

Land off Station Road

MARKET BOSWORTH



Design.



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LICHFIELD
Central House
Queen Street
Lichfield
WS13 6QD


T 0121 308 9570
lichfield@pegasusgroup.co.uk

Offices throughout the UK and Ireland.

PEGASUSGROUP.CO.UK

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








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We are ISO certified 9001, 14001, 45001

RICHBOROUGH (BIRMINGHAM)

Waterloo House
20 Waterloo Street
Birmingham
B2 5TB

T 0121 633 4929

CONTENTS

DESIGN VISION	4
1. INTRODUCTION	6
2. PLANNING POLICY	10
3. ASSESSING THE CONTEXT	16
4. ASSESSING THE SITE	24
5. DEVELOPING THE DESIGN CONCEPT	38
6. DESIGN PROPOSALS	40
USES: Mixed and Integrated	46 
MOVEMENT: Accessible and easy to move around	48 
BUILT FORM: A coherent pattern of development	52 
HOMES AND BUILDINGS: Functional, healthy and sustainable	56 
IDENTITY: Attractive and distinctive	58 
PUBLIC SPACES: Safe, social and inclusive	66 
NATURE: Enhanced and optimised	72 
RESOURCES: Efficient and resilient	74 
LIFESPAN: Made to last	75 
7. CONCLUSION	76

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Contact: James Walch

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The vision for
**Land off Station Road,
Market Bosworth**

The site provides an opportunity to create a new living environment of the highest standard, which reflects the local vernacular and contextual surroundings. The proposals will deliver an attractive, locally distinguishable and sustainable addition to Market Bosworth.



This includes:

- 126 new homes including 50 (40% of total) affordable homes;
- Strong landscape structure to deliver a range of green spaces and sustainable urban drainage;
- Retention and enhancement of existing landscaping where possible with new tree and hedgerow planting, wildflower meadows and neutral grassland to provide site wide biodiversity enhancements;

- Provision of community facilities including allotments and orchard;
- A range of children's play spaces; and
- A new access from Station Road.

1

INTRODUCTION

BACKGROUND

1.1 This document has been prepared by Pegasus Group on behalf of Richborough to accompany the Outline Planning Application for the residential development of Land off Station Road, Market Bosworth, including details of layout, scale, appearance and landscaping with the proposed development comprising of the following:

Outline planning application for the erection of up to 126 dwellings, with associated access, landscaping, open space, and drainage infrastructure (all matters reserved other than access).

1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

1.3 The DMPO also states the following requirements:

“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:

(a) the design principles and concepts that have been applied to the development; and

(b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must:

(a) explain the design principles and concepts that have been applied to the development;

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explain how specific issues which might affect access to the development have been addressed.”

PURPOSE OF THE DOCUMENT

1.4 The purpose of this Design and Access Statement is:

“...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.”

(Para. 029, PPG, Reference ID: 14-029-20140306)

1.5 This document achieves this within the following sections:

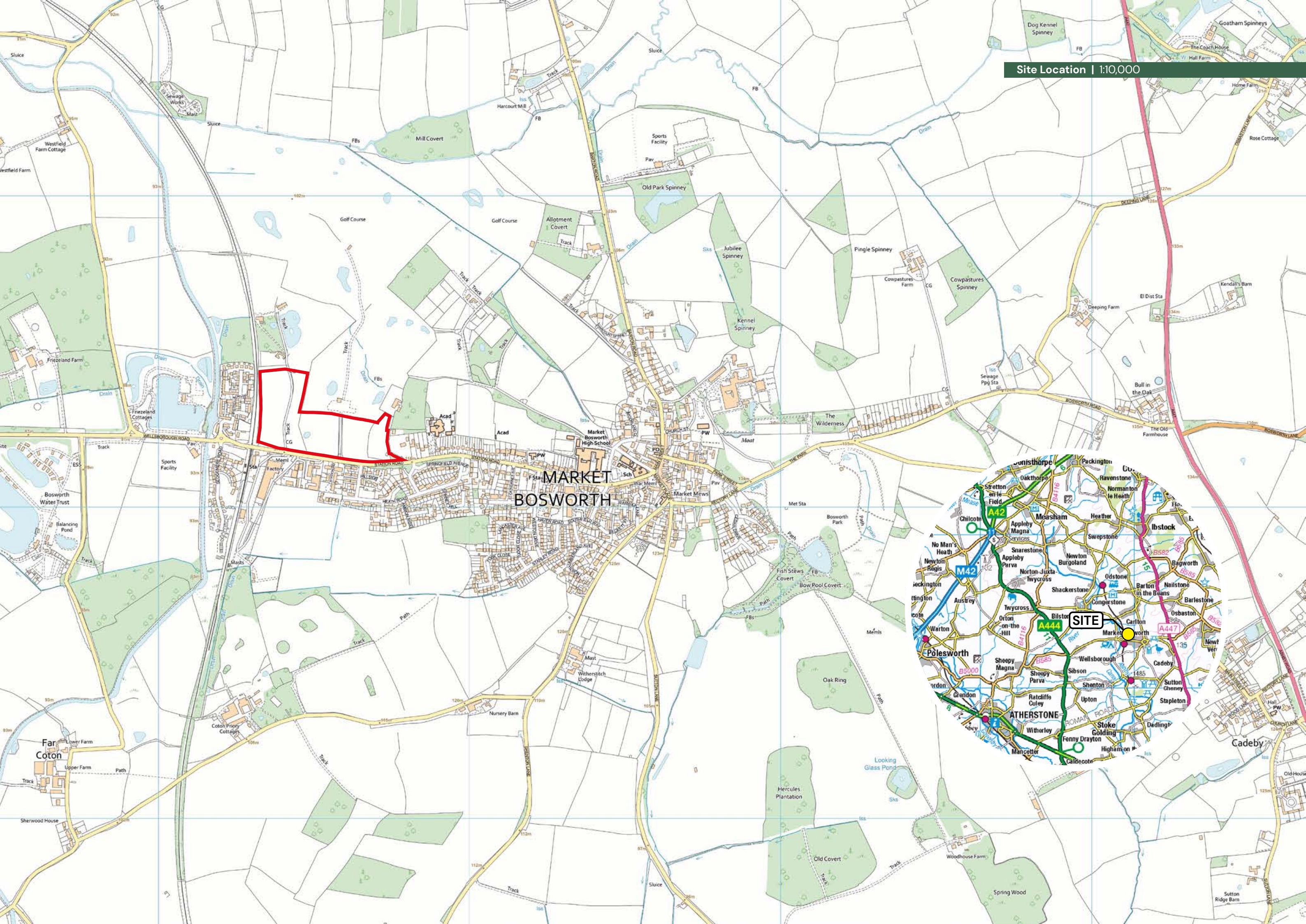
- Section 1: Introduction. Outlines the purpose of this document;
- Section 2: Planning Policy. Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
- Section 3: Assessing the **Context**. Considers the surroundings in terms of the local physical, historical and social setting;
- Section 4: Assessing the Site. Considers the site in terms of technical and physical Context;
- Section 5: Developing the Design Concept. Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
- Section 6: Design Proposals. Presentation of the key design proposals including **Uses**; **Movement**; **Built form**; **Homes and Buildings**; **Identity**; **Public Spaces**; **Nature**; **Resources** and, **Lifespan**; and
- Section 7: Conclusion.
- Section 8: BFHL Assessment

1.6 This Design and Access Statement has been written to respond to the National Design Guide (NDG) ten characteristics of well-designed places. Highlighted items in para 1.5 are the ten characteristics of well-designed places, as set out in the National Design Guide.

1.7 This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.



The ten characteristics of a well-designed place (National Design Guide)



SITE LOCATION

- 1.8 Market Bosworth is a small market town and civil parish in western Leicestershire, although its postal address is Nuneaton, Warwickshire and postal area code CV13.
- 1.9 The site is located to the north of Station Road which runs in an east-west direction, is a single-carriageway two-lane road with street lighting and is subject to a 30mph speed limit.
- 1.10 The centre of Market Bosworth lies about 1.1km to the east of the site. Hinckley is approximately 14km and Nuneaton 16km to the south.

THE SITE

- 1.11 The site, circa 7.96ha, is centred at National Grid Reference SK 39545 03242 and comprises three pasture fields. The western parcel contains an access track running north to south from Station Road to Wharf Farm. The middle parcel contains an access road to the Kyngs Golf & Country Club located to the north of the site. Within the middle parcel is a small pond, adjacent to an internal hedgerow.
- 1.12 The boundaries of the site consist of hedgerows and intermittent mature trees in the west and north. The east and south are bounded by wooden fencing and some hedging in the south, which allows views towards the residential development to the south of Station Road. The western boundary, formed by a mature hedgerow, lies adjacent to the railway line.
- 1.13 Currently vehicle access to the site is served directly off Station Road via the existing access junction that serves the Kyngs Golf and Country Club.
- 1.14 Station Road, running along the southern boundary, includes an existing footway located on the northern side of the carriageway. There is an intermittent footway on the Southern side of Station Road.
- 1.15 A mix of residential and industrial units are located to the south of the site; woodland to the eastern end; a number of farm buildings (Godsons Hill Farm and Wharf Farm) and Kyngs Golf Course to the north; and a railway line to the west, with a recently constructed residential development beyond.

View 01



View 02



View 03





PIPISTRELLE DRIVE

STATION ROAD

Godsons Hill Farm

St Peter's C of E Primary Academy

GODSONS HILL

HILLSIDE

SPRINGFIELD AVENUE

Industrial Estate

3

2 1

2

PLANNING POLICY

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

(Para. 139, NPPF Dec 2023)

2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2023), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

NATIONAL PLANNING POLICY FRAMEWORK

2.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- An economic objective;
- A social objective; and
- An environmental objective.

