

MARKET BOSWORTH

AN OPPORTUNITY
SOUTH OF STATION ROAD

DEVELOPMENT BRIEF / ACCESSIBILITY VERSION
MARCH 2021



FIGURE 1 - SITE LOCATION PLAN

1/INTRODUCTION

Define Planning and Design Ltd and Mode Transport Planning have been instructed by Hinckley and Bosworth Borough Council (HBBC) and St Peter's Parochial Church Council (SPPCC) to prepare a Development Brief relating to their land South of Station Road, Market Bosworth ("the site"). It is intended that this Development Brief will be adopted by HBBC as a Supplementary Planning Document (SPD) to inform the development of this mixed use site.

The site is located south of Station Road, and comprises existing employment land to the north and two parcels of agricultural land to the south.

Land South of Station Road has been identified for mixed use development within both HBBC's Site Allocations and Development Management DPD and the Market Bosworth Neighbourhood Plan. That allocated land includes the greenfield element within the site, but also additional land to the west. The allocation seeks the provision of approximately 100 residential dwellings, a half to one hectare of employment land, and associated infrastructure, open space and landscaping.

This document reflects the aspiration of HBBC to assist in the delivery of the mixed use development of the site, with the production of a high quality and deliverable masterplan. In doing so, this exercise will contribute to HBBC's Vision for the Borough to be 'a place of opportunity' which seeks to create great places to live, work and relax in. It will set out the site's capacity and deliverability, and will illustrate how the site may be developed in a sustainable manner to provide an attractive new extension to the existing community.

In that light, this exercise has:

- Ensured that there is a clear appreciation of the client bodies' aspirations;
- Identified, assessed and addressed the key constraints and policy tests, and identified an appropriate design response to address those matters;
- Proactively undertook stakeholder and public engagement to build consensus;
- Prepared and communicated attractive scheme proposals that clearly set out the vision and key parameters and principles for the future development of the site; and
- Ensured that the final Masterplan is robust, deliverable and attractive to potential developers of the site.

The Development Brief will follow the structure set out below:

1. Introduction: Provides the rationale for the preparation of this document.
2. The Site and Context: Sets the context for Land South of Station Road and the wider settlement of Market Bosworth.
3. Site Synthesis: Considers key constraints and opportunities relating to the development of Land South of Station Road.
4. Planning Policy: Discusses the site's mixed use allocation and the planning policies and design principles that it is subject to.
5. Development Requirement: Outlines the requirements relating to the site's mixed use development.

6. Engagement: Summarises the extensive consultation that was undertaken to inform the iterative development of the proposals set out within this document.
7. Access and Highways: Discusses considerations relating to access and highways specifically, and the proposals that have developed as a result of extensive consultation and technical design considerations.
8. Shaping the Masterplan: Considers the key elements that have shaped the development of the proposed Masterplan.
9. Concept: Responds to these key considerations by setting the fundamental elements of the development framework.
10. The Development Framework: Sets out the key design principles that underpin Options A and B, and summarises the land use budgets associated with each option.
11. Design Principles: Sets out the key design principles that should underpin the development of the site in more detail.
12. Illustrative Sketches: Provides an illustrative indication of the proposed development on the basis of these principles.
13. Illustrative Street Scenes: Provides illustrative streetscapes of the proposed development to demonstrate some of the three-dimensional aspects of the proposals.
14. Implementation: Summarises the process that will be undertaken by the applicant to obtain full planning permission for the site's mixed use development.

PREPARED ON BEHALF OF

**ST PETER'S PAROCHIAL CHURCH COUNCIL &
HINCKLEY AND BOSWORTH BOROUGH COUNCIL**

BY

DEFINE

&

mode
transport planning

2/THE SITE & CONTEXT

THE SITE

The site is approximately 7.60 hectares in size and comprises two agricultural land parcels to the south and an employment area to the north. Within the employment component of the site there are a number of third party ownerships (as reflected by the red line boundary). Station Road runs east to west along the site’s northern boundary, with existing settlement of Market Bosworth located to the site’s east, an industrial site and historic railway line to its west and open countryside to its south (as shown on the Site Context Plan).

The site’s greenfield element and much of the land to its south is formed of agricultural fields sub-divided by mature hedgerows and prominent vegetated areas. In contrast, the employment area accommodates a variety of prominent local businesses in an eclectic building mix.



























Outside of the site’s boundary, land to the immediate west is a single employment site with a number of larger buildings occupied by an engineering company (JJ Churchill). Beyond the adjoining railway track, a residential site has planning permission for the construction of 57 dwellings. A Severn Trent Water pumping station is located adjacent to the site at its south-western boundary, and is accessible through JJ Churchill’s land via a private access road along the sites western boundary.

MARKET BOSWORTH

The site is situated on the western edge of Market Bosworth, approximately 1.1km from the town centre along Station Road. The nearest bus stops are located on Station Road, close to the site’s northern boundary, and there is an hourly bus service into Market Bosworth town centre and Leicester.

The market town contains a number of services and facilities, including a nursery, primary and secondary schools, a community library, churches and a medical practice / surgery. The attractive local centre also has a popular retail offer, with a chain convenience store, smaller independent retailers, and restaurants, cafés and pubs. The market town also has a good leisure offer, with the presence of Market Bosworth Country Park, Bosworth Spa, Hotel and Gym complex, Bosworth Marina and Bosworth Water Park attracting many visitors.

LEGEND

	Site Boundary		Prominent Vegetation
	Settlement Boundary		School
	Urban Settlement		Nursery
	Local Centre		Community Library
	Public Right of Way (PROW)		Convenience Store
	Permitted Route		Bus Stop
	Primary Road		Severn Trent Water Pumping Station
	Contour		Church
	Historic Rail Station		Existing Employment Area
	Historic Railway Line		Cultural and Tourism Facility
	Listed Building		Residential Site with Planning Permission
	Scheduled Ancient Monument		Canal
	Open Space, Sports and Recreation Facility		Flood Zone



3/SITE SYNTHESIS

An appraisal of the site has highlighted the following key matters that should be considered in the development of the masterplan and future planning applications:

LAND OWNERSHIP & LAND USE

- 1 Land in the northern part of the site and adjacent to its western boundary is currently in employment use and within a number of separate land ownerships. Scheme proposals will need to respond to those uses to avoid conflict and ensure that they can continue to operate, whether in situ or relocated within the site (e.g. access, egress, security, etc). The potential implications for residential development also need to be carefully considered (e.g. noise).
- 2 Scheme proposals should also sensitively integrate any new development with the existing residential properties to the site's east to minimise visual impact.
- 3 The access to the Severn Trent Pumping Station adjacent to the site's south-west boundary and the services that cross the site need to be carefully considered in the development of the scheme proposals. It is assumed that local diversions will be possible.

MOVEMENT

- 4 Primary access from Station Road to the site's north needs to take account of the existing access arrangements and relevant highways standards, and ensure connectivity to the existing bus stops.
- 5 There is an existing permitted route that runs along the site's eastern and northern boundary linking to the spinney to the east.
- 6 An existing field access provides a potential pedestrian connection to the adjacent housing area, play area and Station Road.

RELATIONSHIP WITH SURROUNDING LANDSCAPE

- 7 The robust vegetation and woodland within and near to the boundary of the site helps to screen it in views from the south.
- 8 Views in and out of the site are largely limited to those from the open countryside to the site's south east, including those from PROW S72. Partial screening is provided by the localised ridgeline.
- 9 The site's topography falls to its south-west corner. A drainage discharge connection is required.

