

DESIGN & ACCESS STATEMENT AND PLANNING STATEMENT

for

5no Detached Dwellings

at

**Land to Rear of
48 Forrester's Road, Burbage
Hinckley, Leicestershire
LE10 2RX**

for

R W Harding Ltd.



July 2026
Ref: DAS/4878



**Chartered Institute of
Architectural Technologists**

Introduction

This Design and Access Statement has been prepared in support of a full planning application for the erection of 5no. dwellings on land to the rear of 48 Forrester's Road, Burbage. This statement demonstrates how the proposal has been informed by site context, according to CABA design principles, promoting high quality, sustainable residential development.

Site and Context

The site comprises remnant residential garden and a vacant paddock to the rear of 48 Forrester's Road. It lies within the settlement boundary of Burbage.

The surrounding area is predominantly residential, consisting of two and single-storey detached and semi-detached dwellings of varying forms and styles.

Forrester's Road and adjacent roads are characterised by single and two-storey residential housing; brick-built dwellings with pitched, tiled roofs, front and rear private gardens and off-street parking with driveway access.

The site represents an opportunity to make efficient use of underutilised land in a sustainable location, close to local services, schools and public transport links.



Google Earth Image of Site shown in red

Burbage is a large village south-east of Hinckley, and a candidate for the second largest village in England. It is considered an attractive and desirable residential location with good access to services, employment opportunities and with a choice of lively social amenities.



This proposal encourages the provision of housing in a sustainable location, allowing future residents access to various services without the need for reliance upon private vehicles.



Google Earth image of Local shops on Boyslade Road (less than 500 metres from site)

Economic Context

The development will provide investment in the local area through construction activity and the creation of employment opportunities during the build phase. Following completion, future occupants will support local businesses and services within Burbage and further afield.

The village's proximity to major transport routes, include the M69 and the A5, providing connections to Leicester, Coventry and Birmingham.

The proposal would also represent the efficient use of vacant undeveloped land central to the settlement, contributing towards national and local housing delivery objectives without requiring loss of countryside and/or agricultural land through development.

Planning Policy

National Planning Policy Framework 2024 (NPPF)

At the heart of the framework is the presumption in favour of sustainable development (Para 11):

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Footnote 8: This includes, for applications involving the provision of housing, situations where: the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer as set out in paragraph 78); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

Hinckley & Bosworth Core Strategy (2009)

Policy 4	Development in Burbage	Identifies Burbage as a sustainable location for housing growth.
Policy 16	Housing Density, Mix & Design	Encourages the efficient use of land with high-quality design appropriate to local character
Policies 19 & 20	Green Space & Infrastructure	Supports biodiversity enhancement and landscaping
Policy 24	Sustainable Design & Technology	Details high standards expected for sustainable development

Site Allocations & Development Management Policies DPD (2016)

BUR01	Burbage Settlement Boundary	The site is within the settlement boundary, close to services, schools and public transport
DM1	Presumption in Favour of Sustainable Development	Supports delivery of housing in a sustainable location, making efficient use of land and contributing to local housing supply
DM10	Development & Design	Details the importance of good design quality, respecting local character and responding positively to surroundings
DM17	High Quality Design	Encourages use of underutilised land, enhancing the appearance of the area
DM18	Vehicle Parking Standards	Emphasises need for adequate off-street parking, offering safe access arrangements
DM25	Community Facilities	Reinforcing Burbage's role as a sustainable settlement by increasing support of existing community facilities

It is understood that the Council will soon publish an updated 5-year housing land supply calculation. It is estimated to have up to 3.95 years supply as of April 2025 and therefore the Council cannot demonstrate a 5-year housing land supply.

Involvement

The Local Highway Authority (LHA), Leicestershire County Council, has been consulted prior to this application via a formal 'pre-app' enquiry, this being perceived as an element of design requiring closest attention.

Positive advice received via the LHA 'pre-app' process in September 2025 has been applied and the design process has sought to ensure that the development responds both positively and sympathetically to the local context.

See Highways Pre-planning advice - 2025/3239/04/P/HEN02 - September 2025 (Appendix 2)

Pre-app advice has not been sought of the LPA however given the contractual obligations for submission and the clear development constraints and opportunities.

