable to the site.



Streetscape is controlled with limited material palette



Black front doors and porches, simple cast stone lintels



Regular placement of homes set in verdant green space

TOWNSCAPE	Route structure
	<ul style="list-style-type: none"> Distorted grid, formal routes
	Relationship to street
	<ul style="list-style-type: none"> Formal building line, short front gardens, front access
	Parking solutions
	<ul style="list-style-type: none"> Parking courts, on-plot, garages to the side and set back, integral garages
	Predominant land-use
	<ul style="list-style-type: none"> Residential
	Density
	<ul style="list-style-type: none"> 36dph (395 units, 11.09ha residential area)

LANDSCAPE	Public open space
	<ul style="list-style-type: none"> 23% open space (4.93ha open space, 16.02ha site area)
	Landscape features
	<ul style="list-style-type: none"> Attenuation basin within central green space, formal green space
	Ecological networks
	<ul style="list-style-type: none"> Sketchley Brook runs through central space
	Public realm details/materials
	<ul style="list-style-type: none"> Tarmac footpath, granite kerb, low boundary hedges

ARCHITECTURE	Date of development
	<ul style="list-style-type: none"> Early 21st century
	Predominant housing typology
	<ul style="list-style-type: none"> Short terraces, flats, detached, semi-detached
	Building height and roofscape
	<ul style="list-style-type: none"> Up to 2.5 storey overlooking formal green space Ridge lines mostly run parallel to the street, some hipped gable fronts, dormers
	Building details
	<ul style="list-style-type: none"> Stone sill and lintels, brick sills and lintels, porches, single height bay windows, decorative brick course, corbels
	Building materials
	<ul style="list-style-type: none"> Brick and render, slate, clay roof tiles

TOWNSCAPE

Route structure

- Spine road and cul-de-sacs

Relationship to street

- Spine street with cul-de-sacs facing green open spaces

Parking solutions

- Mostly garages on-plot set behind building line
- Some on-street and to the side allocated to social housing

Predominant land-use

- Residential

Density

- 40dph (172 units, 4.27ha residential area)

LANDSCAPE

Public open space

- 33% open space (2.13ha of open space. 6.40ha total area)

Landscape features

- Mature trees in pocket parks and on site's periphery

Ecological networks

- Mature trees and hedgerow on site's periphery

Public realm details/materials

- Asphalt pavement, brick pavers to back of pavement, metal or timber post and rail fence

ARCHITECTURE

Date of development

- Early 21st century

Predominant housing typology

- Terrace, semi-detached, detached and flats

Building height and roofscape

- Up to 2.5 storey
- Ridgelines mostly parallel to street, occasional dormer

Building details

- Porches, stone sills, brick lintels, dentil course, corbels

Building materials

- Brick, render, faux weatherboarding, clay and slate roofs

The Spinney

This development to the south of the site is nearing completion. Built within a parkland setting, the scheme integrates mature trees within incidental greens. High quality streetscapes and an appealing traditional palette of materials are features that could be borrowed from this site.



Private driveways serve a handful of homes fronting green spaces



Large parkland trees retained. Use of estate railings gives rural character



High quality streetscaping with tabled junctions in block pavers

Sketchley Old Village

This area forms the nucleus of a historic 'village' - actually more like a hamlet focussed around some remnant farm buildings fronting a green space. The rural character is created through the arrangement of barn-like buildings, estate railings and more modern homes in this modestly sized but characterful place.



Newer homes front onto the fields and estate railings create a rural boundary edge



Older part of the 'village' featuring converted barn buildings

TOWNSCAPE	Route structure
	<ul style="list-style-type: none"> Organic structure mixed with grid
	Relationship to street
	<ul style="list-style-type: none"> Informal building line and some continuous frontage Setback from street by generous or green front gardens
LANDSCAPE	Parking solutions
	<ul style="list-style-type: none"> On-plot, garages set back behind building line, parking to the side, parking court accessed via coach house
	Predominant land-use
ARCHITECTURE	<ul style="list-style-type: none"> Residential
	Density
	<ul style="list-style-type: none"> 13dph (11 units, 0.85ha residential area)

TOWNSCAPE	Public open space
	<ul style="list-style-type: none"> 47% private paddock (0.74ha paddock, 1.59ha site area)
	Landscape features
	<ul style="list-style-type: none"> Open paddock, some densely planted boundaries
LANDSCAPE	Ecological networks
	<ul style="list-style-type: none"> Open grazed field, green front gardens
	Public realm details/materials
ARCHITECTURE	<ul style="list-style-type: none"> No footpath, metal rail fences, low brick walls, metal rail fencing, low shrubs and hedges

TOWNSCAPE	Date of development
	<ul style="list-style-type: none"> 19th century and newer properties, historic farmstead
	Predominant housing typology
	<ul style="list-style-type: none"> Detached, semi-detached and terraced
LANDSCAPE	Building height and roofscape
	<ul style="list-style-type: none"> 1.5-2.5 storeys, gable fronted, hipped gable, dormers, irregular eaves heights
	Building details
ARCHITECTURE	<ul style="list-style-type: none"> Feature brickwork, timber structure, porches, single height bays, decorative soffits, engineering brick plinths
	Building materials
	<ul style="list-style-type: none"> Mostly brick, some render, clay tile roofs

TOWNSCAPE

Route structure

- Linear route, distorted grid

Relationship to street

- Continuous building line, mostly back of pavement

Parking solutions

- On-street

Predominant land-use

- Residential, commercial, retail

Density

- 36dph (82 units, 3.16ha residential area)

LANDSCAPE

Public open space

- 8% small historic village greens (0.28ha open space, 3.44ha site area)

Landscape features

- Historic village greens with mature trees, war memorial garden

Ecological networks

- Mature vegetation at Pilgrims Gate, pond at Horsepool

Public realm details/materials

- Tarmac footpath, brick pavers, granite kerb, metal railing, low brick walls

ARCHITECTURE

Date of development

- Mostly late 19th century

Predominant housing typology

- Terraced

Building height and roofscape

- Up to 3 storey, ridgelines run parallel with street

Building details

- Single height bay windows, stone quoins, lintels and sills, arched doorway, porches, brick lintels, decorative brickwork and glasswork

Building materials

- Bricks, render, slate roof

Church Street, Burbage

The historic centre of the village of Burbage is quite remote from the site, but offers some examples of distinctive local style. Arranged along Church Street, a higher density is found, with small formal pocket parks punctuating the rhythm of the street and creating a focus for residential buildings.



Varied materials include brick, painted render, façades, lintel details.



Small formal green park with railings and surrounding homes



Fancy lintel brickwork and fenestration details

3.10 Constraints and Opportunities

3.10.1 The technical assessments have been summarised in Figure 19 and the following text:

- Established hedgerow field boundaries subdivide the site and should be retained where possible or compensated for adequately;
- The veteran tree on the site’s eastern boundary must be retained within a 17.3m buffer of semi-natural habitat;
- The southern boundary of the site may be subject to noise from the A5. Being the lowest portion of the site, this area would be ideally suited to the location of drainage features;
- The western portion of the site can be accessed via Sketchley Meadows Industrial Estate, with the eastern portion accessed off Sketchley Lane;
- Public rights of way including bridleways through the site should be retained, and connections to them made;
- Development should respect residential amenity of new homes to the south-east of the site;
- Residential development is to be kept out of potential surface water flood zone, which is incorporated into open space; and
- Potential for new pedestrian and cycle routes linking up with Sketchley Lane.