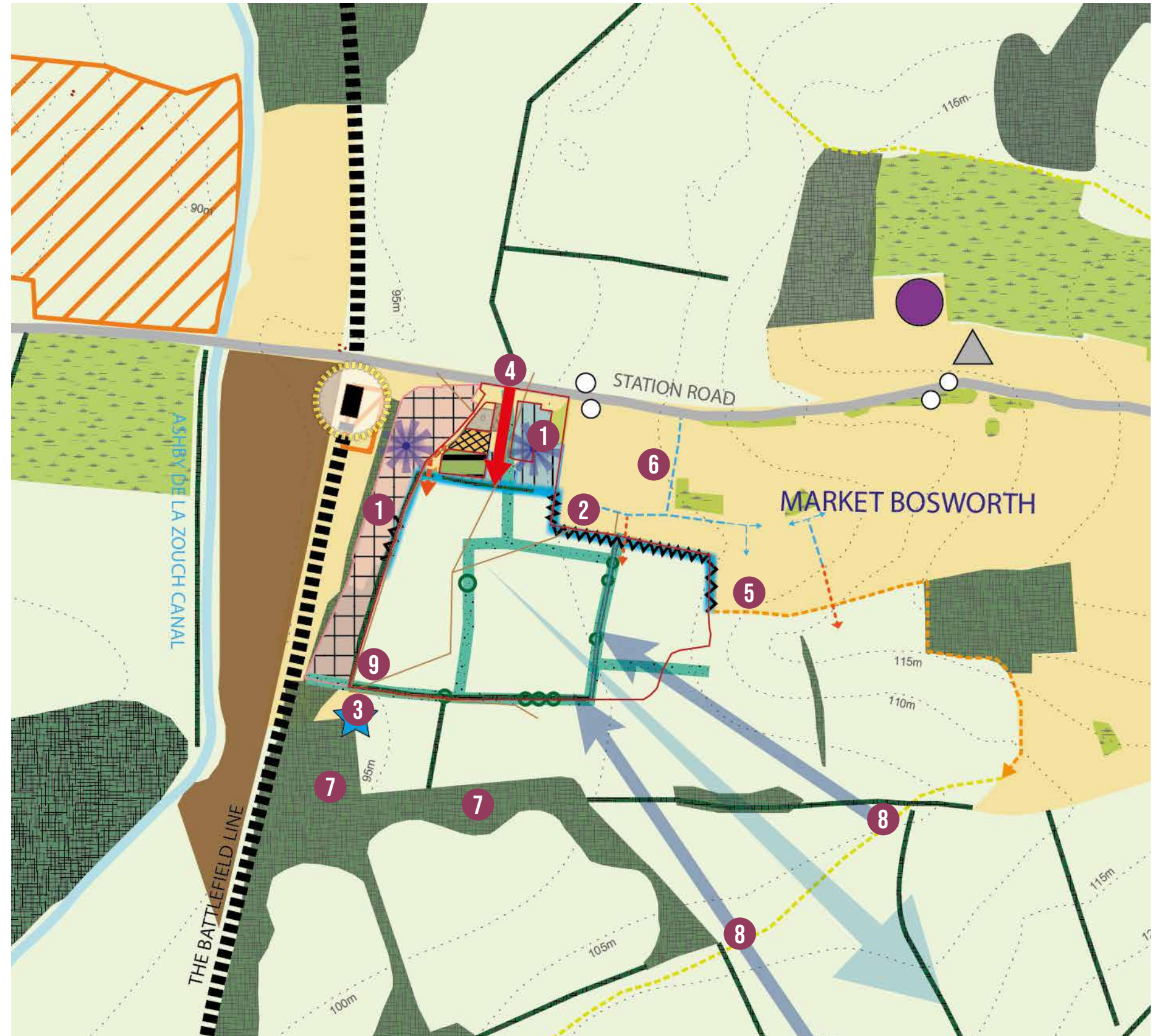


FIGURE 3 - SITE SYNTHESIS: The above plan identifies the following key matters that should be considered in the site's development: 1) Neighbouring noise sources. The importance of considering adjacent residential properties and the maintenance of access to the Severn Trent Water pumping station. 2) The need for the primary access to consider the existing access arrangements and highways standards, and the potential for the site to tie in with existing pedestrian routes. 3) That views of the site are limited to views from the site's south-east due to the robust vegetation surrounding the site.

LEGEND







































	Site Boundary		Contours
	Urban Settlement		Canal
	Pedestrian connection		Ditch / watercourse
	Public Right of Way (PROW)		Sewer Network
	Permitted Route		View of the site from surrounding area
	Primary Road		Key view out of the site
	Historic Rail Station		Neighbouring Property
	Historic Railway Line		Existing Hedgerow
	Grade II Listed Building		Historic Field Boundaries
	Open Space, Sports and Recreation Facility		Prominent Hedgerow Trees
	Prominent Vegetation		Weaker Hedgerow
	School		Noise Source
	Community Library		Potential Access
	Bus Stop		Potential Secondary Access
	Severn Trent Water Pumping Station		
	Cultural and Tourism Facility		
	Residential Site with Planning Permission		
	Flying Spares (Car parts dealership)		
	Starman's Rolls Royce Specialist (Car Mechanics)		
	JJ Churchill (Engineering)		
	Savage Marine (Lighting manufacturer and distributor)		
	Fine Art Ceramics (Dental Laboratory)		
	Land owned by T Mutlow		
	Land owned by Reuben Heaton		



IMAGE: MARKET PLACE, MARKET BOSWORTH



IMAGE: VIEW OF THE SETTLEMENT FROM THE SOUTH



IMAGE: EXISTING EMPLOYMENT USES WITHIN THE SITE

4/PLANNING POLICY

NATIONAL PLANNING POLICY AND GUIDANCE

The National Planning Policy Framework (NPPF) is underpinned by the presumption in favour of sustainable development, and places a particular emphasis on the need to boost the supply of homes, with local planning authorities required to identify sufficient development land to meet the authority's local housing need. Furthermore, the NPPF discusses the requirement to support local business needs.

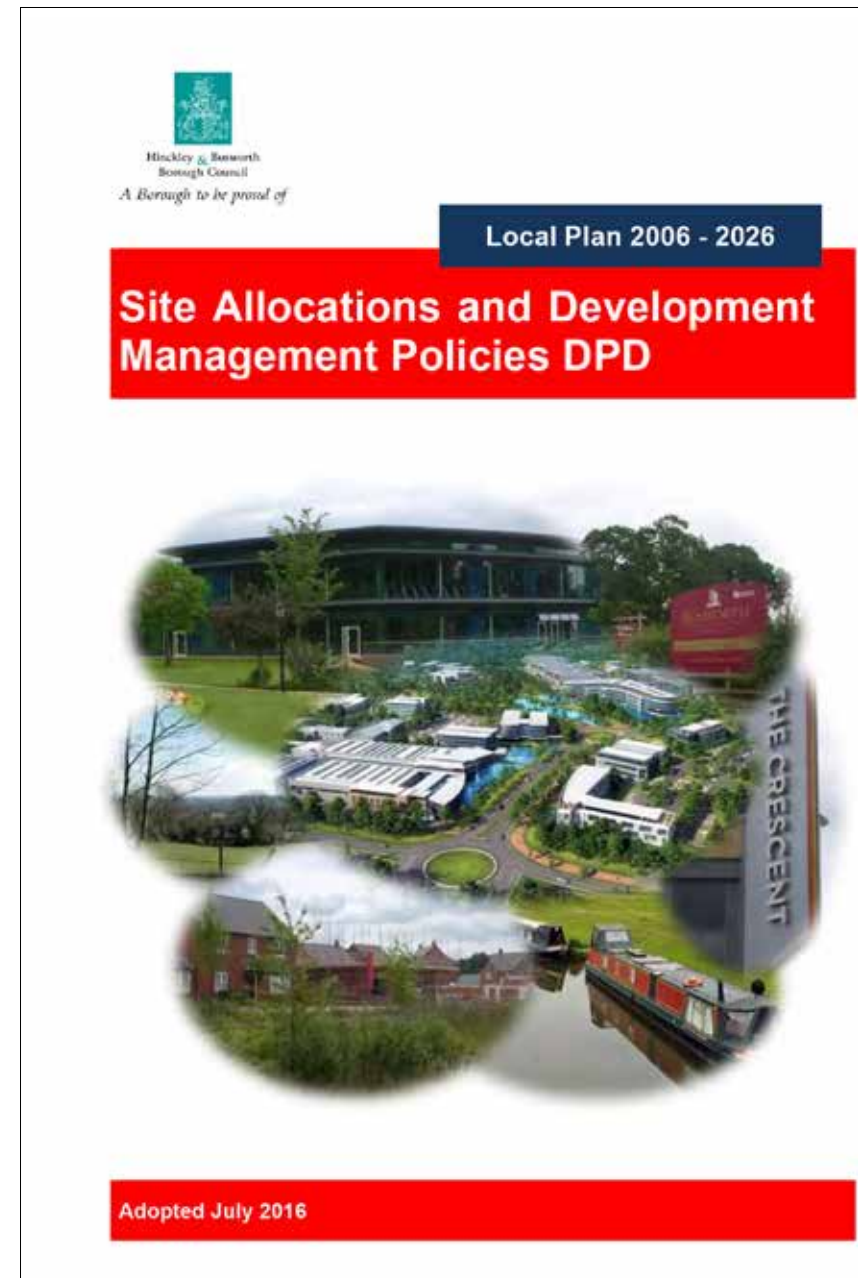
HBBC's Core Strategy (HBCS) sets the Vision and spatial strategy for the Borough, as well as the relevant strategic policies that the site's development must accord with. Meanwhile, HBBC's Site Allocations and Development Management Policies (SADMP) DPD and the Market Bosworth Neighbourhood Plan (MBNP) allocate Land South of Station Road for residential and employment development. This SPD has been developed within this policy framework, and seeks to specifically support Policy SA5 of the SADMP DPD (as below), as well as other relevant policies where appropriate.