2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 108) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

(Para. 108(e) NPPF Dec 2023)

2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, to achieve “high quality,

beautiful and sustainable buildings and places”. Detailed advice on how to achieve this objective is provided in Section 12: Achieving well-designed and beautiful places. The contribution that good design makes to sustainable development is set out in paragraph 131, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

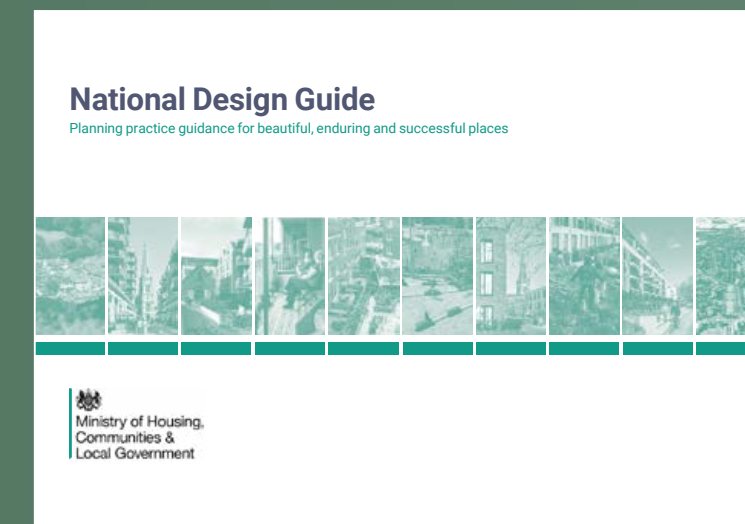
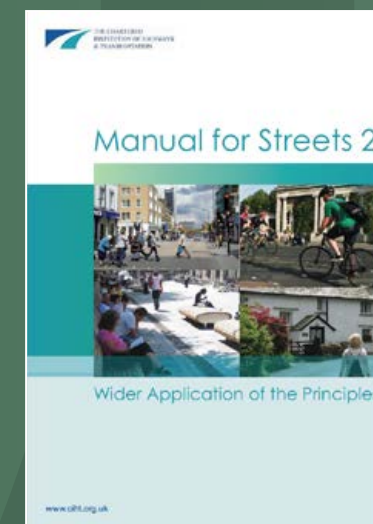
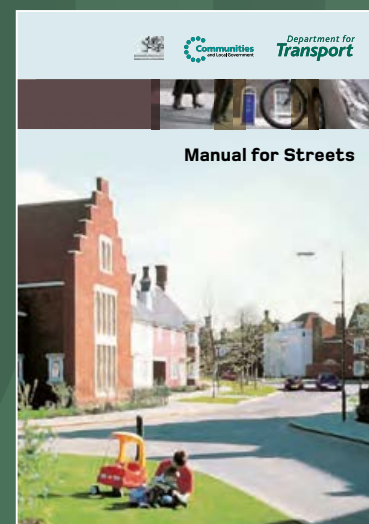
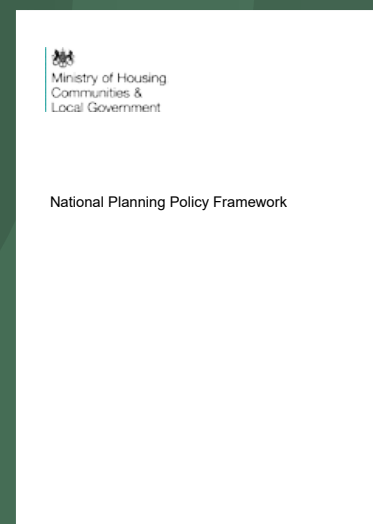
(Para. 131, NPPF Dec 2023)

2.5 Furthermore, a test was introduced in the 2021 edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.

(Para 139, NPPF Dec 2023)

2.6 The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.



2.7 Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

PLANNING PRACTICE GUIDANCE

2.8 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

2.9 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”

(para. 001, PPG, ID: 26-001-20191001, October 2019)



NATIONAL DESIGN GUIDE

2.10 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”

(Para. 13, NDG 2021)

2.11 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

2.12 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

2.13 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010);
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG, and
- Streets for a Healthy Life (Homes England, Issue 2, August 2022).



LOCAL PLANNING AND DESIGN GUIDANCE

- 2.14 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan material to this proposal comprises:
- Core Strategy DPD (Adopted December 2009)
 - Site Allocations & Development Management Policies DPD (SADMP) (Adopted July 2016)
 - Market Bosworth Neighbourhood Plan (MBNP) (Made September 2015)
- 2.15 It is noted and accepted by the Council that the housing policies in the Local Plan are out of date. The planning officer's report for the nearby site at Sedgemere, Station Road, Market Bosworth set out that "housing policies in the development plan are considered to be out of date as they focus on delivery of a lower housing requirement than required by the up-to-date figure identified in the Government's Housing Delivery Test and the Council is unable to demonstrate a 5 year housing land supply". This is applicable to both Borough level documents and the MBNP, which is over five years old and thus no longer afforded the greater protection provided by paragraph 14 of the Framework.
- 2.16 In addition, national government policy, principally the National Planning Policy Framework published in December 2023 (the Framework), is material to the determination of planning applications.
- 2.17 Limited weight can be given to the emerging Local Plan Review, given the early stage of its preparation and delays to the review as a result of Covid-19 restrictions. When such works can continue, evidence documents are likely to require updates which may further delay advancement of the review.

CORE STRATEGY

- 2.18 The amended Core Strategy DPD provides the overarching spatial strategy and vision for the development of the District up to 2026. The Plan contains a number of strategic policies to guide planning applications and subsequent development plan documents. Those policies which are considered most relevant to design of this application are listed below.
- 2.19 The Core Strategy identifies Market Bosworth as a 'Key Rural Centre'. The Core Strategy sets out that these are "villages that have populations over 1500 people, have a primary school, local shop, post office, GP, community/leisure facilities, employment and a 6 day a week bus service (hourly). Key Rural Centres that provide localised provision of facilities permit access by foot, cycle and local bus and can minimise car journeys".
- 2.20 Policy 11: Key Rural Centres Stand Alone sets settlement specific policies for a number of the Key Rural Centres, which do not relate to the Leicester Urban Area or National Forest. In respect of Market Bosworth, the Council set out that to support local services and maintain rural population levels, the Council will:
- Allocate land for the development of a minimum of 100 new homes. Developers will need to demonstrate the housing proposed meets the needs of Market Bosworth, having regard for the latest Housing Market Assessment and local housing needs surveys.
 - Support the improvement of GP facilities in Market Bosworth to support the increase in population.
 - Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Market Bosworth.
 - Implement the Strategic Green Infrastructure Network Policy 20.
 - Deliver safe cycle routes.
 - Protect the fingers of green open land which penetrate towards the market place as these are important to the rural setting of the town.
 - Require new development to respect the character and appearance of the Market Bosworth Conservation Area by incorporating locally distinctive features of the conservation area into the development.

- 2.21 Policy 15: Affordable Housing sets out that the affordable housing target in the rural areas (including Market Bosworth) is 40% on sites above 4 dwellings, or 0.13ha, or more. The tenure mix is 75% social rent and 25% intermediate. These figures may be negotiated on a site by site basis, taking factors such as local need, existing provision, characteristics of the site and viability.
- 2.22 Policy 16: Housing Density, Mix and Design states that the Council require a mix of housing types and tenures on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required. All proposals are required to meet a 'very good' rating (16 or more positive answers out of 20) against the Building for Life Criteria, unless it can be demonstrated that this is not viable on the particular site. Proposals for new residential development will be required to meet a minimum net density of at least 30 dwellings per hectare within and adjoining the Key Rural Centres. In exceptional circumstances, where individual site characteristics dictate and are justified, a lower density may be acceptable.
- 2.23 Policy 19: Green Space and Play Provision sets the standards which will be used in relation to the level of green space and play provision in the Borough to ensure all residents have access to sufficient, high quality, accessible green spaces and play areas.
- 2.24 Policy 24: Sustainable Design and Technology states that residential development in Rural Centres will be expected to meet the sustainability targets set out in Building a Greener Future. The Code. BREEAM level is to be met will be determined at time of determination of detailed planning permission or reserved matters.

SITE ALLOCATIONS & DEVELOPMENT MANAGEMENT POLICIES DPD (SADMP) (ADOPTED JULY 2016)

2.25 The Allocations & Development Management DPD sets out detailed policies and allocations to deliver the requirements of the Core Strategy (2009), up to 2026. This includes detailed local allocations and site-specific policy to set the localised framework for delivery of new developments. Those policies which are considered most relevant to the determination of this application are listed below.

2.26 Policy DM1: Presumption in Favour of Sustainable Development repeats the now outdated former Paragraph 14 of the Framework.

2.27 Policy DM6: Sustainable Development sets out that development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value, including proposals for their long-term management. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured.

2.28 Policy DM7: Preventing Pollution and Flooding states that adverse impacts from pollution and flooding will be prevented by ensuring that development proposals demonstrate that:

- It will not adversely impact the water quality, ecological value or drainage function of water bodies in the borough;
- Appropriate containment solution for oils, fuels and chemicals are provided;
- All reasonable steps are taken through design, siting and technological solutions to ensure the abatement of obtrusive light to avoid sky glow, glare and light intrusion;
- It would not cause noise or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of recreation or amenity;
- Appropriate remediation of contaminated land in line with minimum national standards is undertaken;
- It will not contribute to poor air quality;
- It will not result in land instability or further intensify existing unstable land; and
- The development doesn't create or exacerbate flooding by being located away from areas of flood risk unless adequately mitigated against in line with National Policy.

2.29 Policy DM10: Development and Design sets that development number of criteria by which new proposals will be assessed. This includes avoiding adverse impacts on privacy and amenity, the design compliments or enhances the character of the surrounding area, the use of materials which respect the existing vernacular, the use of high quality landscape, the use of appropriate SuDS and other drainage solution and the design maximises natural surveillance and incorporates the principles of secured by design and has considered the incorporation of fire safety measures.

2.30 Policy SM13: Preserving the Borough's Archaeology states where the proposal has the potential to impact a site of archaeological interest, developers should set out in their application an appropriate desk-based assessment and, where applicable, the results of a field evaluation detailing the significance of any affected asset.

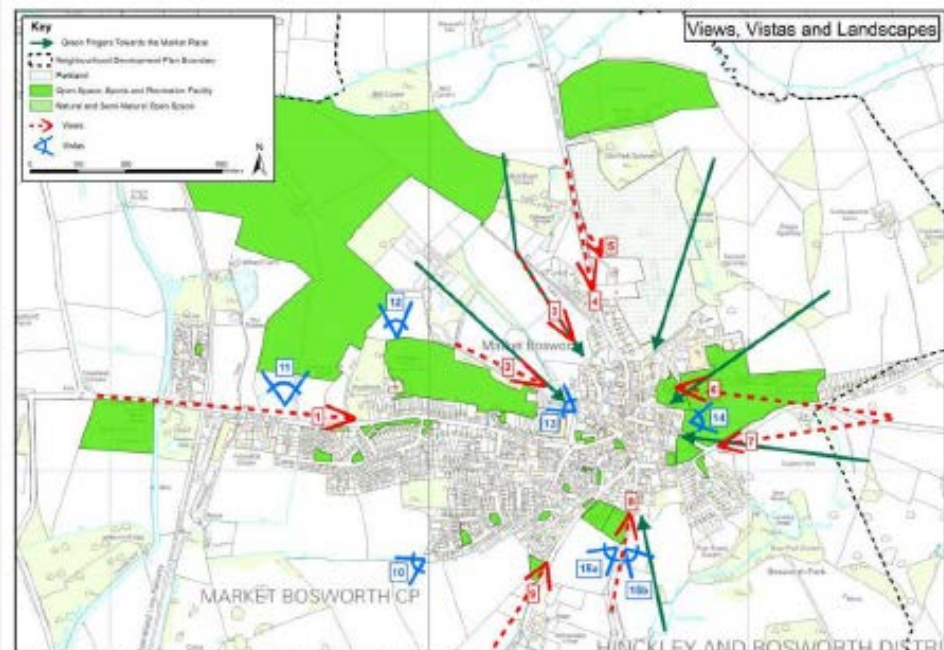
2.31 Policy SM13: Preserving the Borough's Archaeology outlines development proposals will be supported where they make best use of public transport, ensure there is safe and accessible pedestrian and cycle access, demonstrate that there is not a significant adverse impact upon highway safety, is located where the need to travel is minimised an use of sustainable modes can be maximised and where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

2.32 Policy DM18: Vehicle Parking Standards states that all proposals for new development will be required to provide an appropriate level of parking provision, justified by an assessment of the site's location, housing proposed and availability of other modes of transport.

