

LAND OFF LEICESTER ROAD EARL SHILTON

DESIGN & ACCESS STATEMENT

MAY 2024

CONTENTS

CONTENTS	2	HERITAGE ASSESSMENT	17	STREETS & KEY BUILDINGS	31
INTRODUCTION	3	THE VISION	18	STREET ENCLOSURE	32
DOCUMENT PURPOSE	4	PARAMETERS PLAN	19	FRONTAGE & BUILDING RELATIONSHIPS	33
DEVELOPMENT SUMMARY	4	PRE-APPLICATION	20	PUBLIC OPEN SPACE, PARKING & AMENITIES	34
PLANNING BACKGROUND	5	PRE-APPLICATION RESPONSE	21	SCALE & MIX	35
LOCAL CONTEXT	6	CONCEPT MASTERPLAN	22	DESIGN	36
SITE LOCATION	8	ACCESS STRATEGY	24	ACCESSIBILITY & AMENITY	38
SITE PHOTOS	9	DRAINAGE STRATEGY	26	SECURITY	40
LOCAL ARCHITECTURAL CHARACTER	12	ECOLOGY STRATEGY	27	SUSTAINABILITY	41
CONSTRAINTS & OPPORTUNITIES	14	LANDSCAPE STRATEGY	28	BUILDING FOR LIFE 12	42
LANDSCAPE ASSESSMENT	16	ILLUSTRATIVE LAYOUT	30	SUMMARY	44

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INTRODUCTION

This Design & Access Statement has been prepared in support of an outline planning application submitted by Manor Oak Homes in relation to land east of Leicester Road, Earl Shilton.

The site extends to 1.58Ha with the primary access via an unnamed road off Leicester Road. Site topography rises from a low point in the north of 97.5m AOD to a high point in the south of 113.5m AOD.

Indicative proposals suggest the site could accommodate up to 33 dwellings, providing a variety of tenures, including affordable units.

Proposals have been informed by detailed pre-application discussions and Hinckley & Bosworth Borough Council (HBBC) planning policy guidance - particularly the Good Design Guide 2020 SPD.

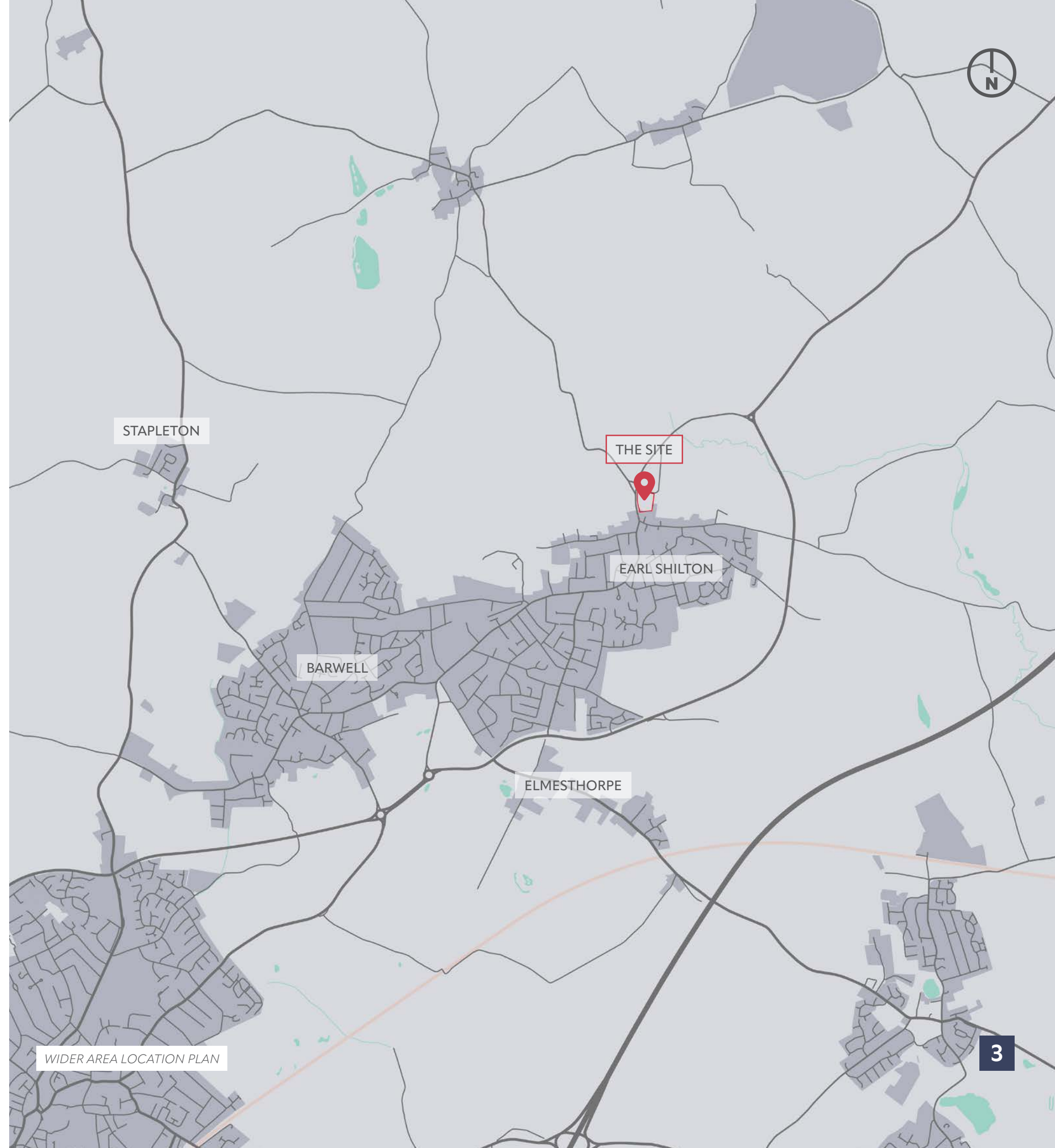
The scheme is landscape-led, with natural landscape assets retained and protected. As required by local landscape policies, views towards church spires within the local area are an important consideration in the development of proposals.

The provision of accessible areas of public open space and play space are key to the scheme, providing areas for relaxation and recreation.

The approach to development is based upon strong Urban Design principles and proposes a considerably designed, sustainable edge of settlement scheme. Proposals also consider the local context to ensure that existing residential amenity is protected.

Access to and from the site has been assessed to ensure that vehicles, pedestrians and cyclists can enter and leave the site safely. Proposed pedestrian and cycle routes connect into the existing network to ensure access to local services and amenities.

The natural topography of the site has been utilised to ensure surface water is appropriately managed and controlled.



WIDER AREA LOCATION PLAN

DOCUMENT PURPOSE

This document has been prepared to provide an overview of the proposals for the site. It provides a detailed explanation of the proposals, the rationale behind them having regard to a thorough contextual analysis and how they would comply with the provisions of current design policy and guidance.

This planning application is being submitted in outline, with all matters other than access reserved for consideration at a later date.

Pre-application discussions have taken place with officers at Hinckley & Bosworth Borough Council (HBBC) during which feedback was received on the emerging scheme. This statement provides a summary of those comments and explains how the final scheme has responded positively.

Consequently, this document seeks to establish the principles for development, with the Parameters Plan setting the spatial parameters for the development.

DOCUMENT STRUCTURE

This document introduces the main site features and identifies the opportunities and constraints of the site. A number of specialist assessments provide a framework around which the development layout has been built. The Parameters Plan features within this application as the plan for which planning permission is sought.

Whilst the Parameters Plan is the principal plan, an Illustrative Layout is also presented, suggesting a potential viable dwelling arrangement that the proposed development could follow at a future detailed design stage.

Additional explanatory plans explain this illustrative scheme in more detail, exploring aspects such as; dwelling mix, scale, parking strategy, access & movement, landscape, ecology and drainage.

An assessment of the existing local architectural character forms the basis for a section within the document that explores the design of potential dwellings, supported by illustrative elevation sketches.

HINCKLEY & BOSWORTH BOROUGH COUNCIL GOOD DESIGN GUIDE SPD 2020

This application and the accompanying proposals have been guided by the Hinckley & Bosworth Borough Council Good Design Guide 2020 SPD - in particular, Section 4 titled "New Residential Development".

This document provides guidance for developers, integrating local and national policies to achieve the goal of creating a well designed, high quality and appropriate scheme.

This Design & Access Statement and the proposals seek to comply with the guidance contained within the SPD. As a result, the below ident will appear throughout the DAS where necessary, highlighting the relevant part(s) of Section 4 "New Residential Development" of the SPD and demonstrating consideration of the SPD in the preparation of the proposals.



GDG

VISION

DEVELOPMENT SUMMARY

The site is accessed from the north, via an un-named road off Leicester Road, in the north of Earl Shilton.

The layout of dwellings and development parcels respects local heritage assets, the site topography, and the siting and amenity of existing surrounding homes to the north and east.

Proposed dwellings are provided in a variety of tenures, including a proportion of affordable units in accordance with Local Authority Planning Policy.

Natural landscape assets are retained and enhanced where possible. A large area of public open space runs along the eastern boundary, providing usable spaces for relaxation and recreation and integrating the scheme into the surrounding landscape.

The approach to drainage has been carefully considered with engineered solutions utilised to appropriately manage surface water.

Strong Urban Design principles underpin the approach to development, with carefully designed perimeter blocks creating a sustainable edge of settlement scheme.

This Design & Access Statement presents the findings of a thorough assessment of the site and its surroundings. The proposals present a considered, high quality, sustainable scheme that accommodates natural assets, protects residential amenity and responds to the comments received from HBBC at pre-application stage.

PLANNING BACKGROUND

PLANNING BACKGROUND

Land to the east of Leicester Road comprises greenfield land located outside, albeit adjacent to, the defined settlement boundary of Earl Shilton.

The site is currently surrounded to the north, south and east by existing built form with further residential development planned to the west on the opposite side of Leicester Road at Ashby House, Hill Top Farm¹ and Land North of Hill Top Farm². These developments totalling some 190 new homes, will extend built form along the opposite side of Leicester Road fully enclosing the site. In this context, it represents a natural infill/ extension, which is located within convenient reach of existing local facilities and services by a range of transport modes and is a next logical phase of development.

PLANNING POLICY

The development plan applicable to the site comprises the Hinkley & Bosworth Core Strategy (December 2009) and Site Allocations & Development Management Policies (July 2016) and the Earl Shilton & Barwell Area Action Plan (ESBAAP)(2014).

The site is located outside, albeit immediately adjacent to, the defined settlement boundary of Earl Shilton. The Core Strategy sets out the settlement hierarchy for the Borough during the plan

period 2006-2026. The urban area is the focus for development. Earl Shilton is identified as an urban area which provides for a number of services and facilities. For the purposes of planning policy, the site is located in the open countryside wherein only a limited list of types of development are permitted, as defined by Policy DM4 of the SADMP. The proposed development does not fall within these and therefore justification is required for its development and a departure from development plan policy.

The Council is unable to demonstrate a 5 year housing supply of deliverable housing land and the housing policies in the adopted Core Strategy and SADMP are out of date by reason of this and the fact that they are focused on the delivery of a lower housing requirement than is now required by the standard methodology. The 'presumption in favour of sustainable development' as set out at paragraph 11(d) of the National Planning Policy Framework (NPPF) is therefore engaged and planning permission is expected to be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The implication of this is that the Council is obliged to favourably consider proposals on unallocated sites unless the harms arising from them would not be outweighed by the benefits. The delivery of up to 33 homes, including 7 affordable homes, on a

site immediately adjacent to the existing built-up area of one of the borough's main towns would therefore make a positive contribution in the short term to meeting the current shortfall in housing delivery.

PRE-APPLICATION DISCUSSIONS

Pre-application discussions have taken place with planning officers at Hinkley & Bosworth Borough Council, and it is accepted that in the context of the current shortfall in housing that the Council must apply a presumption in favour of sustainable development and that as a site on the edge of Earl Shilton in a location where housing growth is planned, it has merits. It is considered that the site has the capacity to accommodate a sensitively designed residential development provided that a high-quality, landscape-led approach to the design of the development is adopted that takes account of the setting of the Grade II* Listed Church of St. James and St. Jude.

The acceptability of the application proposals will therefore be dictated by more detailed assessment and a demonstration that any negative impacts arising would be outweighed by the benefits. The application and the documents and drawings which it comprises seek to demonstrate this.

¹ Planning Permission 20/00916/FUL - Demolition of farm buildings and Ashby House and development of 50 dwellings comprising 49 no. affordable houses and 1no. bungalow to replace Ashby House.

² Planning Permission 21/00135/OUT - Residential development for up to 140 dwellings, with public open space, landscaping and sustainable drainage system.

LOCAL CONTEXT

GDG APPRECIATING THE CONTEXT

The site is located in a sustainable location, to the north of the town of Earl Shilton, east of Leicester Road and south of an un-named road.

A number of services and amenities are located a short distance south within the town centre and accessible by existing footways from the site.