SITE ALLOCATION

Site Allocations and Development Management DPD

HBBC's SADMP DPD (adopted July 2016) allocated Land South of Station Road and Heath Road, which covers the site's greenfield element and additional land to the west, for mixed use development under Policy SA5. The following development requirements were outlined:

- Provide between 0.5 to 1 hectare of additional B1, B2 or B8 employment land;
- Provide approximately 100 dwellings with a density, mix and design in line with Core Strategy Policy 16;
- Create a safe pedestrian access off Station Road and alternative pedestrian access into the site;
- Provide some allotment provision on site with associated car parking facilities;
- Provide open space and play provision in line with Core Strategy Policy 19; and
- Provide affordable housing in line with Core Strategy Policy 15.



Market Bosworth Neighbourhood Plan (MBNP)

Land South of Station Road was also allocated for mixed use development within the MBNP (adopted September 2015) within Policy BD2. Policy BD2 states that the development should provide:

- Between 0.5 to 1 hectare of additional B1, B2 or B8 land;
- A minimum of 55 dwellings with overall housing density, mix and design in line with Core Strategy Policy 16;
- An area of open space.

The inclusion of a community facility within the development will also be encouraged.

Policy BD3 provides design guidelines for the site:

- Main vehicular access through industrial area. Ensure that there is a clear and safe separation of HGV traffic and work vehicles from provision for pedestrians and cyclists;
- Minimise visual impact on surrounding area. Building height should be in general conformity with established developments in Character Area D.
- Incorporate and enhance existing landscape features to provide a buffer against surrounding areas;
- Reduce the density of dwellings at the development edge;
- Design the eastern part of the site to be sensitive to the adjoining properties and minimise visual impact;
- Ensure that affordable housing is fully integrated;
- Provide a mix of housing types and sizes;
- Incorporate pedestrian and cycle links to adjoining residential areas to the east;
- Provide a legible street network;
- Provide garages with internal dimensions of 6m x 3m;
- Provide off-street parking;
- Provide vehicle and pedestrian access to Station Road;
- Provide a landscape buffer between employment and residential uses;
- Design a 'gateway' for development along Station Road;
- Ensure that open space / play space are overlooked;
- Retain a publicly accessible space between the development and open countryside;
- Link green spaces within existing green 'corridors.'



DESIGN GUIDANCE

National Planning Policy Framework

NPPF Paragraph 124 emphasises that the creation of high-quality buildings and places is fundamental to the objectives of the planning system, and that good design is a key aspect of sustainable development.

The National Design Guide

The National Design Guide illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. This guidance is designed to be read alongside the NPPF.

Market Bosworth Neighbourhood Forum's 'Station Field Design Brief'

The Station Field Design Brief was produced by the Neighbourhood Development Plan Group to supplement the MBNP and provides key considerations and best practice design principles to aid the development of proposals that comply with the policies and aspirations of the MBNP. Indeed, many of these have shaped the design principles as set out within this report.



HBBC The Good Design Guide SPD

Once adopted, this document will provide guidance to encourage high quality design within the Borough for developers and planning officers alike.

OTHER RELEVANT PLANNING POLICIES

Furthermore, development proposals will be subject to the following planning policies:

- CS Policy 7: Key Rural Centres
- CS Policy 11: Key Rural Centres Stand Alone
- CS Policy 15: Affordable Housing
- CS Policy 16: Housing Density, Mix and Design
- CS Policy 19: Green Space and Play Provision
- SADMP Policy SA5: Land South of Station Road and Heath Road, Market Bosworth
- SADMP Policy DM1: Presumption in Favour of Sustainable Development
- SADMP Policy DM6: Enhancement of Biodiversity and Geological Interest
- SADMP Policy DM7: Preventing Pollution and Flooding
- SADMP Policy DM8: Safeguarding Open Space, Sport and Recreational Facilities
- SADMP Policy DM9: Safeguarding Natural and Semi-Natural Open Space
- SADMP Policy DM10: Development and Design
- SADMP Policy DM11: Protecting and Enhancing the Historic Environment
- SADMP Policy DM12: Heritage Assets
- SADMP Policy DM13: Preserving the Borough's Archaeology
- SADMP Policy DM18: Vehicle Parking Standards
- MBNP Policy BD1: Affordable Housing
- MBNP Policy BD2: Site Allocation South of Station Road and Heath Road
- MBNP Policy BD3: Design guidelines for site allocation south of Station Road and Heath Road
- Leicestershire Planning Obligations Policy (July 2019)

Leicestershire Minerals and Waste Local Plan (LMWLP)

The site also lies within a Sand and Gravel Mineral Consultation Area, with LMWLP Policy M11 aiming to prevent potential mineral reserves being sterilised by non-mineral development. However, consultation with LCC Minerals and Waste indicates that, given the site's residential allocation and that it is surrounded by residential land to the east, employment land to the north, and Ashby De La Zouch Canal to the west, it is unlikely that any minerals present could be realistically worked.

5/DEVELOPMENT REQUIREMENTS

In light of the allocation requirements and wider planning policies, the development proposals will be required to deliver:

- Approximately 100 dwellings. The housing mix should take account of Core Strategy Policy 16 which requires finalised housing mixes to reflect *“the specific needs of each submarket informed by the most up to date Housing Market Assessment, Study Into Older Peoples Housing Needs and Aspirations and other local evidence.”*
Therefore, the proposed housing mix should be discussed in pre-application consultation between the applicant and HBBC at the appropriate time.
- A minimum of 40% affordable units in accordance with Core Strategy Policy 16 and MBNP Policy BD1.
- 0.5 to 1 hectare of additional B1 (Business), B2 (General Industrial), or B8 (Storage or distribution) land (or a mix of the above);
- 1.08 hectares of Green Space and Play Provision, in accordance with Core Strategy Policy 19. Of this, the following would be required (based on 100 dwellings):
 - 0.036 hectares of equipped children’s play space;
 - 0.170 hectares of casual / informal play space;
 - 0.388 hectares of outdoor sports provision; and
 - 0.485 hectares of accessible natural green space.
- A net gain for on-site biodiversity.
- Allotment provision and associated car parking.

However, recent consultation has highlighted that allotments are no longer need to be provided on site. Moreover, the need for a new on-site play space or improvements to the nearby existing play space should be agreed at the planning application stage.

Furthermore, any applicant is encouraged to provide superfast broadband / ensure the scope for its future connectivity, and should also consider opportunities to promote low energy / zero carbon technologies.



6/ENGAGEMENT



The proposals as set out within this Development Brief are the result of an iterative assessment and design process that has also responded to an extensive consultation exercise with key stakeholders including the landowners, occupiers of the existing employment premises, planning and highways officers, the Parish Council and Neighbourhood Forum and local residents.

Indeed, that consultation has been undertaken in line with HBBC's Statement of Community Involvement (as adopted in July 2019), as well as the supplementary guidance note in response to the Coronavirus pandemic (as adopted May 2020).

In November 2019, initial consultation with landowners and key stakeholders determined their aspirations for the site's development. Discussions held with occupants of employment premises, both on site and adjacent to it, allowed for an understanding of the options available for the site's access and development, and in particular the quantum of employment land that may need to be relocated within the wider site.

Following this early engagement, and initial site and settlement context analysis, Masterplan options were explored with key planning and highways officers to test their feasibility. The Masterplan options were subsequently refined and presented to the landowner, Borough Council planning officers and the Parish Council and Neighbourhood Forum.

A wider public consultation, where the draft SPD containing the Masterplan was posted on the Council's website and comments invited from landowners, occupiers within and adjacent to the site, members of the public and statutory consultees, was undertaken in May / June 2020. The draft SPD was subsequently revised to address comments made by key stakeholders.