MARKET BOSWORTH NEIGHBOURHOOD PLAN (2015, REVISED 2020)

- 2.33 The Market Bosworth Neighbourhood Plan was made in 2015, following a successful referendum. It sets local non-strategic policies within Mark Bosworth Parish. The policies of relevance to the determination of this planning application are considered below.
- 2.34 Policy CE1: Character and Environment sets out that all new development in Market Bosworth should be in keeping with its character area (as defined in the Plan), in regard to scale, layout and materials to reflect local distinctiveness and create a sense of place.
- 2.35 Policy CE3: Important Views and Vistas outlines that development which harms important views and vistas, as illustrated on the associated policies maps, will be resisted. Development which has a significantly adverse impact on important views or vistas will not be supported. It is noted that vista 11 crosses the application site, northwards from Station Road. This is described as being important, as it gives extensive views of north west Leicestershire.
- 2.36 This application sets out how development can be delivered whilst still maintaining important sightlines through the site.

Views, Vistas and Landscapes (page 34 of Neighbourhood Plan)



- 2.37 Policy CE5: Landscape of the Wider Parish states that in the Countryside, outside the settlement boundary, new development will only be permitted wherein it contributes to the local economy, is for the re-use or extension of an existing building, for sport or recreation or for a new dwelling in circumstances identified in paragraph 55 of the Framework (2012). In all cases development will only be permitted where it does not cause harm to the landscape or biodiversity of the countryside. As already established the settlement boundary policies are now out of date, as are policies such as this which seek to put a blanket restriction on new development, which conflicts with the aims of the NPPF.
- 2.38 Policy BD1: Affordable Housing sets out that all residential development of 11 or more dwellings should provide 40% affordable homes on-site. New affordable housing is to be prioritised to those who have a local connection and is to be spread throughout new developments in smaller clusters of four to six dwellings.



MATERIAL CONSIDERATIONS

- 2.39 Hinckley and Bosworth Borough Council are currently preparing a new Local Plan to supersede the already out of date Core Strategy and Site Allocations plans, reflecting the pressing need for additional housing due to the significant quantum of unmet housing emanating from Leicester City (c18,700 dwellings up to 2036). The Statement of Common Ground agreed by the Leicestershire Authorities sets out a contribution of 187 dwellings per annum, which when added to Local Housing Need gives an annual requirement of 660 dwellings per annum. To meet such needs the new Local Plan will need to find allocations for 8,398 dwellings.
- 2.40 Proposed changes to the NPPF in July 2024 will increase the housing requirement to 689 dpa however, (excluding any unmet needs arising from Leicester City) resulting in the new Local Plan needing to find allocations for 9,005 dwellings. Based on proposed allocations in the emerging Plan an additional 1,121 dwellings will need to be identified. Further need emanating from Leicester City will only increase this figure.
- 2.41 Market Bosworth is acknowledged to be a one of the Council's most sustainable rural settlements, within tier 2 of the hierarchy, only behind the urban areas of Hinckley, Burbage and Earl Shilton and Barwell. Forming a significant part of the settlement hierarchy for Hinckley and Bosworth, Market Bosworth is suitable and capable of accommodating sustainable development. This is evident through the proposed allocation of 180 dwellings on land south of Station Road (previously proposed as 243 dwellings in the Regulation 19 Plan), in addition to the 2015 allocation for 100 dwellings to which no planning application has come forward. It is clear additional residential land is needed within Market Bosworth.
- 2.42 The site north of Station Road, Market Bosworth can form part of a balanced selection of allocations across the settlement hierarchy to ensure the housing needs are met providing a wide range of choice and competition to the market, including larger strategic sites as well as smaller sites.
- 2.43 The site is well located to access existing services and facilities within Market Bosworth, many of which lie within the village centre are within walking distance of the site (approximately 800m east down Station Road). St Peter's CE Primary Academy is approximately 400m from the centre of the site. Station Road Industrial Estate is immediately south of the site, providing employment opportunities within walking distance. Hourly bus services operate between Market Bosworth and Leicester providing regular access to wider employment and retail opportunities.

2.44 At present the site is identified as being outside, but adjacent to, the settlement boundary for Market Bosworth which it adjoins to the east, south and west. The development proposal create a logical development parcel contained by built form to each of these boundaries.

2.45 The development proposal seeks to address the key concerns from previous planning applications on the eastern part of the site. The proposed layout addresses the landscape and visual concerns by reducing the amount of built development in the eastern parcel of the site from the earlier proposal. There will be no built form on the area to the east of the access to the golf club and instead it will be a community park with play spaces, new footpaths and biodiversity enhancements, as well as preserving open views across the eastern parcel towards the countryside to the north. In addition to this, the development is set back from Station Road across both eastern and western land parcels, ensuring the view across to the wooded area to the east is retained and protected, with provision of further open space, play areas, a community orchard, ecological ponds and water meadows. A further green corridor is proposed between the two adjoining land parcels providing a retained viewpoint from Station Road to the countryside to the north. Overall, the design enhances upon the open landscape features to successfully incorporate the Neighbourhood Plan View 1 and Vista 11 into the design.

Planning Appeal Ref: APP/APP/K2420/W/21/3279808



THE GOOD DESIGN GUIDE SPD 2020

2.46 The Good Design Guide Supplementary Planning Document was prepared in 2020 and 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.”

2.47 The aim of the guide is to provide clear and accessible information that ensures consistent rules are applied to the assessment of design by the Hinckley and Bosworth Borough Council, therefore simplifying the application process for both applicants and the local authority.

2.48 Design objectives have been identified to provide structuring principles that characterise good design and must be reflected in all forms of development within the Borough. These seven core urban design objectives are:

- Be functional;
- Support mixed uses and tenures;
- Include successful public spaces;
- Be adaptable and resilient;
- Have a distinctive character;
- Be attractive; and
- Encourage ease of movement.

2.49 Section 6 of this Design and Access Statement will show how these objectives are reflected in the design proposals.



3

ASSESSING THE CONTEXT



“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.”

(Para. 39, NDG 2021)

3.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.

STREET PATTERN AND CONNECTIVITY

3.2 The site is well connected to the surrounding urban area of Market Bosworth and benefits from easy access to public transport and strategic highway links within close proximity of the site.

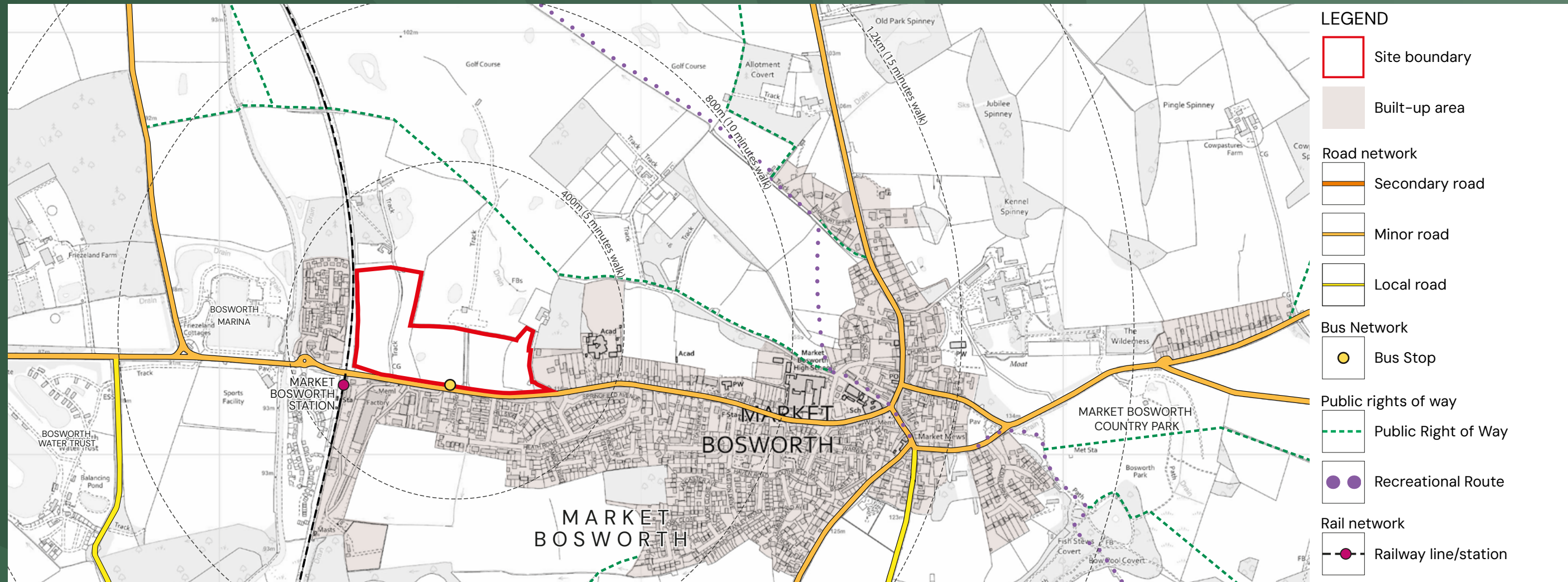
Public Transport

3.3 The nearest bus stops to the site are located on Station Road, adjacent to the site access. The stop is served by the number 153 service providing an hourly service between Market Bosworth and Leicester. Additional services are available from the centre of Market Bosworth which provide links to Hinckley.

3.4 Atherstone and Nuneaton Railway Stations are the two closest stations to the site. These stations are equipped with car and cycle parking. Both of these stations provide regular links to destinations such as Nuneaton, Rugby, Birmingham and Leicester. Nuneaton has about 200 car parking spaces giving the option for park & ride.

3.5 A Travel Plan has been prepared to accompany the planning application for the site and this sets out a number of measures to actively promote sustainable travel to and from the development. This includes updating the two existing bus stops on Station Road to provide raised height kerbing level access, as well as shelters (if practical) and timetable cases. In addition, two 6-month taster bus passes will be provided for each dwelling to help promote public transport usage.

Local Movement | 1:10,000





Extract from 'Cycling in the Hinckley and Bosworth Area' leaflet from choosehowyoumove.co.uk

Pedestrian and Cycle Connections

- 3.6 The proposed development site has a range of local services and facilities located within a 1.2km walk distance. Manual for Streets (MfS) states that the while 800m walking distance is typical, it is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km. Table NTS0303 of the latest National Travel Survey (released August 2023) indicates that the average walking trip distance in 2022 was 0.7 miles or 1.12km.
- 3.7 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 3.8 There is an existing footway on the northern side (site side) of Station Road that gives access towards the centre of Market Bosworth. It is intended to improve the width of the footway along the site frontage.
- 3.9 National Cycle Route 52 runs along a N-S axis about 700m to the west of the development site access. Locally the route provides access between Coalville and Ibstock (via /route 63) to the north via Market Bosworth to Nuneaton in the south.
- 3.10 Additionally, the Hinckley & Bosworth cycling map indicates local/leisure cycling routes alongside the national cycle network, an extract from which can be seen below.