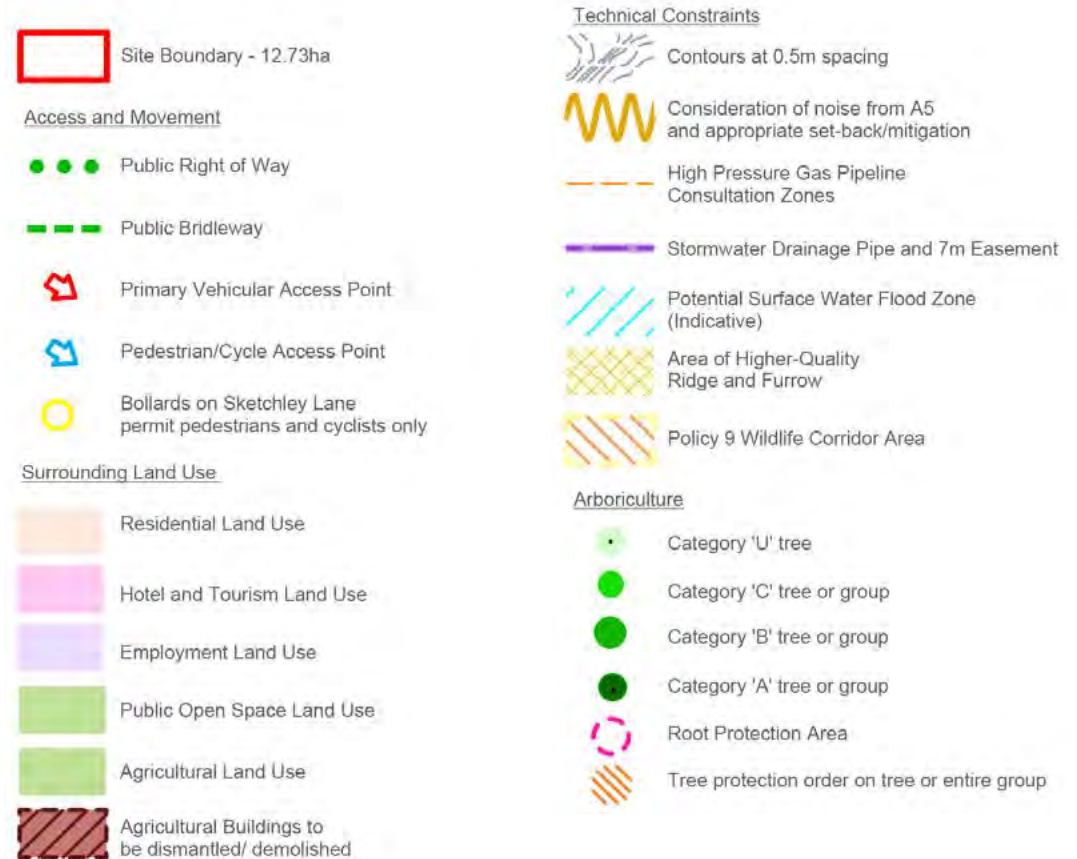


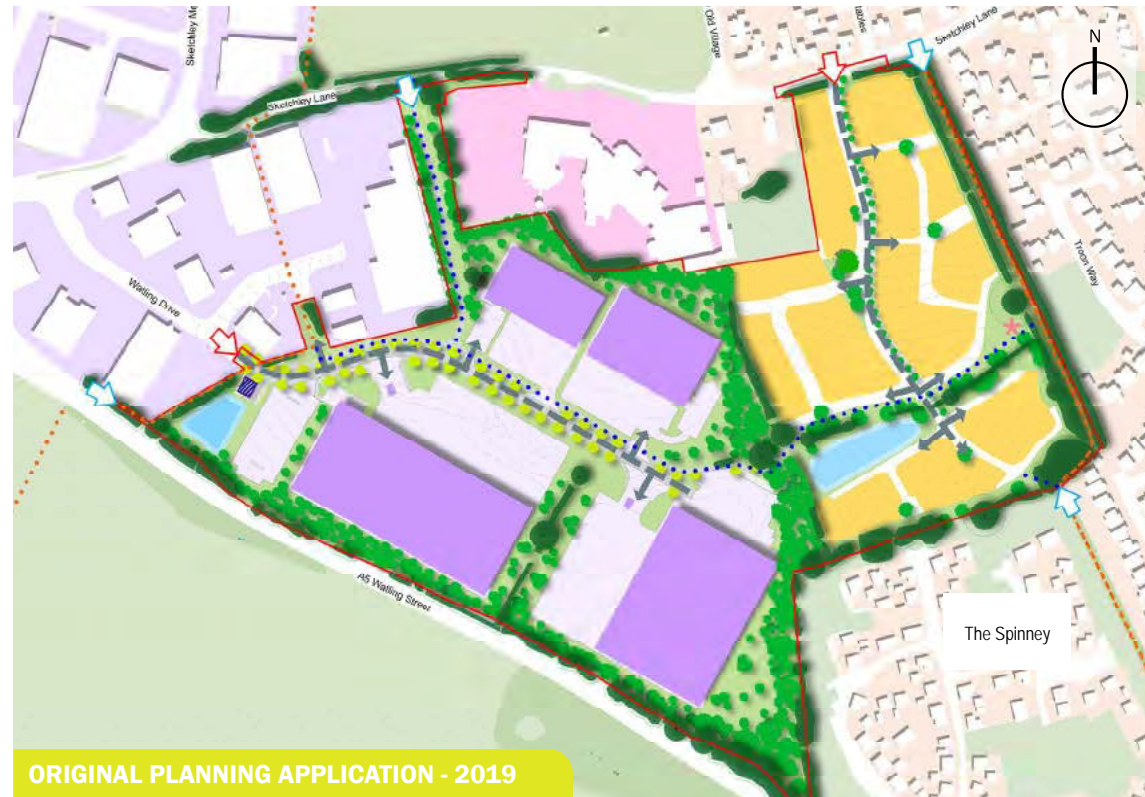


FIGURE 19. CONSTRAINTS AND OPPORTUNITIES PLAN (edp4824_d003)

4 THE DESIGN STORY

This section summarises the planning history of the site since 2019 and shows how the masterplan proposals have evolved from the original mixed-use planning application, and the response submitted to the Public Inquiry in March 2021 and the Inspector's appeal decision in May 2021.

4.1 Mixed-use Outline Planning Application Masterplan (2019)



ORIGINAL PLANNING APPLICATION - 2019

- An Outline Planning Application was submitted in August 2019. The scheme, above, included a residential area to the east, of up to 140 dwellings, and commercial development to the west, of up to 30,000 sq m of B1/B8 land use; and
- During the determination period the Burbage Neighbourhood Plan (BNP) was the subject of examination, which identifies, under Policy 9 'Wildlife and Green Corridors' covering part of the site. The application was refused at committee.

4.2 Public Inquiry Masterplan (March 2021)



Design Considerations from Inspector's Report:

- The BNP Policy 9: Wildlife and Green Corridor - this area is afforded a level of protection through the policy and should be free from development, protected and enhanced;
- Transition Zone - The site forms an open transition zone between the existing residential and hotel land uses and the commercial uses to the west;
- Sketchley Lane Character – the inspector considered that traffic safety improvements are required on Sketchley Lane, but these improvements should not affect the 'semi-rural' character of the street;
- Biodiversity - roads crossing the Wildlife and Green Corridor are in conflict with Policy 9; and
- Residential Development to the north of the Spinney - results in loss of views from the bridleway and the existing ridge and furrow landscape (although this was deemed of minor importance).

- A revised masterplan, above, was prepared for a planning appeal in March 2021. In response to BNP Policy, the commercial area of the masterplan was redesigned (and reduced to 22637 sq m) to retain a greater proportion of existing green infrastructure to include the majority of existing trees and hedgerows on-site; and
- The appeal was dismissed. The Inspector's Report provides some discussion of the reasons for the previous scheme being dismissed, and this has been interpreted to inform the new application.

5 THE PROPOSAL

5.1 Illustrative Masterplan

- 5.1.1 Proposals for Land Off Sketchley Lane, Sketchley will deliver a range of benefits as outlined in the 'Key Benefits' box opposite.
- 5.1.2 The Illustrative Masterplan demonstrates a residential scheme located within the north-east portion of the site, protecting and enhancing the Wildlife and Green Corridor.

KEY BENEFITS

- 150 new homes, including market and affordable units (20%), ranging from 1 bed to 5 bed dwellings;
- A green infrastructure network (comprising utilising retained and enhanced hedgerows, mature trees and new planting);
- A network of pedestrian and cycle routes linking across the site to connect with existing public rights of way forming sustainable routes to key destinations around Sketchley, Burbage and Hinckley;
- Amenity open space, including seating, kick-about and a children's play area, designed as a natural play space; and
- Sustainable drainage features to manage storm water on-site.

	Site Boundary - 12.74ha
	Illustrative Residential Blocks 4.07ha NDA - up to 150 dwellings
	Residential Ridge Heights limited up to 7.5m
	Proposed Vehicular Access Point
	Proposed New Pedestrian and Cycle Access Point
	Primary Access Route
	Indicative Internal Streets
	Existing Retained Trees and Hedgerows/ Woodlands
	Indicative Structural Woodland and Parkland Planting
	Proposed Native Hedgerow Planting
	Indicative Street Tree Planting
	Indicative Pond Features (Wet/Dry)
	Public Open Space
	Agricultural Land
	0.5m Contours
	Area Reserved for Agricultural Track
	Stormwater Drain with 7m Easement
	Pumping Station
	Informal/Natural Children's Play Area
	PROW - Existing Footpath
	PROW - Existing Bridleway
	Proposed Trail



FIGURE 20. ILLUSTRATIVE MASTERPLAN (edp_d041)

An environmentally-led design approach has been undertaken. To ensure the development proposals are sensitively integrated into the existing fabric of the site, a number of key design principles have been set out, which underpin the proposals.

5.2 Environmentally-led Masterplanning Principles

- 5.2.1 The diagrams opposite set out the design approach, starting with response to the site character and green infrastructure, and building upon those assets. These principles build from the design response set out in the Design Story in Section 4.0.
- 5.2.2 As a first principle the valuable green infrastructure areas have been identified and will be free of development. An area of c.67% of the site will remain as green open space in order to protect and enhance the BNP Policy 9: Wildlife and Green Corridor and to provide other green spaces within the development itself. This area will provide public access but have an ecology prioritisation in terms of creating a more natural than amenity character.
- 5.2.3 The open space strategy seeks to create green connections that act as both biodiversity corridors, and sustainable movement corridors. Set within this multi-functional landscape are new areas for wildlife, natural play and attenuation storage.
- 5.2.4 Finally, the development is integrated within the green infrastructure network, reading as a logical infill whilst providing generous open space buffers between neighbouring areas.

Respond to Site Green Infrastructure and Topography

- Retain trees and hedgerows wherever possible, especially TPO trees and the veteran tree;
- Respect the Policy 9 Corridor area and retain as open space;
- Consider topography in terms of development levels and drainage; and
- Identify green infrastructure framework.

Create New Biodiversity Areas and Open Spaces

- Soften and enclose the development edge with hedgerow, tree and woodland planting;
- New native woodland planting and specimen trees within residential development to respond to the rural character and parkland character of the local context; and
- Central west to east and north to south green corridor maintained and strengthened with new woodland planting and meadow established.

Enhance Connectivity and Access

- Create a segregated west to east and north to south green route for pedestrians and cyclists;
- Link to other public rights of way, particularly at Sketchley Lane (onwards to Hinckley station); and
- Create a legible network of people-friendly streets.



5.3 Development Parameters

5.3.1 This section describes the final design proposals and sets out how these could be delivered at the detailed design stage. This application is made in outline with all matters reserved except vehicular access. It seeks permission for the broad development quantum, but also provides a more detailed demonstration of how the proposals could be delivered to give confidence that it is achievable.

Development Parameters

5.3.2 The development parameters set the maximum and minimum parameters for the proposal and comprise three parameter plans:

- Land Use and Amount;
- Site Access; and
- Maximum Building Heights.

Illustrative Strategies

5.3.3 The parameter plans show the main aspects of the proposal but are not detailed proposals due to the nature of this application. Therefore, to illustrate the delivery of the parameters and set out the guiding principles for the delivery of the scheme, also included within this section is an Illustrative Masterplan and supporting development strategies. This illustrative material demonstrates how the broad areas identified in the parameter plans may be interpreted at a more detailed level. This is further illustrated using images, sections and sketches.

5.4 Land Use and Amount Parameter Plan

5.4.1 The Land Use and Amount Parameter Plan (Figure 21) fixes the quantum of development and open space provision in a spatial diagram.

5.4.2 The site will be developed to provide a scheme comprising the following:

- 4.07ha of residential development at an average density of 37dph; and
- 8.59ha of green infrastructure including amenity open space, retained vegetation and new strategic planting.

5.4.3 The site has the capacity to comfortably accommodate up to 150 dwellings. There will be a mix of house types to respond to local need. Policy 16 of the Core Strategy will be taken as a starting point and indicates a need for a greater number of smaller to medium size 1 and 2 bed units, a need for medium and larger family units, typically 2 and 3 bed family homes, and a small percentage of flats and bungalows.