The final draft of the SPD was then the subject of further public consultation between Tuesday 24th November 2020 and Tuesday 22nd December 2020. The SPD was made available for inspection both on the Council's website (as an accessibility version) and within the Council's reception area.

A number of responses were received from statutory consultees, developers, landowners, planning agents, parish councils and members of the public. A summary of those representations together with the Council's response are contained within the SPD's associated Consultation Statement. The SPD was then revised where appropriate ahead of its adoption by the Borough Council.

7/ACCESS & HIGHWAYS

GUIDANCE

This guidance provided in relation to the site's access has been prepared based on desktop sources, site visits, survey data and consultation with key stakeholders, in particular Leicestershire County Council (LCC) as the Highway Authority, and in light of the following documents:

- Leicestershire Highway Design Guide (LHDG);
- Manual for Streets 1 (MfS1);
- Manual for Streets 2 (MfS2);
- Design Manual for Roads and Bridges (DMRB); and
- Local Transport Note 1/07 - Traffic Calming (LTN 1/07).

Notably, to establish design parameters for the site's access proposals, an Automatic Traffic Count (ATC) was carried out between the dates of 28th October and 3rd November 2019. That demonstrated that, whilst traffic flows are light (in the worst case c. 4 vehicles / minute in any one direction during peak hours), speeds are in excess of the posted 30 mph speed limit. That indicates a pre-existing speeding issue on Station Road.

PRINCIPLES OF ACCESS

Given the mixed use nature of the proposals and the requirement to provide access to retained industrial estate units, design guidance set out in Tables DG1 (General Geometry of Internal Roads) and DG2 (General Geometry of Employment and Commercial Roads) of the LHDG has been referred to in the design of site access proposals.

They specify a maximum quantum of development that can be delivered from a single access point (8ha employment - Table DG2, and 150-400 dwellings dependent on access - Table DG1).

Given that the development proposals are less than these thresholds, access via a single (or multiple) points could be appropriate. Therefore, the access proposals set out have assumed the greatest order of road (Industrial Access Road) to serve the site where use will be shared between the employment and residential elements. It is envisaged that the road classification will be stepped down where access is solely to the residential element at an appropriate gateway feature, so as to be more reflective of a residential access road.

Two corridors have been identified as potentially being suitable to provide a new / improved access to serve the development proposals, as illustrated on pages 14 and 15. There is not a "preferred" access option at this stage.

LCC Highways' starting point is that the access scheme should be designed to accord with the appropriate highways design standards. The proposed approaches set out here respond to the site specific constraints and site allocation development proposals. Given that this will be a mixed industrial / residential development, LCC has highlighted that careful consideration needs to be given to interaction between vehicles, HGVs and pedestrians. Potential conflict points will need to be identified and risk minimised to ensure that a suitable site access for all users can be delivered to serve the proposed development.

Future applicants will be expected to provide the evidence and justification to demonstrate the suitability of the final access proposals, and LCC Highways have encouraged applicants to undertake further pre-application consultation directly.

ACCESS VISIBILITY REQUIREMENTS

Site access junction visibility is a key consideration in achieving adequate visibility for vehicles exiting the development and providing adequate junction spacing.

Visibility splay requirements are a function of passing vehicle speeds on the mainline carriageway. The observed 85th percentile speeds on Station Road are up to 11mph faster (41mph) than the posted speed limit (30mph), and the cut-off between MfS / DMRB visibility standards typically equates to a design speed of 60kph (37mph). The design speed visibility requirements are therefore in line with the DMRB equating to 120m 'y' distance.

The site frontage with Station Road is only 94m in length and accordingly adequate junction spacing is not achievable given the constraints, assuming that passing vehicle speeds remain as per recorded.

Therefore, a traffic calming scheme is proposed as part of the site access as a means of reducing passing vehicle speeds, and therefore reducing visibility splay requirements to be more in line with those set out in the MfS. The typical cut off for use of MfS standards is 37mph passing vehicle speeds and accordingly the traffic calming will be seeking a reduction of between 2-4mph from the recorded speeds.

PRINCIPLES OF TRAFFIC CALMING

The principle of traffic calming has been discussed with LCC Highways at length, but the detailed traffic calming scheme will need to be designed, audited and agreed as part of the future planning application. Following this, those details will need to undergo further consultation prior to its instillation. That presents a risk to deliverability that will need to be overcome as part of the implementation process.

LCC have confirmed that they will not accept vertical traffic calming features such as speed humps as Station Road is a bus route, and such measures can lead to passenger discomfort. LCC Highways also confirmed that softer traffic calming measures such as gateway features, slow markings, vehicle activated signage etc would be unlikely to achieve the desired effect in isolation.

Accordingly, horizontal traffic calming measures were considered and agreed in principle with LCC Highways as a means of achieving and justifying use of MfS visibility splays. Supporting justification for this is set out in LTN 1/07 which describes the effectiveness of various traffic calming measures in reducing vehicle speeds.

The evidence considered suggests that horizontal traffic calming features deliver reductions in recorded speeds in excess of that required in this instance; however, for robustness all junction visibility and spacing requirements have been considered assuming a 37mph design speed on Station Road as the maximum limit for application of MfS standards. The visibility requirements considered are therefore 2.4m x 59.0m assuming an allowance for bonnet length in derivation of the visibility requirements.

The traffic calming features shown on the site access drawings are a combination of give-way chicanes and a central reservation creating a visual narrowing dependent upon the option considered.

SUSTAINABLE ACCESS

Sustainable access to the site can be accommodated by the incorporation of 2m wide footways on both sides of the site access road. It is envisaged that these tie into the existing provision on Station Road. A further opportunity for pedestrian access is presented by the existing cut-through route linking with Heath Road on the northern boundary of the greenfield element of the site.

The site is situated within reasonable distance of existing bus stops on Station Road. These will need to be relocated in order to accommodate the proposed traffic calming; that will need to be addressed as part of a subsequent planning application.

SITE ACCESS OPTIONS

ACCESS OPTION A

Access Option A, as illustrated, delivers the following:

Design Parameter	Notes
Carriageway Width	7.3 metres
Footways	2 by 2 metre width
Corner Radii	Compound curve left hand access radii. 6 metre right hand access radii.
Visibility splays	2.4 metres by 59 metres (MfS)
Traffic calming	Give-way chicane (westbound) Central reservation, slow markings and change in carriageway treatment (eastbound)
Existing industrial estate access	Closed
Access to retained units	To be provided via spur off new proposed access road to the south of retained unit 2 before rejoining existing estate road network. Area of hardstanding to be retained to allow small goods vehicles to access retained unit 1. Access to retained units on eastern side of access road will need to spur off new road.

