

Contextual Statement

Submitted to
Hinckley and Bosworth Borough Council
Hinckley Hub
Rugby Rd,
Hinckley
LE10 0FR
01455 238141

Prepared By
Hayward Architects.
19 Station Rd,
Hinckley
LE10 1AW
01455 635 665
www.hayward-architects.co.uk

Contents

Contents	2	Buses	2
Introduction	2	b. Built Form.....	3
Background.....	3	c. Homes and Buildings	4
Contextual Data	3	d. Nature	6
History	3	e. Public Spaces	6
Flood	3	f. Uses.....	6
Ecology.....	3	g. Resources.....	6
Trees	3	h. Lifespan	6
a. Amenities	4	i. Parking Strategy.....	7
Movement and Connection	2	j. Refuse Collection	7
Roads	2	Access.....	7
Railway	2	Summary	8
Cycling.....	2		

Introduction

This Contextual Statement has been prepared by Hayward Architects on behalf of the applicant: *Mr J Oakley*

It is submitted in support of an application for **Outline Planning Approval** of: 2 new dwellings Including Access

Hayward Architects are qualified, experienced and skilled in the design and delivery of buildings. As a result, design advice is not being sought from the local authority. This application seeks only to establish that this proposal is compliant with local and national planning policy.

The National Design Guide as published by MHCLG describes *some* of the factors which inform good design under ten headings.

The relationship between the proposal and these ten headings is described in this document.

This is not an exhaustive list of factors which influence design but is what has been deemed relevant to the planning process by central government.

This application seeks only to establish the principle of the construction of two dwellings on the site. The dwellings are not yet designed and so design details and dimensions cannot be given in any meaningful way. The opportunity to comment on such things will be available during the next stage of the application process.

Background

Contextual Data

Carlton is a small rural parish in Leicestershire, around 2.2 miles north of Market Bosworth and in the administrative region of Hinckley and Bosworth

The census of 2011 states that Carlton has a population of 305

History

There is no mention of Carlton in the Domesday book and it is assumed to be a Norman settlement.

The parish was originally registered as a sub district of Market Bosworth

The population appears to have stayed fairly consistent since records began

Flood

The entire site is in Flood Zone 1 and is at no risk from flooding

Ecology

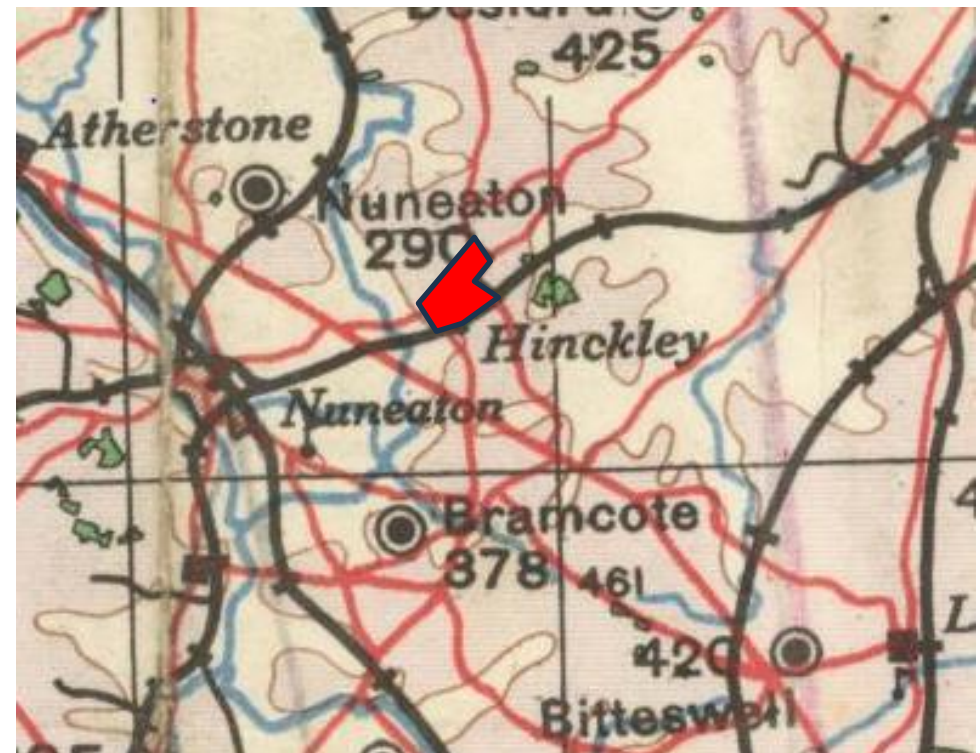
An Ecological assessment has been made and accompanies this application.

