

**Bellway**

Land off  
**desford road**

Ratby



Design & Access Statement  
November 2024



082404-BEL-EM-DAS [submission]



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*Providing the information required by:*

THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015, SECTION 9: "DESIGN AND ACCESS STATEMENTS" [\[LINK\]](#).

NATIONAL PLANNING PRACTICE GUIDANCE: MAKING AN APPLICATION, PARAGRAPH 031 (2014): "DESIGN AND ACCESS STATEMENT" [\[LINK\]](#).

THE NATIONAL DESIGN GUIDE (2021) [\[LINK\]](#).

BUILDING FOR A HEALTHY LIFE (2020) (BHL) [\[LINK\]](#)  
[NB some BHL responses are in 2 parts - indicated by brackets].



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ref.1 (front cover image):  
The proposed development layout

# introduction



## Our Vision:

*"Integrating nature into the heart of the development to foster community and strengthen ties to the wider environment"*



Bellway Homes is seeking Reserved Matters Planning Permission, from Hinckley & Bosworth Borough Council, for a residential development of 225 homes located at Desford Road, Ratby.

*'Reserved Matters application for the erection of 225 residential dwellings (including affordable housing), ancillary structures, new access road, internal roads, car parking, landscaping and public open space, drainage features, and associated works.'*

Outline planning permission (Ref. 21/01295/OUT) for 225 dwellings was allowed at appeal in February 2024.

This application has been prepared by a comprehensive Professional Team across a range of disciplines, including the following contributors to this Design and Access Statement:

 Urban Design & Architecture: **DHA Architecture**  
 Landscape & Ecology: **FPCR Environment & Design**  
 Planning: **Marrons**

In developing this site, Bellway Homes is seeking to create a new environment which enhances both the landscape and the built character of the neighbourhood, delivering sustainable development for Ratby.

In the following chapters we illustrate our design principles and concepts for the new development: the memorable, legible masterplan, safe and accessible movement network, characterful landscaping, and distinctive, contextual architectural language and materials palette.