Earl Shilton is a market town with a wide variety of services and amenities including places of worship, bus stops, post office, GP surgery, dentist, community centres, library, nurseries, primary schools and a number of restaurants, takeaways and pubs. It also benefits from a small supermarket, with larger stores available in neighbouring Hinckley to the south west.



FOURWARDS RESTAURANT - c.240m FROM SITE

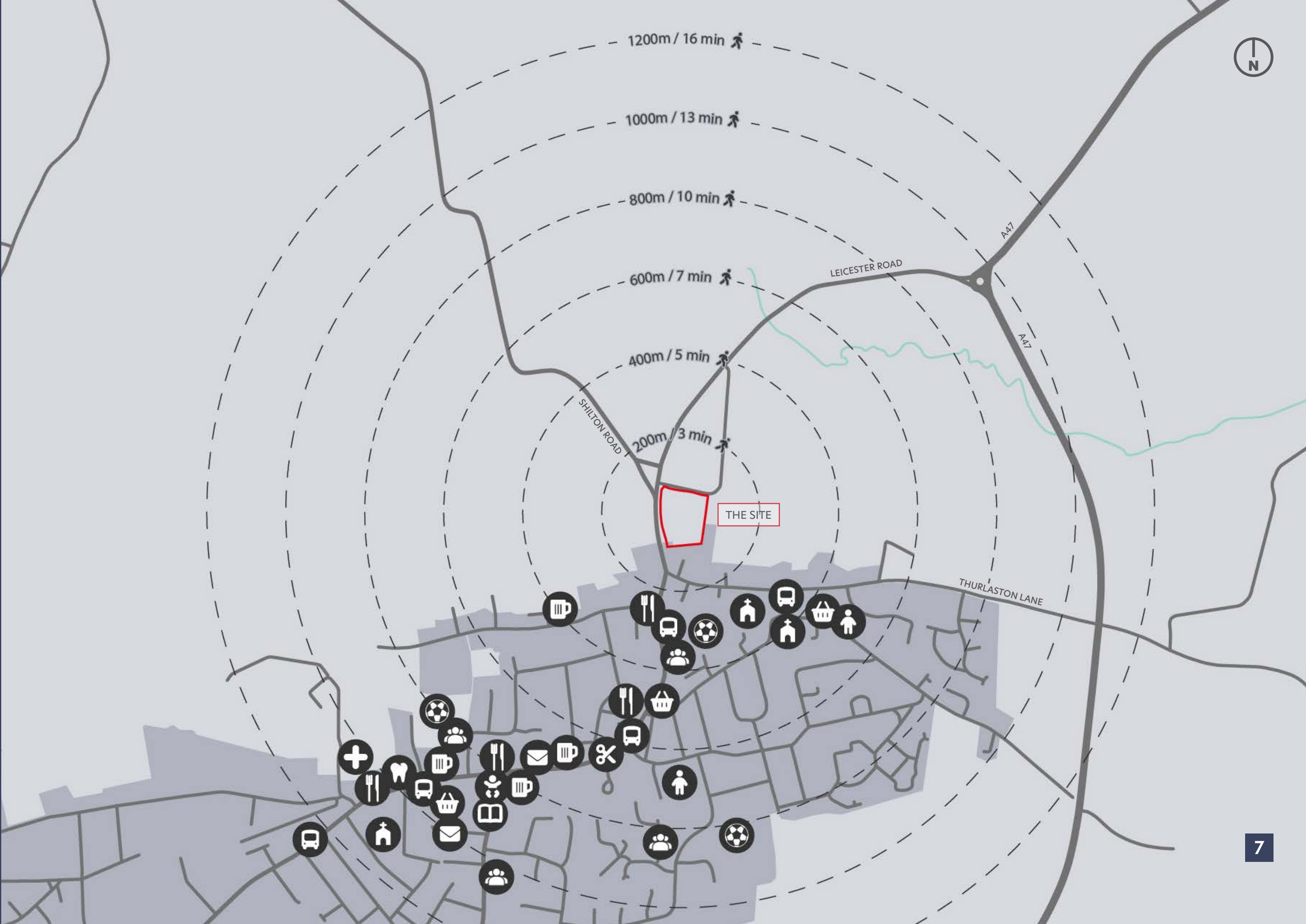


CHURCH OF SAINT SIMON & ST JUDE - c.365m FROM SITE



MORRISONS DAILY - HIGH STREET c.650m FROM SITE

SERVICE / AMENITY (NEAREST)	DISTANCE
FOURWARDS RESTAURANT	240m
BUS STOP (ROUTES TO HINCKLEY & NUNEATON)	260m
QUEEN ELIZABETH II HALL FIELD	270m
SAINT SIMON & ST JUDE CHURCH	330m
ST SIMON & ST JUDE CHURCH HALL	365m
THE DOG & GUN PUB	410m
MILL LANE STORES	420m
ST PETER'S VOLUNTARY ACADEMY PRIMARY SCHOOL	485m
VISIONS HAIR SALON	620m
EARL SHILTON POST OFFICE	740m
HANDPRINTS DAY NURSERY & PRESCHOOL	830m
EARL SHILTON LIBRARY	850m
THE EARL SHILTON DENTAL PRACTICE	1000m
HEATH LANE SURGERY	1050m



SITE LOCATION

GDG APPRECIATING THE CONTEXT

The site is currently in use as grazing land with a collection of related store and stable buildings located in the northeast and southwest corners. Topography of the site rises from a low point of 97.5m AOD in the northeast corner to a high point of 113.5m AOD in the southwest.

Two existing gated field accesses along the un-named road to the north provide existing vehicular access to the site. The northern boundary is defined by established dense tree and shrub vegetation. Existing low hedgerows, Spring Gardens and Bridleway U25 delineate the eastern site boundary, with detached dwellings beyond. The curtilages of dwellings on Clear View Crescent form the southern site boundary.

Mature existing vegetation forms the western boundary, with a number of tall trees and hedgerows separating the site from Leicester Road beyond. Immediately beyond the western boundary, the land slopes down toward Leicester Road.

Existing vegetation ensures the site benefits from a degree of containment, particularly from land directly to the north and west.

A number of recent planning permissions exist on surrounding land including:

- Land North of Hill Top Farm (21/00135/OUT) - 140 dwellings
- Ashby House, Hill Top Farm (20/00916/FUL) - 50 dwellings



GLADMAN
DEVELOPMENTS
APPROVED OUTLINE
APPLICATION
140 DWELLINGS
REF: 21/00135/OUT

DEVELOPMENT AT
HILLTOP FARM
APPROVED DETAILED
APPLICATION
50 DWELLINGS
REF: 20/00916/FUL

SITE PHOTOS

GDG

APPRECIATING THE CONTEXT



VIEW WEST TOWARD LEICESTER ROAD ALONG UN-NAMED ROAD



VIEW WEST ALONG UN-NAMED ROAD



EXISTING STABLES BUILDING IN NORTHEAST CORNER



VIEW SOUTH TOWARDS HIGH POINT OF SITE WITH EARL SHILTON BEYOND. SPIRE OF SAINT SIMON AND ST JUDE VISIBLE IN LEFT OF IMAGE

5



VIEW EAST TOWARDS SURROUNDING COUNTRYSIDE

6



VIEW OF SOUTHERN BOUNDARY SHARED WITH DWELLINGS OF CLEAR VIEW CRESCENT

7



VIEW NORTH TOWARD SURROUNDING COUNTRYSIDE

8



VIEW TOWARD DWELLINGS SOUTH OF THE SITE. STABLES / STORE BUILDING TO RIGHT OF IMAGE

LOCAL ARCHITECTURAL CHARACTER

GDG APPRECIATING THE CONTEXT

An assessment of the local architectural character demonstrates an established local vernacular with red brick as the principal wall finishing material.

Decorative brick courses are common within the town, predominantly in a matching brick, but often in contrasting colours of grey or buff brick. Whilst red brick is the prevailing wall material, pale render dwellings are interspersed within streetscenes to provide additional visual interest and variation.

Dwellings within the surrounding area are principally 2 storey, with some accommodating rooms in the roofspace. Most dwellings within the town centre are semi-detached or terraced, with more dwellings on the periphery of the town semi-detached, detached or arranged in terraces.

Whilst sash windows exist on a few older dwellings, windows are commonly casement and finished in white, or dark grey/green colours in more recent schemes. Lintels are principally red or grey brick, with some stone examples. Cills are primarily red brick, tile or stone. Front doors are finished in various colours.

A variety of roofing materials are prevalent in the area, including grey, brown and terracotta plain or pantiles and slate.

Town centre dwellings are set at the rear edge of pavement, or behind modest front gardens. Dwellings on the edge of the town have larger front gardens or driveways. Property boundaries are primarily defined by low red brick walls, estate style railings, low hedge or shrub planting or a combination of the above.



EDGE OF TOWN DWELLING EXAMPLES



TOWN CENTRE PROPERTY EXAMPLES

CONSTRAINTS & OPPORTUNITIES

GDG

APPRECIATING THE CONTEXT

Technical assessments of the site have been undertaken by specialist consultants in order to understand the opportunities and constraints of the site. The findings are summarised below and within the adjacent plan.

TOPOGRAPHY

The site has a complex topography, falling from a high point of c.113.5m AOD in the south to a low point of c.97.5m AOD in the northeastern corner, with an additional fall from the southern boundary down to the eastern boundary. Proposed dwellings should respond to the topography and contours of the land, whilst reducing the need for engineered construction solutions such as large under-build.

LOCAL CONTEXT

The recently approved application on land to the west forms a new settlement edge to Earl Shilton. Development on the proposed site will continue this new edge and create a considered arrangement of dwellings that respects the topography and wider landscape.

The relationship to surrounding dwellings must be considered, especially due to the topography. In particular, the existing residential amenity of those dwellings to the south and east should be protected.

HERITAGE

Additionally, in accordance with local guidance, there is an opportunity to frame and protect views towards local church spires present within the wider landscape - in particular that of Saint Simon & St Jude Church to the southeast.

HIGHWAYS & ACCESS

Proposed principal access to the site is via a new access point from the un-named road to the north. Technical engineering assessments of the existing highway network have established it as suitable and able to accommodate a new access point to provide safe access and egress for vehicles.

There are opportunities to provide new footway links along the eastern and western site boundaries to allow pedestrians access to the wider footpath network and amenities of Earl Shilton.

LANDSCAPE

There is an opportunity to enhance the existing retained boundary vegetation and surrounding vegetation structure. This would ensure that proposals would benefit from a high degree of physical and visual integration both with the existing and future development in the immediate context of the Site and the wider rural landscape to the north.

The landscape approach suggests an opportunity for a large area of public open space to be located in the east of the site, providing opportunities for play for local residents and visitors.

There is a requirement for children's recreation, which could be in the form of a Local Area for Play (LAP) proposed adjacent to the site entrance.

TREES

Existing trees and hedgerows within and along the site boundaries will be retained where possible, and those trees deemed to be of good quality retained to form key focal points within the scheme.

ECOLOGY

Existing hedgerows and trees along the boundary will be retained and enhanced where possible.

URBAN DESIGN

Outward facing development parcels should be used to create an organic form to the scheme that respects the wider landscape and surrounding properties. Dwellings should provide enclosure to areas of public open space within the scheme and around the periphery of the site.

SURFACE WATER DRAINAGE & WATER MAIN

Utilising the natural topography of the site, there is an opportunity to create a SuDS attenuation basin at the lowest point of the site in the northwestern corner. This feature would be a semi-wet depression, collecting and attenuating surface water run off from the development, before controlling the discharge of this water into local watercourses.

In order to manage waste water, a foulwater pumping station is required. This could be proposed adjacent to the site entrance to permit easy access and maintenance.



GLADMAN DEVELOPMENTS
APPROVED OUTLINE
APPLICATION
140 DWELLINGS
REF: 21/00135/OUT

DEVELOPMENT AT HILLTOP
FARM
APPROVED DETAILED
APPLICATION
50 DWELLINGS
REF: 20/00916/FUL

- SITE BOUNDARY
- SITE CONTOURS
- +113.5m SPOT HEIGHTS (M AOD)
- PUBLIC RIGHT OF WAY
- EXISTING STRUCTURES ON SITE
- VIEWS OF WIDER LANDSCAPE
- VIEWS TOWARDS SITE FROM WIDER LANDSCAPE
- LOCAL VIEWS OF SITE
- VIEWS FROM EXISTING DWELLINGS
- VIEWS TOWARD SAINT SIMON & ST JUDE CHURCH SPIRE
- RELATIONSHIP WITH SURROUNDING PROPERTIES
- POTENTIAL PRINCIPAL ACCESS POINT
- POTENTIAL PEDESTRIAN ACCESS POINT
- REINFORCEMENT OF EXISTING BOUNDARY VEGETATION
- POTENTIAL LOCATION OF AREA OF PUBLIC OPEN SPACE
- POTENTIAL CIRCULAR WALK WITHIN POS
- CONTINUATION OF NEW SETTLEMENT BOUNDARY
- POTENTIAL LOCATION OF SUDS ATTENUATION BASIN
- POTENTIAL LOCATION OF WASTEWATER PUMPING STATION
- POTENTIAL LOCATION OF LOCAL AREA FOR PLAY (LAP)

LANDSCAPE ASSESSMENT

GDG

APPRECIATING THE CONTEXT

It is considered that the application has fully considered the landscape-related comments raised in the pre-application response from HBBC and that the Proposed Development provides a high-quality design that is landscaped and responds sensitively to the setting of the grade II* listed Church of St Simon and St Jude.