Highways

- 3.11 Vehicle access to the site is proposed as a simple priority T-junction with Station Road using the existing shared access to Kyngs Golf Club.

Local Highway Network Capacity

- 3.12 Observations carried out during peak periods on the local highway network have indicated that the junctions in the immediate vicinity of the site operate well within capacity during both the morning and evening peaks, including the nearby roundabout junction of Pipistrelle Drive and Sedgemere Road with Station Road. Other junctions in the vicinity of the site and towards the centre of Market Bosworth also operate well within capacity during peak periods. Further afield the impact of the development will be much reduced as traffic spreads across the wider highway network.

Existing Access to Wharf Farm

- 3.13 The existing private entrance from Station Road to Wharf Farm will be retained. It is proposed to install drop bollards to restrict public access to vehicles but allow access into the development for pedestrians.



Existing access to Kyngs Golf Club off Station Road

FACILITIES AND SUSTAINABILITY

- 3.14 The site benefits from having a range of local facilities within comfortable walking distance of the site, all of which can be reached via the existing footway network.
- 3.15 St Peter's CE Academy lies just 400m to the east of the site and can be accessed directly from the existing footway that runs along the northern side of Station Road. The Market Bosworth School and The Dixie Grammar School are located approximately 890m and 1,070m from the site, respectively.
- 3.16 The centre of Market Bosworth is located approximately 1.1km from the development and provides a range of facilities including food-stores, banks, cafes, public houses and healthcare facilities. Bosworth Marina is located approximately 760m to the west of the site and includes a café with licenced premises and a convenience store.
- 3.17 Overall, the walking distances to local facilities are in line with national guidance.



View of facilities on Market Place in the town centre

Bosworth Marina



Local bus stop on Station Road



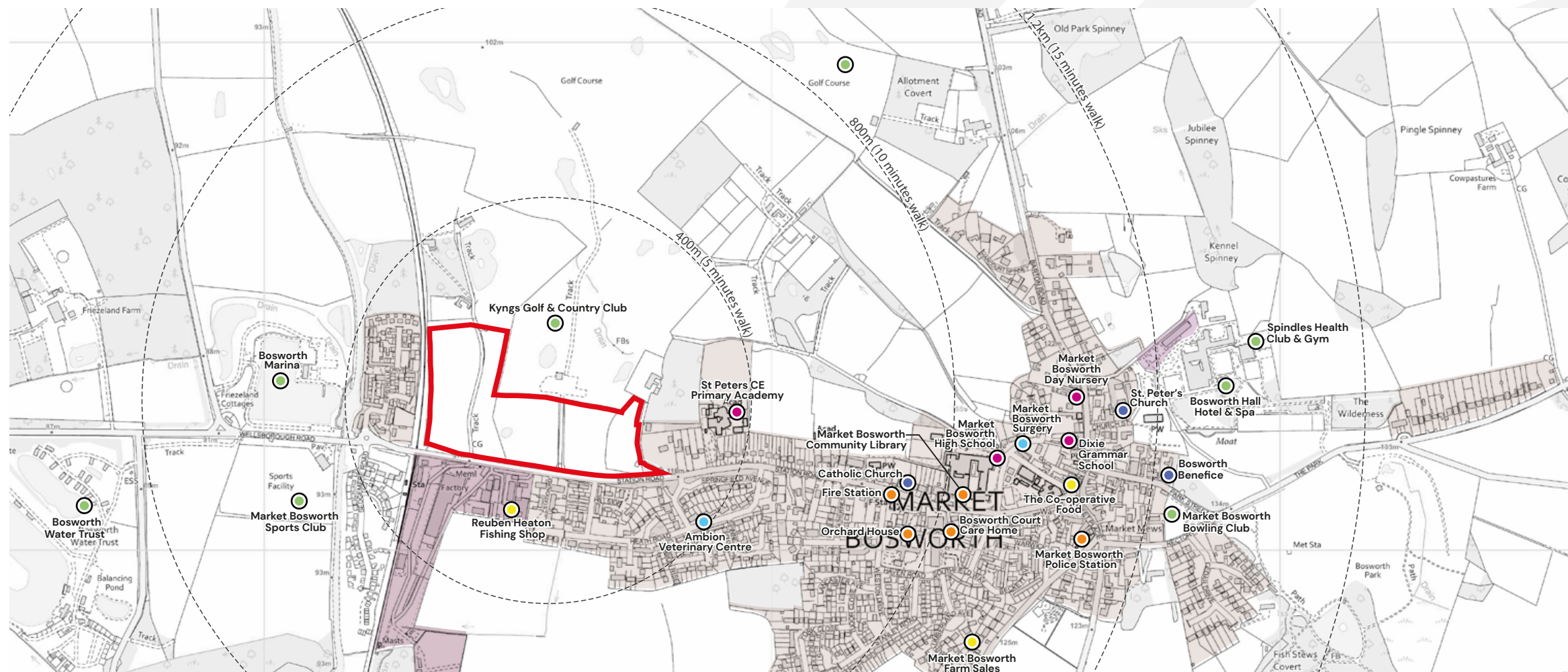
The Dixie Grammar School



Bosworth Hall Hotel and Spa



Local Facilities and Services | 1:10,000



LEGEND

- Site boundary
- Built-up area (Predominantly Residential)
- Employment/Industrial

Facilities

- Leisure & Recreation
- Retail
- Healthcare
- Community
- Place of Worship
- Education
- Bus stop

The Market Bosworth School



Market Bosworth Surgery



St Peter's CE Primary School



Co-Op Food store



LOCAL CHARACTER

“Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.”

(Para. 52, NDG 2021)

- 3.18 An analysis of the existing built form of Market Bosworth, can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.
- 3.19 The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the following pages.
- 3.20 Three character areas have been chosen to study as each area illustrates a morphological expansion of the town with contrasting urban forms and building details as each area provides a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character.
- 3.21 Each character area is identified on the plan opposite and accompanying photographs, also across the following pages.



Existing dwellings on Station Road



CA1

Historic Core

High Street, Market Place and Station Road.

- Approximate density of 32 dph;
- Pre 19th century buildings and architectural styles with a varying range of cottages and terraced properties with rectangular forms.
- Predominantly 2 storey retail and commercial properties with some 2.5 and 3 storey properties.
- Mostly terraced properties.
- Variation in building footprint shapes and sizes.
- Defined boundaries helping to frame the movement highway.
- Variation in building width but relatively consistent depth.
- Properties generally front onto the pavement with no front amenity space.
- Large variations in architectural and elevational designs.
- Traditional materials palettes including brick and rendered properties with mostly plain roof tiles.
- Some variation of window styles of both horizontal and vertical proportions but generally Georgian.
- Main facing materials include; render, stone or brick. Window heads in both arched and angled design, with some use of brick or stone cills.
- Traditional duo-pitched roofs with some pitched and gable fronted designs. Varying range of eaves heights and traditional chimneys to almost every property.
- Generally courtyard parking to the rear.



CA2

1960's - 70's

Springfield Avenue and Heath Road.

- Approximately density of 22 dph;
- Largely Mid 20th century buildings and architectural styles, circa 1960's onwards.
- Predominantly 2 storey dwellings with some examples of single storey dwellings.
- Limited variation in building footprint shapes and sizes, generally rectangular in form.
- Well defined boundaries with large front gardens and large spacing between dwellings.
- Some repetition in types and architectural detailing in certain building groupings (mostly traditional post war).
- Street hierarchy of 4.8 – 5.5 metre road widths with 1.5 to 2m footpaths.
- Consistent setbacks from the movement highway.
- Limited articulation to roof scape including side and front gables and flat roofs to garages.
- Traditional chimneys to the majority of dwellings.
- Traditional vernacular and materials palette including plain brick, render with plain roof tiles.
- Window styles predominantly feature large openings with minimal glazing bars.
- Varied range of hard and soft landscaped frontages with use of natural vegetation to reinforce boundary and street structure.
- Parking mainly on-plot to frontages or protruding integral garage space. Larger prominence of car dominance to the street scape.



CA3

Early 2000's

Bosworth Marina and the Canalside development: Pipistrelle Drive.

- Approximate density of 37 dph;
- Early 21th century development adjacent to the Ashby Grand Union Canal and Bosworth Marina.
- Generally terraced, mews and apartment properties.
- Predominantly 3 storey dwellings with some 2.5 and 4 storey dwellings.
- Limited variation in building footprint shapes and sizes, generally rectangular in form.
- Pastiche factory buildings or converted mills appearance.
- Small variation of window styles with some arched window and use of tax / dummy windows.
- Typically, brick being the main facing material with small use of render.
- Soldier course window heads in both arched and flat design.
- Traditional duo-pitched roofs with some pitched and gable fronted designs.
- Varying range of eaves heights, dormer windows and traditional chimneys to a number of properties.



4

ASSESSING THE SITE

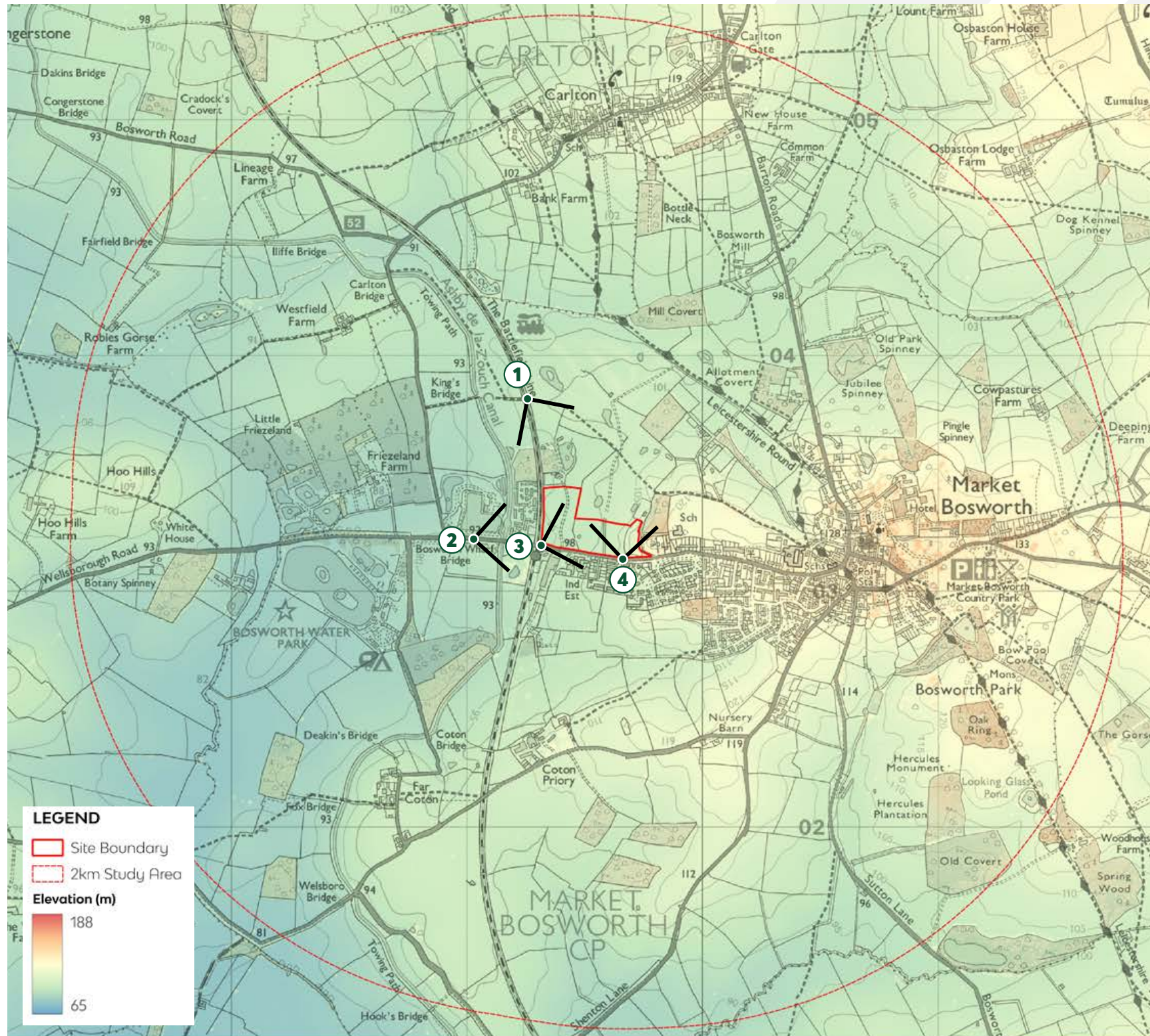
“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”