**Bellway Homes is proud of these proposals and is committed to carrying out this exemplar development.**



# bringing our vision to life

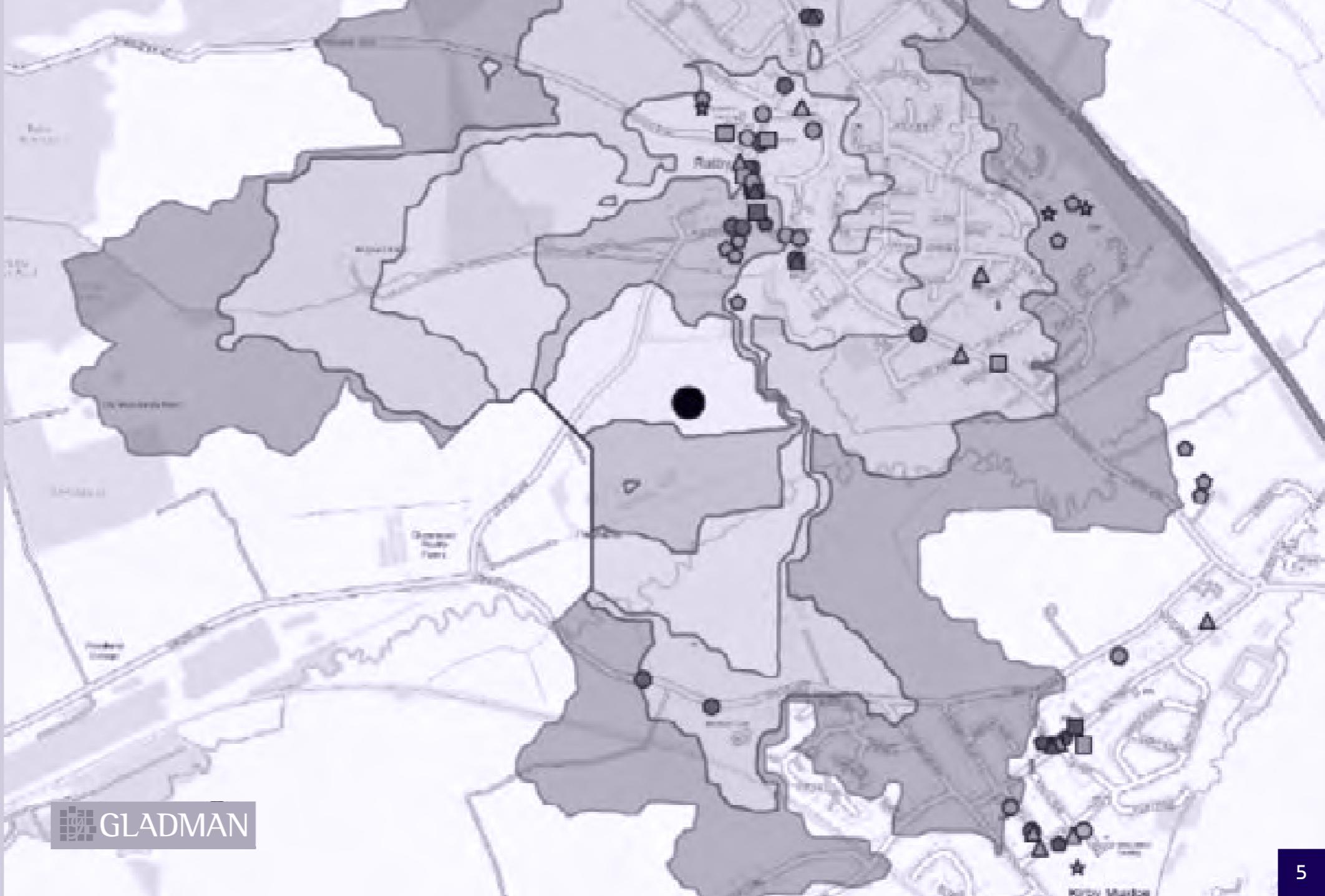




# the context of the development

*"The steps taken to appraise the context of the development, and how the design of the development takes that context into account"*

*The Town and Country Planning (Development Management Procedure) (England) Order 2015 para. 9.(3)(b)*