Neither the Site nor its immediate setting are covered by any qualitative landscape designation at a national or a local level. Furthermore, as set out within Section 3 of the accompanying LVIA, it is considered that neither the Site nor its immediate setting represent a “valued landscape” with reference to paragraph 180(a) of the NPPF.

In terms of landscape character, it is considered that the Site displays an urban fringe character and is surrounded on all sides by a combination of built form and road network, with the Site generally well enclosed and isolated from the wider landscape as a result. The sloping ground that characterises the Site ensures that its elevated southern extents are more exposed and sensitive albeit this is in the context of the existing settlement edge of Earl Shilton located directly to the south and with built form already located on the sloping ground to the east.

The LVIA concludes that the Proposed Development complies with all of the adopted policies and adopted guidance considered to apply to the Site in landscape and visual terms.

It is considered that the Site and the receiving environment have the capacity to accommodate the Proposed Development. This would not result in any long-term significant harm to the receiving landscape character or visual environment. It is considered that the benefits of creating a unified and integrated settlement edge that complements the approved development to the west and offers a new area of high-quality open space would outweigh the anticipated significant effect on the landscape character of the Site itself in landscape terms, however.

It is therefore concluded that the proposed development could be successfully integrated into the northern settlement edge of Earl Shilton and is supportable from a landscape and visual perspective.



HERITAGE ASSESSMENT

GDG APPRECIATING THE CONTEXT

The Heritage Statement has assessed the contribution made by the application site east of Leicester Road in Earl Shilton to the setting of designated heritage assets in relative proximity to the site.

The assessment has followed the guidance set out in Historic England's The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning: 3 ('GPA3'; 2nd edn December 2017). It has identified and assessed the significance of a number of designated heritage assets in the vicinity of the site and considered the extent to which the application site could be deemed to form a part of their setting.

Of those heritage assets, the assessment concludes that the application site forms a minor part of the wider setting of, and views towards, the Grade II* listed Church of St Simon and St Jude, and considers the potential impact of the application proposals on the significance and setting of this listed building.

From the outset, the presence of views towards the church that encompass the site has informed the design of the proposals, and the approach to the design of the scheme has therefore been heritage- and landscape-led.

The retention of the eastern third of the site, and particularly its north-eastern corner, as undeveloped public open space, is an appropriate response to ensuring the preservation of the open (primarily winter) view towards the church tower and spire from the unnamed road along the northern boundary of the site, and will preserve the minor contribution that the application site makes to the ability to appreciate the church from within its wider setting.

On this basis, the report concludes that no harm will arise to the significance or setting of any heritage asset from the outline proposals.

For all the detailed reasons given in this report, the scheme complies with the policies on conserving and enhancing the historic environment contained in the NPPF, relevant local planning policies and, most importantly of all, the statutory test set by Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.



VIEW FROM THE SITE TOWARDS SPIRE OF THE CHURCH OF ST SIMON & ST JUDE

THE VISION

GDG

VISION

CREATING URBAN STRUCTURE

THE SCHEME VISION IS TO CREATE A WELL DESIGNED, HIGH QUALITY, SUSTAINABLE DEVELOPMENT TO PROVIDE HOMES IN A VARIETY OF TENURES FOR LOCAL RESIDENTS, WHILST PROTECTING EXISTING RESIDENTIAL AMENITY

The adjacent Vision Sketch presents key principles including:

- Sustainable, landscape-led scheme design as a foundation.
- Vehicular access from the un-named road connecting to Leicester Road to the west.
- A meandering street pattern creating an intimate streetscene, with dwelling setback influenced by residential streets in Earl Shilton.
- Dwelling design taking inspiration from high quality examples within Earl Shilton to create a distinctive and unique scheme.
- Strong green infrastructure accommodating pedestrian and cycle movement routes.
- Protection of views towards the Church of Saint Simon & St Jude to the southeast.
- Protection of surrounding residential amenity and views of the wider landscape.
- Proposed footways connect into the wider public rights of way network.
- Public open spaces overlooked by surrounding dwellings to provide passive surveillance.
- Local Area for Play (LAP) proposed within area of public open space.
- New tree and landscape planting throughout the scheme. Reinforcement of existing vegetation along the site boundaries.
- Acoustic fences proposed within the rear gardens of dwellings along the western boundary to mitigate road noise.
- Dwellings located within the shared surface square in the centre of the scheme benefit from an uplift in design to assist legibility.



PARAMETERS PLAN

GDG CREATING URBAN STRUCTURE

The adjacent Parameters Plan is based on the preceding plans and sets the parameters for any future detailed planning application.

It is the plan for which approval is sought in this outline planning application.

The Parameters Plan indicates the location, extent and height of the proposed development, the location of open space, retained landscaping and landscape buffer areas and the location of access points for different modes of travel.

Parcel 1 comprises an area of c.0.77 Ha and indicates that dwellings within this area could be up to two storeys in scale.

Parcel 2 comprises an area of c.0.22 Ha. Due to its elevated position and need to respect the amenities of existing residential properties, this parcel indicates that dwellings could be a maximum of 1.5 storeys.

- SITE BOUNDARY
- UP TO 2 STOREY DEVELOPMENT PARCEL
- UP TO 1.5 STOREY DEVELOPMENT PARCEL
- ↕ PRINCIPAL VEHICULAR ACCESS POINT
- PRINCIPAL ACCESS STREET
- ↕ PUMPING STATION SERVICE ACCESS
- ↕ PEDESTRIAN ACCESS POINTS
- SITE CONTOURS (M AOD)
- EXISTING VEGETATION
- VEGETATION MAINTENANCE STRIP
- PUBLIC OPEN SPACE
- FOOTWAYS / CYCLEPATHS



PRE-APPLICATION

GDG

VISION

CREATING URBAN STRUCTURE

A pre-application request was submitted in November 2023, including the adjacent Concept Masterplan drawing. A response was received in January 2024.

The response provided detailed design related information regarding the expectations of a potential outline planning application. A summary of salient points is reproduced below:

- The scheme should be high quality and landscape-led.
- The proposals should take account of the setting of the Grade II* listed Church of St Simon & St Jude.
- A scheme must be designed in accordance with the Good Design Guide and the Building for Healthy Life Assessment (BfHLA) to ensure good design.
- Any potential planning application should seek permission for scale alongside the principle of development.
- Any application should be supported by a Parameters Plan, Site Levels Plan and Site Section.
- The BfHLA suggests the development should provide continuous streets that are well connected, direct and provided with public access along the edges of the development.
- Any scheme should demonstrate how the street space is fairly shared between pedestrians, cyclists and vehicles.
- Dwellings and their surroundings should have an appearance to make it difficult to ascertain tenure.
- The scheme should draw inspiration from local architecture and the local landscape character area and reflect this in a traditional or contemporary style.
- Dwellings should be primarily up to two storeys in height, with subtle variations in building, eave and ridge lines.
- Streets should provide opportunities for street planting and realm enhancement.
- Proposed dwellings should not cause overbearing or overshadowing effects to surrounding residential amenity, particularly those properties on Clearview Crescent and Spring Gardens.



PRE-APPLICATION RESPONSE

Pre-application feedback was considered, with the concept masterplan revised to accommodate the suggestions. The adjacent tables present the design response to pre-application points raised.	
PRE-APPLICATION FEEDBACK	DESIGN RESPONSE
The scheme should be high quality and landscaped.	The scheme has been designed from the outset to accommodate and respond to landscape assets. In particular, key views within, from and toward the site have been assessed and considerably accommodated. Dwellings, spaces and streets have been designed to create a distinctive, high quality development.
The proposals should take account of the setting of the Grade II* listed Church of St Simon & St Jude.	Dwellings along the eastern edge moved further west to better frame views toward the church of St Simon & St Jude.
A scheme must be designed in accordance with the Good Design Guide and the Building for Healthy Life Assessment (BfHLA) to ensure good design.	The Hinckley & Bosworth Borough Council “The Good Design Guide” SPD 2020 has been carefully considered in proposals for the scheme. This Design & Acces Statement highlights the appropriate sections from the SPD, demonstrating how the scheme accords with the guidance. A section towards the end of this DAS shows how the scheme accords with BfL 12 and BfHLA guidance.
Any potential planning application should seek permission for scale alongside the principle of development.	Permission is sought for the Parameters Plan submitted with this application. This plan suggests appropriate scale parameters for proposed dwellings.
Any scheme should demonstrate how the street space is fairly shared between pedestrians, cyclists and vehicles.	A section within the Design & Access Statement demonstrates how street users have been accommodated within the design, following the guidance of The Good Design Guide SPD 2020.

PRE-APPLICATION FEEDBACK	DESIGN RESPONSE
The BfHLA suggests the development should provide continuous streets that are well connected, direct and provided with public access along the edges of the development.	Routes around the scheme periphery are linked by footways, but not by vehicular routes due to ecological concerns regarding bat forage paths and adoptable lighting.
Any application should be supported by a Parameters Plan, Site Levels Plan and Site Section.	This planning application is accompanied by a Parameters Plan, Site Levels Plan and Proposed Site Section.
Dwellings and their surroundings should have an appearance to make it difficult to ascertain tenure.	Whilst this will be the subject of a future detailed planning application, additional information can be found within the Design section of this DAS.
The scheme should draw inspiration from local architecture and the local landscape character area and reflect this in a traditional or contemporary style.	Whilst detailed dwelling design will be included within a future detailed planning application, indicative elevations can be found within the Design section of this DAS.
Dwellings should be primarily up to two storeys in height, with subtle variations in building, eave and ridge lines.	All proposed dwellings are a maximum of 2 storeys in height. Variations in building, eave and ridge lines will be accommodated within future dwelling design.
Streets should provide opportunities for street planting and realm enhancement.	Whilst this will be included within a future detailed planning application, a considered landscape strategy proposes appropriate street and realm landscape planting.
Proposed dwellings should not cause overbearing or overshadowing effects to surrounding residential amenity, particularly those properties on Clearview Crescent and Spring Gardens.	Dwellings in the southeast corner moved further to the west to provide additional separation from existing dwellings. Additional consideration regarding the separation distance between proposed dwellings and existing properties to the south.

CONCEPT MASTERPLAN

GDG

CREATING URBAN STRUCTURE

The concept masterplan was updated following pre-application feedback, with the revised masterplan shown adjacent. It proposes up to c.33 dwellings in a variety of tenures, with key features including:

PERMEABILITY & ACCESSIBILITY

- Principal vehicular access is proposed off the un-named road to the north of the site.
- New pedestrian access point along the western boundary permitting access to the facilities of Earl Shilton via a new uncontrolled crossing point across Leicester Road.
- Proposed pedestrian connections link into the existing Bridleway U25, providing access to the wider Public Right of Way network.
- The proposed masterplan has been designed to facilitate the safe movement of pedestrians and cyclists within and beyond the site.
- Urban squares and areas of public open space are enclosed and defined by surrounding dwellings to assist with legibility.

PROTECTION OF NATURAL ASSETS

- Existing trees and hedgerows along the perimeter of the site will be retained and reinforced where possible.
- Proposed dwellings adjacent to boundary planting accommodate an offset for maintenance access.

SUSTAINABLE DRAINAGE

- The drainage strategy takes advantage of the topography of the site, with an appropriately sized attenuation basin proposed at the low point of the site in the northeastern corner.
- In order to manage foul waste, a pumping station is proposed adjacent to the principal vehicular access point. This pumping station will facilitate waste water connections to the existing local infrastructure.

DEVELOPMENT APPROACH & CONSIDERED DESIGN

- The approach to development has been guided by the policies and recommendations of the Hinckley & Bosworth Borough Council "The Good Design Guide" SPD 2020.
- Core Strategy Policy 16 suggests that new development within or adjoining Earl Shilton should provide a minimum of 40 dwellings per hectare (DPH). However, as the site is located within a Landscape Sensitivity Area and has views towards the locally listed church spire of St Simon & St Jude, the pre-application response notes that a lower density could be justified. As a result, the scheme proposes an average density of 21 DPH.
- The scheme primarily follows an organic, outward facing perimeter parcel structure allowing passive surveillance of public open spaces and streets.
- The residential streets of Earl Shilton have variation in building set-backs. This is reflected in the proposed masterplan, with some units set at the back edge of pavement or with minimal front gardens, and other units set within more generous plots with larger front spaces.
- A considered street landscaping planting strategy provides interest to the streetscene.
- Passive traffic calming and reduced vehicle speeds are encouraged through the use of surface material changes.
- Proposed dwellings respond to the topography and contours of the land, reducing engineered construction solutions (e.g; large underbuilds).
- The proposed masterplan takes influence from the historic streets of Earl Shilton with winding residential streets and key buildings located at important junctions.
- Detailed dwelling design will be explored at a future stage, however, proposed dwellings will be of a high quality and sustainable. Proposed materials and detailing will draw

influence from the local architectural vernacular.