5.4.4 Affordable housing will be provided at a rate of 20% of the total, as per local plan policy.

	Site Boundary	12.74ha
	Residential Area = 150 dwellings @ c.37dph	4.07ha
	Green Infrastructure Illustrative Breakdown	8.58ha
	Amenity Green Infrastructure	0.64ha
	Of which: Equipped Children's Play Space	0.05ha
	Casual/Informal Play Space	0.25ha
	Strategic Green Infrastructure	7.94ha
	Of which: Sustainable Drainage/Ponds	0.46ha
	Other	0.09ha
	Offsite Highways	0.07ha
	Pumping Station	0.02ha

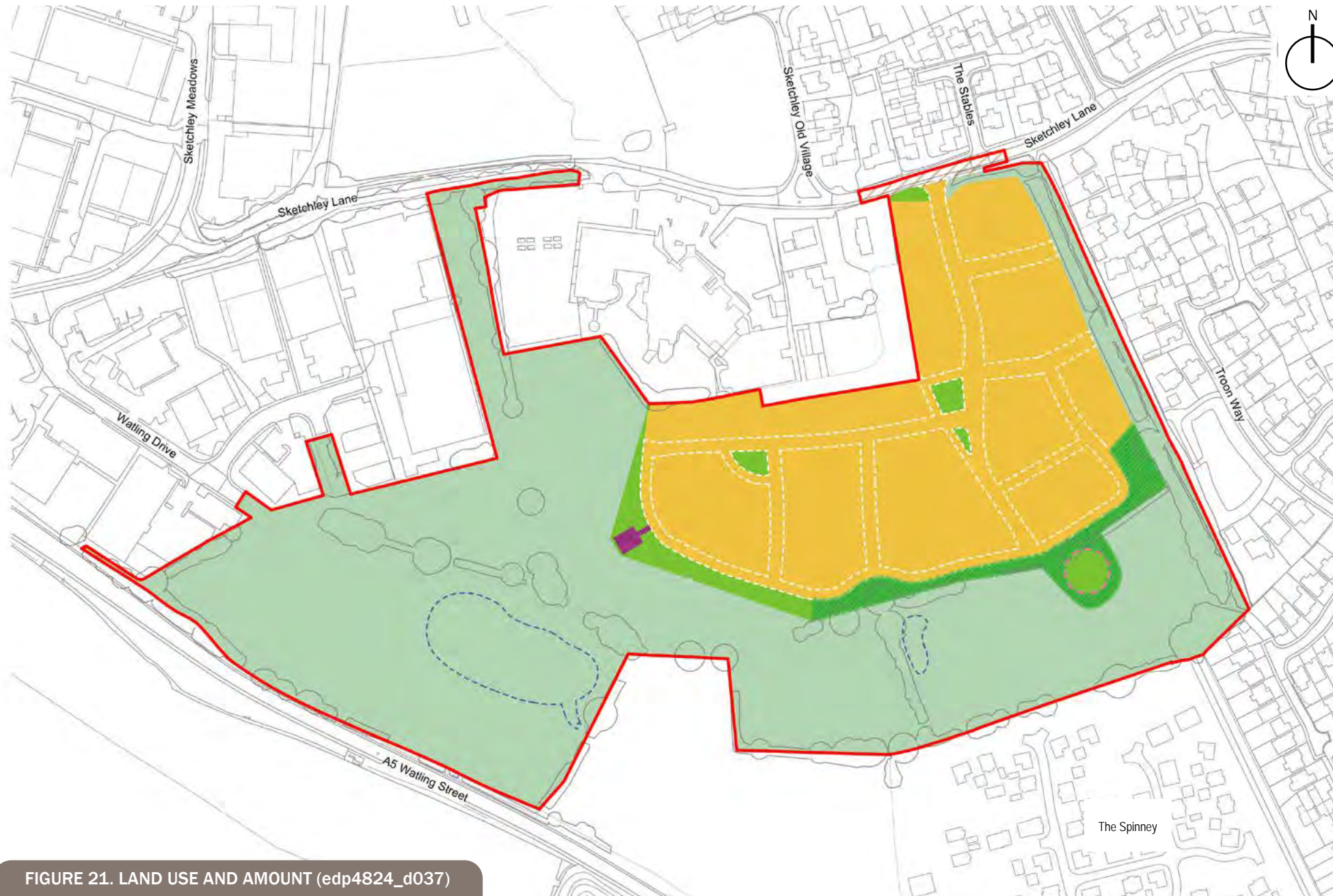


FIGURE 21. LAND USE AND AMOUNT (edp4824_d037)

5.5 Maximum Building Heights Parameter Plan

5.5.1 Residential building heights will respond to the surrounding context, having predominantly 2 storeys (maximum 11m ridge height) with lower buildings (7.5m ridge height) in the west within the vicinity of the hotel to allow for a transition to the openness of the green corridor.

Note 1: Building heights are in metres, from finished floor level (FFL) to maximum ridge height.

Note 2: Residential FFLs are +/-2m variance from existing ground level aOD.



Note: Residential FFL's are +/-2m variance from existing ground level Above Ordnance Datum (AOD).

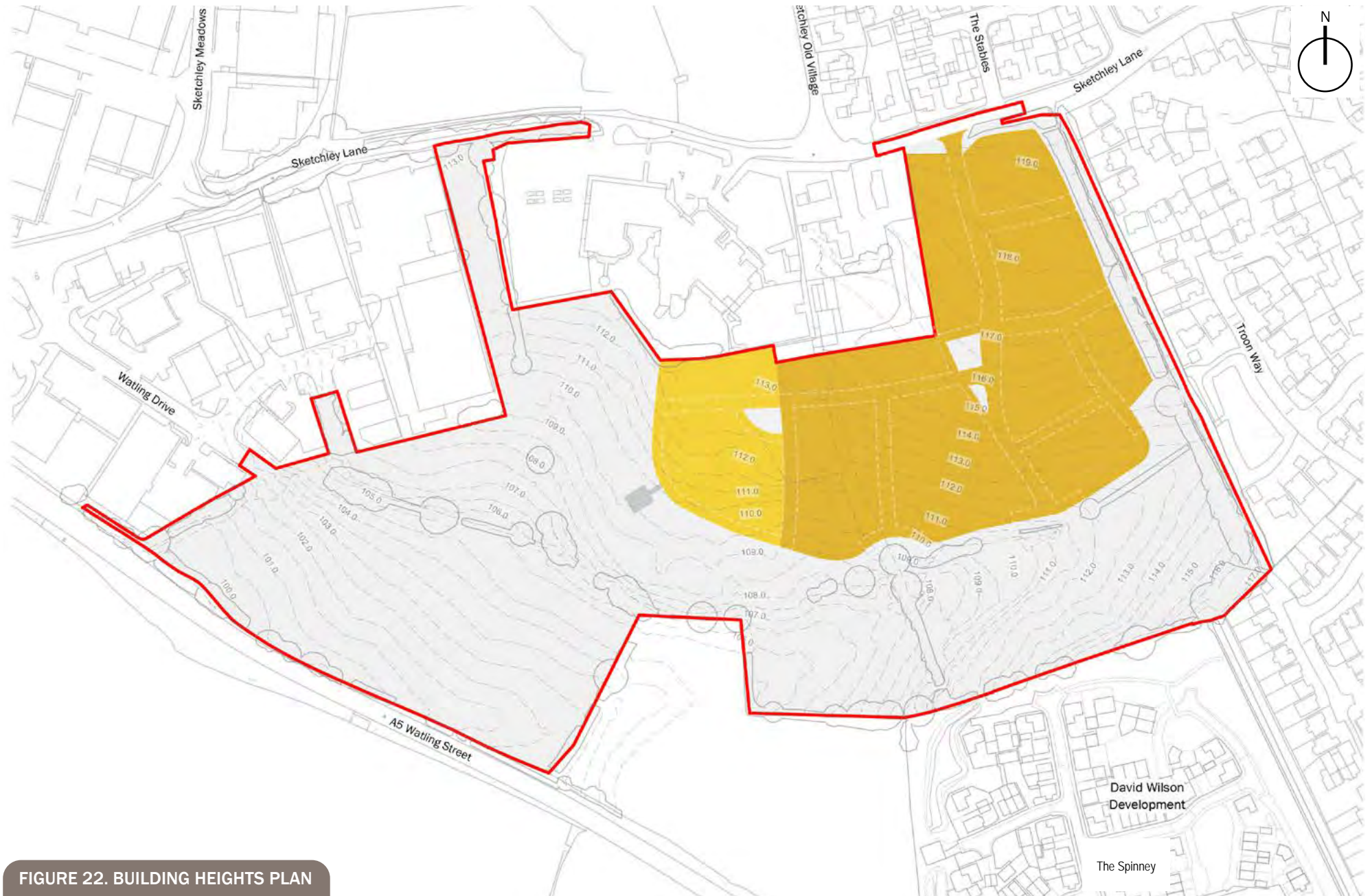


FIGURE 22. BUILDING HEIGHTS PLAN

5.6 Site Access Parameter Plans

5.6.1 There is a single vehicular access to the development off Sketchley Lane, as shown in Figure 23. A new priority junction will be formed with a 5.5m wide carriageway and 2m wide footways on either side. Visibility splays required at the entrance result in the loss of part of the existing hedge, which will be replanted further back, as shown in the masterplan.

5.6.2 Stantec have also designed a traffic calming scheme along Sketchley Lane (from the site to Herald Way) to demonstrate how safety improvements can be made for pedestrians and cyclists. See Figure 24.

5.6.3 The intention of the traffic calming scheme is to preserve the existing character of Sketchley Lane, whilst mitigating for the increase in traffic from the proposed residential development. The improvements will deliver:

- Slower traffic speeds on the lane;
- Facilities for cyclists where none exist at the moment (short bypasses which will provide separation from and priority over vehicles, and a 3.2m road gap to ensure vehicles will not overtake cyclists at the narrowings). This will reinforce the use of this route by cyclists with the use of the non-motorised section of the lane and Sketchley Meadows industrial estate;
- Widening of the narrow section of footway, which will provide safer travel for school pupils and adults alike; and
- Retention of the established hedgerow and trees within the southern verge.