# the wider setting of the application site

**Building for a Healthy Life**

## Walking, Cycling & Public Transport

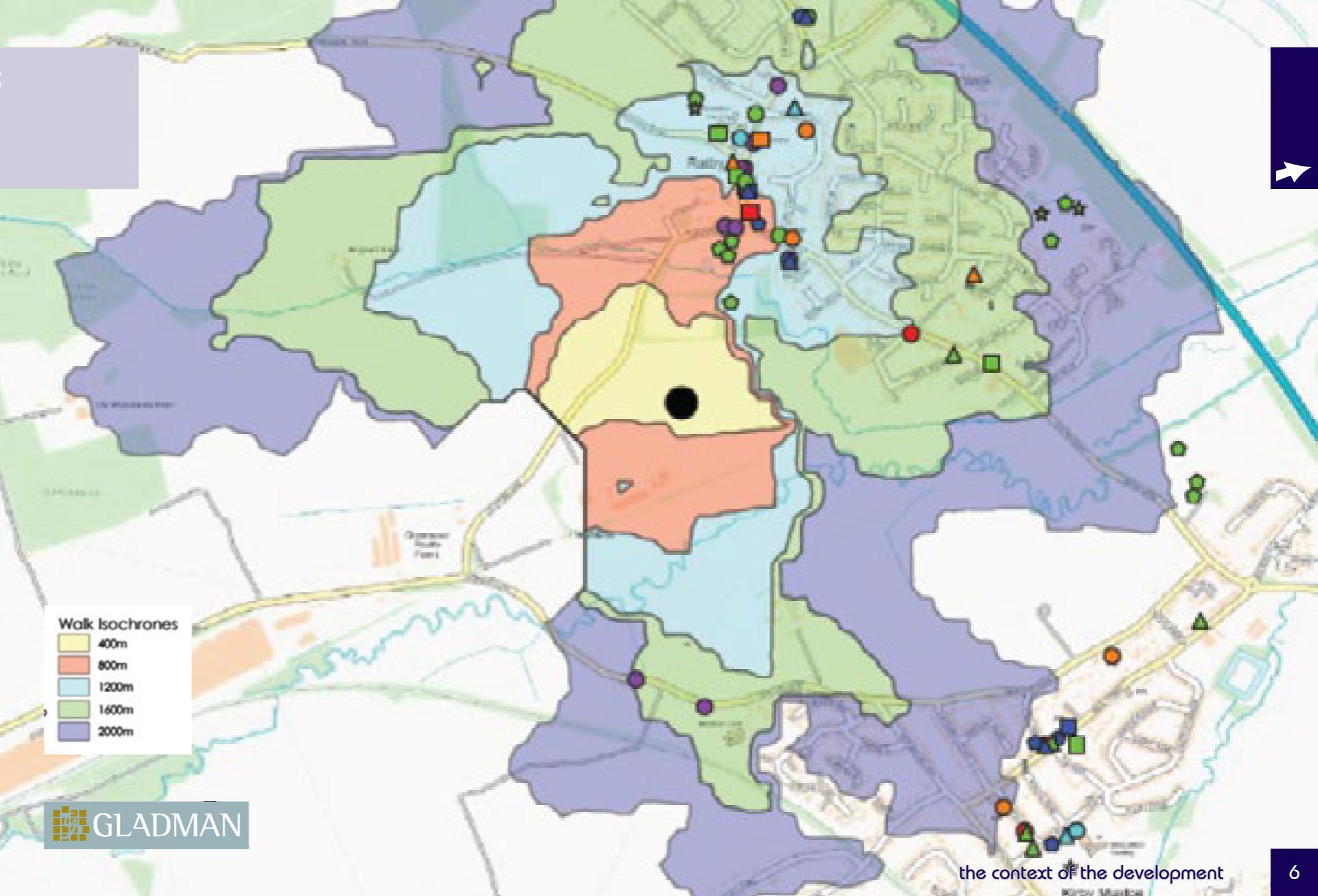
...being the attractive choices for short trips - improving physical health and the local environment, reducing congestion, pollution and carbon emissions.

The Outline Planning Permission confirms that the site is sustainably located, and that the new homes will have easy access to local services and facilities, public transport links, employment areas and the Public Right of Way network. The new bus stops and pedestrian crossing approved under the Outline will provide a safe connection to the site and also link Public Rights of Way R41 and R42.

Routes and destinations within an accessible radius:

Symbol	Destination
●	SITE
●	Existing Bus Stops
●	Primary School
■	Secondary School
▲	Nursery
●	Place of Worship
●	Library
▲	Community Centre
●	Supermarket
■	Post Office
▲	ATM
●	Convenience Store
●	Health Centre
●	Pharmacy
●	Food Outlet
■	Public House
▲	Salon
●	Sports Ground/ Club
★	Playground



ref.6:

Ratby's Townscape Context

ref.7

ref.9

ref.6

ref.8

Application Site



## The Inspiring Local Townscape Context

We are committed to creating a new built environment which will be distinctively "of Ratby".

- This part of Ratby does not have a strong overarching character- but in the local streets can be found some sources of inspiration and stimulus to deliver a design solution for this development which reflects and responds to what is particularly characterful and recognisable about this neighbourhood.
- Examples of a variety of townscape contexts are located nearby to the development these include traditional cottages, Victorian terrace houses and 1960s suburban style development.
- These inspiring streets, spaces, buildings and materials are illustrated overleaf.



- Along Station Road, the entrance is characterised by long stone walls reflective of the historic character of the area.
- Development along Station Road varies in terms of uniformity, at points development follows a strong build line and dwelling typology, then alongside development of an organic, loose nature.
- Common building materials include:
  - Slate roof tiles particularly on the late 19th Century cottages.
  - Red Brick
  - Render
  - Painted Headers, some in bright shades, and bay windows.