No areas of concern have been identified.

Trees

A tree survey has been carried out and accompanies this application. No trees of high value are present on the site

MAP OF
CARLTON, 1940



23-49-CS: 2 New Dwellings, Main Street, Carlton

a. Amenities

Amenities in the village are limited, but do include:

- The Gate hangs well. A pub which also offers a daytime café and a restaurant
- St Andrews Church A church of England church thought to date from the 16th century
- Ashby De La Zouch Canal which sits around 850m east of the village boundary

Other facilities can be found nearby in Market Bosworth:

- Convenience stores
- Pharmacy
- Fire station
- Primary and secondary School
- Vets
- Marina
- Local Football club
- Places of worship
- Elderly care homes
- Scout groups
- Food Takeaways
- Cafes
- A variety of retail outlets
- Post Office
- Pubs
- Nursery
- Hairdressers/ barbers
- Hotel and spa

A reasonable variety of employment opportunities can be found in Market Bosworth and surrounding villages, but main employment sites would likely be Hinckley, Nuneaton, Tamworth or Coalville



23-49-CS: 2 New Dwellings, Main Street, Carlton

Movement and Connection

Roads

The village of Carlton is mostly composed of a ribbon development which runs along each side of Main Street.

There are a few additional dwellings situated around the crossroads with Bosworth Road

To the west, Connection to the M42 is approximately 8 miles (13km)

To the east, connection to the M1 is approximately 9.5 miles (16km)

Railway

The nearest local railway station is Market Bosworth, approximately 2.5 miles away, although this has very limited connectivity

Hinckley station is 10.5 miles away and connects with the national network.