OPTION A

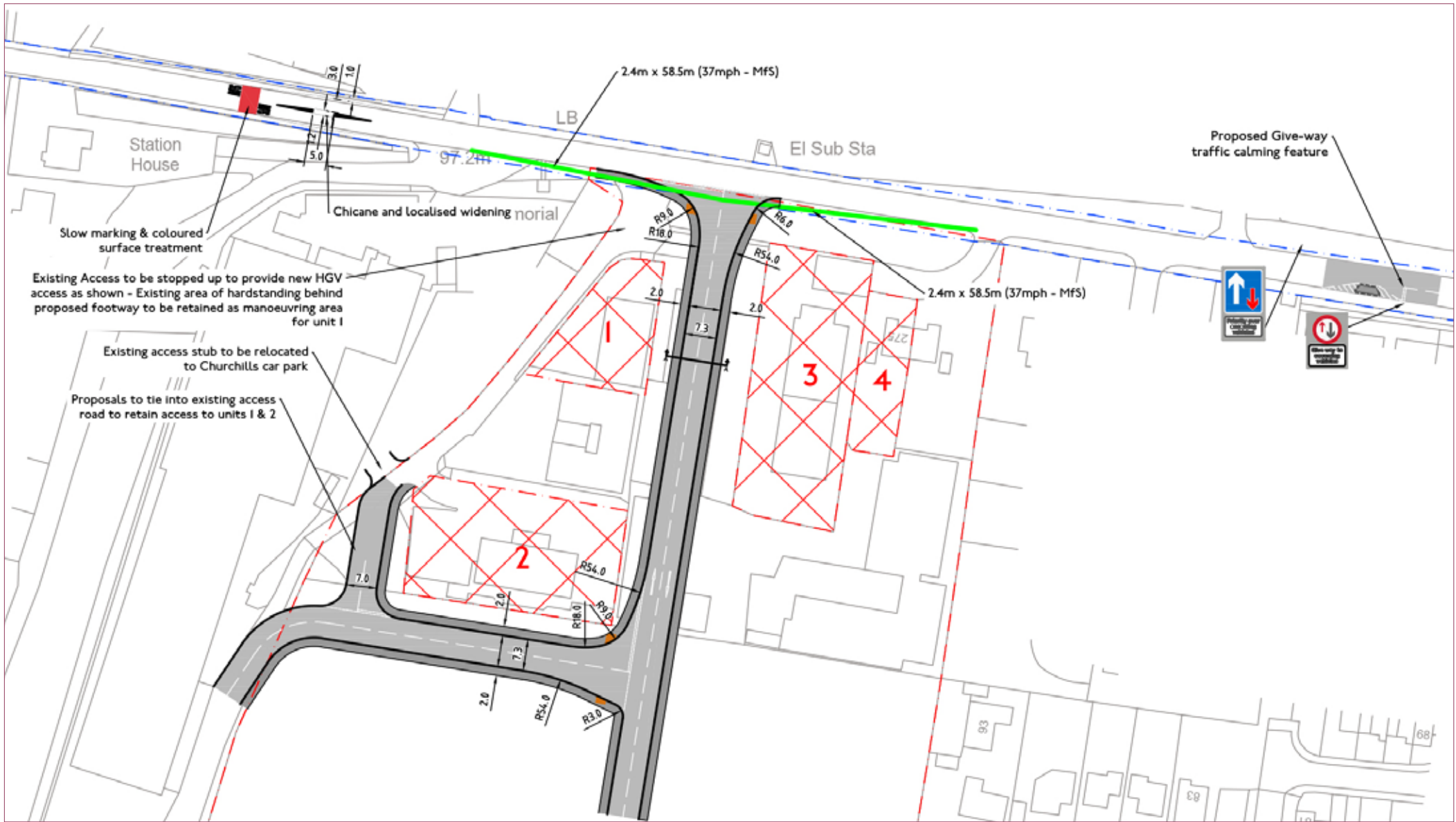


FIGURE 4 - ACCESS OPTION A: The above plan sets out the highways proposals associated with Access Option A. In relation to traffic calming along Station Road, this option would provide slow marking and coloured surface treatment, as well as chicane and localised widening to the west of the site access. Meanwhile, a give-way feature would be provided at its east. The current access to industrial units would be ‘stopped up’ from Station Road. In its place, an access to the existing and new employment premises and residential properties would be provided via a new access road from a simple priority junction with Station Road. The new access road would travel centrally through the site between existing units. A new HGV access to Churchills at the west of the site would also be provided from the new site access.

FIGURE 5 - ACCESS OPTION B: The above plan sets out the highways proposals associated with Access Option B. In relation to traffic calming along Station Road, this option would provide two new give-way traffic features, one at the east of the site's access, and one at its west. The existing industrial estate access would be retained to continue to serve existing units and Churchills to the west of the site. A new site access should be provided via a simple priority junction with Station Road close to the eastern site boundary to serve new residential premises and employment units.

Access Option B, as illustrated, delivers the following:

Design Parameter	Notes
Carriageway Width	7.3 metres
Footways	2 by 2 metres width, pinch point of 1.5 metres required on eastern footway at Station Road junction
Corner Radii	Compound curve left hand access radii. 6 metre right hand access radii.
Visibility splays	2.4 metres by 59 metres (MfS)
Traffic calming	Give-way chicane (westbound)
Existing industrial estate access	Retained
Access to retained units	Using retained access. Potential to improve access to retained units and adjacent premises via a new access road subject to land availability. New employment uses to be served from new access to seek to avoid intensification of use of the existing substandard access.

8/SHAPING THE MASTERPLAN

ESTABLISH A NEW VEHICULAR ACCESS OFF STATION ROAD

To provide a suitable access for the proposed development, a new road off Station Road will be required, cutting through part of the existing employment area. Two options have been identified but there is not a preference at this stage.

RELOCATE EXISTING EMPLOYMENT

The implementation of the new access will allow some of the existing employment uses to be relocated to the west of the site. There will also be space for new employment premises. To be less intrusive, it will be located on the more contained lower ground to the west of the site, next to other existing employment uses.

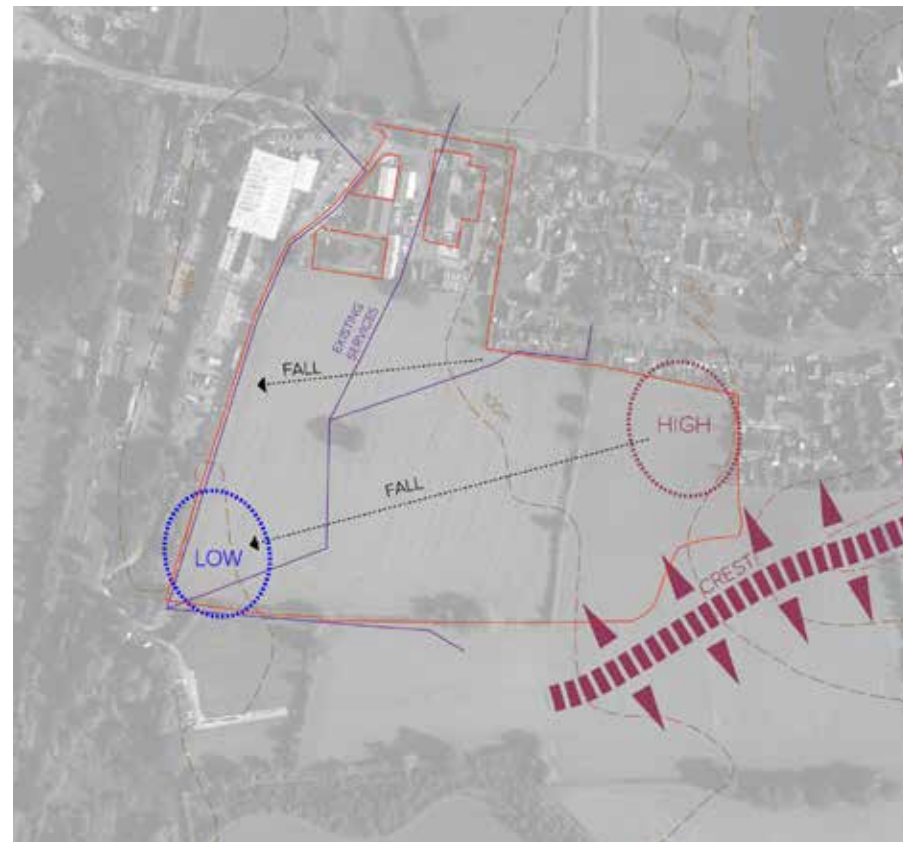
CREATE A RESIDENTIAL 'GATEWAY' ON STATION ROAD

The relocation of the existing employment uses will potentially allow that land (and potentially also other land within the employment estate but outside of the site) to be released for new residential development. The housing could extend up to Station Road, helping to signpost the wider new residential development further south. The new access road and / or a landscaped area will create a buffer between the employment and housing areas, which will be reinforced by the positioning and orientation of buildings fronting on to the road.



RESPOND TO TOPOGRAPHY AND SERVICES

The underlying topography will help to inform the structure of the masterplan, with proposed housing positioned on the rising ground next to the existing residential area and new employment proposed on the more contained lower ground. It will also dictate the drainage strategy for the site, with attenuation features being located to positively manage runoff from the development. The existing services crossing the site will need to be accommodated or diverted locally where necessary.



USE THE HISTORIC FIELD PATTERN TO ADD STRUCTURE

The majority of the site is comprised of a large open field. In the past it was subdivided by field boundaries that have now largely been lost. These can be seen on the historic mapping. The position of these features will be used to help structure the proposed development, informing the location of green corridors within the site and helping to link up the retained existing hedgerows and field boundaries.