## ref.8: Main Street / Church Lane

Main Street and Church Lane are located within Ratby Conservation area, outlined in red on the plan on the right. In this area, many vernacular buildings have been retained, but unsympathetic shop front treatments and house modernisations and more recent houses are also in evidence.

The green space around the church is the principal visible open space and provides distinctive open breaks in the street scene, providing a balance between enclosure and openness contributing to its appealing character as noted within the Conservation Area Appraisal, 2013.

Render and brick are the predominant materials which characterise the conservation area - building forms tend to be simple and flat-fronted with pitched roofs.



ref.9: Park Road



Development along Park Road has a fairly strong build line close to the footway with no or overarching architectural along the street. More common features amongst the varied styles include:

- Terraced or Semi detached dwellings
- Red Brick
- Symmetrical facades
- Pitched roofs which are hipped or gabled to some of the older dwellings.
- Generally flat fronted building forms with some bay windows
- Chimneys





ref.10: Desford Lane



- Desford Lane, is the street from which the development is accessed, development along the street is quite piecemeal. The main character style along is the 1960s development immediately at the entrance to Desford Lane.
- Common features include:
  - Bungalows with dormer windows
  - Frontage parking/garaging
  - Red brick or render
- In addition, the newly opened medical centre has a strong contemporary character which draws from the historic precedent with barn style proportions and materials.



# the particular characteristics of the application site

... and identifying, understanding and responding to the opportunities and the constraints

... through which the development will make the most of the site's green and blue assets, topography, views and connections



## Making the Most of What's There & Natural Green Connections:

Open views towards surrounding countryside.



Existing Public Rights of Way



Rothley Brook



Existing employment area



Conservation Area



Existing habitat and vegetation to be protected



Green Wedge, to prevent merging of settlements, located 2 kilometres to the east



Existing mature hedges with potential to be retained



High quality trees to retain and integrate within new greenspace



## Walking, Cycling, Public Transport, & Natural [Travel] Connections:

Pedestrian & cyclist desire lines to Ratby Local Centre (approx. 800m north east of the site)



Vehicular desire lines from the site to Ratby Local Centre



Public transport stops on Desford Lane to the north of the site (approx. 700m from the site)



Existing access utilised for the main pedestrian & vehicular access into the proposed development



Existing public right of way, providing walking connections to Kirby Muxloe



## Facilities & Services:

Ratby Sports Club to the north of the site



To public transport stops along Desford Lane providing access to Leicester City Centre & Coalville



Identified desire line between the development and Ratby Primary School and medical centre.



Pedestrian/Vehicular route to local shops and facilities within Ratby Local Centre



Connections, Travel Routes, Facilities & Services



# how the design takes this context into account



... to establish development parameters  
... and to formulate the design approach



## Making the Most of What's There

...and evolving our shared vision that celebrates the existing assets on and beyond the site.

Opportunities to integrate existing features of value - natural or manmade, on or beyond the site:

- Existing vehicular & pedestrian access retained
- Visual connections into, out, through and beyond the site
- Open views of the surrounding woodland vegetation which the new homes can address and benefit from
- High quality trees to retain and integrate within new greenspace.
- Existing habitats to be protected & enhanced
- Existing Public Rights of Way

Understanding the opportunities and constraints:

- New trees as a key element of the landscape design for the greenspace and public realm
- Green Wedge, to prevent merging of settlements, located 2 kilometres to the east
- Rothley Brook
- Extent of surface water flooding
- Proposed locations for SuDs at lower point of the Site to help manage the flow of surface water and to also enhance greenspace character and biodiversity
- Proposed access into adjacent agricultural site





## Natural [Travel] Connections

...which integrate the new streets and spaces into the site and connect them with the wider neighbourhood.

## & Walking, Cycling & Public Transport

...being the attractive choices for short trips - improving physical health and the local environment, reducing congestion, pollution and carbon emissions.