5.6.4 Full details are contained in the Transport Assessment produced by Stantec that accompanies the application.

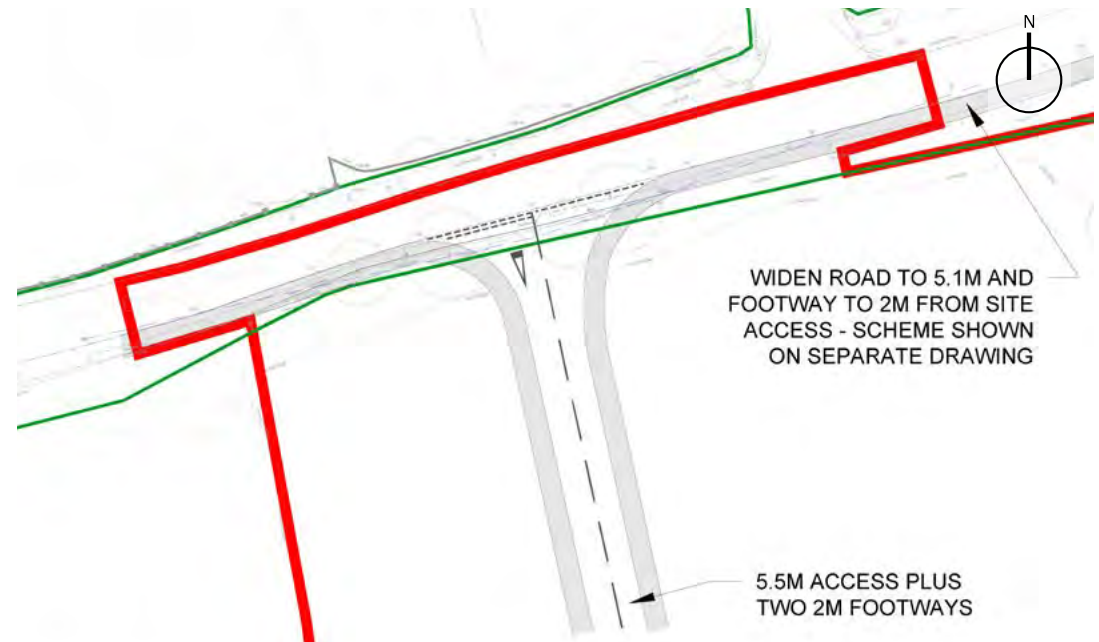


FIGURE 23. SKETCHLEY LANE ACCESS - SOURCE: STANTEC (drg.43859-5501-004)



Sketchley Lane looking east - proposed access point on right hand side

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- NOTES**
- This drawing is to be read in conjunction with all other relevant documents.
 - Do not scale from this drawing, use only printed dimensions.
 - All dimensions are in millimetres, all changes, levels and contours are to be shown on the drawing.
 - This drawing is to be read in conjunction with the project health and safety file and any identified risks.
 - Any proposals depicted on this drawing are 2D concept designs to provide an indication of the scope and principles of the design. Topographical survey and detailed design must be carried out to confirm extent of proposals including road geometry, earthworks and other site requirements.
 - Changes to the base Ordnance Survey (OS) and highway boundary have been made to reflect topographical survey data.
 - The design is subject to detailed design considerations including tree root investigation, utility apparatus locations, etc.

Key

- HIGHWAY BOUNDARY

ILLUMINATED TRAFFIC SIGNS AT NARROWINGS

TSRGD DIA 815/815.1 TSRGD DIA 811V/811.1

DIMENSIONS AT NARROWINGS

WOODEN ALTERNATIVE BOLLARD TYPE AT NARROWINGS
 TSRGD DIA 610 ARROW SIGNPLATE TO BE ADDED TO EACH SIDE

VALUATION OF WOODEN ALTERNATIVE BOLLARD WITH TSRGD DIA 610 ARROW SIGNPLATE AND RIBB BOLLARD (PLAIN FACE FOR CYCLE FACING SIDE), AND RUBBER SPEED CURB VARIANT

REV	DESCRIPTION	DATE	BY	CHKD	APP'D
01	ISSUED FOR APPROVAL	22/02/24			
02	ISSUED FOR APPROVAL	22/02/24			
03	ISSUED FOR APPROVAL	22/02/24			
04	ISSUED FOR APPROVAL	22/02/24			
05	ISSUED FOR APPROVAL	22/02/24			
06	ISSUED FOR APPROVAL	22/02/24			
07	ISSUED FOR APPROVAL	22/02/24			
08	ISSUED FOR APPROVAL	22/02/24			
09	ISSUED FOR APPROVAL	22/02/24			
10	ISSUED FOR APPROVAL	22/02/24			

PLANNING

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BARWOOD LAND

Client/Project
 BARWOOD LAND
 LAND AT SKETCHLEY LODGE, BURGAGE, HINCKLEY

Title
 SKETCHLEY LANE - FOOTWAY WIDENING AND ROAD NARROWING PROPOSALS

Project No
 50711

Scale
 1:200

Revision
 Drawing No.

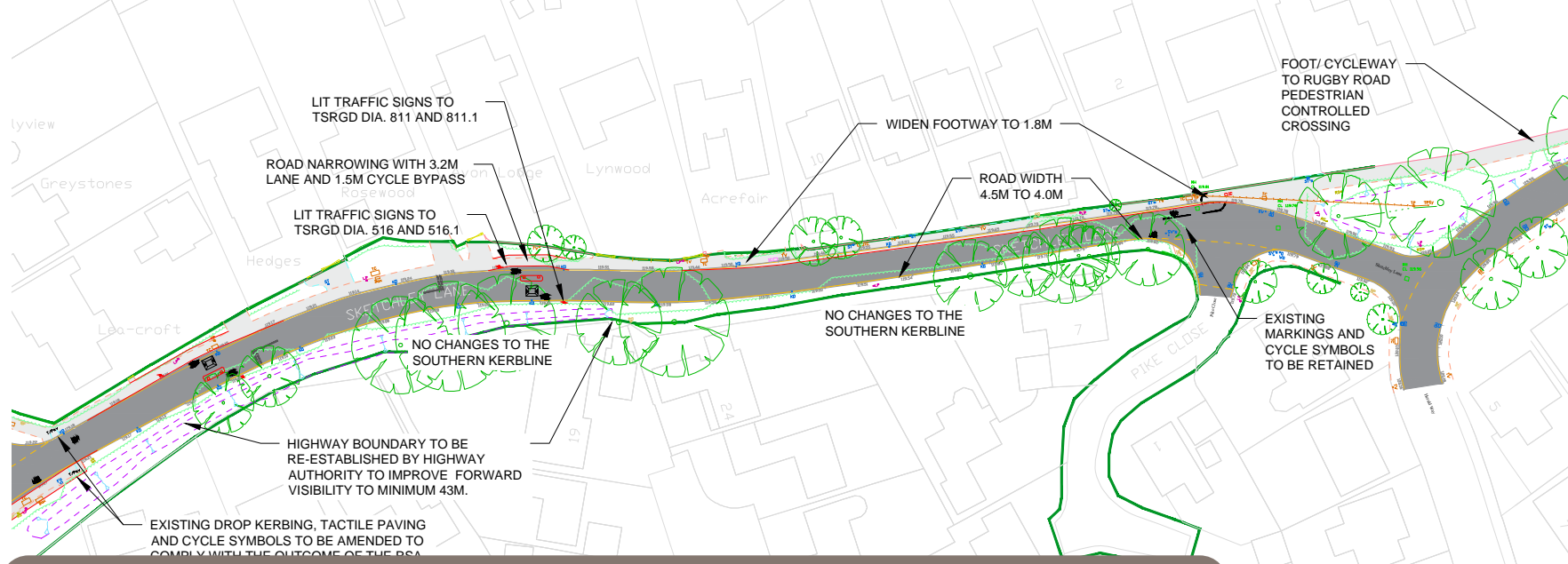
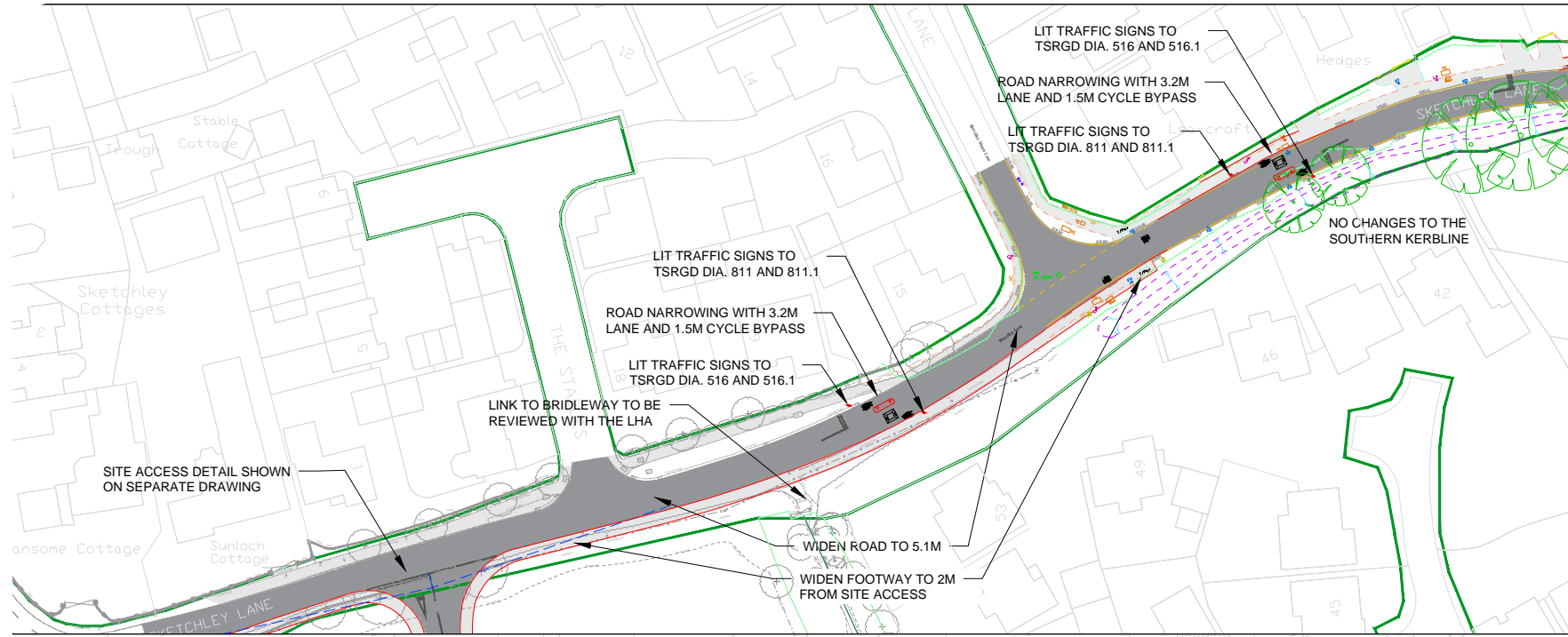


FIGURE 24. SKETCHLEY LANE TRAFFIC CALMING - SOURCE: STANTEC (drg.50711_5501_001_P03)

5.7 Density Plan

- 5.7.1 A range of densities is proposed across the masterplan in order to respond to local planning policy, to create a more diverse character to the development and to respond to the urban and landscape context appropriately.
- 5.7.2 Local Plan Policy 16: Housing Density, Mix and Design states a minimum density of 40dph for the Burbage area.
- 5.7.3 It is proposed to focus higher density (40-45dph) development around the central green square.
- 5.7.4 Densities within the majority of the northern part of the site will be within a medium range (35-40dph) to interface appropriately to adjacent residential neighbours.
- 5.7.5 Densities will be lower (30-33dph) in the southern portion of the site to form a sensitive transition with the wildlife and green corridor.
- 5.7.6 This results in an average density across the site of 37dph.
- 5.7.7 For these reasons, it is considered that the proposed density provides an appropriate balance between maximising the efficient use of land and integrating into the local urban and landscape character sensitively.