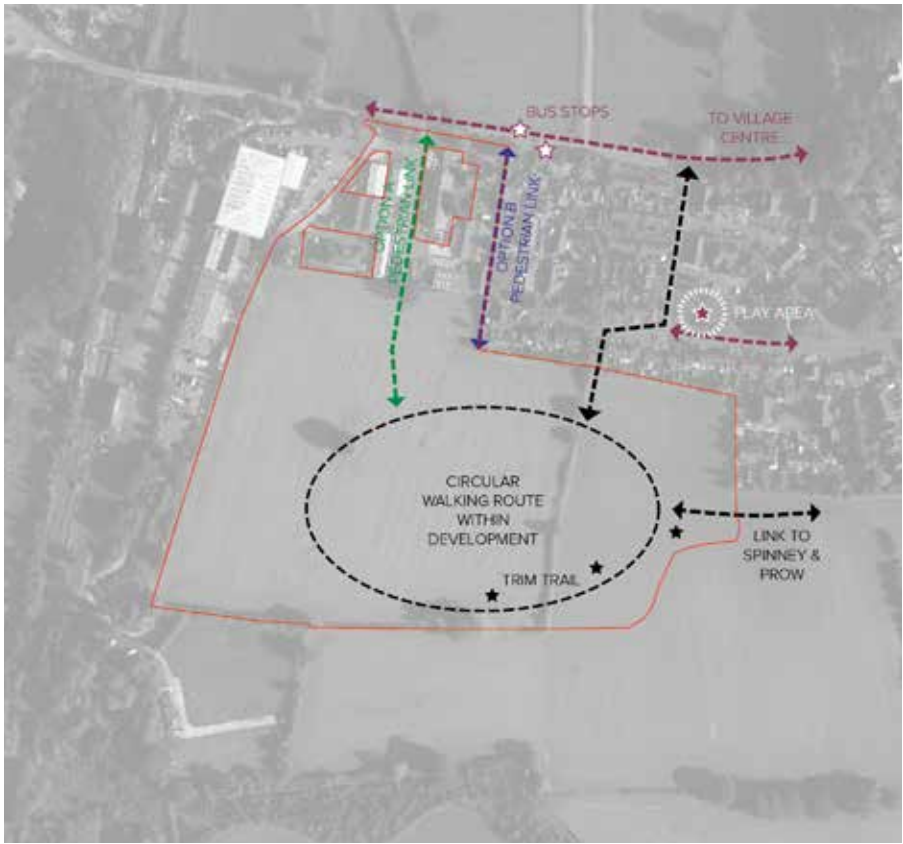
CONSIDER THE NEIGHBOURS

A number of houses back on to the north eastern edge of the site, including bungalows. New housing will be set back and arranged to 'wrap' around these private boundaries and will be of an appropriate height and scale to minimise the potential effect on the amenity of neighbouring properties. Furthermore, the ongoing operation of the nearby employment uses should be respected and reflected in the location and arrangement of the proposed development.



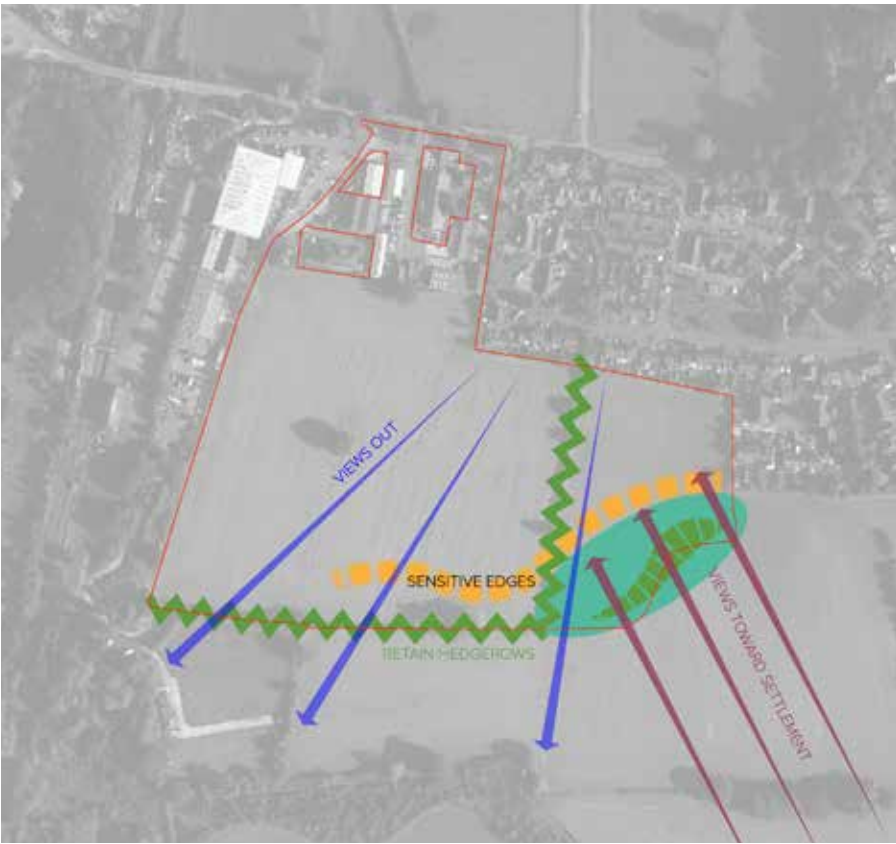
PROMOTE ACTIVE MOVEMENT

A pedestrian link between the new development and the adjoining community will be provided, allowing easy access to the nearby play area and to bus stops on Station Road. It will also allow people to walk to the nearby market place. Residents from the existing community will also be able to access facilities within the new development, which will include a circular footpath and trim trail. A permissive footpath link will also be provided crossing the field to the east, allowing access to the nearby public rights of way.



INTEGRATE URBAN/RURAL

The existing mature hedgerows and trees will be retained and enhanced to help integrate the new development into the landscape. This will be supplemented by new tree planting and public open space located along the southern edges of the site. As well as softening the impact of the new housing in views from the south, appropriate set backs and filtered screening will help to ensure a sensitive transition is provided between the proposed housing and the surrounding countryside. Key views out will be incorporated where possible.



CREATE DEFENSIBLE PERIMETER BLOCKS

The proposed layout will incorporate perimeter blocks - areas of housing that are characterised by public fronts forming a strong outward (or public facing) edge and private backs. Garden spaces are secured within the centre of the block and enclosed by the surrounding houses. This approach will also be used along the surrounding edges of the site to 'wrap' existing private gardens within new perimeter blocks rather than exposing them to the proposed public realm.