Easy to move through and around for pedestrians and cycles - with short, straight and direct walking and cycling connections:

- Providing more than one points of access in effective locations
- To public transport stops along Desford Lane (approx. 700m)
- Pedestrian & cyclist desire lines to Ratby Local Centre (approx. 800m north east of the site)
- Ensuring these routes are passively policed by dwelling frontages

Connected street patterns that promote pedestrian and cycle choice over vehicles:

- Straight or nearly straight streets which are designed to cultivate low vehicle speeds
- Making pedestrian routes as direct as possible
- Continuous adoptable-standard public streets along development edges
- Point of access to agricultural land to the west
- Public right of way through the west of the site





## Facilities & Services

Connecting to the local bus routes, shops, facilities, and a primary school with attractive, accessible routes - facilitating walking and cycle choice, and social interaction.

Providing improved footway connections along Desford Lane in a prominent, accessible, connected location.

Anticipating and responding to desire lines:

- To public transport stops along Station Road
- To local shops and facilities within Ratby Local Centre
- To Ratby Primary School

Providing new recreation facilities for local residents:

- Trim trail running through greenspace
- SuDs to help with surface water flooding, and provide an enhanced ecological benefit to residents and habitats
- Introduction of two new bus stops and laybys on Desford Lane to the west of the proposed access
- A new pedestrian crossing will also be introduced on Desford Lane to aid pedestrians accessing the eastbound bus stop
- Providing access to agricultural land to the west

Making the desire lines attractive and desirable routes:

- 'Play on the way' - to make walking more fun
- Aligning routes alongside greenspace - to make walking more pleasant
- Creating human-scale intersecting routes and spaces - to make walking more social