(Para. 43, NDG 2021)

LANDSCAPE & VISUAL

- 4.1 As set out within the Hinckley and Bosworth Landscape Character Assessment (2017), the Site does not lie within a landscape that is designated at either a national or local level for its landscape value or quality. As demonstrated within the LVIA and through the design of the scheme, the proposals include measures that are effective in helping to assimilate the development into its surroundings having regard to the layout, scale and height of properties and the retention and enhancement of existing hedgerows, trees and woodland.
- 4.2 Tyler Grange has worked alongside a wider technical and design team to formulate clear opportunities and constraints associated with the Site, to ensure that the development parameters respond to the local landscape context. From the outset this acknowledged the presence of View 1 and Vista 11 (latterly referred to as Vista I), recognised that the topography and local landform rises to the east and, that there was an existing framework of boundary vegetation including some scattered internal mature trees. This demonstrates that the proposed development has considered and responded sensitively to the local landscape.
- 4.3 The proposals retain views across the site from Station Road and also provide publicly accessible green spaces with elevated vantages across the wider countryside. The retention of boundary trees and hedgerows, new tree planting and green infrastructure within the Site and opening up improved visual links with the landscape provide effective mitigation. The proposed development has therefore been assessed on balance as making a site-wide, localised Minor Adverse effect upon the landscape character of the Site.
- 4.4 At a wider scale, the development will give rise to Negligible landscape effects due to the containment of the Site and proposed houses in the landscape and relationship with the existing and consented development surrounding the Site. The proposals will not introduce incongruous features into the area. The visual assessment highlights the relatively limited extent of views in which the development will be visible. The surrounding undulating topography, existing woodland blocks and existing built form, in addition to the Kyngs Golf and Country Club scheme to the north, places the site in a peri-urban context.
- 4.5 For users of local roads and public rights of way, the visual effects have been assessed as Minor Adverse, reflecting the situation of the Site in relation to existing development, its contained nature and retention of the rising land to the east of the Site as undeveloped open space.
- 4.6 Overall, the planning history of the Site has been taken account of, with the Inspectors' comments made as part of the Appeal Decision used to guide and inform the current proposals. The scheme has undergone significant changes since the previous iteration which was the subject of the Planning Appeal. Specifically in relation to the extent to which the proposed layout will affect the Key Views and Vistas identified within the Market Bosworth Neighbourhood Plan ('View 1' and 'Vista 11'). The additional area of land now included as part of the red line boundary has enabled built development to be contained to the less visible north western extents of the Site, where much of the scheme will be screened and contained by the surrounding existing vegetation.

Topography Plan | NTS



View from Footpath S70/1 crossing the railway bridge looking south



View from Wellesborough Road adjacent to the Market Bosworth Sports Club entrance looking east



View from railway bridge along Station Road looking east (View 1 in the Market Bosworth Neighbourhood Plan)



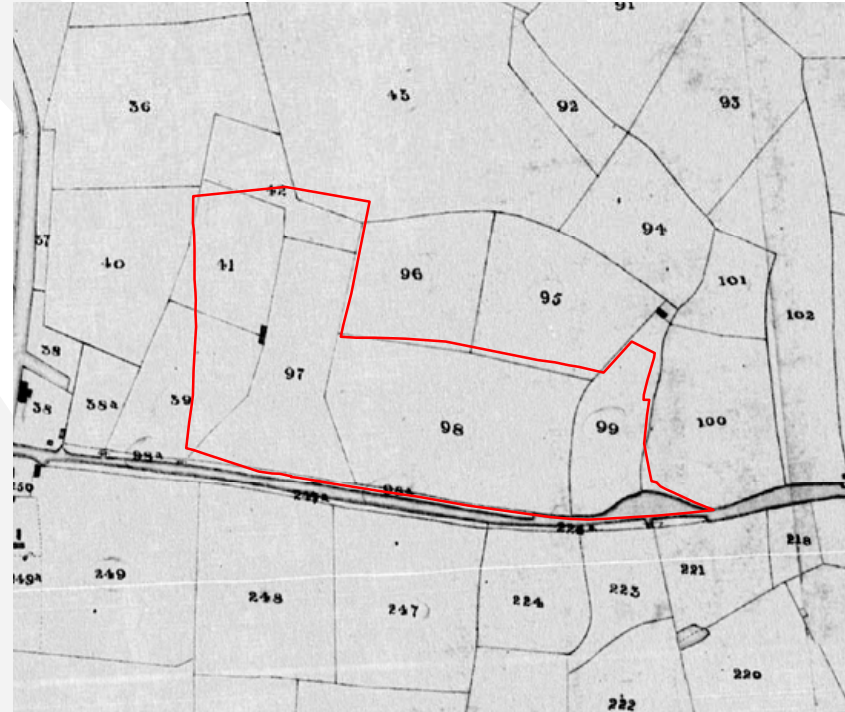
View from Station Road looking north (Vista 11 in the Market Bosworth Neighbourhood Plan)



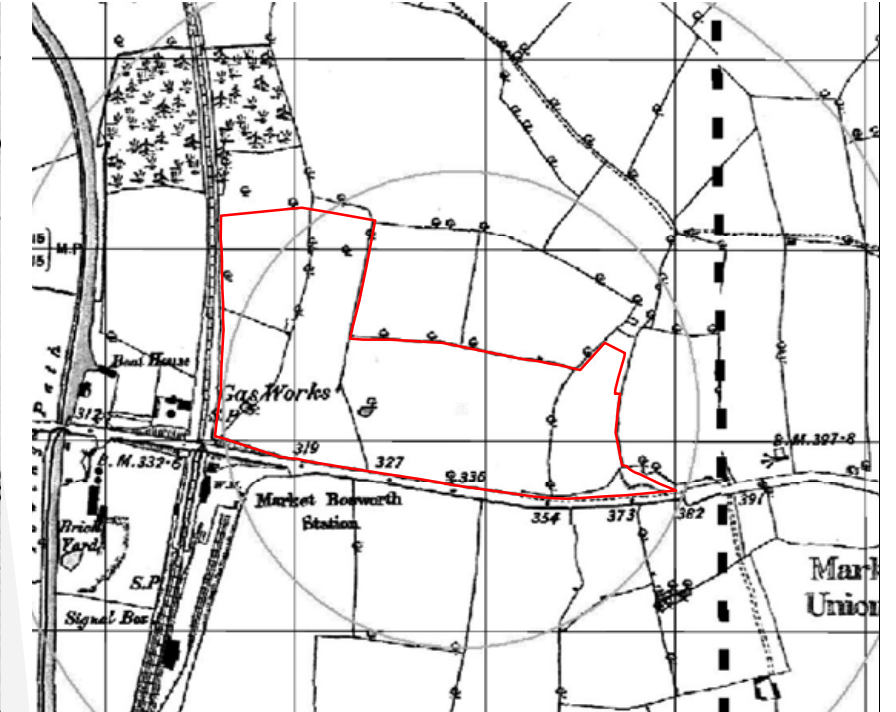
HERITAGE AND ARCHAEOLOGY

- 4.7 RPS have prepared a Heritage Statement which is informed by two previous Archaeological Desk-Based Assessments and two geophysical surveys prepared for previous applications. These confirm that there are no heritage assets identified within the site that would be a constraint to development. The planning archaeologist has previously confirmed that the heritage interest in the site can be secured by an appropriately worded planning condition.
- 4.8 There are no designated heritage assets located outside of the site assessed to be sensitive to the proposed development and no impact upon the significance of any non-designated heritage assets outside of the site.
- 4.9 The site contains a former grass landing strip, flagged by the Conservation Officer in their comments on a previous application. This is understood to have been used by Group Captain Walter Myers Churchill DSO DFC during WWII. It is recommended that the local interest in this feature and Churchill's local involvement is best recognised through street names or an information panel.
- 4.10 Development within the site allows for greater recognition of Group Captain Churchill's involvement with Market Bosworth. The ridge and furrow within the site is imperceptible on the ground and best understood through the available LiDAR data.
- 4.11 There are no heritage constraints to the proposed development. There will be a requirement for post-determination trial trenching and the development provides an opportunity to better explain and articulate the connection of Group Captain Walter Myers Churchill with Market Bosworth.
- 4.12 The Market Bosworth historic mapping show the following information:
- The site appears mostly unchanged in 1885, with the exception of a small pond located within its centre.
 - The OS from 1903 (Figure 8) shows the site as two large fields with a second pond located within the south-west and a small wooded area in the south-eastern corner.
 - Mapping from 1957-1958 shows the site divided into four fields again and a reduction of the wooded area in the south-eastern corner. A track divides the western part of the site into two sections and residential development has been built along Station Road.
 - By 1985 all site boundaries have been established as they appear today.