Housing Stock Evaluation

The existing built form locally is predominantly linear, presenting a fair-face to the highway and two-storey, including room in the roof construction, with single-storey, and comprises traditional detached and semi-detached dwellings of standard types dating from 1930's (Sunnyhill) and 1950's to occasional recent construction with some bespoke design of a similar theme. These largely comprise simple red and buff brick facades with gable ends, concrete tiled pitched roofs of 35 to 50° pitch but some materials contrasts are evident in the use of panels of tile hanging, timber/proprietary cladding, render, stone, etc.

Joinery is similarly varied from modern installations in PVCu to timber with leaded lights.

Overt architectural features are limited to some brick detailing by way of varied lintel forms, dentil coursing, quoins etc., the occasional porch and 'face-lifted' properties sometimes in contemporary style.

Generally, dwellings sit in modest plots as befits, the traditional suburban location, with boundaries to private gardens defined in close-board, timber panel and wire fencing. Frontages display various boundary treatments from brick and stone walls to hedges and open spaces.

Parking is on road or frontage with garages prominent in the streetscenes of Forrester's Road and Far Lash but less so in the more established location at the south end of Sunnyhill where dwellings pre-date heavy reliance on the motorcar.

Design

Given the above assessment demonstrates a conventional built form has influenced housing in the vicinity, it is logical to maintain and perpetuate such a design approach to the proposed 5no. dwellings at the site.

Thus, the designs submitted as envisaged and prepared by Peter G Smith, respect, reflect and respond to the design cues that go before them.

Ecology

The majority of the site comprises a vacant paddock and remnant garden previously associated with 48 Forrester's Road which now has new occupants following a recent forward sale.

Sister consultancy of GBa&E, Ecolocation, has undertaken both Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment and Statutory Metric calculations confirming a 10% gain can be achieved onsite via the retention of some habitats and creation of replacements in areas that fall outside "vegetated gardens".



View of site looking N.E. from end of access



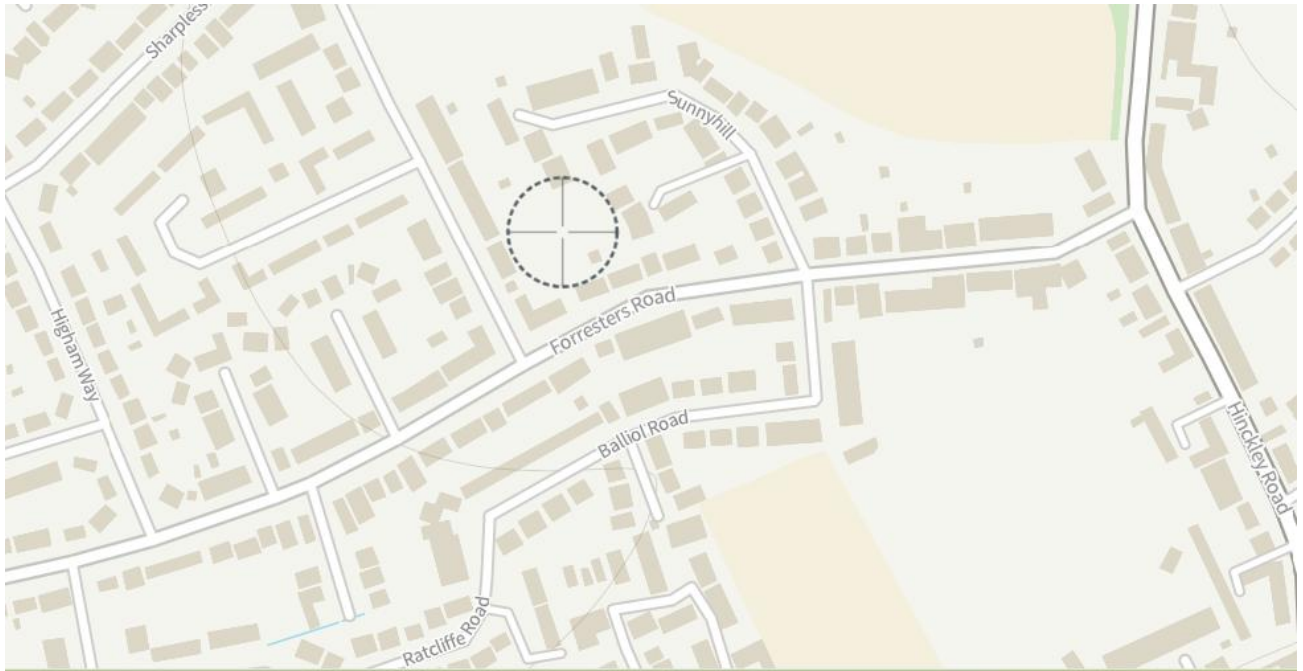
View of site looking north

In respect of protected species, none have been identified on site, although there is some potential for nesting birds in hedgerows.