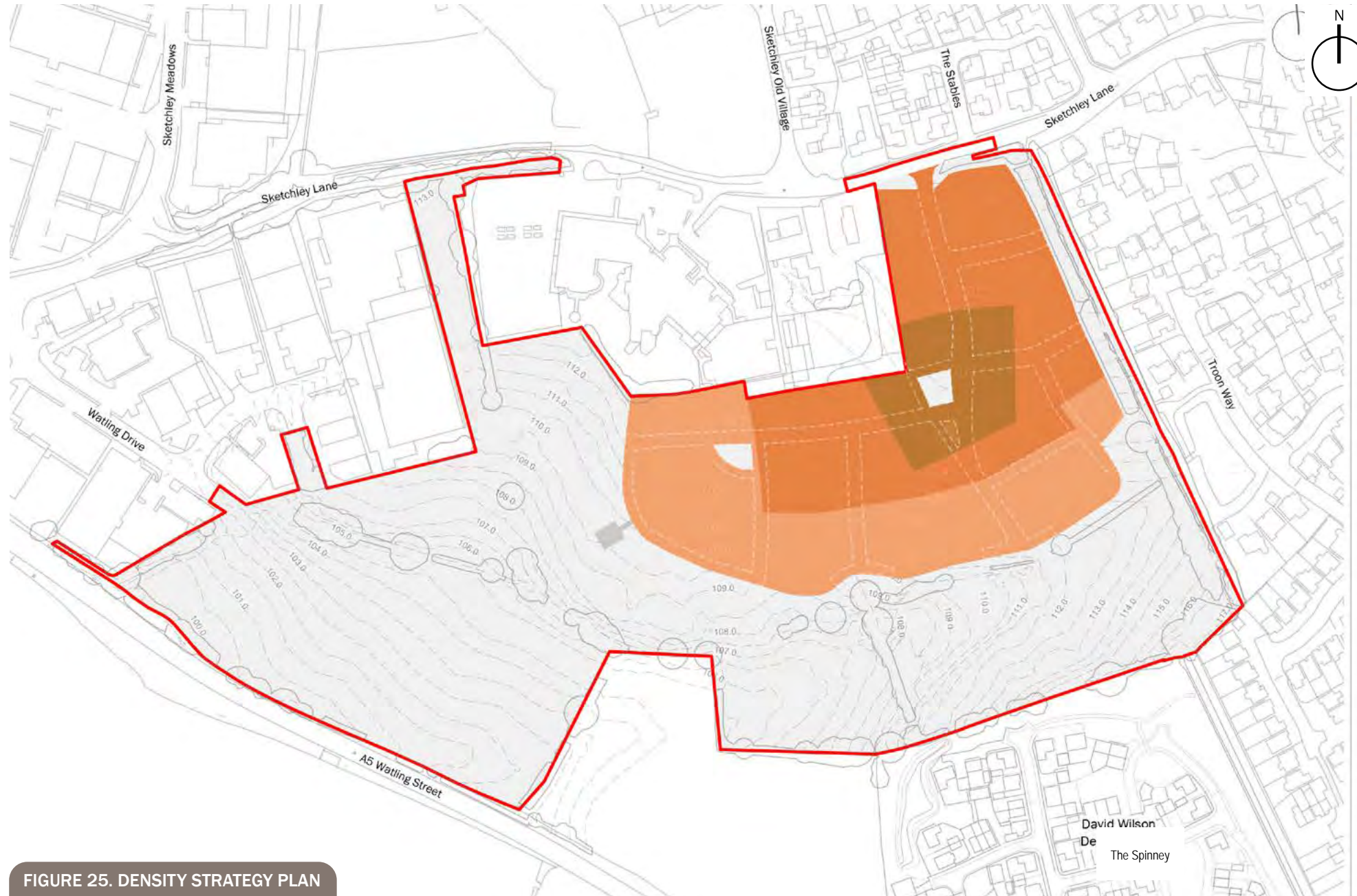


FIGURE 25. DENSITY STRATEGY PLAN

5.8 Street Hierarchy

Internal Movement Network

5.8.1 Within the residential part of the site, a simple street hierarchy has been devised based upon a central tree-lined spine street, with secondary lanes and green edge streets arranged off it.

5.8.2 The Residential Spine Road has a green verge on one side, and is planted with street trees. The street meanders southwards, creating an interesting journey as the visitor travels through the site, with incidental green spaces provided on the way.

Pedestrian/Cycle Network

5.8.3 A segregated east to west cycle and pedestrian path has been provided. This runs through the public open space as a pleasant green route and provides a connection between new and existing residential areas and Watling Drive.



2-3m	2m	5.5m	2m	2m	2-3m
front garden	footway	carriageway	verge	footway	front garden

Residential Spine Road



2-5m	5m	2-5m
front garden	shared-surface	front garden

Neighbourhood Street



Green Edge Lane



	4.5 - 6m	2-3m
public open space	shared-surface lane	front garden



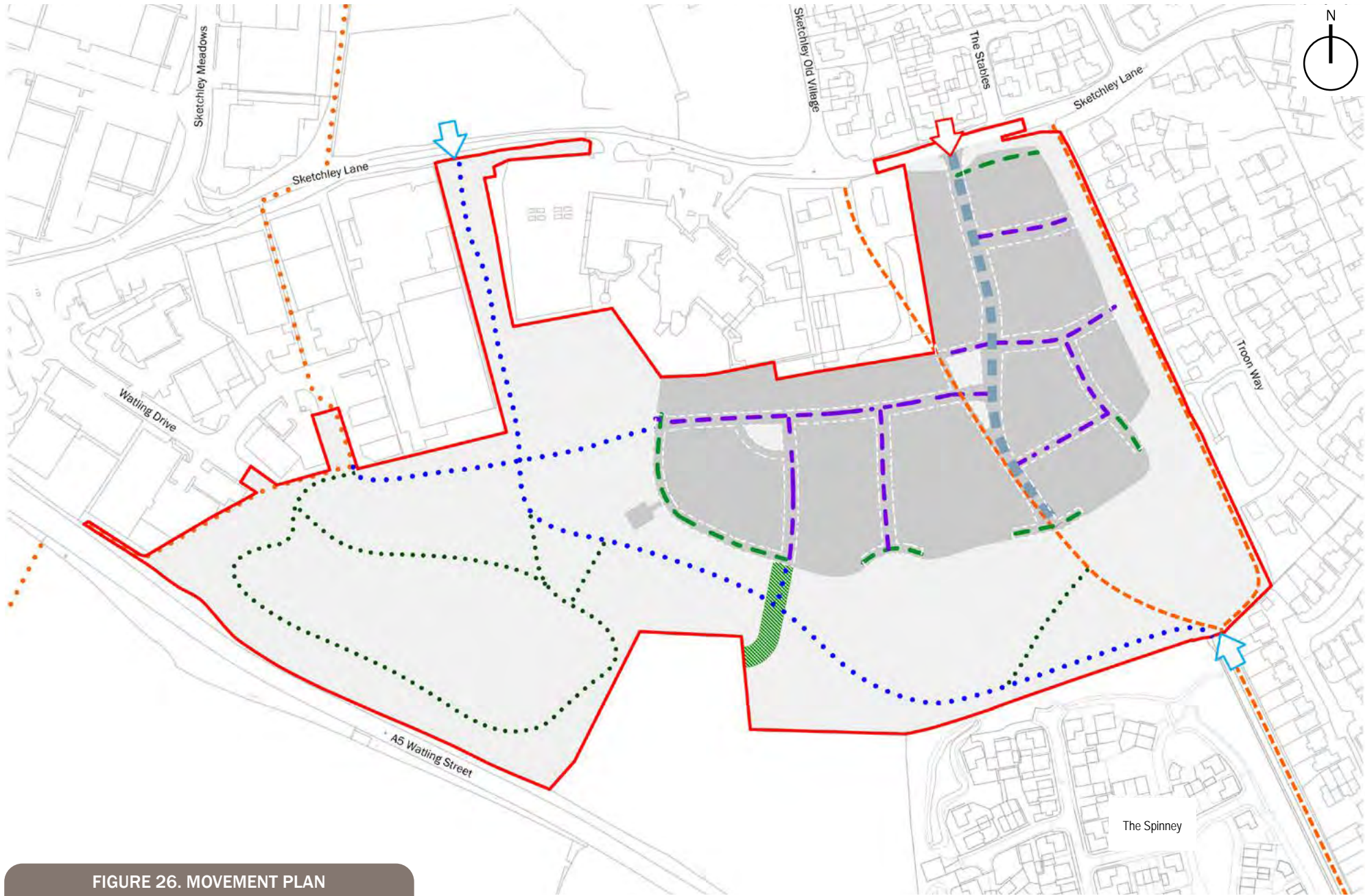


FIGURE 26. MOVEMENT PLAN

5.9 Green Infrastructure

5.9.1 Landscape and Ecology considerations have driven the overall design approach to the masterplan, as set out in the environmentally-led design principles in Section 5.4. The key components of the green infrastructure strategy are set out below, and indicated on Figure 27.