- The local area predominantly contains two storey dwellings. The proposed layout draws from this, with the majority of proposed dwellings a maximum of two storeys.
- Due to the elevation changes and protection of the amenity of existing dwellings, those proposed units in the south of the site will utilise a reduced scale and primarily be single storey, with some dwellings benefitting from rooms in the roof space.

CONSIDERATION OF LANDSCAPE & HERITAGE ASSETS

- Development on the site can be accommodated without detriment to the localised or wider visual amenity.
- The integrity of the receiving landscape character would be preserved, with proposed landscape features contributing positively to the identified landscape character of the area.
- Views towards local church spires and the Church of Saint Simon & St Jude in particular, have been accommodated and protected within the scheme.
- The public open space in the east of the site accommodates a circular walking route, providing opportunities for recreation and relaxation for local residents and visitors.
- A Local Area for Play is proposed adjacent to the principal vehicular access point, providing children with a safe space for recreation that benefits from natural, passive surveillance from surrounding properties.



PROPOSED PUMPING STATION, 15M CORDON SANITAIRE AND SEPARATE PROPOSED SERVICE ACCESS)

2.2m HIGH ACOUSTIC FENCE

GLADMAN DEVELOPMENTS APPROVED OUTLINE APPLICATION 140 DWELLINGS REF: 21/00135/OUT

NEW UNCONTROLLED PEDESTRIAN CROSSING

2.1m HIGH ACOUSTIC FENCE

1.8m HIGH ACOUSTIC FENCE

c.3m MAINTENANCE STRIP

DEVELOPMENT AT HILLTOP FARM APPROVED DETAILED APPLICATION 50 DWELLINGS REF: 20/00916/FUL

CLEARVIEW CRESCENT

- SITE BOUNDARY
- DEVELOPMENT PARCELS
- PROPOSED DWELLINGS
- PRINCIPAL VEHICULAR ACCESS POINT
- STREETS & LANES
- PRIVATE DRIVES
- SHARED SURFACE SQUARE
- SHARED SURFACE COURTYARD
- SHARED SURFACE AMENITY SPACE
- SUDS ATTENUATION BASIN
- PUMPING STATION SERVICE ACCESS
- PUMPING STATION
- 15M CORDON SANITAIRE
- ACOUSTIC FENCING
- PEDESTRIAN / CYCLE ACCESS POINTS
- EXISTING VEGETATION
- PROPOSED TREE & HEDGEROW PLANTING
- PROPOSED VEGETATION PLANTING
- BOUNDARY VEGETATION MAINTENANCE STRIP
- PUBLIC OPEN SPACE
- LOCAL AREA FOR PLAY (LAP)
- FOOTWAYS / CYCLEPATHS
- PROPOSED UNCONTROLLED CROSSING POINT

ACCESS STRATEGY

GDG CREATING URBAN STRUCTURE

SITE CONTEXT

To the north, the proposed development has frontage onto an unnamed road that extends in an eastbound direction away from its junction with Leicester Road. There are grassed verges located either side of this unnamed road. To the west of the proposed development, the application boundary runs parallel to Leicester Road which provides a north/ south route to/ from Earl Shilton. There is currently a 1m wide footway on the western side of Leicester Road.

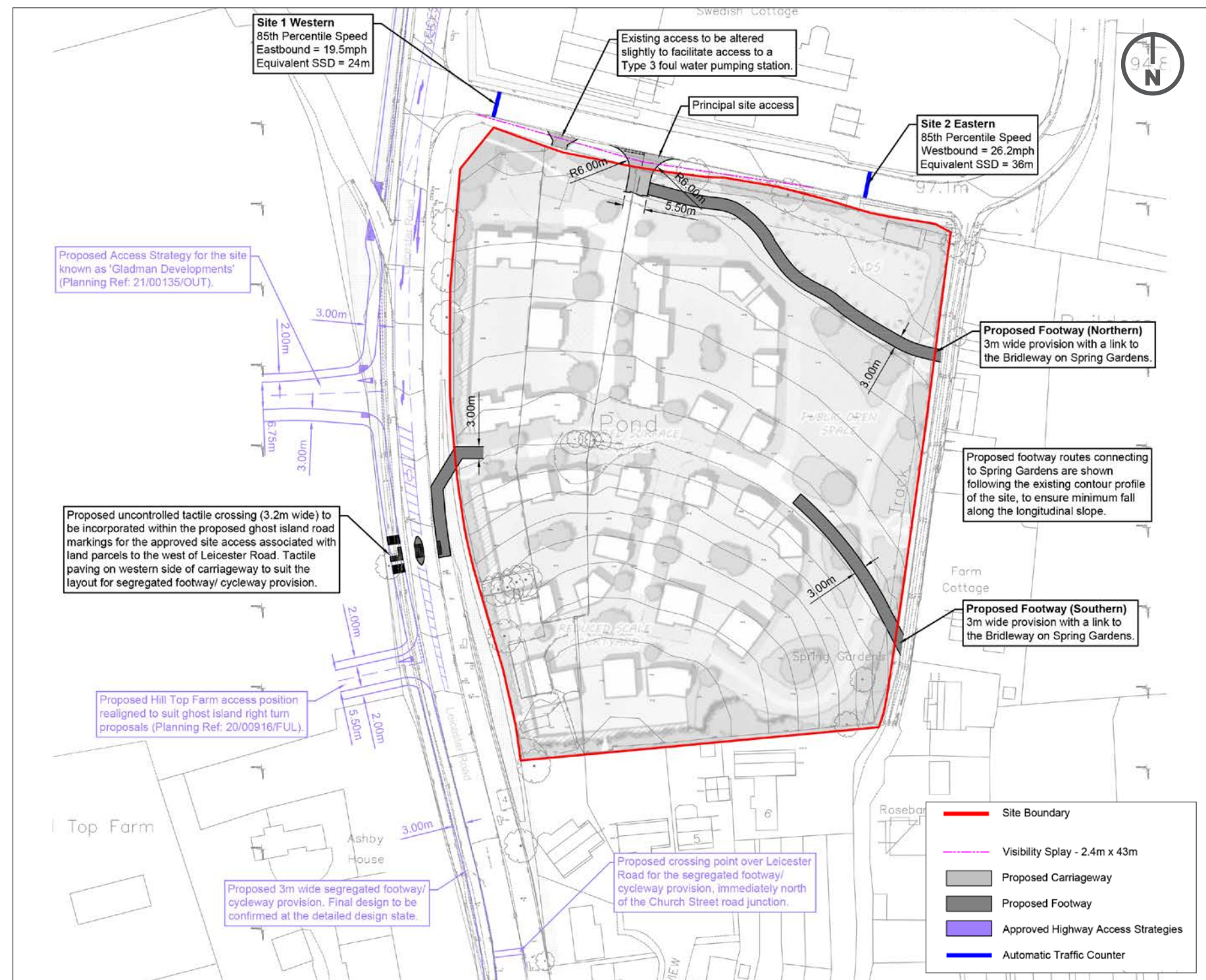
There is a Public Right of Way (PRoW) network within the local area, with the most relevant part of the PRoW network being Bridleway U25, which runs along Spring Gardens, directly adjacent to the eastern site boundary.

The proposed development has good access to frequent bus services and is therefore located in a sustainable location.

LEICESTER ROAD PEDESTRIAN CROSSING

In response to a suggestion made by the LHA, a PV2 assessment was carried out for Leicester Road. The result of this assessment is partly based on traffic survey data included within the approved TA for the 'Gladman Developments' (planning ref. 21/00135/OUT). The result confirmed that PV2 would fall significantly below 108.

Therefore, a formal crossing over Leicester Road is not considered necessary to support the proposed development. Given the vehicular traffic flow that would be required for Leicester Road, for PV2 threshold to be exceeded and a formal zebra or pelican crossing deemed justifiable; it is reasonable to conclude that the result of the assessment would remain the same, with or without the approved residential sites to the west coming forward.



ACCESS STRATEGY

SITE ACCESS

Traffic speed survey data confirms that the proposed site access position for the principal vehicle entry point along the unnamed road to the north will have sufficient visibility, based on the speed at which vehicles currently travel along the carriageway.

The results of the parking beat survey along the unnamed road to the north confirms that the existing unrestricted parking bays are regularly used by both standard-length vehicles and HGVs. However, the available parking capacity is minimal. Therefore, the proposed development is likely to have an unnoticeable impact on the existing parking behaviour on the adjacent road.

The principal access will provide a simple priority junction serving a development road with a width of 5.5m and will be sited approximately within the same location as the existing central site access located off the unnamed road. The second proposed

vehicle entry point will be to the proposed onsite foul water pumping station that will be serviced to serve the site. At the gated position of the pumping station's compound, the access is recommended to be no less than 3.8m wide. The pumping station will be sited so that the westernmost access can be reused.

There will be separate 3m wide footway connections, one heading towards the western boundary, providing access to a new uncontrolled crossing point over Leicester Road. The remaining footways will provide connections to Bridleway U25 to the east.

Once the final housing mix is known, the necessary parking requirements will be calculated in line with the relevant chapters of the Leicestershire Highway Design Guide, dated 2022.

VEHICLE TRIPS

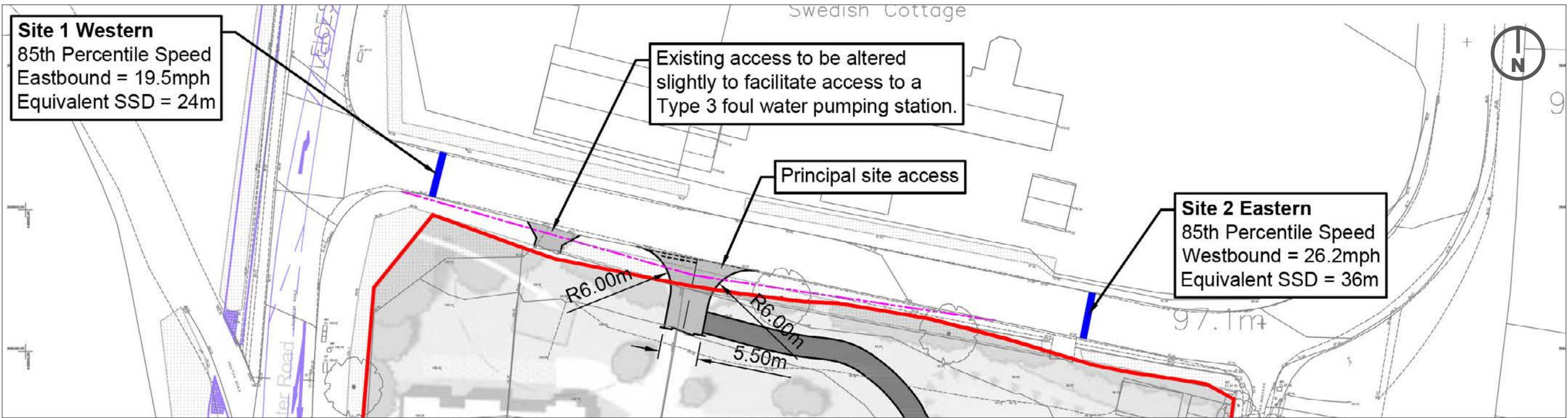
The proposed development is predicted to generate 28 vehicle trips in the morning peak and 24 trips in the evening peak. It

is considered that this number of vehicles will not result in a significant adverse impact which will result in detrimental harm to the highway network.

The number of vehicle trips generated by more sustainable forms of transport is considered to be acceptable considering the existing sustainable transport infrastructure.

CONCLUSION

Based on the evidence provided within the Transport Statement, it is considered that the proposed development of 33 residential dwellings located on 'Land to the East of Leicester Road, Earl Shilton'; should be fully supported by the Local Planning Authority in terms of highways.