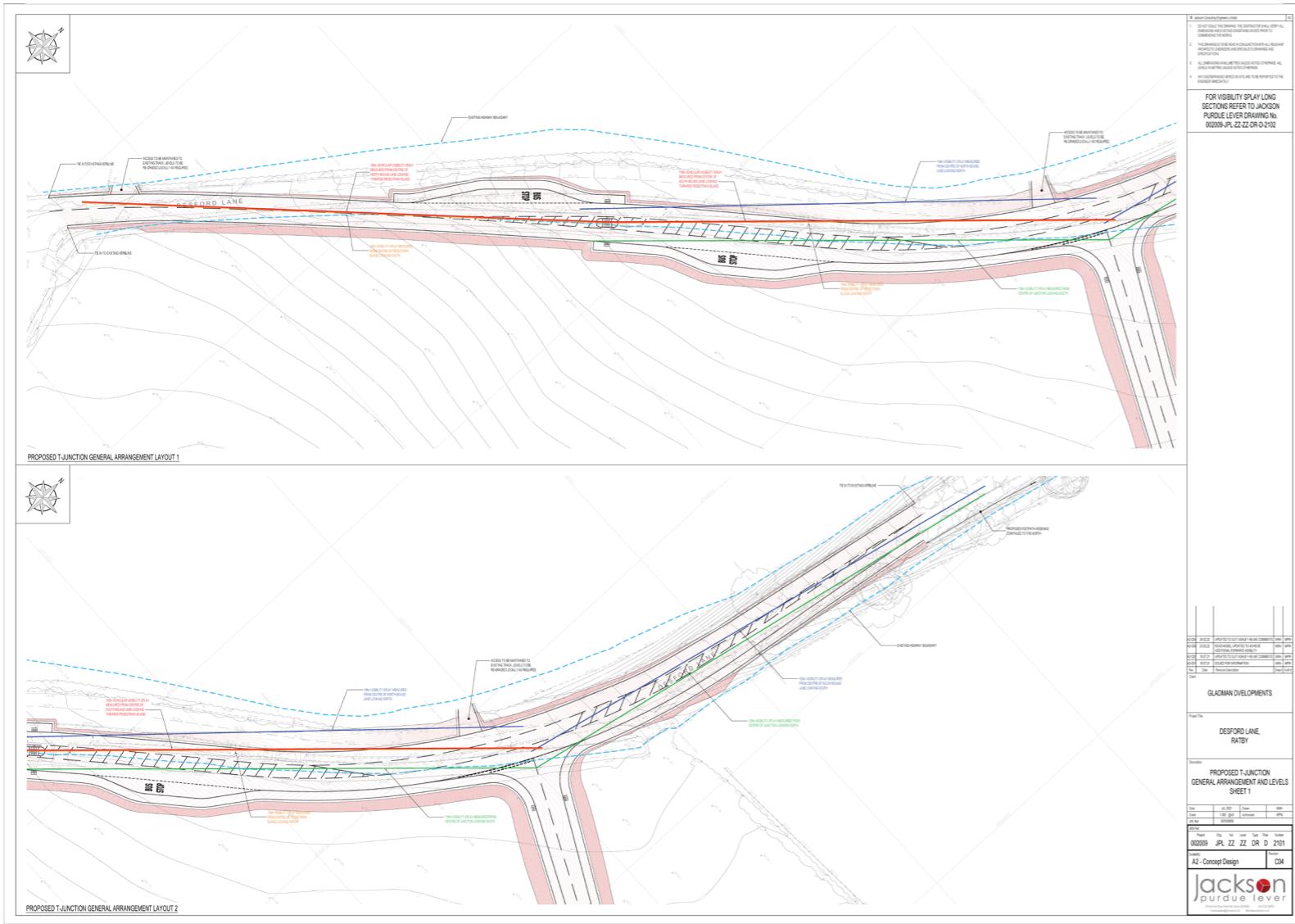


*“The policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account”*

*“Consultation ... undertaken on issues related to access to the development and what account has been taken of the outcome”*

*“How any specific issues which might affect access to the development have been addressed”*

*The Town and Country Planning (Development Management Procedure) (England) Order 2015 para.9.(3)(c-e)*



ref.12: Access proposals prepared by Jacksons - approved at Outline stage

# policy adopted as to access

## Approved Access Proposals

The Outline-stage Transport Assessment prepared by Ashley Helme Associates considered access for vehicles, cyclists and pedestrians via a single access on Desford Lane, comprising:

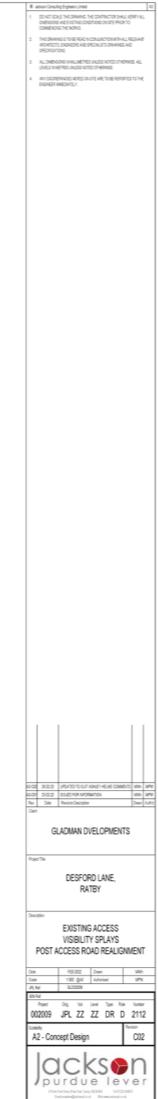
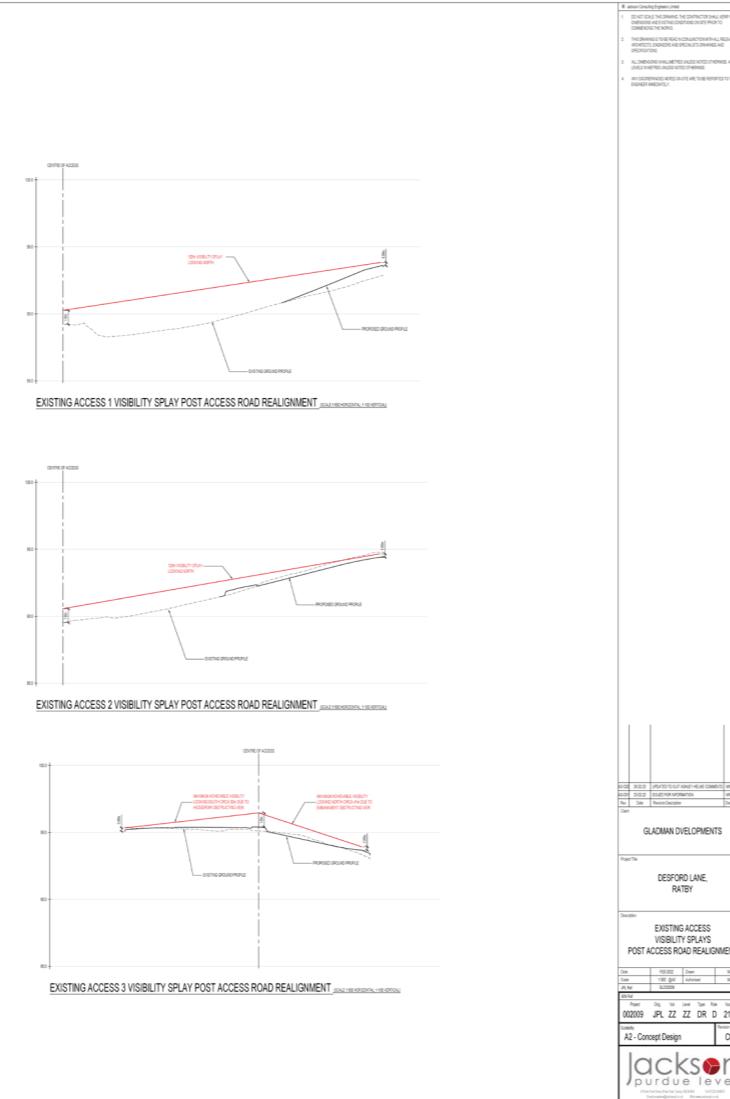
- Introduce priority-controlled T-junction on Desford Lane with ghost island right turn lane,
- Realign Desford Lane along the Site frontage,
- 3.0m shared footway/cycleway on east side of Desford Lane,
- Introduce bus stops on both sides of Desford Road to the south of the access and a pedestrian island to connect the Site to the northbound stop.