Amenity Green Space and Play

- 5.9.2 Two internal green spaces form nodes to the community to the west and eastern sides of the development **A**. These will be simple 'village green' type spaces where a large specimen tree can be planted to act as a landmark feature.
- 5.9.3 Allowance has been made to provide street trees along the residential streets to form an attractive leafy character to the development **B**.
- 5.9.4 Surrounding the southern perimeter of the development is an amenity space defined by a new native hedgerow and trees that enclose the built form and separate it from the wider natural green corridor. This space provides a flexible amenity space for residents, that could include small gatherings, picnics, kick-about, informal play and other outdoor exercise activities for example.
- 5.9.5 The amenity space extends to the south into the green corridor where a children's play area has been located. This equipped play space will be designed as a natural playground. This

approach is intended to encourage exploration and learning experiences through a closer relationship with nature. Equipment typically includes timber climbing features, grass mounds, willow tunnels, obstacle course style play trails and dens or shelters. **C** and **D**

Strategic Green Infrastructure (including the Wildlife and Green Corridor policy area)

- 5.9.6 The Wildlife and Green Corridor Area will be protected and enhanced with new planting to strengthen existing tree and hedgerow features, reinstatement of historic hedgerows and scattered tree and scrub planting **E**.
- 5.9.7 A network of pedestrian and cycle paths will be provided to create a permeable network and allow public access across the area. These links connect north, south, east and west to existing public rights of way and bridleways and the wider route network in the local area .
- 5.9.8 Key routes between the developed area and other destinations will be surfaced in hogglin to allow for cycle and pedestrian access in all weathers **F**. Other informal routes will be unsurfaced, mown grass pathways to reduce impact on the biodiversity and to form a more natural/rural character.

Biodiversity Enhancement

- 5.9.9 All existing green infrastructure will be retained except for where essential infrastructure is required. New native hedgerows, trees and woodland will be planted to strengthen and enhance the existing retained green infrastructure corridors and provide an ecotone transition to the open grassland areas **G** and **H**.
- 5.9.10 A wildlife pond has been included in the central part of the site within an area of existing scrub and marshy grassland. The sustainable drainage pond is also designed as a wildlife feature
- 5.9.11 Together these proposals result in a very significant biodiversity net gain in the order of over 70% the current site ecology value for habitats and 10% gain for linear features (hedgerows). Refer to ecological appraisal for further detail.



Open Space Standards

- 5.9.12 Policy 19 of the Core Strategy sets out the required green space and play provision. The provision is based on predicted population based on a household occupancy rate of 2.4, which for 150 dwellings results in a population of 360.
- 5.9.13 The table adjacent sets out the open space requirements and what is shown/proposed on the current masterplan.
- 5.9.14 Overall there is a surplus of open space provision, as measured against the policy requirement. This includes 0.3ha of amenity green spaces within and surrounding the residential areas, and c.7.4ha of additional accessible natural green space.
- 5.9.15 The casual/informal play and equipped children’s play are located within the central area of the site.
- 5.9.16 In addition to the Core Strategy open space standards, an Open Space and Recreation Study also exists. This document provides a survey of the existing open space provision in the area and any surpluses or shortfalls. Paragraph 8.8 notes that open space for children’s play and amenity space is required in this area, something that the plan delivers.

Type of Space	Policy Requirement (sqm)	On Plan
Outdoor Sports Provision	0.58ha	Off-site contribution
Casual/Informal Play Space	0.25ha	0.25ha
Equipped Children’s Play Space	0.054ha	0.054ha
Accessible Natural Green Space	0.6ha	7.94ha
Amenity Open Space (not policy)	n/a	0.34ha
Total	1.57ha	8.58ha

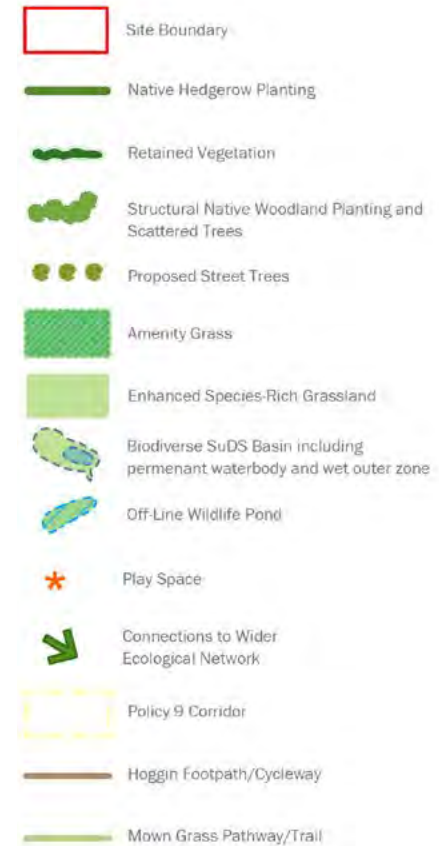




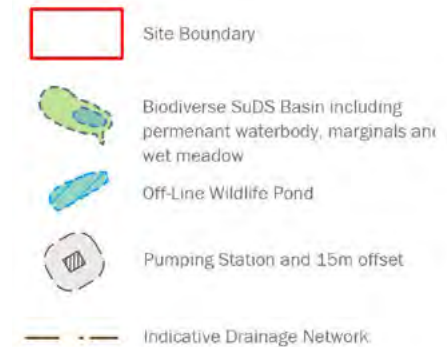
FIGURE 27. LANDSCAPE AND ECOLOGY STRATEGY (edp4824_d045)

5.10 Sustainable Drainage

- 5.10.1 A comprehensive drainage strategy has been developed to manage surface water run-off throughout the development. The images used here are illustrative examples of similar approaches delivered at other sites.
- 5.10.2 Further technical detail is provided within the Flood Risk Assessment.
- 5.10.3 An ecological approach has been taken to the design of the ponds and the attenuation has been oversized to allow for an increased wet grassland space around the edges of the permanent waterbody in the centre. A single large feature has been located within the southern field, and designed to include a number of shallow terraced levels within its profile to create varied wet and dry conditions and accordingly to create a more diverse range of habitats.
- 5.10.4 Within the residential square, and parking areas, it is proposed that porous surfacing be used wherever possible to allow for trees to be planted in hard surfaces, which would also allow for infiltration of run-off.



Example of a naturalistic attenuation area that could include marshy vegetation, swathes of wildflower planting, trees, scrub and reedbeds within different areas.



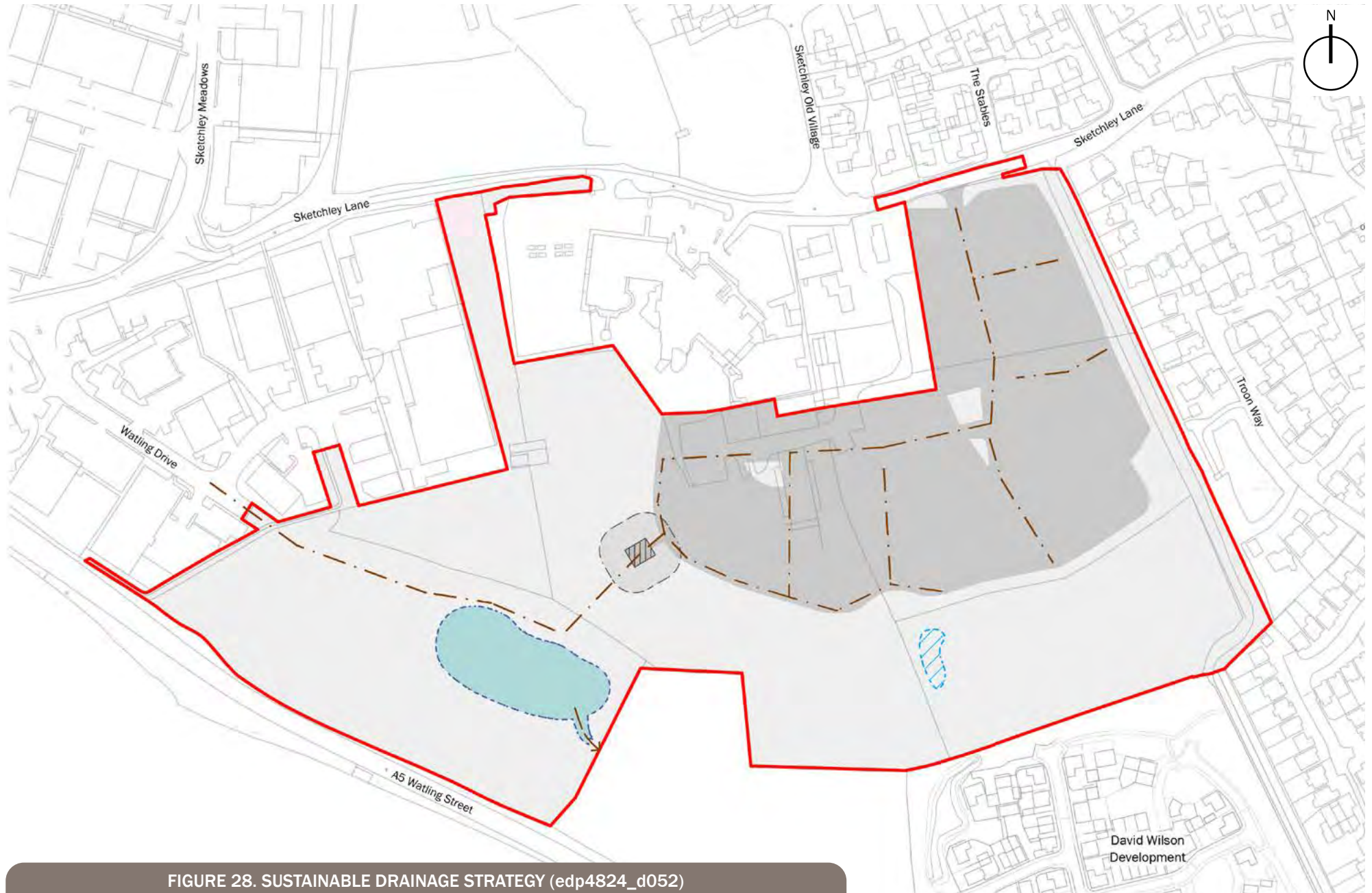


FIGURE 28. SUSTAINABLE DRAINAGE STRATEGY (edp4824_d052)

5.11 Illustrative Layout

5.11.1 The Illustrative Layout has been developed to show how development could potentially be designed to:

- Accord with the proposed parameters;
- Create an appropriate character;
- Test the proposed density and mix; and
- Illustrate how the landscape proposals integrate with the surroundings and existing on-site green infrastructure.

Housing Mix

5.11.2 The following table shows the Strategic Housing Market Assessment (SHMA) housing mix based on the profile of new housing needed to meet household type projections (SHMA Figure 6-30, Table 3). The Illustrative Layout shown uses the SHMA housing mix based on generic house-types using standard minimum floor areas as per the Nationally Described Space Standards.

Medium and Larger Family Units	Multi-person Provision - Student Housing/Flats	Smaller and Medium Sized Units
32%	4%	64%

Parking

5.11.3 Within the residential area, in accordance with best practice, dedicated parking will be provided on plot wherever possible, either on driveways next to the house, within garages or within a mews street to the rear in some cases. Informal on-street parking will accommodate visitor parking.