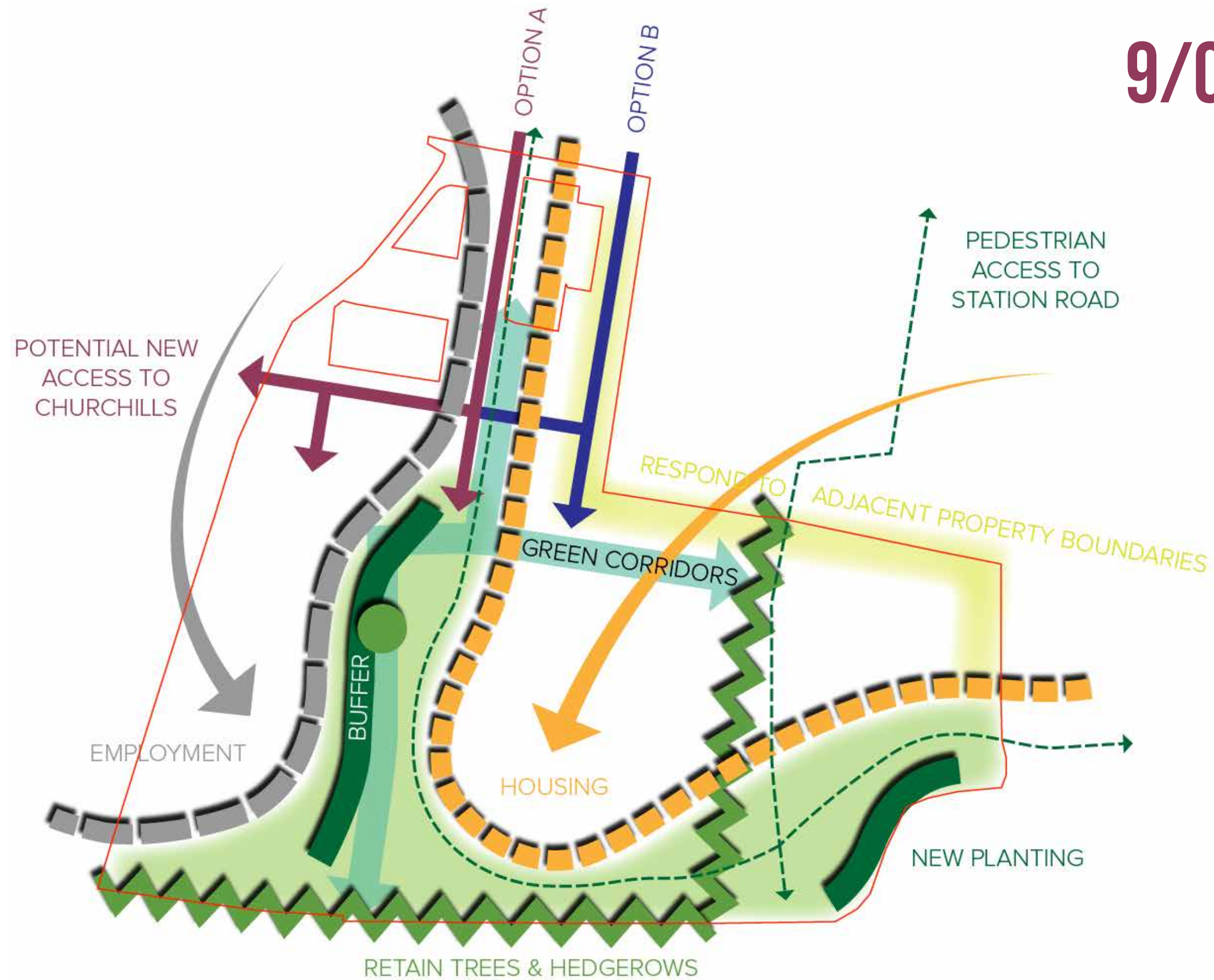


FIGURE 6 - CONCEPT PLAN: The above figure shows a concept for the site's development derived from the preceding analysis. It shows the provision of residential development at the site's east and employment development at the site's western extent; separated by a vegetated linear green corridor that incorporates new tree planting to act as a buffer between the two uses. Hedgerows and trees at the site's boundaries should be retained and enhanced through new planting, particularly at the site's east.

10/THE DEVELOPMENT FRAMEWORK

The Development Framework is an indicative plan that seeks to highlight the key design principles which will help to shape development on the site. Two options, A and B have been prepared - one for each access option. The following pages set out the key design principles that underpin the Development Framework Options in more detail.

LAND BUDGET

OPTION A

Proposed Land Use	Approx Area (Hectares)
Site Area	7.60
Residential (Net Developable Area)	3.04
Employment	1.45
Green Infrastructure	2.59

OPTION B

Proposed Land Use	Approx Area (Hectares)
Site Area	7.60
Residential (Net Developable Area)	3.03
Employment	1.21
Green Infrastructure	2.83

Note: A detailed drainage strategy is required to determine the nature, location and size of SUDS facilities, sewers and discharge points required to serve the proposed development. The existing sewers that cross the site will also need to be accommodated, potentially with some local diversions. It is recognised that these matters may affect the final layout, land budget and development capacity.



FIGURE 7 - DEVELOPMENT FRAMEWORK OPTION A: The above figure shows a Development Framework for the site’s development on the basis of Access Option A. That option would involve provision of a central access road close to the eastern site boundary, and therefore the retention of the existing employment premises to its west, which would in turn tie in with additional employment provision at the site’s western corridor. As the new access route enters the site at its north, land to the east could be developed for residential use and would wrap the adjacent residential edges; providing sufficient separation distances to sensitively respond to their amenity. Residential development would also be focused at the site’s centre and south-east, and should be supplemented by generous areas of public open space and landscaping. A landscaped open space corridor through the centre of the site would provide a buffer between employment and residential uses, and should also incorporate drainage features.



LEGEND

-  Site boundary
-  Indicative residential areas
-  Potential future residential (subject to third party)
-  Indicative employment areas
-  Indicative landmark building
-  Open space
-  Indicative planting areas
-  Indicative drainage areas
-  New hedgerows (some reinstating historic field boundaries)
-  Retained existing tree (subject to survey)
-  Indicative tree
-  Indicative structure planting
-  Indicative footpath connections
-  Indicative vehicular circulation
-  Existing off-site play area
-  Potential trim trail activity points
-  Potential LEAP location (if required)
-  Traffic calming feature (see Section 7 "Access & Highways")
-  Potential new access routes to pumping station and residual allocation area to the west

FIGURE 8 - DEVELOPMENT FRAMEWORK OPTION B: The above figure shows a Development Framework for the site's development on the basis of Access Option B. That option would involve provision of a new access road close to the east of the site boundary, and therefore would allow the retention of the existing units to the west, which would in turn tie in with additional employment provision at the site's western corridor. As the new access route enters the site at its north-east, land to the immediate west would be developed for residential use, whilst a tree-lined corridor would be located to the east of the access route to provide a buffer to existing residential areas. As with option 1, residential development would also be focused at the site's centre and south-east, and should be supplemented by generous areas of public open space and landscaping. A landscaped open space corridor through the centre of the site would provide a buffer between employment and residential uses, and should also incorporate drainage features.

11/DESIGN PRINCIPLES

A/SLOW TRAFFIC ALONG STATION ROAD

So that the new access junction can function safely, measures need to be taken to ensure that traffic speeds are reduced along Station Road. To achieve this effectively traffic calming features are proposed in two locations along Station Road, east and west of the proposed access.

B/CREATE A NEW ACCESS OFF STATION ROAD

A new access is required to serve the proposed development. The position of this access is limited because of proximity to other junctions and landownership boundaries. Two options have been proposed - A and B. For each option the proposed development will seek to establish a residential presence at the Station Road access, which should also look to avoid barriers to any potential future development, particularly to the south and east.

C/USE TREES TO DEFINE THE ENTRANCE ROAD

Avenue tree planting flanking the entrance road will help to create a strong sense of character while helping to soften the impact of the retained employment buildings along its western edge (Option A) or reducing the exposure of rear property boundaries (Option B).

D/WRAP ADJACENT RESIDENTIAL EDGES WITH HOUSING

There are a number of existing properties that back on to the site - many with views across the site to the south and west. The proposed development will be arranged to 'wrap' these private boundaries with rear gardens and form perimeter blocks. Bungalows and increased separation distances should be used to reduce the impact on private amenity and any sense of overlooking. Development proposals should have specific consideration to the Government's National Design Guide and the Council's adopted 'The Good Design Guide' SPD.

E/ACCOMMODATE NEW EMPLOYMENT

The proposed access road will allow new employment to be provided in the western part of the site. Buildings will be placed in the lowest part of the site, alongside the existing employment area, and will be positioned to screen associated car parking and noise from the adjacent housing area. The size and distribution of the units is still to be determined in detail and will be guided by market demand. Additional car parking could also be provided to serve the existing employment area.

F/PROVIDE A NEW ACCESS TO THE ADJACENT LAND

A new access to the off-site pumping station can be accommodated within the layout. Subject to land availability access could also be provided to the residual allocation area to the west.

G/INCLUDE SUSTAINABLE DRAINAGE SYSTEMS (SUDS) AND SERVICES

A sustainable drainage strategy will underpin the masterplan, to store and manage water run-off within the site before discharging it into the surrounding drainage network. This will include the use of attenuation basins and swales where appropriate. The existing services crossing the site will need to be accommodated, potentially with some local diversions. Further detailed work will help to fix the position and size of these features / services within the layout.

H/ESTABLISH NEW HEDGEROW & TREE CORRIDORS

Based on the historic field pattern, a new hedgerow will form the eastern edge of the proposed employment area as part of a robust landscape buffer. As well as helping to screen the employment buildings it will provide an important green linkage within the site. This will be linked to the existing hedgerow further to the east by an open green corridor running alongside one of the internal access roads, which will accommodate a drainage swale and tree planting.

I/PROVIDE FOCAL SPACES WITHIN THE LAYOUT

Located around key road junctions within the development, these spaces will be defined by distinctive built enclosure and landscaping. As well as providing a focal point for the new community it will be a recognisable location within the layout, helping people to find their way around.

J/CREATE A PEDESTRIAN/CYCLE LINK TO HEATH ROAD

This will allow easy pedestrian and cycle movement between the new development and the adjacent housing area, allowing access to the existing play area, to the bus stops on Station Road and to the centre of Market Bosworth and beyond.

K/RETAIN THE EXISTING TREES & HEDGEROWS

These will form the basis of green corridors within the site as well as providing established landscape features within the layout.

L/PROVIDE A PERMEABLE INTERNAL ROAD HIERARCHY

A looped road arrangement will allow larger service and delivery vehicles to move around more easily within the development. Quieter residential streets will then be accessed from this loop road. The potential to facilitate further development to the south and east of the site should be protected in the internal highways and landscape design.