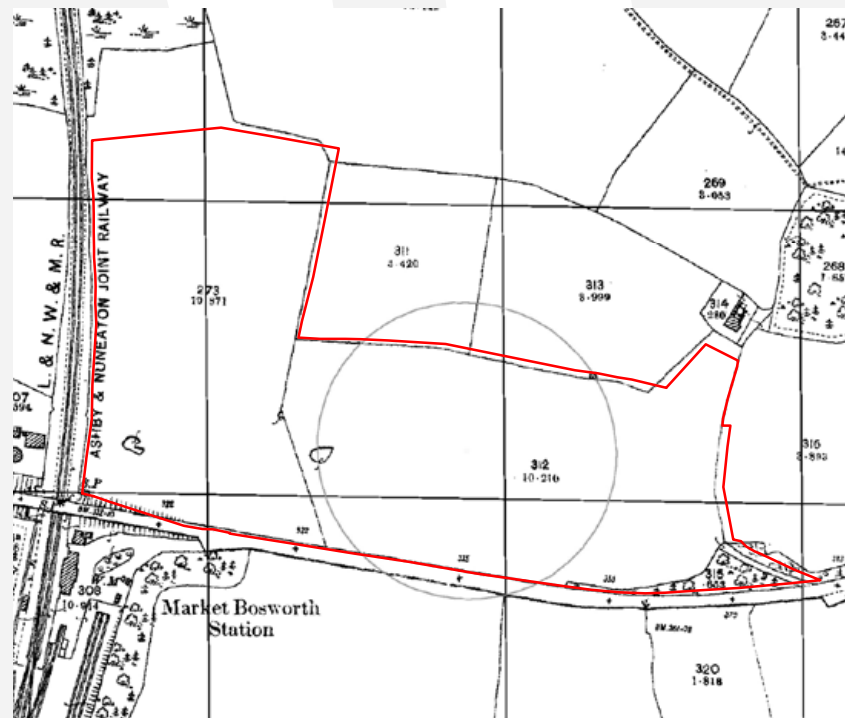
Historic Map Regression | NTS



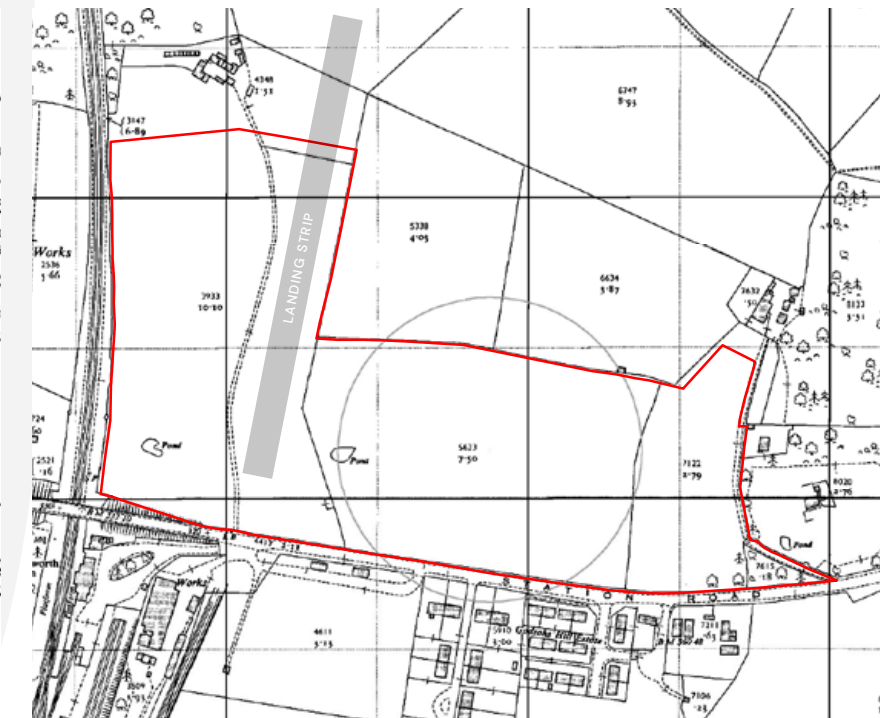
Tithe Map 1848



Ordnance Survey 1885



Ordnance Survey 1903

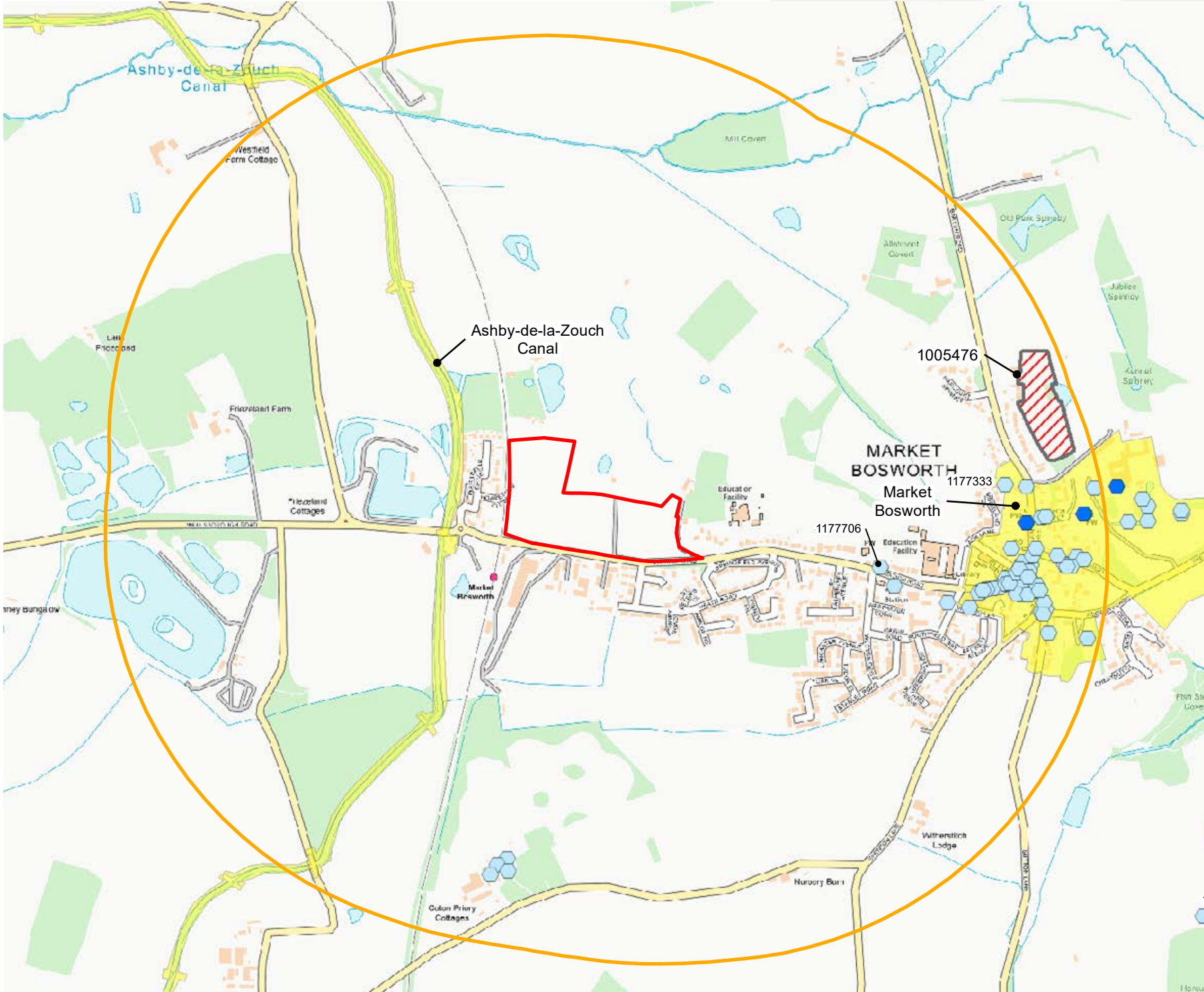


Ordnance Survey 1957-58

Designated Heritage Assets | 1:12,500

LEGEND

- Site Boundary
- 1km Search Area
- Listed Buildings
- Grade
 - I
 - II*
 - II
- LPA Conservation Areas
- Scheduled Monuments



Plan produced by RPS (see Figure 2 in the Heritage Statement submitted with this application)

ECOLOGY AND BIODIVERSITY

- 4.13 RammSanderson Ecology Ltd were instructed by Richborough to carry out an Ecological Impact Assessment (EclA) to assess the likely significant effects of the construction of the proposed development on all ecological features within the site. The accompanying report submitted as part of this application will be used to inform a planning proposal for the residential development of the site and information to submit with a planning application.
- 4.14 The Site does not lie within or adjacent to the boundary of a statutory Designated Site for Nature Conservation. The Veteran Ash – Market Bosworth Station Road Local Wildlife Site (LWS) is located towards the eastern boundary of the Site and will be retained as part of an area of green open space.
- 4.15 The Site itself is dominated by modified and neutral grassland, bounded by hedgerows, with one pond located toward the centre of the Site. Scattered broadleaf trees are located throughout the Site, with broadleaf woodland located to the southwestern boundary. Most habitats within the Site are of low ecological value; however, habitats of more notable ecological value are present, including an area of neutral grassland at the centre of the Site, the pond, the broadleaf woodland, boundary hedgerows and scattered broadleaf trees, (including the veteran ash tree).
- 4.16 The Site has been identified as having the potential to support great crested newts (GCN), due to the presence of one site pond, breeding birds nesting within the neutral long sward grassland and boundary habitats (hedgerows and trees), as well as bats utilising the boundary habitats and grasslands for commuting and