5.11.4 Full details of the parking will be sought at Reserved Matters Stage. However, Figure 29 demonstrates some of the principles of parking as described above.

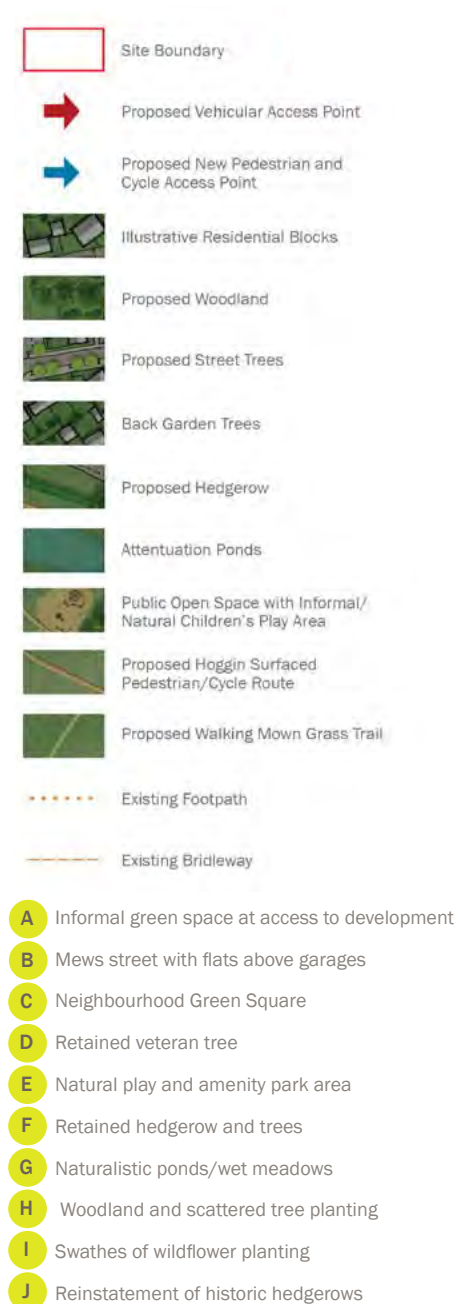




FIGURE 29. ILLUSTRATIVE LAYOUT

5.12 Development Character

5.12.1 Figure 30 illustrates indicatively how the residential buildings interface and integrate with existing and proposed green infrastructure, as well as the existing settlement context to the north, east and south.

5.12.2 The existing setting of mature trees (shown in a darker green on the illustration) frames the space and creates a leafy backdrop to the development through the Wildlife and Green Corridor area. The proposed new trees (shown in the lighter green) provide additional landscape screening and structure to the open spaces.

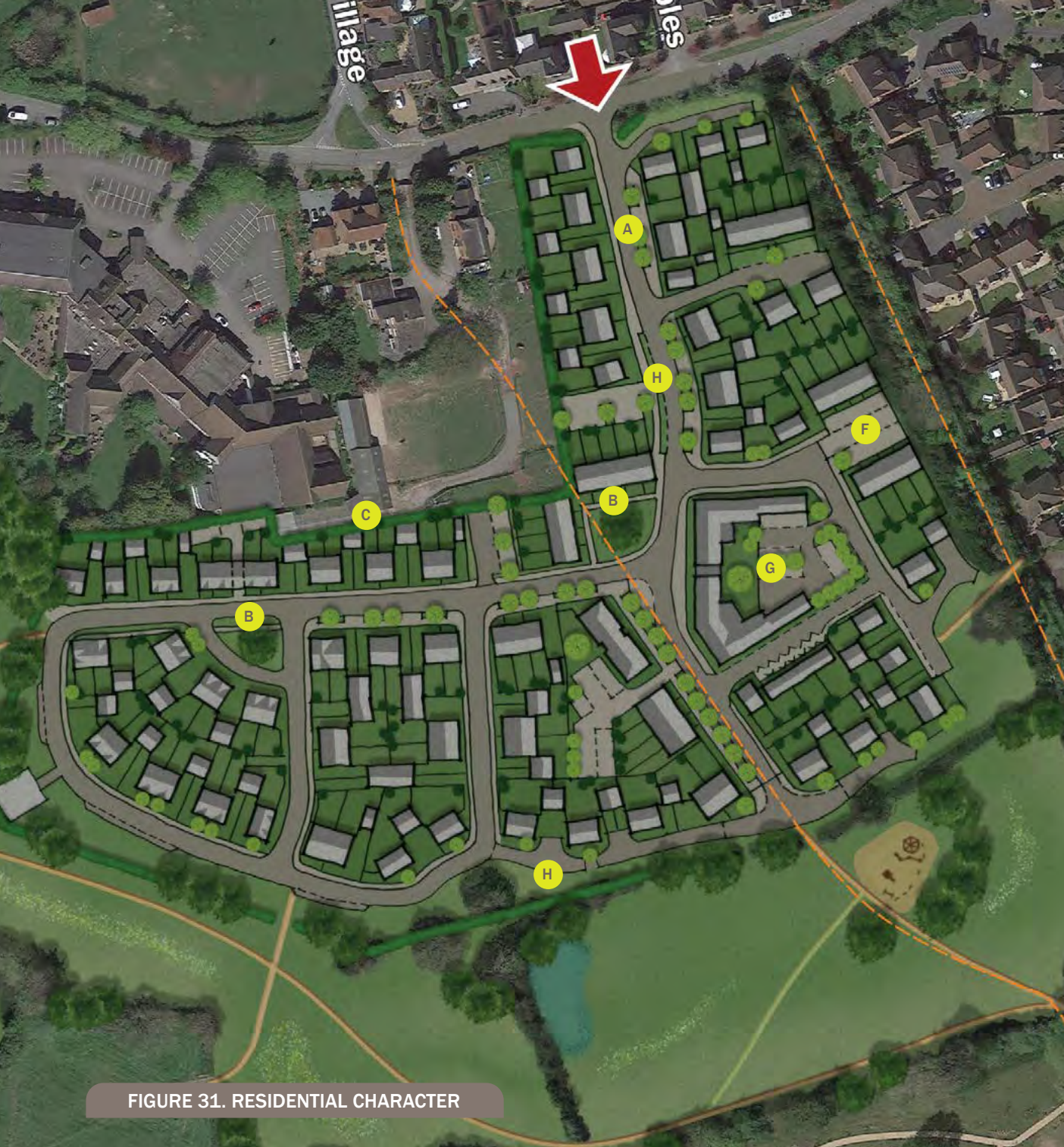


- A** New hedgerow and tree planting to Natural play space
- B** Informal kick-about within attenuation area
- C** Informal neighbourhood greens
- D** Play space
- E** Pedestrian and cycle routes
- F** Natural Ponds/Attenuation
- G** Secondary streets with trees



FIGURE 30. ILLUSTRATIVE SKETCH

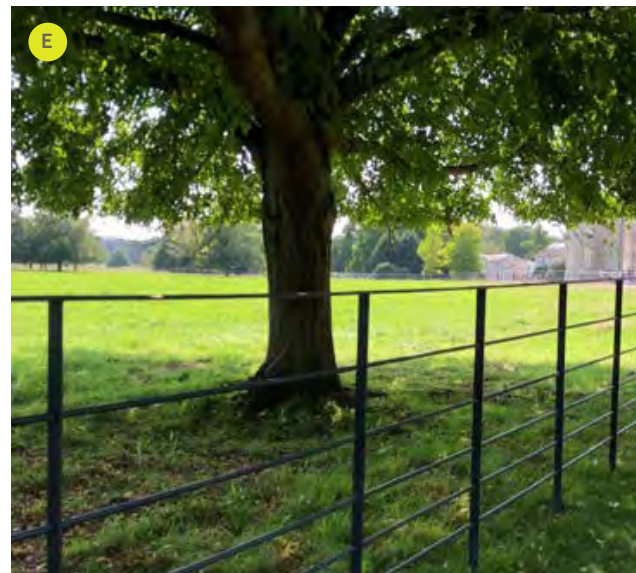




Residential Character

- 5.12.3 The green primary route features a continuous verge and tree planting along its length **A**. This route provides a legible and simple structure to the masterplan allowing for ease of navigation.
- 5.12.4 Secondary streets will have a mixture of smaller terraced and semi-detached homes with tree planting and shared surface treatments to streets **B**.
- 5.12.5 The residential area is punctuated by village green spaces to the west and east, with large feature trees marking these nodes **C** and **D**.
- 5.12.6 A less dense, more informal edge is created where houses front the more naturalistic green spaces **D**.
- 5.12.7 Across the site there are a variety of parking solutions, with garages set back behind the building frontage line, on plot parking to the side or rear of the dwelling, integrated car ports **F** and flats above garages as well as occasional rear parking courts **G**. These are utilised to provide parking for dwellings fronting the primary route, where front vehicle access would undermine the continuous building line and green verge.
- 5.12.8 Green routes off the primary street incorporate street trees and areas of on-street parking and are terminated with views of existing vegetation on the site's periphery **H**.

FIGURE 31. RESIDENTIAL CHARACTER



Landscape Character

5.12.9 Figure 32 shows the development in the context of the BNP Policy 9: Wildlife and Green Corridor. Existing vegetation has been retained and enhanced with new planting and reinstatement of historic hedgerows as set out in the Landscape and Ecology strategy.

5.12.10 The illustration shows how the existing framework of mature trees and hedgerows will be retained. The existing grassland of low ecological value will be transformed to a wildflower meadow with public access, providing a great benefit to the local residents, and to wildlife.