Please see associated submitted documents.

Flood Risk Assessment

The site is in flood zone 1 and is considered at low risk from river flooding.



Snip taken from Gov.uk Flood Map for Planning

Landscaping

Landscaping will ultimately form a key component of the development, and the landscaping strategy will soften built form, provide visual screening and enhance ecological value in accordance with local planning policy objectives.

The landscaping proposed via the BNG assessment, it is anticipated, would be supplemented by a formal landscaping submission as a condition of any forthcoming consent.

Use

The proposed use is residential (Use Class C3), comprising five detached family dwellings.

The development represents a logical and policy compliant use of the vacant site and is compatible with surrounding land uses.

No non-residential activities are proposed.

The proposed 5no., dwellings, would provide family accommodation on a maximum of two storeys in keeping with the locality and would increase the efficiency of land use in line with Government and local guidance.

Plot 2 - Proposed 154m²

Plot 4 - Proposed 239m²

Plot 5 - Proposed 200m²



The site layout was informed by the constraints and opportunities the site and its immediate surrounds present and follows the linear theme of development nearby with all dwellings facing the vehicular access.

Only one opportunity presented itself and as such the access location has been determined by extant circumstances.

Access design was informed by LHA pre-app advice and is compliant with LCC guidance and applicable policy. Offering min 3.7m access width and turning space for fire access and exit within the site.

Noise impact of vehicles entering site immediately adjacent to existing residential plots has been considered, this being a technical consideration of a number of proposals within the LPA's scope in past decades, and it was observed that no.48 stood some 3.7m west of the access, a gap which indeed constituted the vehicle access to that dwelling and comprised an elevation with secondary windows. Similarly to the east, the habitable space of no.46, stood 5m from the access via space, again in use as vehicular access and lean-to garage. It should be noted that, when in use, there would have existed a flow of traffic to the site with its associated impacts, possibly including tractors and horse trailers. Based upon the results of clearly more onerous situations being proven compliant by noise assessment, it is considered that development of this site in the form proposed will not result in demonstrable harm to the amenity of the occupants of neighbouring properties, notably nos., 46 & 48 Forresters Road.

Dwellings have been carefully positioned and orientated to avoid overt overlooking of existing dwellings backing onto the site on four sides, and associated private space surrounding the site, with a 'rear to side' elevational relationship preferred.

Garden areas, depths and spatial separation are compliant with, and often exceed, local and national guidance and policies, with existing built development to the east of the site further buffered by a vacant strip of land outside the scope of the application.

Scale

The scale of the proposed development reflects the established character of the area with design being based on similar eaves and ridge heights.

Footprints are in keeping with those of extant dwellings nearby and gifa's are not dissimilar.

Access Component

Access to the site from the highway by foot or vehicle would be 'level' in terms of inclusive access, as would access on foot to the dwelling, with existing levels being conducive to this approach.

Parking and turning facilities are incorporated within each proposed plot to ensure vehicles can enter and leave the site safely in a forward gear and in accordance with policy.

Emergency vehicle access is provided for in compliance with the Building Regulations given that the dwellings would otherwise be wholly in excess of 45m from the highway.

Further to LHA pre-application advice received 02 09 2025 the appropriate considerations will be adhered to (see Appendices 1 & 2 for full Highways Pre-Application Advice).