DRAINAGE STRATEGY

GDG CREATING URBAN STRUCTURE

SURFACE WATER MANAGEMENT

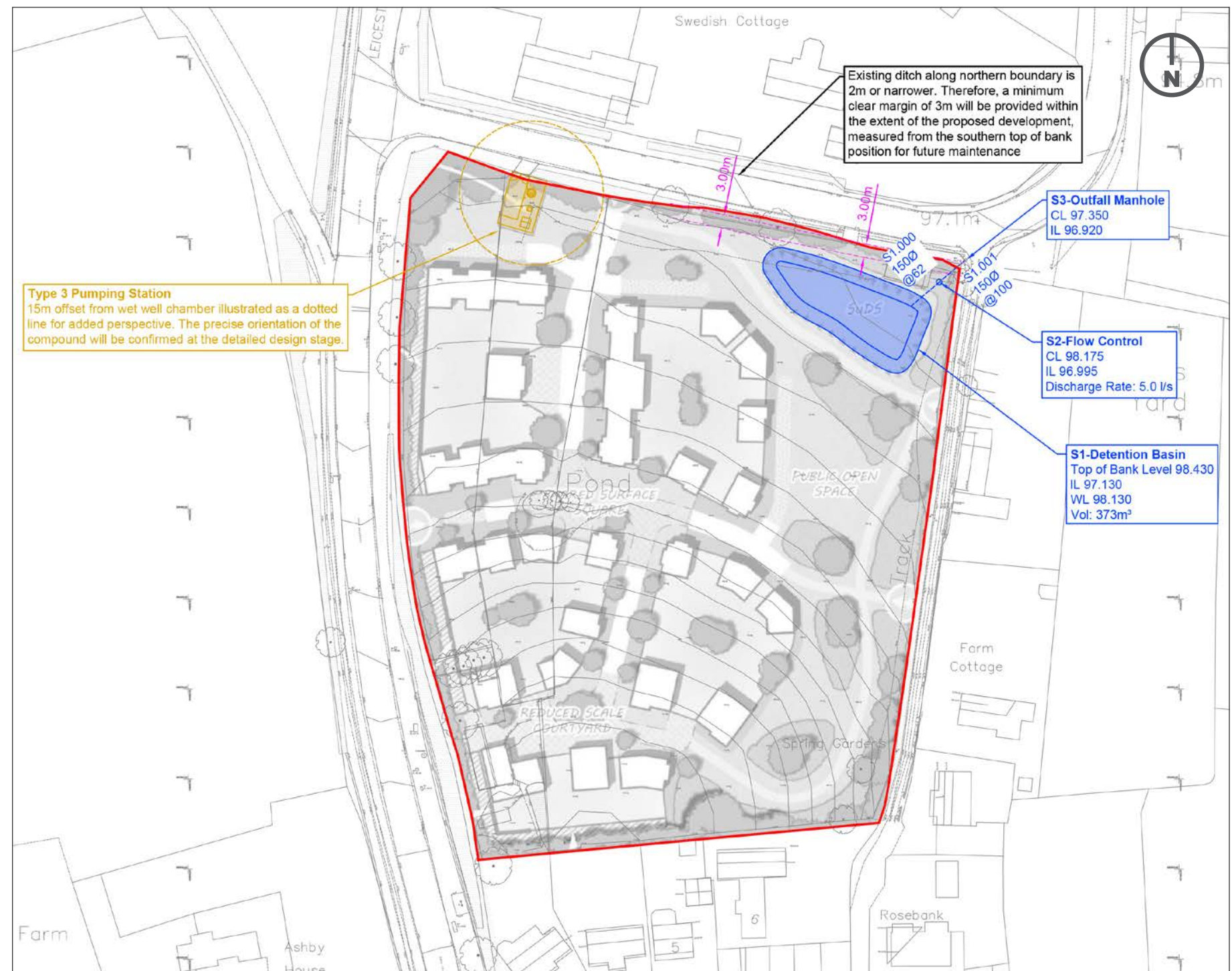
The key proposed surface water parameters are:

- Discharge rate: 5.0 l/s (LLFA minimum standard)
- Outfall: watercourse – The existing outfall point has been confirmed through a CCTV Drainage Investigation.
- Attenuation requirement: 366 m³
- SUDS features
 - A piped network
 - Hydro-Brake® flow control
 - Detention Basin – online
 - Permeable paving to private drives – tanked

FOUL WATER MANAGEMENT

The intention is to discharge foul water to the adopted combined sewer located in beneath the road junction of Leicester Road, Hill Top and Church Street. The currently proposed connection point is manhole reference 8202, which has an invert level approximately 0.5m higher than the highest ground level surveyed on site. Therefore, flows will need to be discharge via pumping station.

Notwithstanding the above, this Flood Risk Assessment report has been drafted to support an outline planning application. As such, Severn Trent Water will be consulted at the detailed design stage to agree a suitable foul water drainage strategy for the development proposal.



PROPOSED DRAINAGE STRATEGY

ECOLOGY STRATEGY

GDG APPRECIATING THE CONTEXT

ECOLOGY APPRAISAL

The available information confirms that no statutory or non-statutory nature conservation designations are present within or adjacent to the site, and none of the designations within the surrounding area are likely to be adversely affected by the proposals.

The Phase 1 habitat survey has established that the site is dominated by habitats not considered to be of significant ecological importance, whilst the proposals have sought to retain those features identified to be of greatest value. Where it has not been practicable to avoid loss of habitats, new habitat creation is proposed to offset losses, in conjunction with the landscape proposals. Measures are also proposed in order to safeguard offsite habitats where appropriate.

The habitats within the site provide potential to support a number of protected species, including species protected under both national and European legislation. Accordingly, a

number of mitigation measures have been proposed to minimise the risk of harm to protected species, with compensatory measures proposed, where appropriate, in order to maintain the conservation status of local populations.

The proposals have sought to minimise impacts and subject to the implementation of appropriate avoidance, mitigation and compensation measures, it is considered unlikely that the proposals will result in significant harm to biodiversity. On the contrary, the opportunity exists to provide a number of biodiversity net gains as part of the proposals.

BIOLOGICAL NET GAIN

To inform the proposals and associated forthcoming planning application, Aspect Ecology has undertaken a BNG assessment to determine the level of biodiversity net gain that could be achieved under the proposed scheme, based on the Statutory Metric calculation tool.

On the basis of the calculations set out and associated assumptions, the metric identifies that the proposals would result in a calculated biodiversity loss of approximately 2.95 habitat units, albeit a net gain in hedgerow units (greater than 10%) is calculated on the basis of the assumptions set out. BNG guidance is very clear that Habitat Units and Hedgerows units are calculated within separate 'modules' within the metric and cannot be summed, traded or converted, with net gains required separately in respect of each relevant unit type. Accordingly, in order to reflect the calculated loss in Habitat Units, further provision of BNG Habitat Units will be required, and (particularly given the nature of the site and associated constraints) it is proposed to address this through offsite provision of compensatory habitats (offsetting) in line with standard guidance requirements, the precise level of which would be determined at the detailed stage.



LANDSCAPE STRATEGY

GDG

CREATING URBAN STRUCTURE

- ① Existing boundary vegetation mostly retained and reinforced to provide a further degree of containment to the built form.
- ② Minimum 5-metre landscape buffer incorporated along the western site boundary with boundary enhancements and acoustic fencing to soften noise levels from Leicester Road.
- ③ New mixed native hedgerow to provide a continuous boundary treatment along the southern Site boundary, with a maintenance strip of a minimum 3 metres provided.
- ④ Native shrub and native tree planting to integrate the built form and protect and enhance existing residential amenity from adjacent properties.
- ⑤ Street tree planting to provide vertical interest and break up the massing of the built form.
- ⑥ Ornamental shrub planting and clipped, low-growing hedgerow to provide a high-quality landscape setting within the development, offering year-round interest.
- ⑦ Public open space to mainly comprise species-rich wildflower grassland to enhance biodiversity levels and retain a degree of openness on-site.
- ⑧ Housing to front onto the proposed areas of open space to establish a positive development edge and provide natural surveillance.
- ⑨ Mown grass paths to provide connectivity through the open space and link onto the adjacent bridleway (PRoW U25).
- ⑩ New pedestrian and cycle link between the Site and Leicester Road.
- ⑪ LAP play space to provide play space opportunities on-site.
- ⑫ Integrated SuDS feature to enhance on-site biodiversity levels and form a focal point within the open space.
- ⑬ Seating opportunities to enhance views of the countryside to the north as well as views of the grade II* listed Church of St Simon and St Jude to the south-east.







ILLUSTRATIVE LAYOUT

GDG

CREATING URBAN STRUCTURE

DETAILING

Whilst the detailed elements of the scheme will be the subject of a future detailed planning application, the adjacent layout provides an indicative example arrangement of how the site could be developed to provide up to 33 dwellings based on the structure set by the Parameters Plan.

In the development of this illustrative layout, consideration has been given to the Hinckley & Bosworth Borough Council Good Design Guide - Section 4 "New Residential Development" and the Building for Healthy Life Assessment.

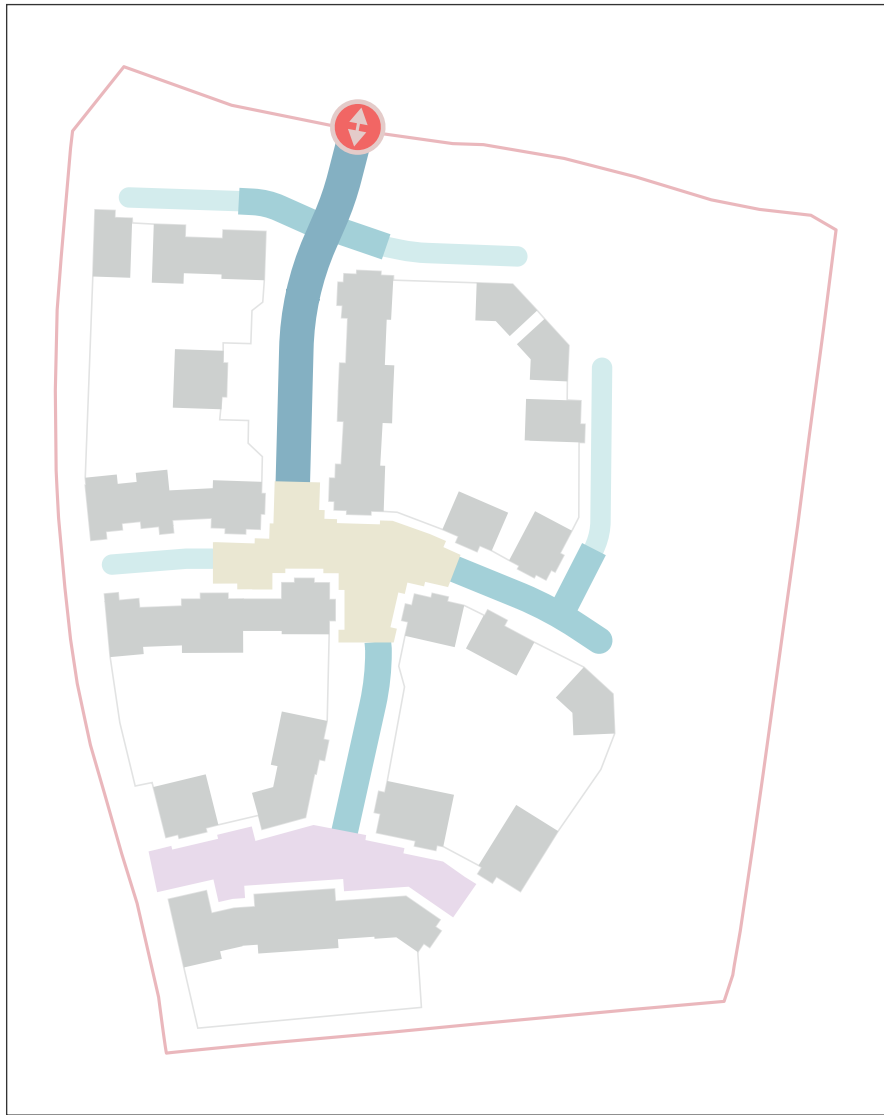
BLOCK STRUCTURE

The scheme adopts a linear development block structure incorporating with a meandering landscaped main street leading to a central shared surface square. Parcels are permeable and legible to encourage walking or cycling over private car use.

The block structure draws influence from the principles of the historic linear block structure of Wood Street and High Street within Earl Shilton - albeit at a reduced scale.

Proposed, accessible connections to existing pedestrian and cycle routes provide easy and safe links through to the services and amenities of Earl Shilton town centre, to the south.

STREETS & KEY BUILDINGS



STREET HIERARCHY

- MAIN STREET
- TERTIARY LANES
- INFORMAL STREETS
- SHARED SURFACE SQUARE
- SHARED SURFACE COURTYARD

STREET DESIGN

Proposals suggest a characterful street design providing interest and variation through the scheme, enhanced by a considered street landscaping strategy.

Varying surface materials are proposed to provide visual interest, but also to encourage passive traffic calming. Vertical and horizontal deflection of the streets also assists with this, encouraging road users to navigate at lower speeds.

Proposed street spaces fairly accommodate all street users, through the use of material changes, upstands, or pedestrian / cycle routes defined through surface colour or material changes.

STREET HIERARCHY

A street hierarchy has also been introduced. Due to the size, scale and location of the scheme, the main access route has been designed with the geometry of a residential “secondary” route, leading to a shared surface square with tertiary routes and informal streets leading off this central space.

KEY BUILDINGS

The scheme has been designed to provide visual interest throughout. Key buildings are located on important corners and edges within the development and assist in providing this interest.

They have an uplift in design through variations in materials, detailing, scale or massing and provide enhanced legibility, signposting important routes and connections for vehicle users, pedestrians and cyclists.