The wider pedestrian and cycle strategy for the Site included:

- Introduction of a 3.0m shared footway/cycleway with a 0.5m verge (where achievable) along the east side of Desford Lane and a short section on the west side of the road in the vicinity of the Pear Tree Business Park access,
- Introduce pedestrian island to connect the Site access to the northbound bus stop on Desford Lane,
- Introduction of traffic calming measures on Desford Lane,
- Reduce the speed limit along the Site frontage,
- Introduce Toucan crossing on Desford Lane to the north of the Site.



ref.13: Access proposals prepared by Jacksons - approved at Outline stage



# policies, consultation & issues relating to access

## Walk and Cycle

Transport sustainability is a principle underlying the proposed development. Encouraging walk and cycle journeys is recognised as important. The location of the Site provides a good context for journeys of residents to be undertaken on foot and by cycle. The development proposes walk and cycle infrastructure between the Site and nearby amenities, thereby offering opportunity to foster a sustainable community, in accordance with the aims of local policies and national policy in NPPF.

The following pedestrian and cycle infrastructure was approved as part of the Outline:

- Introduction of a 3.0m shared footway/cycleway with a 0.5m verge (where achievable) along the east side of Desford Lane and a short section on the west side of the road in the vicinity of the Pear Tree Business Park access,
- Introduce pedestrian island to connect the Site access to the northbound bus stop on Desford Lane,
- Introduce Toucan crossing on Desford Lane to the north of the Site.

The works outlined above offer positive encouragement to residents to elect to walk to nearby amenities, which is in accordance with both local and national policies.

## Public Transport

Encouraging public transport journeys is an important component of the development access strategy.

The nearest existing bus stops to the Site are located on Desford Lane to the north of the Site and are a circa 700m walk from the Site centroid. There are additional stops on Main Street within 800m and with 1200m.

Approved as part of the Outline are new bus stops and laybys on Desford Lane to the west of the proposed access. A pedestrian island will also be introduced on Desford Lane to provide assistance to pedestrians accessing the eastbound bus stop.

Leicester train station is located circa 8.3km east of the Site. However, both the 26 and 27 bus services call at St Margaret's bus station in the city centre, which is a circa 15 minute walk from the train station.

It is demonstrated that there is opportunity for residents of the Site to undertake journeys by rail to a good range of destinations and the Outline Planning Permission was approved on this basis.

## Conclusions

The Outline Planning Permission confirms that the proposed development is in accordance with national and local transport policies, and that in transport/highways terms the application site is suitable and accessible for these Reserved Matters development proposals to be delivered.