- A** Wildlife and Green Corridor - wildflower meadow establishment
- B** Grass Pathways
- C** Informal neighbourhood greens
- D** Play space
- E** Hoggin surfaced pedestrian and cycle routes
- F** Natural Ponds/Attenuation
- G** Hedgerows (new and proposed)

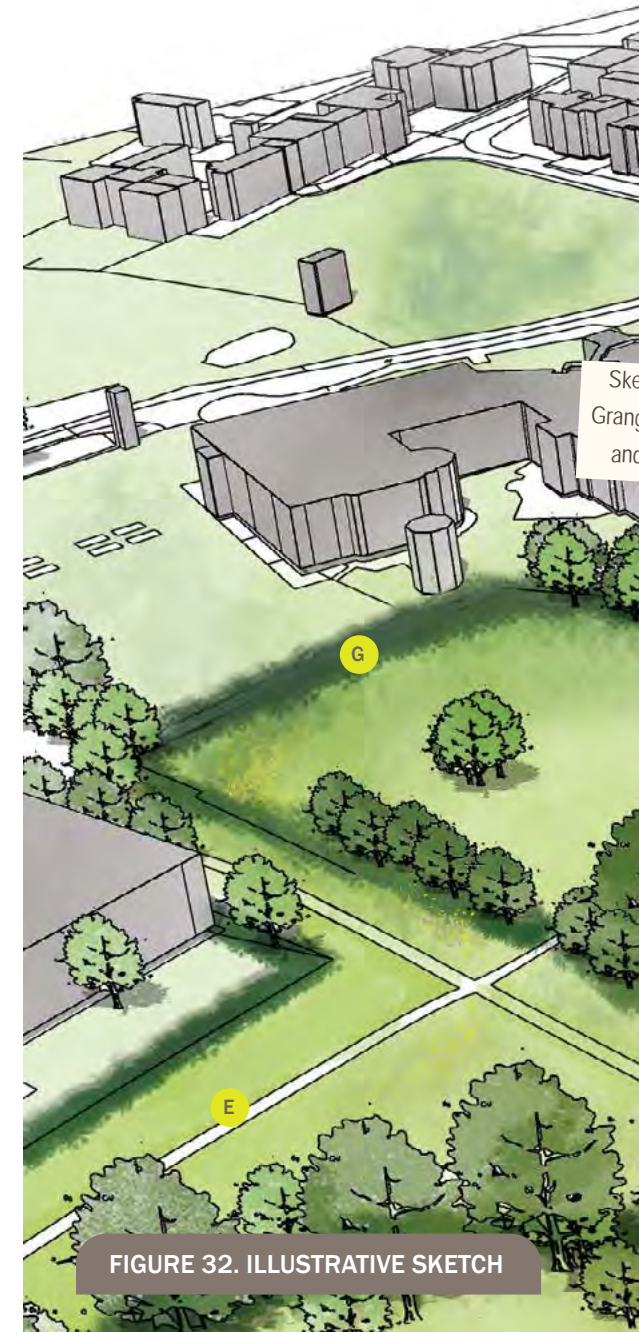


FIGURE 32. ILLUSTRATIVE SKETCH



Sketchley Lane

Bridleway

Sketchley Hotel and Spa

Primary Street

The Spinney

Land retained in agricultural use

5.13 The Good Design Guide – Responding to the Supplementary Planning Document (SPD) Design Objectives

5.13.1 The following table sets out the fundamental design principles from the Good Design Guide Supplementary Planning Document, and how the design proposals have responded to each.



Design Principles Diagram (Source: Fig 7, The Good Design Guide)

Design Objective	Design Response
Functional	<ul style="list-style-type: none"> The Design allows for the continuing function of the BNP Policy 9: Wildlife and Green Corridor. The residential element is functional as a place for people.
Support Mixed-Uses and Tenures	<ul style="list-style-type: none"> The scheme will include affordable housing as per the policy requirement and this will include a range of tenures including affordable housing. A wide range of shops and other community facilities is readily accessible nearby via walking, cycling and public transport connections.
Successful Public Spaces	<ul style="list-style-type: none"> The design of the streets and spaces is at the heart of the placemaking approach to the design and will feature street trees. A community park, providing children’s natural play facilities, picnic areas and informal kick-about space is located centrally. A veteran tree forms a focal point to the space, and other existing hedgerows, trees are retained and supplemented with new tree planting. Incidental green spaces provide large mature trees, mimicking the parkland character of the adjacent residential area.
Adaptable and Resilient	<ul style="list-style-type: none"> The extensive green spaces and planting will create an urban cooling effect, which will create a place that is more resilient to climate change and its effects including flooding, plant disease and adverse weather. Robust detailing and hard-wearing materials will be employed to ensure the resilience of the public realm. Homes will be built to the Nationally Described Minimum Space Standards, and allow for home working.

Design Objective	Design Response
<i>Distinctive Character</i>	<ul style="list-style-type: none"> • A detailed assessment of local character has been undertaken to inform the design. • Elements incorporated into the design that reflect local character include the use of small formal public open space (as seen in Burbage), the incorporation of incidental greens for specimen tree planting, housing typologies such as runs of terraces with varied roof-lines and coloured render, and use of semi-rural block arrangements and estate railings such as at Sketchley Old Village. • Use of traditional materials and details such as that found typically in local brickwork, is advocated. • Retention of the existing on-site green infrastructure and new tree and hedgerow planting will create a distinctive sense of place focussed around the local landscape character.
<i>Attractive</i>	<ul style="list-style-type: none"> • The composition of the residential area will create an interesting and attractive townscape. The design of this area has been crafted to create a sense of different character zones, with the main street having a higher density, utilising townhouses, whilst the southern area is lower density and has a different feel with larger detached homes and dormer bungalows. This provides variety across the scheme. • The green setting with homes placed amongst large mature trees and hedgerows, along with extensive tree planting integrated throughout the development, will give a sense of calm and provide seasonal interest and dappled shade. • The semi-rural character of Sketchley Lane and the surrounding settlement will be continued with hedgerows and trees softening the development frontage and edges.
<i>Encourage Ease of Movement</i>	<ul style="list-style-type: none"> • A legible and intuitive street network has been provided for easy navigation across the site. • An inclusive approach has been taken with surfaced routes usable for people with more limited mobility and simpler mown grass trails to access the natural parts of the site. • A key feature of the proposals are the new pedestrian and cycle accesses and routes that connect west to east and north to south through the site. This provides links to the existing bridleway, Sketchley Lane and other public rights of way to Hinckley and employment areas to the west.

5.14 Sustainability Strategy

5.14.1 At this Outline Application stage, emphasis has been placed on addressing the sustainability of the scheme in three respects:

- Social – to engender a healthy and motivated new community;
- Economic – to support the sustainability of the local community; and
- Environmental – to protect the environment and its resources.

Social Sustainability

5.14.2 The proposal aims to make a positive contribution by:

- Placing the proposed development in a location within walking and cycling distance of key local facilities;
- Creating a housing mix with the appropriate variety of types and tenures to meet local needs, whilst making the most efficient use of land. This includes starter homes and bungalows for downsizers; and
- Providing an extensive public open space park that can encourage wellbeing, healthy outdoor activities and social cohesion.

Economic Sustainability

5.14.3 A key objective of the Burbage and Hinckley Local Plan refers to the provision of homes to support the development of the local and regional economy. New homes and particularly affordable homes are intrinsic to economic sustainability through providing workers access to jobs being created in the area.

5.14.4 Environmental Sustainability

- Accommodating a sustainable water management strategy designed to have capacity for the developments storm water storage now and in future climate change scenarios. The ponds are designed as ecologically rich habitats in order to provide wildlife benefits in addition to the stormwater management function; and
- Providing new hedgerow, tree and woodland planting to create new habitats and deliver a significant net biodiversity gain of c.70%.

5.15 Safety and Security

5.15.1 A range of current guidance and planning policy has been considered in the design of the Illustrative Masterplan. The Illustrative Layout has been designed to 'design out crime', and there are some considerations that will be considered during the detailed design stages. The principles are summarised as follows:

- Front boundaries between private and public space will be clearly defined;
- Communal areas will be designed to allow informal surveillance from nearby dwellings with safe routes for users to come and go to reduce the potential to generate crime, the fear of crime and anti-social behaviour;
- Vulnerable areas, such as exposed side and rear gardens, will need more robust defensive barriers by using walls or fencing to a minimum height of 1.8m. There may be circumstances where more open fencing is required to allow for greater surveillance. Trellis topped fencing can be useful in such circumstances. Side elevations adjacent to the public realm will be articulated with windows to ensure informal surveillance;
- Dwellings will be positioned facing each other, where possible, to allow neighbours to view their surroundings easily and thus make potential offenders feel vulnerable to detection;

- A mix of dwellings will lead to a greater potential for homes to be occupied throughout the day giving increased opportunity for natural surveillance, community interaction and environmental control;
- Clear street naming and house numbering will underpin legibility and the demarcation of public and private space;
- In the limited locations where rear parking courts may be employed, they will be designed in such a way that they are semi-private, with clear demarcation to indicate that they are not part of the public realm, e.g. by using piers, gate posts, dwellings that have drive-through access;
- The design of green infrastructure will be designed to respond to the need for passive surveillance of the public realm and where necessary reinforce security; and
- The design and location of street lighting will be co-ordinated carefully with the proposed green infrastructure for each area to provide safe, well-lit routes designed to adoptable standards.

5.16 Waste Management

5.16.1 A waste management strategy will be devised at the Reserved Matters stage of design once a detailed housing layout has been developed. However, there are some key principles that should be given full consideration at the next stage:

- Bins for houses will be stored in rear gardens and brought to the street via a side alleyway on the day of collection;
- Where terraced layouts and/or apartments might be proposed, a communal bin store would be provided;
- Storage areas for bins need to allow adequate space for wheeled bins for general waste, recycling, garden waste and food waste caddies;
- The storage and collection of refuse and materials for recycling must be arranged so as not to visually or physically detract from the appearance of the development;
- On the day of collection, all bins shall be located no more than 5m from adoptable highway; and
- Along all streets a 1m wide gap must be provided between on-street parking every 15-18m to allow for bin collection.

Land at Sketchley Lane, Sketchley consists of 12.74ha of land to the south of Sketchley Lane and north of the A5. The site is sustainably located close to the town centre and other facilities and presents an exciting opportunity to deliver a high quality, landscape-led residential development of up to 150 new homes.

6 CONCLUSION

6.1 Overview of Proposals

- 6.1.1 This Design and Access Statement has demonstrated that a high quality, responsive and sustainable residential development is achievable for Land Off Sketchley Lane, Sketchley.
- 6.1.2 This application is in outline for all matters except vehicular access and seeks permission for the following development: *“Buildings and erection of up to 150 dwellings with vehicular access from Sketchley Lane and associated internal estate roads, parking, sustainable drainage, landscaping and public open space.”*
- 6.1.3 This highly sustainable site is exceptionally well located to offer access to existing jobs, services and facilities - including health, education, shops, and open space. The site benefits from excellent connectivity by public transport and convenient foot and cycle links to key destinations.
- 6.1.4 The development has been designed with strong environmental principles to ensure the protection and enhancement of existing natural features. In fact, two thirds of the site has been set aside for open space to provide biodiversity enhancement, recreational opportunities, play and amenity green space for residents and local people to enjoy.



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