KEY BUILDINGS

- KEY BUILDINGS
- VISTAS

STREET ENCLOSURE

GDG

CREATING URBAN STRUCTURE

DETAILING

STREET ENCLOSURE

The street hierarchy provides a framework for dwelling separation distances and enclosure of the street. The existing topography has been carefully considered to ensure the street environment can accommodate all users. This is further enhanced by street landscaping appropriate to the edge of settlement location.

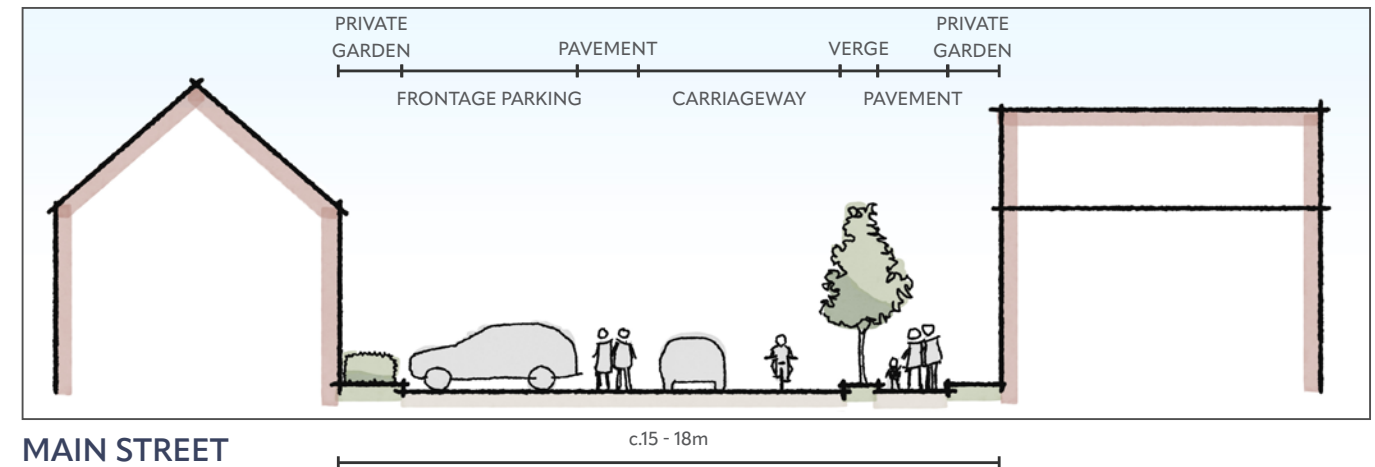
The scheme seeks to use appropriate separation distances between dwellings to create an intimate street network, similar to the historic village character of Earl Shilton.

Existing enclosure ratios within Earl Shilton have been considered in the proposed street design. Separation distances between historic two storey buildings at the northern end of High Street and on connecting secondary routes vary from c.11-18m.

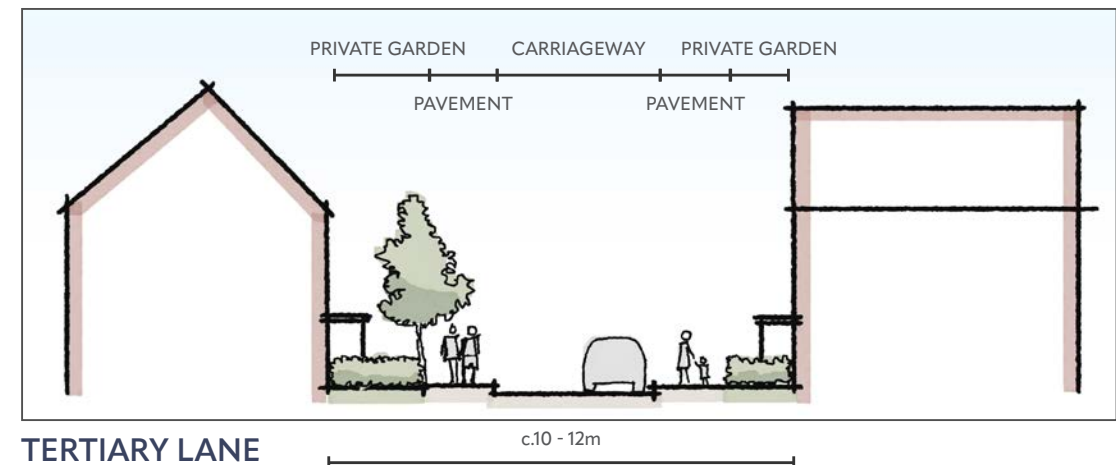
This approach has been adopted on the main route into the scheme which provides a similar enclosure ratio.

The enclosure ratio for tertiary streets and informal lanes within the scheme have been influenced by residential streets found within Earl Shilton - at Hurst Road and New Street, where dwelling separation is c.10-12m.

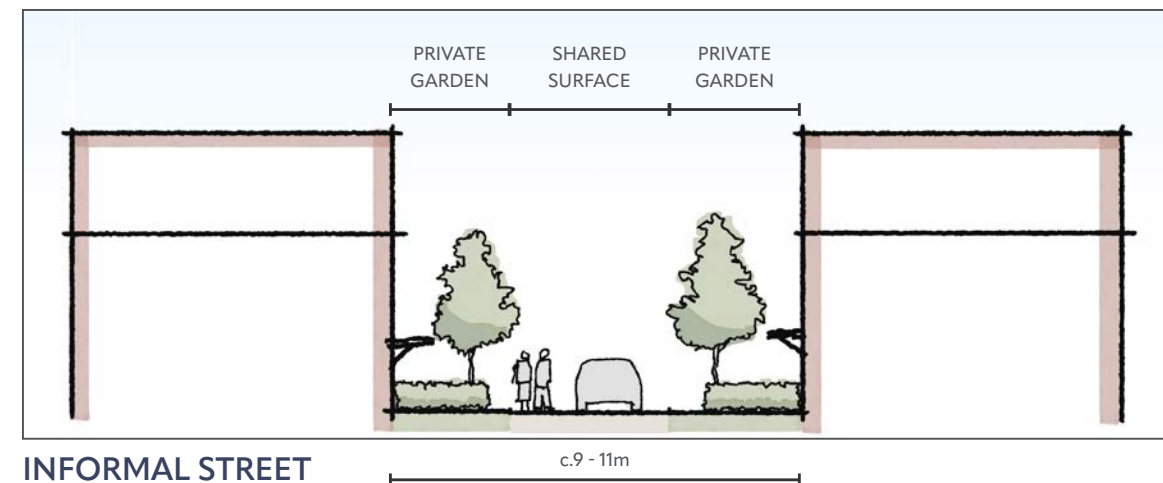
Proposed streets are broken up through horizontal deflection to create meandering routes, as well as through the use of surface material changes and pinch points. The dwelling building line varies, providing interest to the streetscene, and key buildings provide visual interest.



MAIN STREET



TERTIARY LANE



INFORMAL STREET



NEW STREET, EARL SHILTON - c.10-12m SEPARATION BETWEEN DWELLINGS

FRONTAGE & BUILDING RELATIONSHIPS

CONTINUOUS FRONTAGE

Active and continuous frontage is proposed throughout the scheme where possible, ensuring routes and spaces benefit from passive surveillance and to provide interest to the streetscene.

Dwellings are located at the terminus of views within and through the scheme, supported by proposed tree planting to further enhance legibility and continuity.

BUILDING RELATIONSHIPS

Dwellings are proposed to turn the corner, providing active frontage and passive surveillance in two directions, making streets safer.



EARL SHILTON HIGH STREET - CONTINUOUS FRONTAGE



PROPOSED CONTINUOUS FRONTAGE INSPIRED BY PRECEDENT BUILDING FORMS



CONTINUOUS FRONTAGE

● CONTINUOUS FRONTAGE

PUBLIC OPEN SPACE, PARKING & AMENITIES

GDG

CREATING URBAN STRUCTURE

DETAILING



PUBLIC OPEN SPACE

- PUBLIC OPEN SPACE
- LOCAL AREA FOR PLAY
- ➔ PEDESTRIAN / CYCLE ACCESS POINTS
- ⋯ PEDESTRIAN / CYCLE ROUTES
- DWELLINGS PROVIDING PASSIVE SURVEILLANCE
- SUDS ATTENUATION BASIN

PUBLIC OPEN SPACE

Part of the site in the east is proposed as public open space. This area seeks to protect views towards the church spire to the southeast, to protect existing residential amenity and retain views of the wider landscape.

The public open space is proposed as a high quality, multi-use space, incorporating accessible walking and cycling routes, play spaces, areas for recreation and drainage features. Surrounding dwellings overlook these spaces to provide passive natural surveillance, enhancing safety and security for users.

Topography plays an important part in the usability of this space, and where possible the natural landscape features will be retained and enhanced. Accessible connections to the wider Public Right of Way network ensures this space is open and accessible to all.

VEHICLE PARKING

Parking provision accords with County Council guidance on parking standards. Parking is predominantly on-plot, avoiding a car dominated streetscene. A number of dwellings benefit from landscaped front parking courtyards. Visitor parking is provided throughout.

PRIVATE AMENITY SPACE

Dwellings have been arranged to ensure an appropriate level of amenity space is provided. In particular, this ensures that each dwelling has access to private amenity space on-plot.

RESIDENTIAL USABILITY

Dwellings have been designed to accommodate everyday usability. Garden gates and walkways have been proposed through the scheme, as well as appropriate side-to-side separation between dwellings to allow bin and cycle movement through and around properties. Bin stores and sheds for secure cycle storage are provided within the curtilage of each dwelling.



VEHICLE PARKING PLAN

- ON PLOT PARKING
- GARAGE
- VISITOR PARKING
- FRONTAGE PARKING

SCALE & MIX



STOREY HEIGHTS

- 1 STOREY
- 1.5 STOREY
- 2 STOREY

STOREY HEIGHTS

As defined by the parameters plan, dwelling height and scale responds to a number of features, including tenure, topography, effects on neighbouring residential amenity and views of the wider landscape.

Additionally, feedback from the pre-application process requested that dwellings are a maximum of two storeys.

Consequently, due to the above, the majority of proposed dwellings are 2 storey in height.

A portion of dwellings located on the high point of the site in the south are limited to 1.5 storeys. This is in order to protect the residential amenity of dwellings on Clearview Crescent, and views towards the wider landscape.

DWELLING MIX

Whilst the proposed dwelling mix will be incorporated within a future detailed planning application, the illustrative layout seeks to establish that a mix of tenures can be accommodated within the development.

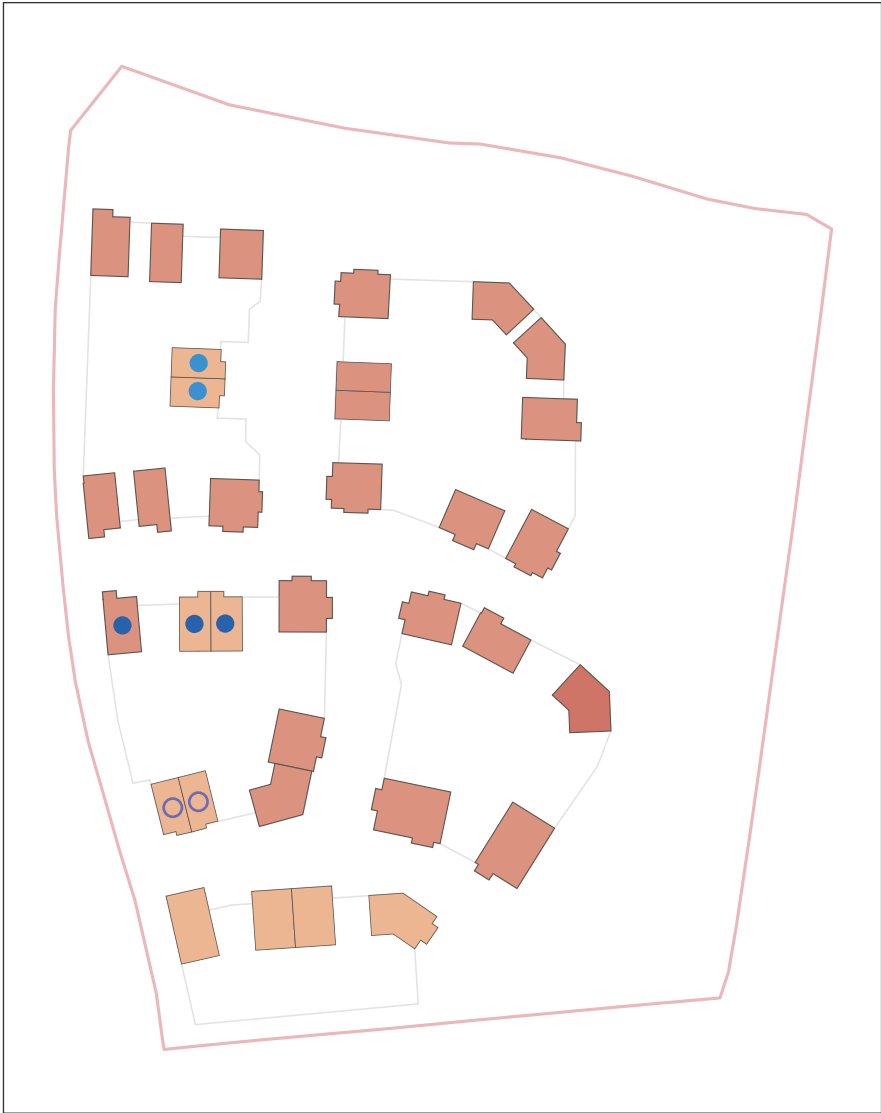
The proposed layout suggests 2 bed, 3 bed and 4 bed units.