UKHABS Habitats Plan | NTS

LEGEND

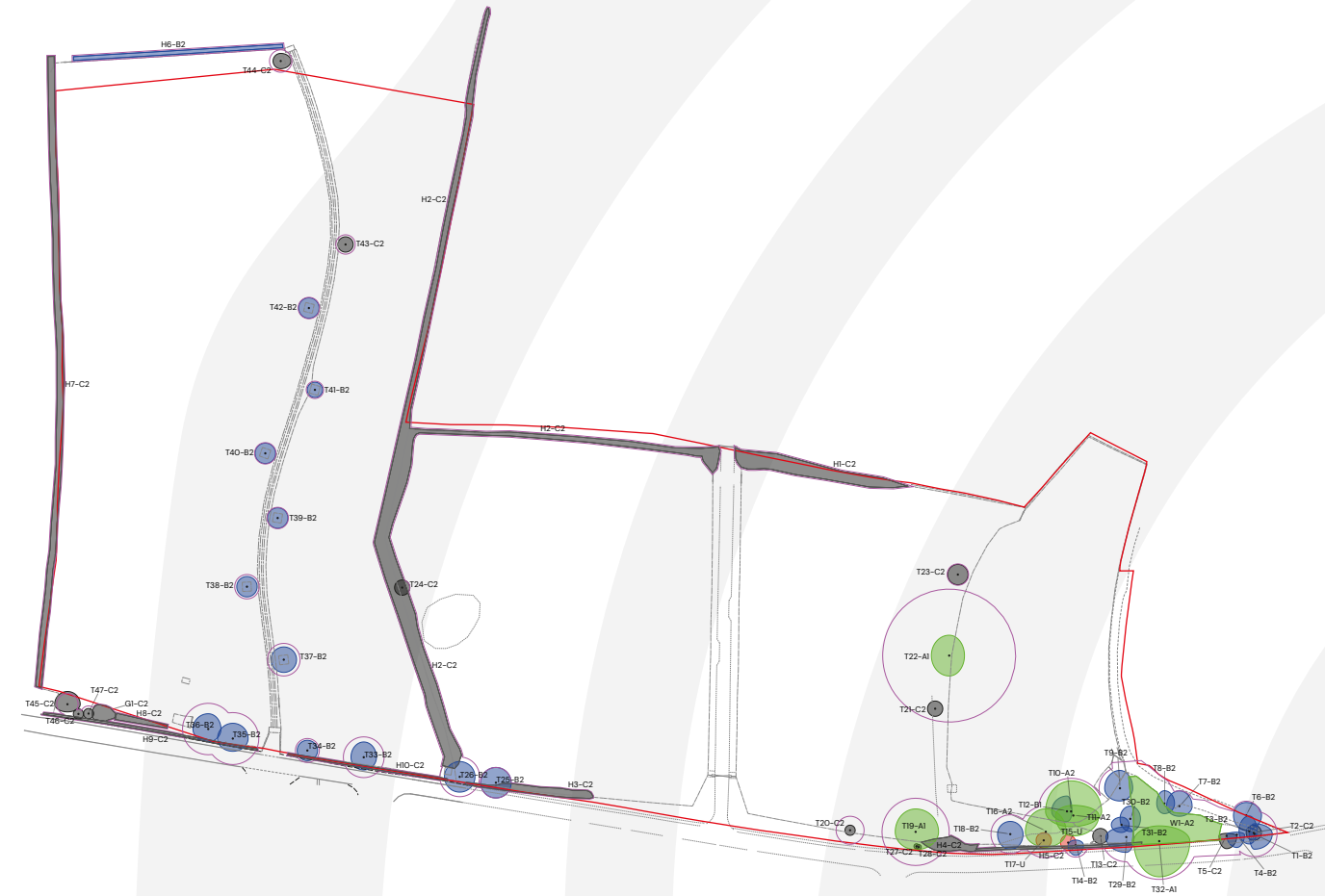
- Site Boundary
- g3c: Other neutral grassland
- g4: Modified grassland
- r1g: Other standing water
- u1b: Developed land; sealed surface
- w1g: Other broadleaved woodland
- h2a: Native hedgerow
- h2a6: Other native hedgerow
- h2b: Non-native and ornamental hedgerow
- u1e: Built linear features - fence
- g4 203: Mature tree (Very large rural tree)
- g4 204: Veteran tree (Very large rural tree)
- g4 216: Large hollows or cavities (Very large rural tree)
- g4 203: Mature tree (Large rural tree)
- g4 200: Tree (Medium rural tree)
- Target Notes
- TN1: Horsetail
- TN2: Giant hogweed

foraging. Three Site trees (including the veteran ash) have the potential to support roosting bats, however, based on current proposals, all these trees will be retained and will not be impacted by the Scheme. A suite of protected species surveys has been undertaken across the Site to determine presence/absence of species as well as potential population distributions. The resultant survey baseline will be used to inform design constraints and opportunities, as well as ensure legal compliance with wildlife legislation and policy.



ARBORICULTURE

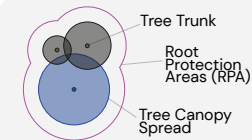
- 4.17 RammSanderson Ecology Ltd was instructed by Richborough Estates Limited to carry out an assessment of trees at Land North of Station Market Bosworth which follows the guidance of British Standards 5837:2012 'Trees in relation to design, demolition and construction – Recommendations', and to provide a report on the arboricultural implications to the proposed development of the site.
- 4.18 The survey assessed 47 individual trees, 1 tree group, 10 hedgerows and 1 woodland. Most of the individual trees were of moderate quality (Category B). With the main arboricultural features on site relating to an area of high quality (Category A) woodland and a high-quality veteran ash tree (T22).
- 4.19 There is currently no tree preservation orders (TPO) at this location and the site is not situated within a conservation area. Therefore, none of the trees detailed within this report were subject to statutory protection at the time of the survey.
- 4.20 There were 3 trees surveyed that were classified category U status and unsuitable for retention in their current form. These trees pertain to T2, T15 and T17. These trees should be removed in the interests of good arboricultural management.
- 4.21 The proposed development will require the removal of 5 moderate quality (Category B) trees, 1 low-quality (Category C) tree, and 4 sections of low-quality (Category C) hedgerows.
- 4.22 New hard surfacing is proposed within the RPAs of trees T20, T26, T33, T35, T36 and T37 this is considered acceptable in these instances, providing appropriate mitigation is applied to ensure the new hard surfacing is constructed in such a way to minimise impacts to the tree root system.



Arboricultural Constraints Plan | NTS

LEGEND

- Site boundary
- Category A
Trees of high quality
- Category B
Trees of moderate quality
- Category C
Trees of low quality
- Category U
Trees unsuitable for retention



4.23 With regards to trees T20, T26 and T33 the incursion from the proposed hard surfacing is at a minor level and located at the outer extremity of the RPA that it negates the need for specialised three-dimensional confinement system in this case, however annual monitoring should be carried out for all trees affected by the proposed new hard surfacing so that they can be appropriately managed in the unlikely event of their decline.

4.24 There will be moderate reduction in amenity and landscape value due to these losses, especially from the removal of 5 moderate quality trees. It is therefore recommended that substantial compensatory planting is implemented through an effective landscape design.

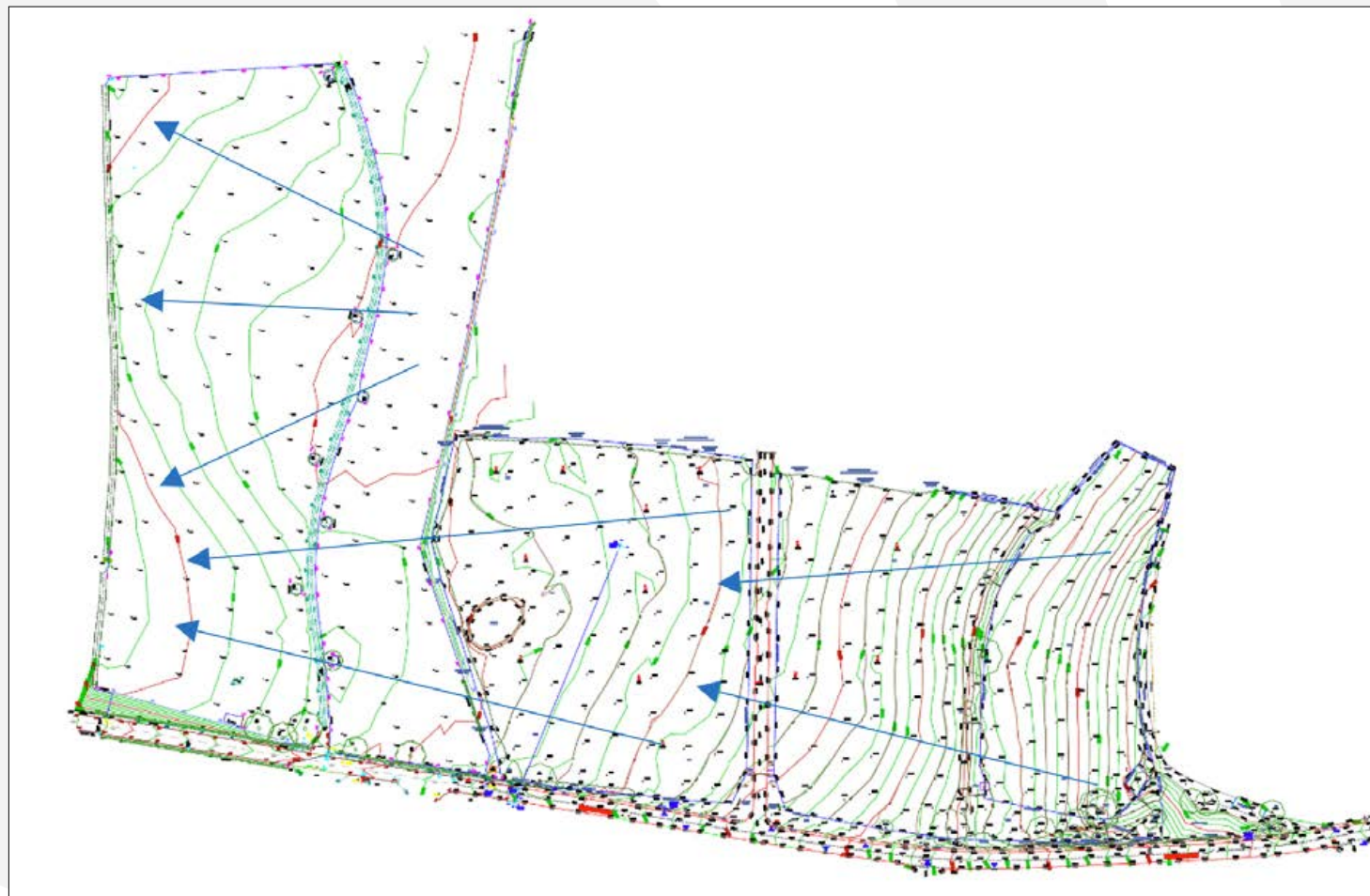
4.25 It is recommended that temporary protective fencing is erected in order to create a construction exclusion zone which adequately protects the retained trees from damage during the construction works. This fencing should be erected at the outset of the development before any activities are carried out or materials/ plant is brought onto the site.