M/LOCATE PUBLIC OPEN SPACE ON THE SOUTHERN EDGE

This will help to provide a transition between the settlement edge and the surrounding countryside. It will incorporate a trim trail and opportunities for informal recreation - including new footpath links. It will also include tree planting to help soften the impact of the new housing in views from public rights of way to the south.

FIGURE 9 - KEY DESIGN PRINCIPLES



FIGURE 9 - KEY DESIGN PRINCIPLES: This figure highlights the key design principles that should guide the site's development, with specific reference to Design Principles A to M as set out on Page 22.

12/ILLUSTRATIVE SKETCHES

The following illustrative sketches show how the development framework principles may be realised. They are provided to give a flavour of the potential development rather than a fixed design at this stage. More detailed work would be required in developing the layout as part of any future planning application for the site, and this would be subject to further consultation.



- A Fine Art Ceramics
- B Access road
- C Tree lined verge
- D Employment units & parking
- E Residential threshold
- F Change in surface treatment
- G Retained tree
- H Tree & hedgerow buffer
- I Residential edges
- J New access to surrounding existing employment



FIGURE 10 - SKETCH 1, EMPLOYMENT AREA @ 1:750: Shows the relationship between the existing employment area at the site's north, the proposed employment area at its west, and the proposed residential area at its east. This sketch shows how the green landscape and access corridor, which should incorporate generous open space and provision of enhanced planting, could create an appropriate interface between these uses.

PRECEDENT IMAGES



- A** Neighbouring bungalows
- B** Proposed bungalows
- C** Grass drainage swale and trees
- D** Shared surface focal space
- E** Planting providing seasonal colour
- F** Parking integrated into the space
- G** Buildings provide strong enclosure
- H** Seating as part of communal meeting place



FIGURE 11 - SKETCH 2, RESIDENTIAL SQUARE @ 1:750: Shows how the development proposals would sensitively respond to neighbouring bungalows to the north by limiting development at the north-eastern boundary to single-storey bungalows. The sketch also demonstrates how residential development should be provided as part of a 'residential square' that incorporates shared surfaces and focal spaces, seasonal planting and communal seating, and could promote a strong sense of enclosure.



- A** Pedestrian/cycle connection to Heath Road
- B** Retained hedgerow and trees
- C** Houses arranged to overlook green corridors
- D** Pedestrian priority at crossing points
- E** Informal housing arrangement along southern edge
- F** Amenity open space for variety of public use
- G** Circular footpath link with trim trail at intervals
- H** Tree belt provides screening on southern boundary
- I** Potential links to off-site public rights of way
- J** Hedges help to screen roads and parking areas

FIGURE 12 - SKETCH 3, SOUTHERN OPEN SPACE @ 1:750: Shows the area of open space that should be provided at the site's south, adjacent to the proposed residential area. This area should retain and enhance existing hedgerows and trees to create a green corridor that incorporates amenity open space for public use and should also include provision for children's play. The open space area should also incorporate a circular footpath that potentially may link to off-site public rights of way.



13/ILLUSTRATIVE STREET SCENES

SECTION A-A' - NORTHERN EDGE (1:250)

Section A-A gives a flavour of the proposed housing at the site's northern edge. It identifies that bungalows should be provided where adjacent to existing neighbouring bungalows to reduce the scale of development in order to sensitively respond to the amenity of neighbouring properties. The scale could increase in size further away from neighbouring bungalows. The section also shows the proposed footpath / cycle link to Heath Road.



SECTION B-B' - COUNTRYSIDE EDGE (1:250)

Section B-B gives an example of how the development could respond to its surroundings at the countryside edge. Darker and more traditional materials should be incorporated into houses at this location to help dwellings blend into the surroundings, whilst retained and proposed tree belts would filter views from the surrounding countryside. Focal buildings should be utilised to respond to green movement and corridors and open spaces.



14/IMPLEMENTATION

Following the adoption of this Development Brief, HBBC welcomes the submission of planning applications for the mixed use development of Land South of Station Road, Market Bosworth. This may be in the form of an initial outline planning application with a later reserved matters application(s), or through a full planning application.

HBBC offers a Pre-Application Advice service. It is strongly advised that pre-application advice is sought prior to the submission of a planning application. Details of that service can be found on the Council's website:

https://www.hinckley-bosworth.gov.uk/info/200316/pre-application_advice

HBBC also encourages applicants to undertake early pre-application engagement with statutory consultees.

It is specifically noted that any application will be required to consider access for all users of the proposed development and should engage with LCC Highways as part of the pre-application planning process. In doing so, LCC Highways will expect the applicant to provide justification and evidence to demonstrate the acceptability of the access proposals.

Indeed, as highlighted within this report, the proposed traffic calming scheme will need to undergo further consultation prior to its installation which presents a risk to deliverability that will need to be overcome as part of any planning application.

It is also recommended that subsequent design is completed using a topographical survey, and that a stage 1 road safety audit is completed as part of any planning application.

Any application would be expected to incorporate the following submissions:

- A **Planning Statement** demonstrating how the development proposals accord to the development and design requirements of the site's allocation, as well as adopted policies as set out within national, local and neighbourhood planning policies (as set out above).
- A **Design and Access Statement** that explains the design principles and concepts in relation to the amount, layout, scale, landscape and appearance of and access to the proposed development.
- A **Transport Statement** that demonstrates that the proposed development would not have an unacceptable impact on the transport network or highway safety.
- **Detailed Access Plans** that demonstrate how the site will be accessed from Station Road, and any highways mitigation that will be required to facilitate this.
- A **Noise Assessment** that establishes the current baseline position, notably as a result of the existing employment uses within and adjacent to the site, and assesses the potential implications of the proposed employment and residential development, identifying appropriate mitigation measures if it is necessary to do so.
- A **Heritage and Archaeological Assessment** that establishes the impact that the proposed development would have on designated and non-designated heritage assets, notably of archaeological interest. Initial consultation with LCC Archaeology indicates that, given the absence of site-specific investigation and the presence of numerous recorded heritage assets in the site's surrounds, that will likely require a full archaeological assessment that comprises a desk-based assessment and geophysical survey. Furthermore, it is anticipated that targeted trial trenching will be required prior to the application's determination.

- An **Ecological Appraisal** including a Phase 1 Habitat Survey that assesses the ecological value of the site and surrounding area, and evaluates any impacts arising as a result of the proposals. Initial consultation with LCC Ecology indicates that **protected species surveys** (specifically for badgers and bats) will also be necessary.
- An **Arboricultural Assessment** that provides an evaluation of the proposal's impact on trees present on-site and along the site's boundaries.
- A **Geo-Environmental Study** that provides an assessment of potential ground-related development constraints.
- A **Flood Risk Assessment and Drainage Strategy** that assesses the risks of all forms of flooding to and from a development, and sets out the proposed surface water and foul drainage strategy to serve the development. The location of the existing services crossing the site and how they will be accommodated in the development should also be confirmed.
- A **Landscape and Visual Appraisal** that records the baseline condition of the surrounding landscape character and visual amenity, investigates how the proposed development will fit into the existing landscape, and considers how the proposed development would relate to this baseline condition. This LVA should accord with the '*Guidelines for Landscape and Visual Impact Assessment, Third Edition*' (2013) guidance.

A full list of requirements is set out in the Council's Local Validation Criteria, which is available on the Council's website: https://www.hinckley-bosworth.gov.uk/downloads/file/6017/validation_requirements

Following the application's validation, the need for potential financial contributions to community infrastructure provision will be assessed at the application stage and will be informed by the contribution requests received during the application's consultation period and the county and Borough's stated infrastructure requirements.

On the basis of the consultation undertaken during the preparation of this SPD, contributions are likely to be requested in relation to sports provision, education provision, sustainable travel, waste and civic amenity, biodiversity net gain, and ecological enhancement. The potential for other developer contributions will be considered throughout the planning application process.

Should those developer contributions be substantiated on up-to-date evidence and considered appropriate (in accordance with CIL Regulation 122), they will be secured via a Section 106 Agreement on the grant of planning permission.

PREPARED ON BEHALF OF

**ST PETER'S PAROCHIAL CHURCH COUNCIL &
HINCKLEY AND BOSWORTH BOROUGH COUNCIL**

BY

DEFINE

Unit 6
133-137 Newhall Street
Birmingham B3 1SF
T. 0121 237 1901

&

mode

transport planning