Guidance received during the pre-application process suggested that 20% (7 dwellings) should be classed as “affordable”, in accordance with Core Strategy Policy 15.

Of these 7 dwellings, the following breakdown was suggested:

- 2 No. First Homes
- 2 No. Shared Ownership
- 3 No. Affordable or Social Rent

These dwellings have been spread through the proposed layout and will be “tenure-blind” in appearance.



DWELLING MIX

- 2 BED DWELLING
- 3 BED DWELLING
- 4 BED DWELLING
- FIRST HOME
- SHARED OWNERSHIP
- AFFORDABLE / SOCIAL RENT

DESIGN

GDG

DETAILING

DESIGN APPROACH

The adjacent drawings seek to suggest a potential approach to dwelling design, with detailing and materials drawing influence from high quality examples in the local area.

A local architectural character assessment of Earl Shilton provided useful and interesting precedents relating to street hierarchy and layout as well as building arrangement and design.

DWELLING DESIGN

Detailed dwelling design will be explored within a future planning application, however proposed dwellings will be of a high quality, utilising sustainable construction methods and local materials where possible to create a distinctive and unique development appropriate to Earl Shilton.

Dwellings adapt to the topography, changing in height and orientation through the site. This creates varying ridge and eaves lines, providing interest to the streetscene.

The traditional forms of Earl Shilton will be adopted by proposed dwellings, accentuated with contemporary detailing.

Dwellings will be designed to ensure tenure cannot be discerned by visual appearance. Variety in dwelling design throughout the scheme, combined with the use of similar materials and design details on all dwellings will contribute to this “tenure-blind” dwelling design approach.

MATERIALS & DETAILING

Proposed materials and detailing will draw influence from the strong local architectural vernacular with red brick and slate/ brown roof tiles featuring heavily. Art Deco inspired building forms also feature within the town. There is also prevalent use of decorative brick courses within the town, particularly dental courses. These details have been adapted and utilised in the adjacent illustrative elevation sketches.

MATERIALS & DETAILING

WALLS	• Red brick • String brick course detail (dental course / contrasting colour) • Herringbone mullion details • Rural style retaining elements • Brick quoins in contrasting colour • Off-white lime wash render
OPENINGS	• Contemporary uPVC casement windows finished in white or mid-grey / green coloured foil • Stone or red brick arched / flat gauge lintels • Stone or tile cills • Flat roof bay windows • Composite / uPVC front doors in coloured foil finish. • Traditional flat, pitched or hipped porches with classic detailing. • Projecting door porch surrounds
ROOFS	• Brown pantile • Brown plain tiles • Slate plain tiles • Chimneys in complimentary material • Bargeboards and fascias finished in white or black • Black rainwater goods
BOUNDARIES	• Estate style railings • Low brick walls • Low hedgerow planting to front gardens



SEMI-DETACHED DWELLING - ILLUSTRATIVE ELEVATION SKETCH



BUILDING FORM AND DETAIL INFLUENCES WITHIN EARL SHILTON

DESIGN

GDG DETAILING



REDUCED SCALE FARM COURTYARD STYLE DWELLINGS IN THE SOUTH OF THE SITE - ILLUSTRATIVE ELEVATION SKETCH



REDUCED HEIGHT AND DETAIL PRECEDENT EXAMPLES

BARN / RURAL STYLE PRECEDENT IN EARL SHILTON DETACHED DWELLING PRECEDENTS IN EARL SHILTON

ACCESSIBILITY & AMENITY

GDG DETAILING

The pre-application response from HBBC suggested that the relationship between the proposed development and the surrounding context is of utmost importance in a design response.

The proposed dwellings and spaces are accessible, provide appropriate levels of amenity and accommodate, respond to, and protect the local context.

An assessment of the site topographical levels and how these might accommodate proposed dwellings and spaces was crucial in achieving an appropriate design that respects the site and surroundings (see adjacent indicative section drawings).

Care has been taken to ensure that residential amenity is protected and that existing properties do not suffer overshadowing or overbearing development.

Proposed areas of Public Open Space have been designed to be accessible to new residents and visitors to the scheme.

A number of measures have been adopted to ensure the proposals are accessible and local residential amenity has been protected:

- The majority of development is confined to the western side of the site.
- This approach to development also ensures that views of the local heritage asset of St Simon & St Jude church are protected.

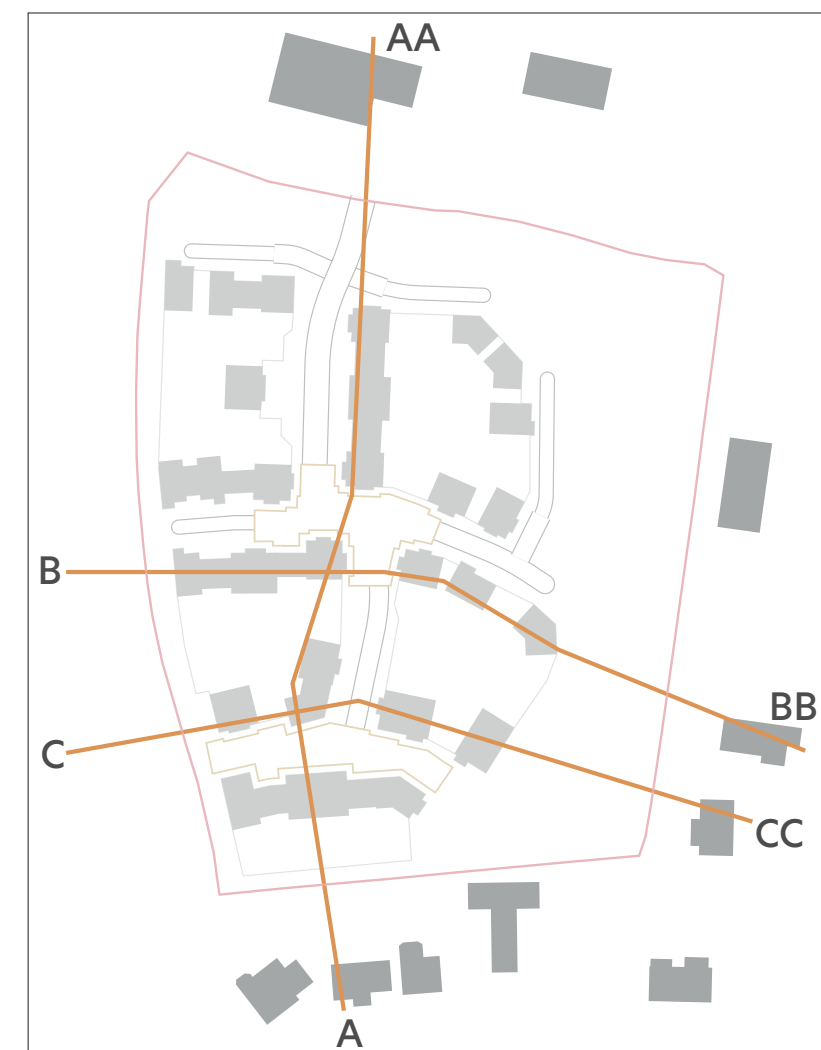


SOUTHERN BOUNDARY AND DWELLINGS ON CLEARVIEW CRESCENT

- Proposed access points and paths work with the topography, through slopes and meandering routes to create accessible walking and cycling gradients.
- Dwellings have been orientated to work with existing site levels. Retaining walls are utilised in rear gardens to reduce the requirement for split-level units, excessive underbuild or complex engineered design solutions.
- Final proposed site levels will be the subject of a future detailed planning application, however these preliminary assessments suggest an accessible design solution is achievable.
- Existing residential amenity of those dwellings in Clearview Crescent and along Spring Gardens has been protected through appropriate separation distances to proposed dwellings.
- Proposed dwellings located on higher land in the south of the site are of a reduced height, with rooms in the roof space having no south-facing dormer windows. This minimises overshadowing and protects existing residential amenity.
- Considered dwelling heights also ensure the proposals do not cause any adverse harm to countryside landscape character, the Landscape Character Area or Landscape Sensitivity Area.
- Existing ground levels will require adjustment to accommodate proposed dwellings. However, the careful management of these works will ensure material has the opportunity to be re-used on site in the first instance before being removed.



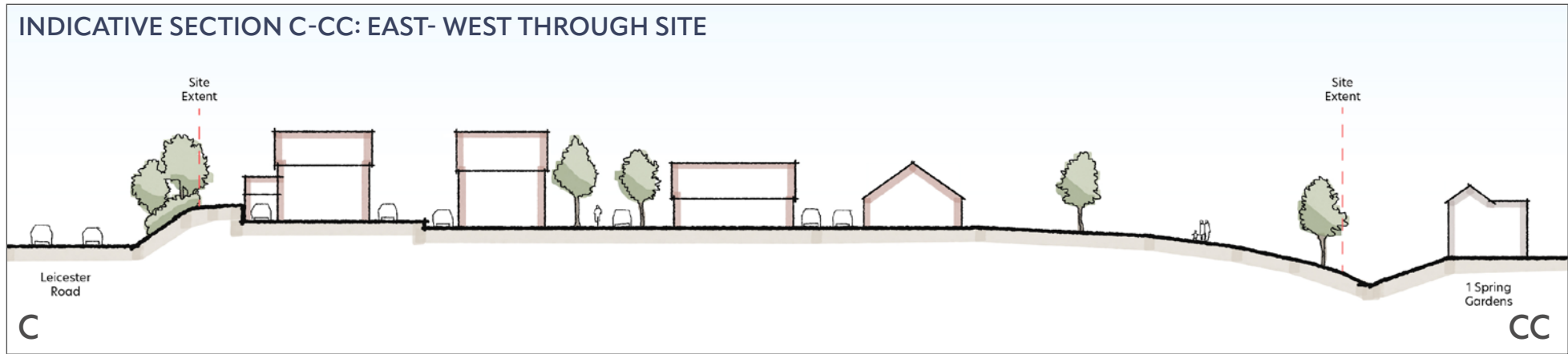
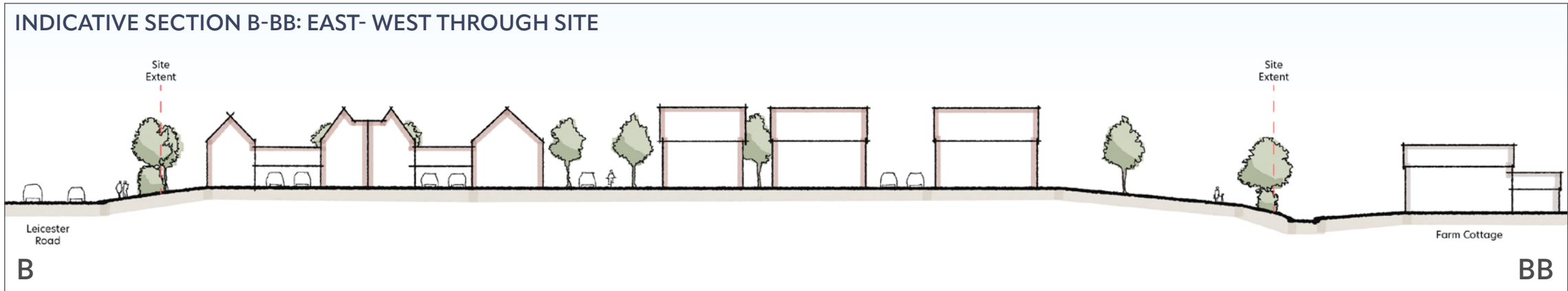
FARM COTTAGE (LEFT), 1 SPRING GARDENS (RIGHT)



SECTION LINE (NOT TO SCALE)

ACCESSIBILITY & AMENITY

GDG
DETAILING



SECURITY

GDG

APPRECIATING THE CONTEXT

DETAILING

SECURE BY DESIGN

In the preparation of a viable development scheme, a key element to the creation of a secure sense of place is the consideration given to the reduction in opportunities for crime.

The proposed scheme has been designed to encourage natural surveillance of spaces and to engender a clear sense of ownership of private areas for residents. This has been achieved through the creation of well defined development perimeter blocks. The aim of this arrangement is for residents and visitors to clearly identify which elements of the scheme are public or private spaces.