Photograph of Access looking N.W. from Forrester's Road

Sustainability

The proposed development will incorporate sustainable construction principles including:

- energy efficient building fabric
- high performance insulation and glazing
- air source heat pumps
- sustainable drainage solutions
- electric vehicle charging provision

Given the site's sustainable location within the settlement boundary, reliance on private travel would be reduced and local services would be supported (see also Social & Economic Context above)

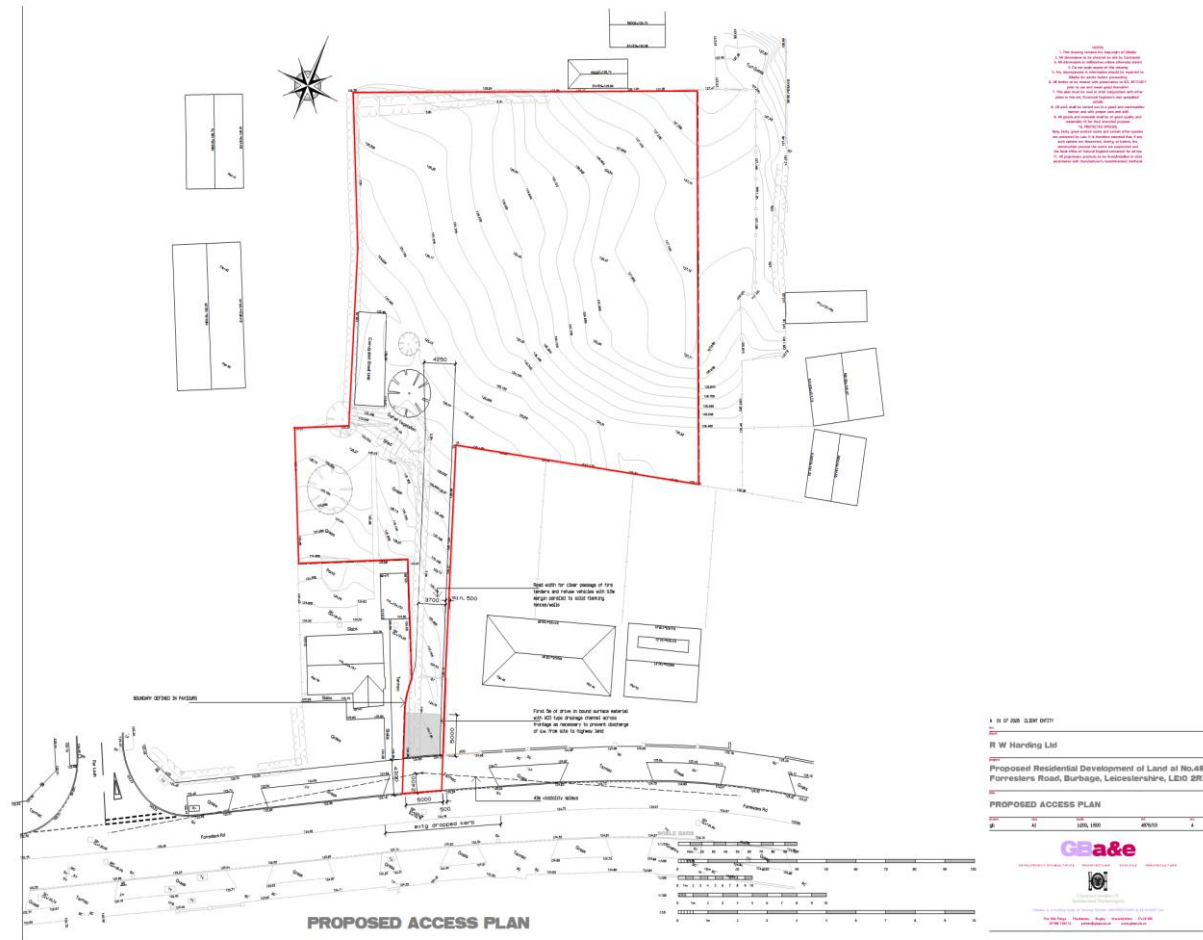
Conclusion

The proposal represents a sustainable and appropriate residential proposal within the settlement boundary of Burbage. Its design takes cues from and would respect the local character whilst making efficient use of available private land which is not currently maximised.

It is considered that the proposed development would constitute sustainable development without harmful technical issues such as would swing the planning balance against the scheme and as such should receive detailed planning consent.