FLOOD RISK AND DRAINAGE

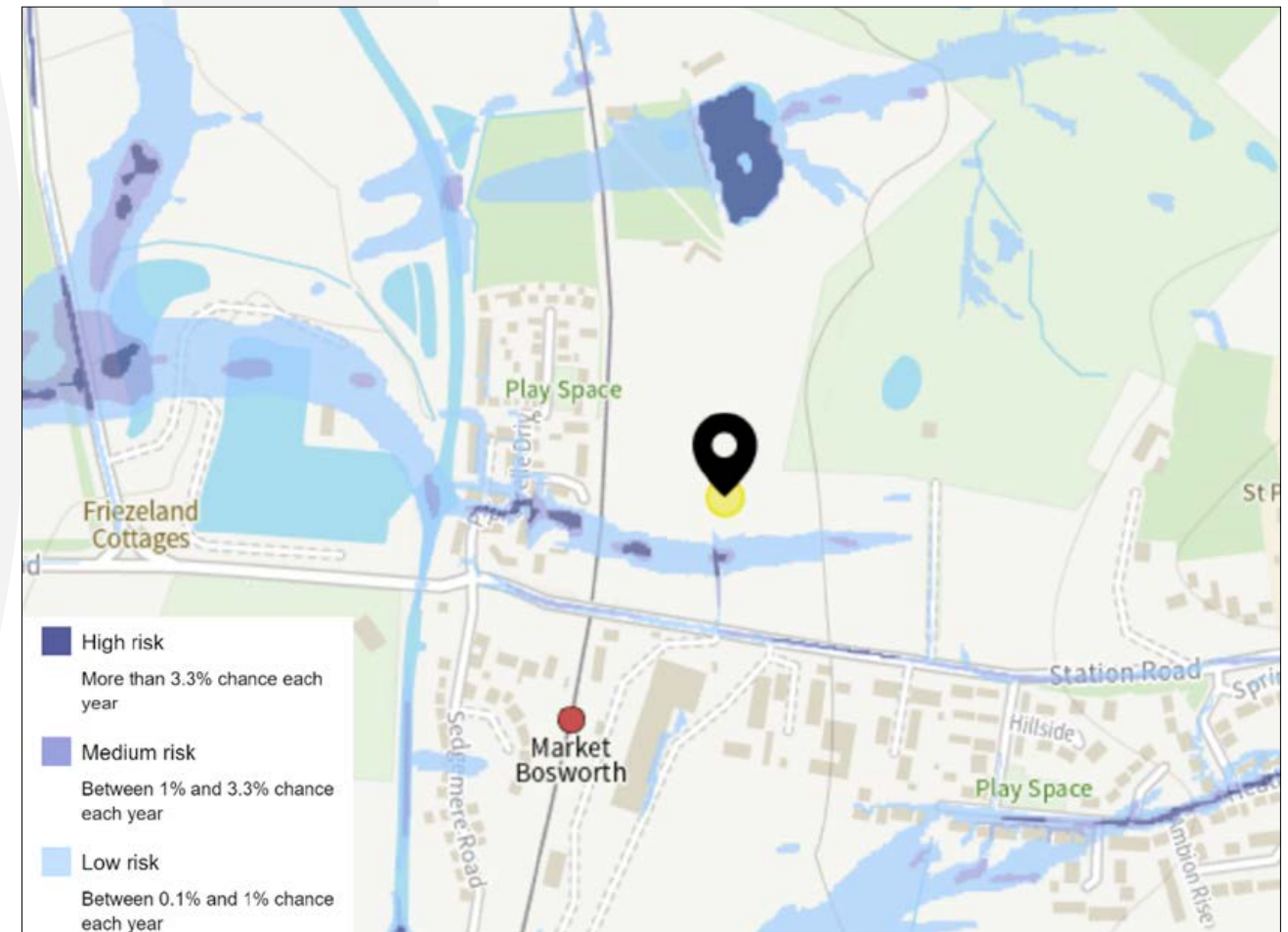
- 4.26 A Flood Risk Assessment (FRA) has been prepared by PJS Land Development Ltd. The report demonstrates that the proposed development is not at significant flood risk, and simple flood mitigation strategies are recommended to address any residual risk that may remain.
- 4.27 An existing combined sewer, two foul rising mains and a highway sewer traverse the site. A small watercourse also runs through the centre of the site which outfalls to an existing culvert. This flows in a westerly direction to an existing culvert in the southwest corner which traverses the railway.
- 4.28 The site presently drains to this existing culvert as reflected in the site topography, which falls consistently in a westerly direction from levels of around 116.5mAOD along the eastern boundary to around 94.1mAOD in the southwest corner of the site.

4.29 The site is entirely within Flood Zone 1, land at the lowest risk of fluvial flooding. There is also a low risk of flooding from tidal/coastal sources, canals, reservoirs or large waterbodies, groundwater and sewers. Some low-risk surface water flooding is present in the centre of the site. This emanates solely from within the existing site therefore, the extents will be reduced in the post development scenario as on-site surface water will be appropriately managed through the proposed SuDS network. Therefore, flood risk from pluvial sources is considered to be low post development.

4.30 Due to an increase in impermeable area introduced by the proposed development, a surface water drainage strategy should be implemented to mitigate risk both to and from the development. It is proposed that this incorporates SuDS including two attenuation basins and a piped network providing suitable conveyance. The basins are to provide appropriate water treatment and storage. Surface water discharge from the attenuation basins should be to the existing culvert in the southwest corner of the site, as this mimics existing conditions, and should be restricted to the Greenfield Rate (QBar) for the site.



Topographical Survey Plan



Flood Risk Assessment Plan



Examples of Sustainable Urban Drainage Systems

NOISE

- 4.31 A Noise Assessment has been carried out by M-EC to review the potential noise sources that may pose a constraint to development. These include road traffic using Station Road, coupled with daytime seasonal contributions from the Battlefield Line Railway.
- 4.32 An environmental sound survey has been undertaken within the Site in order to determine the prevailing conditions.

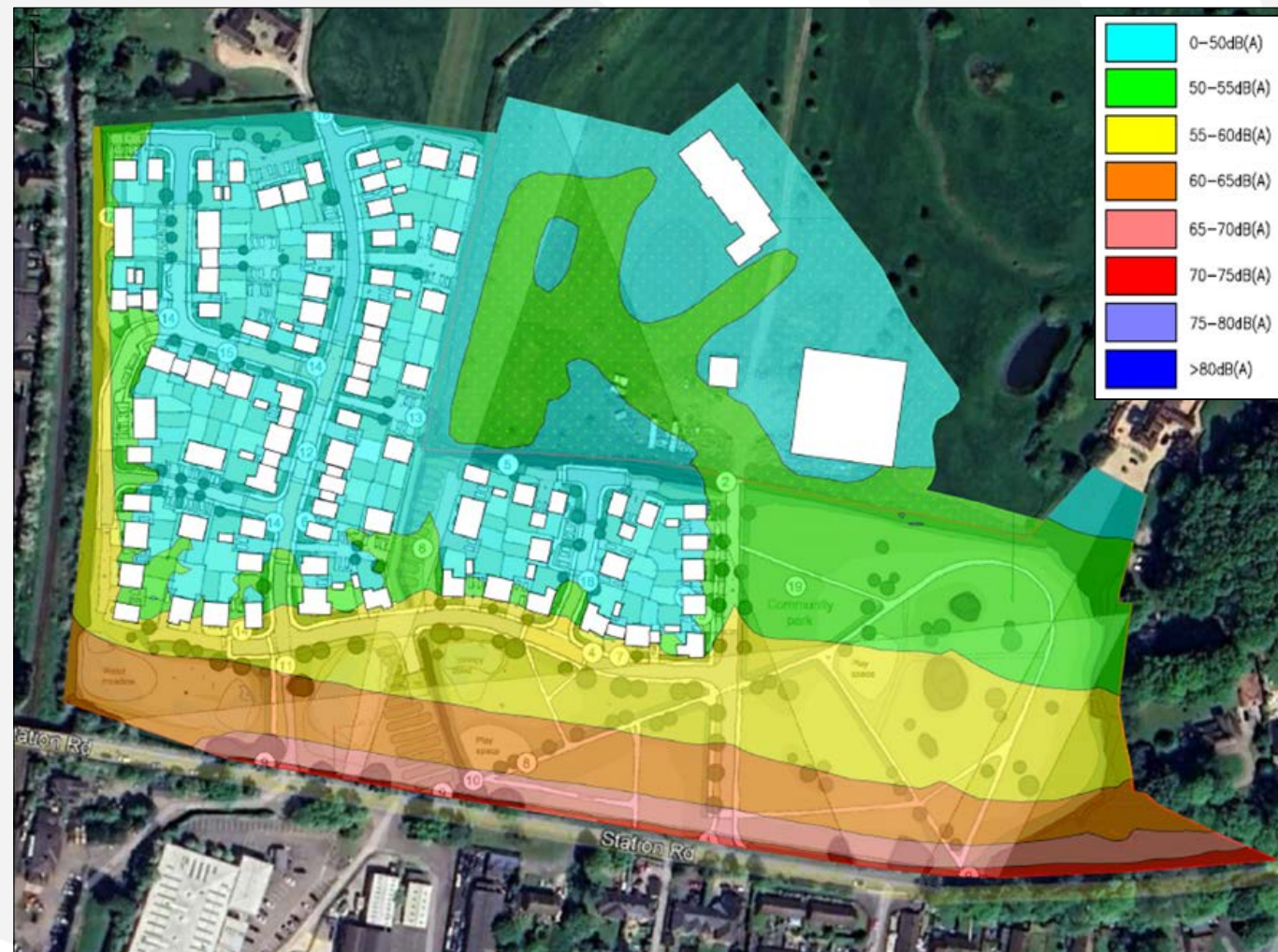
- 4.33 Based on the measured sound levels, the most exposed receptors on the Site fall within the ProPG risk category of 'Low' during both the day and night-time, for which the guidance states the Site is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed.
- 4.34 An Acoustic model has been created in order to predict sound levels across the Site, based upon the measured sound level data for Station Road and the Battlefield Line Railway.

- 4.35 The acoustics criterion often the most difficult to meet in residential environments situated next to busy transportation sources is BS 8233's outdoor criterion of 55 dB LAeq,16hr applicable to private external amenity spaces such as gardens.
- 4.36 Based on the illustrative masterplan, BS 8233's criterion of 55 dB LAeq,16hr will be satisfied across the Site through the provision of standard 1.8m high close boarded timber fencing, with the majority of garden areas satisfying BS 8233's lower level criterion of 50 dB.
- 4.37 With regard to internal acoustic conditions, the most exposed dwellings will satisfy the criteria in BS 8233 and ProPG through the provision of standard thermal double glazing and window mounted trickle ventilators to achieve the whole-dwelling ventilation requirements of AD-F.

- 4.40 Nevertheless, assessment has been undertaken in accordance with the methodology set out by Defra's LAQM, and the EPUK/IAQM. The assessment shows that for a baseline scenario in 2024 and 2029, receptors adjacent to all roads have values below the current annual mean air quality objectives for NO2 and PM10, which is consistent with HBBC's air quality review and assessments
- 4.41 With traffic generated by both committed and proposed development in 2029, the absolute concentrations remain below the current air quality objectives and the level of change due to traffic generated by development is small (less than 0.2 µg/m3 to annual mean concentrations of NO2 and PM10), which would not have a significant impact upon local air quality.

- 4.42 The ambient concentrations of local traffic emissions from proposed development are predicted to be less than 75% of the Air Quality Assessment Level (AQAL), and the % change in concentration relative to the AQAL is calculated to be less than 1% for all roads. On this basis, the development's impact on local air quality will be negligible.

- 4.43 Therefore, since the air quality assessment indicates that annual mean air quality objectives will be met at the most exposed receptor locations, and since the actual changes due to traffic generated by development are small and not significant, it can be concluded that the air quality over the Site is acceptable for residential development and that baseline plus committed and proposed development traffic will not have any adverse impacts on ambient air quality for new/existing dwellings.



AIR QUALITY

- 4.38 An Quality Assessment has been carried out by M-EC to review the potential air quality issues that may pose a constraint to development. Air quality within the Hinckley & Bosworth Borough Council (HBBC) area is generally good and, air quality objective levels are met throughout the Council's administrative area.
- 4.39 Since 'relevant exposure' is already present adjacent to the Site, i.e. existing residential dwellings are present adjacent to the Site and local roads, and these have already been considered within HBBC's reviews and assessments, the same conclusions will apply for new dwellings on the Site. Namely, all air quality objectives will be satisfied on the Site and at dwellings adjacent to the routes to the Site.