This scheme has been designed to accommodate the principles as suggested within "Secured by Design" guidance:

- Roads & Footpaths - Vehicle and pedestrian routes are open and utilise surface material changes to define defensible space.
- Through-roads and Cul-de-Sacs - Dwellings front onto streets. Private drives are well lit, overlooked and observed.
- Footpaths - Well observed, lit and have space to accommodate pedestrians, cyclists and disabled users.
- Communal Areas and Play Spaces - Are clearly defined by planting and/or boundary treatments. All benefit from natural surveillance from surrounding dwellings.
- Dwellings Boundaries - Private and public areas are well defined through planting, walls and/or railings/fences.
- Access to Gardens - Proposed gardens benefit from appropriate levels of physical enclosure and lockable gates.
- Side and Rear Boundaries - Are well defined and demarcated by planting, walls, railings and/or fences.
- Gable End Walls - Blank gable ends are avoided through. Where required, dwellings "turn the corner", providing active frontage in multiple directions.
- Layout & Orientation - Dwellings face each other to ensure homes and streets benefit from natural surveillance.
- Rear Access Footpaths - These are avoided within the scheme. Bin access routes are defined by boundary treatments and secured with lockable gates.
- Vehicle Parking - Parking spaces are provided on-plot or adjacent to dwellings. Parking courtyards benefit from passive surveillance from adjacent dwellings. Visitor spaces are well observed.
- Planting - Proposed landscaping carefully considered to be attractive, whilst not affecting surveillance of routes and spaces.
- Street Lighting – Main streets benefit from lighting to adoptable standards. Private drives lit through wall or bollard lighting. Added benefit of reduced effects on ecological assets.

SUSTAINABILITY

GDG

APPRECIATING THE CONTEXT

DETAILING

MITIGATING AND ADAPTING TO CLIMATE CHANGE

Proposed dwellings will be designed in accordance with the energy hierarchy, adopting a fabric first approach before utilising low carbon energy and the production of on-site renewable energy.

The scheme incorporates a number of measures to reduce carbon emissions, including:

- Maximising passive solar gain and natural ventilation
- Prioritisation of sustainable and active modes of transport
- Secure cycle parking will be provided at a level of at least one space per one bed dwellings and at least two spaces per dwelling of two or more bedrooms.
- EV charging – details to be agreed with LPA
- To promote increased home working and telecommuting, all new residential and commercial developments will make provision for superfast broadband.
- New homes provided with a Travel Welcome Pack which includes car sharing scheme details, signage to help encourage walking and cycling and public transport routes and times.
- Travel Plan to be submitted at RM stage promoting sustainable travel.
- Water efficiency – water fittings and rainwater collection/grey-water recycling
- Tree lined streets to assist in reducing the temperature of streets and enhance biodiversity
- Public Open Space forms a key element of the scheme and encourages wildlife and biodiversity as well as mental health of residents.

SUSTAINABLE CONSTRUCTION AND ENERGY STRATEGY

- Future Homes Standards – all electric strategy incorporating onsite renewable technology
- Climate resilient design considerations
- Maximising passive solar lighting and natural ventilation;
- Incorporating the use of recycled and energy efficient materials and use of locally sourced building materials;
- Reducing waste and pollution and making adequate provision for the recycling of waste;
- Ensuring construction is carried out considerately.

RESOURCE EFFICIENCY AND MATERIALS

The proposed development will take into account resource efficiency and materials:

- Incorporating recycled and energy efficient materials
- Utilising the embodied energy within buildings wherever possible.

The development will support resource efficiency and use low embodied carbon materials where possible. Measures include;

- Buildings which will be designed to make use of sustainable materials to reduce environmental impacts of construction including sustainable timber from FSC (or equivalent) sources and materials specified using the BRE Green Guide to construction.
- Reduce waste through an ambitious site waste management strategy to reduce offcuts and identify materials that can be reused and recycled.
- Use locally sourced and recycled materials where feasible.
- Insulation materials containing substances known to contribute to stratospheric ozone depletion or with the potential to contribute to global warming will not be used.

ENVIRONMENT PROTECTION AND ENHANCEMENT

- Proposed new green infrastructure including reinforcement hedge planting along the boundaries of the site.
- New habitat creation through additional tree and hedgerow planting.
- Tree planting proposes locally appropriate species that are climate change resistant.
- Hedgehog highways, Bat boxes, bird boxes proposed.
- Provision of measures to protect on-site ecology during the construction phase and such as badger and hedgehog safeguards.
- Maintaining and improving air quality by ensuring skips and trucks loaded with construction materials are covered and continually damped down with low levels of water;
- Segregate, tightly cover and monitor toxic substances to prevent spills and possible site contamination;
- Use non-toxic paints, solvents and other hazardous materials wherever possible;
- The construction works will be carried out in such a manner as to avoid adverse effects on nearby surface water drainage to prevent pollution;
- Directional lighting / lighting regime during construction, with no unnecessary task lighting left on overnight;
- Construction Environmental Management Plan (CEMP) to manage noise and light pollution during construction.
- Site Waste Management Plan (SWMP) to minimise waste and encourage recycling, targeting zero avoidable waste to landfill. All contractors will be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, set out the procedures to sort, reuse and recycle construction waste.
- Full consideration will be given to the Council's waste management infrastructure and services to ensure that the occupiers have the necessary infrastructure to participate in any kerbside recycling services.

BUILDING FOR LIFE 12

GDG

CREATING URBAN STRUCTURE

DETAILING

The scheme has been designed in accordance with Building for Life 12 (BfL 12) and Building for a Healthy Life (BHL) guidance. BfL 12 provides crucial guidance for developers to ensure any scheme is appropriate, sustainable, well designed and distinctive.

The pre-application response and HBBC "The Good Design Guide 2020" SPD suggest that new development within Hinckley & Bosworth Borough should accord with the 12 criteria of BfL 12. This section of the document seeks to demonstrate how the proposals accommodate the BfL 12 criteria.

ADDING TO THE NEIGHBOURHOOD

Q1. Connections: 'Does the scheme integrate with existing roads, paths and surrounding development?'

The proposals have been carefully designed with consideration of the existing context. Proposed connections to existing highways have been assessed to ensure they provide appropriate and safe access and egress for vehicles, cyclists and pedestrians.

Proposed footways and cycleway connections lead through and from the site, connecting into existing footpaths along Leicester Road to the west and Bridleway U25 to the east.

The relationship between proposals and surrounding residential development has been carefully considered to ensure adverse effects on residential amenity are minimised. Generous separation distances ensure that no existing dwelling suffers from overlooking or overshadowing.

Q2. Facilities: 'Will new residents be close to existing local services, or will the development provide shared places for the new and existing residents to meet?'

An assessment of the local facilities and amenities of Earl Shilton has been carried out. Whilst the site is located on the northern edge of the town, the proposed connections into existing Public Rights

of Way and footpath networks ensures that future residents can access the services and amenities of Earl Shilton safely and easily from the site.

Q3. Transport: 'Does the development have access to public or shared transport?'

From the centre of the site, the nearest bus stop is located c.260m to the southwest along Earl Shilton High Street. This route provides regular services to the larger service areas of Hinckley & Nuneaton.

Q4. Meeting local housing requirements: 'Does the development have a mix of housing types and tenures that suit local requirements? Is this a self build/custom build project?'

Whilst dwelling design and housing mix will be the focus of a future detailed planning application, the illustrative scheme presented within this Design & Access Statement suggests that a variety of tenures can be provided within the scheme.

In accordance with Core Strategy Policy 15 and pre-application guidance, the scheme provides 20% affordable dwellings (7 units), comprising 2 First Homes, 2 Shared Ownership and 3 Affordable / Social Rented units.

CREATING A PLACE

Q5. Character: 'Does the scheme create a place with a locally inspired or otherwise distinctive character?'

Although detailed dwelling design will be included within a future planning application, a number of illustrative elevation sketches have been included within this document. This seeks to provide potential examples of how proposed dwellings could appear, utilising local dwelling forms, materials and detailing that are redolent of Earl Shilton.

Q6. Working with the site and its context: 'Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?'

The topography of the site is a prominent and key consideration for a design response. Consequently, the arrangement of buildings, streets and spaces should work with the natural topography, providing usable spaces whilst ensuring safety for users.

The dwellings are orientated to follow the contour levels, reducing the need for large underbuild or split level units where possible.

Existing trees and hedgerows around the periphery of the site have been retained and enhanced where possible with additional tree planting. Street landscaping and planting within rear gardens also play a considerable role in ensuring the scheme provides a Biodiversity Net Gain.

Q7. Creating well defined streets and spaces: 'Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?'

Streets, spaces, routes and the dwellings enclosing and defining them have been carefully arranged to create a high quality environment.

A considered street landscaping strategy provides visual interest and softens the streetscene, with tree planting assisting with legibility and framing key views through the scheme.

Dwellings have been arranged to ensure they turn corners and provide continuous frontage, enhancing the streetscene and providing visual interest.

BUILDING FOR LIFE 12

Q8. Easy to find your way around: ‘Is the development designed to make it easy to find your way around?’

Key buildings are located at important locations throughout the scheme. These dwellings have a material uplift or unique detailing, making them memorable to assist with wayfinding. Principally located on prominent corners or used to terminate views, they provide additional visual interest to the streetscene.

GETTING THE DETAILS RIGHT

Q9. Streets for all: ‘Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?’

The scheme has been carefully designed to ensure all street users can share the streets and lanes equally. The surface materials and use of shared surfaces ensures streets accommodate all users equally - providing safe movement routes for pedestrians and cyclists, whilst encouraging vehicle users to adopt lower speeds.

Streets utilise horizontal and vertical deflection to further reduce vehicle speeds. These are generally in the form of meandering or curved streets and raised tables or surface material changes throughout the scheme.

Along with the areas of public open space around the periphery of the scheme, the central shared surface square has areas of incidental public space to encourage residents to safely interact.

Q10. Car parking: ‘Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?’

Car parking solutions are principally provided “on-plot”, behind the building line with allocated spaces for each dwelling. These defined parking areas ensure that car parking does not dominate the streetscene, which is further enhanced by a strategic street landscape strategy.

Visitor spaces are provided throughout the scheme in logical, appropriate and landscaped locations, ensuring they do not adversely affect the streetscene.

The number and amount of spaces is guided by Leicestershire County Council Parking Standards guidance.

Q11. Public and private spaces: ‘Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?’

Public and private spaces are clearly defined within the scheme through the use of hard and soft landscaping. Public green spaces are clearly defined and are enclosed by existing and additional vegetation planting along with low post and rail fencing. The shared surface square space in the centre of the scheme is defined by the curtilage of surrounding dwellings and the landscape strategy.

All areas of public open space are appropriate overlooked, benefitting from passive surveillance, enhancing security and safety

of the streets and spaces.

The Local Area of Play in the north of the scheme also benefits from passive surveillance from surrounding buildings, creating a safe, secure space for children to play.

Q12. External storage and amenity space: ‘Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?’

Private amenity space is defined by low boundary walls, boundary planting or fencing. Each dwelling has an appropriate amount of private space, as required by the Good Design Guide SPD 2020.

All dwellings have well defined access points to allow the movement of bins and cycles through and off the property. Each dwelling also has a designated bin and shed cycle store to ensure these are kept safe and away from movement routes around the property.

Almost all dwellings have secure, on-plot parking behind the building frontage, in the form of garages or drive-throughs. Passive surveillance ensures that those dwellings with frontage parking solutions have secure parking spaces.

SUMMARY

In summary, development proposals on land east of Leicester Road, Earl Shilton seek to respond to local constraints and opportunities to deliver a sustainable residential scheme of high quality.

From the outset, the scheme has been guided by local design policy - in particular Hinckley & Bosworth Borough Council (HBBC) *The Good Design Guide 2020 SPD*. By considering the principles outlined within this document at an early stage, the resulting scheme is sustainable, appropriate and of quality design.

A supportive pre-application process assisted by providing additional guidance through the design process, ensuring that site specific details were considered and accommodated where possible.

The scheme will provide the following benefits:

- Provision of up to 33 dwellings in a mix of tenures to accommodate local housing needs.
- Affordable provision of 20% (7 dwellings).
- Site topography carefully considered in the design response to minimise extensive underbuild.
- Views toward local heritage assets retained, with proposed dwellings framing these vistas.
- Lower scale dwellings located in the south of the site to protect neighbouring residential amenity.
- Considered approach to matters of design. Local building examples used as precedents to influence proposed dwelling design.
- A landscaping strategy that appreciates and protects views of the wider landscape.
- Existing trees and hedges to be retained and reinforced where possible with native species planting.
- Streets that are safe, easy to use, legible and permeable.
- Creation of a shared surface square in the centre of the scheme.
- Safe, secure and observed areas of Public Open Space and areas for recreation.
- A considered street hierarchy with separation distances informed by local examples within Earl Shilton.
- Appropriate levels of car parking including visitor spaces.
- A scheme that minimises imposed burdens on local eco-systems and that is environmentally conscious.
- An engineered Sustainable Drainage Strategy with provision of an attenuation basin in the northwest corner.
- A scheme that ensures maximum possible sustainable and efficient development of the land.



PROPOSED DEVELOPMENT WITHIN LOCAL CONTEXT



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