Appendix 1

Proposed Access Plan – Reference 4878/03 Revision A



Appendix 2

LHA Pre-Application Advice – Reference 2025/3239/04/P/HEN, received 02 09 2025



PRE-APPLICATION DETAILS

District Reference Number:

Highway Reference Number: 2025/3239/04/P/HEN

Location: Land to the rear of 48 Forresters Road, Burbage, Hinckley, LE10 2RX

Proposal: Enquiry. 5 Dwellings

GENERAL DETAILS

Planning Case Officer:

Applicant: Helen Morgan

Parish: Burbage

Road Classification: Adopted Unclassified

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) has been consulted on a pre-application advice enquiry for the erection of five dwellings on land to the rear of 48 Forresters Road, Burbage, Hinckley, LE10 2RX.

The LHA has produced these highway observations having reviewed the following documents:

- Pre-Application Advice email dated 22 July 2025; and
- Access Plan, drawing number 4878/LHA

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are identified in bold, underlined and in blue text.

Site Access

The proposed site is located on Forresters Road which is an adopted unclassified road subject to a 30mph speed limit.

The LHA has reviewed the submitted Access Plan, and the Applicant is proposing to utilise what appears to be a disused gated access between house numbers 46 and 48 Forresters Road. The Applicant is proposing a 5m wide access. Based on [Table 13](#) of the LHDG an access serving two to five dwellings should have a minimum access width of 4.25m for a minimum distance of 5m behind the highway boundary. In addition, a 0.5m strip should be provided on each side of the access road given it appears to be bound by a wall/ fence/ hedge. The LHA would therefore require an overall width of 5.25m for the first 5m behind the highway boundary.

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As part of any application, the Applicant will need to demonstrate a safe and suitable access to the site can be achieved. Vehicular visibility at the site access will need to be in line with [Table 6](#) of the LHDG. The full extents of the visibility splays would need to be shown on a drawing and splays would need to fall fully within land under the Applicants control or the extents of the public highway. 1x1m pedestrian visibility splays should also be provided on each side of the site access.

Swept path analysis of the largest anticipated vehicle to ingress and egress the site will be required. This would need to show all manoeuvres to/ from the access. A Stage 1 Road Safety Audit, along with a Designer's Response to any problems raised and (if necessary) a revised drawing would also need to accompany the site access proposals.

The access drive would need to be hard bound (not loose aggregate) for a minimum of 5m from the highway boundary and drainage would need to be provided to prevent surface water from flowing into the highway, should the site drain towards the highway.

Where an access is to be gated, the gates should be set back 5m where they open inward and 6m where they open outwards. This is to ensure that the public highway (particularly areas used by pedestrians) is not obstructed if a vehicle is parked on the access in front of the gates.

Internal Layout

Given the number of dwellings proposed, the internal road layout would not be considered for adoption by the LHA. Further information on the design of private roads can be found in the [developments served by private drives and areas](#) section of the LHDG. The Applicant will need to liaise with Hinckley & Bosworth Borough Council with regards to how refuse collection would be undertaken from the site. If H&BBC are not prepared to access the site with a refuse collection vehicle, residents would have to wheel bins to the highway boundary.

Should refuse collection vehicles access the site, swept path analysis of a 11.2m long refuse accessing and egressing the access in all directions as well as turning within the site will be required. For all vehicles, the LHA will require swept paths at junctions to be undertaken at a minimum vehicle speed of 10mph (15 kph) to provide a more realistic swept path. The vehicle speed used should be detailed on the drawing.

Parking provision should be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds in accordance with [Table 28](#) of the LHDG.

Parking spaces should measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall / hedge / fence etc in accordance with [Figure 44](#) of the LHDG.

In order for garages to count as a parking space, the minimum dimensions required are 6m x 3m with a minimum door width of 2.3m for a standard single garage, and 6m x 6m with a minimum door width of 4.2m for a double garage.

The LHA advise against providing parking in a tandem arrangement where 3 vehicles are parked in parallel, as this can lead to a proliferation in on-street parking.

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The LHA would request that any refuse collection points are clearly shown on any future submitted drawings.

The Applicant should note that where a development is situated more than 45m from the highway, the Applicant must cater for emergency vehicles by constructing the drive and any turning areas so they can cater for a commercial or service vehicle. The minimum width for access should be at least 3.7m (between kerbs) beyond the initial access width of 4.25m and fire vehicles should not have to reverse more than 20m. The Applicant should ensure that the proposed development must be in line with British Standard BS5906, 2005 and Building Regulations Approved Document B, Fire Safety 2006.

Date Received
22 July 2025

Case Officer
Emma Peacock

Reviewer
BD

Date issued
2 September 2025