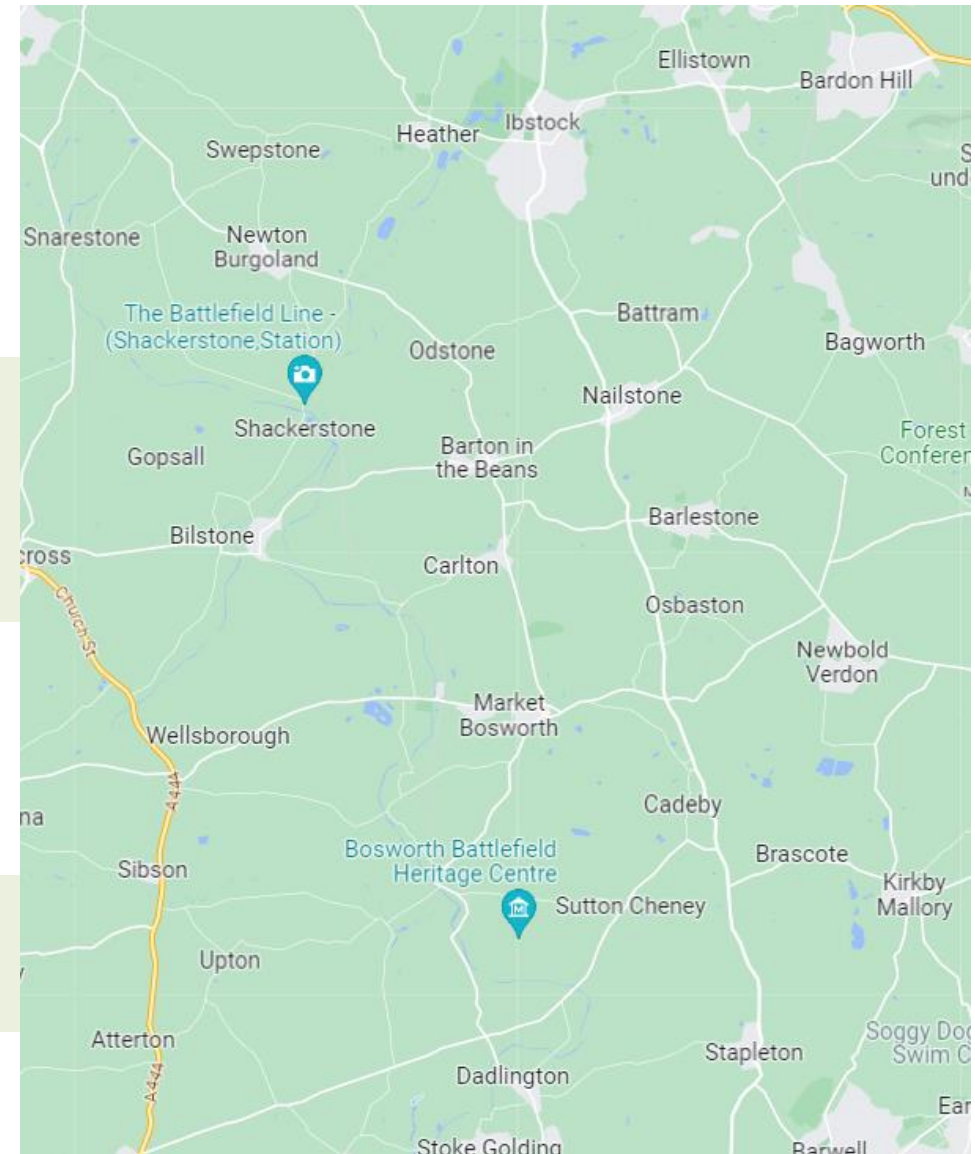
Cycling

National Cycle route 52 passes a mere 650 metres from the western edge of the village

Buses

Carlton no longer has a bus service. The nearest bus stop is located in Market Bosworth

WIDER CONTEXT



23-49-CS: 2 New Dwellings, Main Street, Carlton

b. Built Form

Carlton is chiefly a ribbon development along Main Street, which links Barton road with Congerstone road. The built form in the village is entirely limited to two storeys or lower, with some attic spaces utilized for accommodation. Where this occurs, they are generally lit by flush roof lights rather than dormer windows. The buildings are mostly well set back from the road and have large rear gardens which give out onto open countryside.



This proposal seeks formal approval for the construction of up to 2 new dwellings with their access.

The details of:

- Appearance
- Scale
- Landscaping
- Layout

are to be deferred as **Reserved Matters**

23-49-CS: 2 New Dwellings, Main Street, Carlton

c. Homes and Buildings

The development pattern of the village is quite apparent in the appearance of the buildings. To the western side of Main Street, the aesthetic is very much the farmhouse/ agricultural feel. Around the mid-point and to the east, the aesthetic becomes more modern and has no discernible architectural style.

Some of the most recent development assumes a rural aesthetic, whilst others consciously contrast with it.

BUILDINGS TO THE WESTERN SIDE OF MAIN STREET



23-49-CS: 2 New Dwellings, Main Street, Carlton

Buildings to the Eastern side of Main Street



d. Nature

Carlton Village is surrounded by arable farmland which limits its potential for habitats. Similarly, the well kept private gardens (which includes the proposal site) have limited attractiveness to species. For details please refer to:

- Arboricultural Report
- Ecology report

Which accompany this application

e. Public Spaces

There are no public spaces either existing or proposed which are included in this application

f. Uses

The land is currently used as large rear gardens for existing homes on Bosworth Road. This land is surplus to requirements and benefits from direct access from Main Street. As such, the proposed development cannot be classed as 'backland development' and offers an ideal opportunity to add to the housing stock of the village

g. Resources

Materials and power generation are to be Reserved Matters

h. Lifespan

Being in an established settlement, this location ought to have as long a lifespan as any location.

i. Parking Strategy

Private, off-road parking is to be provided for each house within its own curtilage.

Each dwelling will require three parking spaces to comply with the local Parking Standards policy and to reduce the likelihood of visitor parking obstructing the shared access.

This will provide ample space for both residents and visitors to park away from the adopted road (Main Street)

Further details are deferred as a reserved matter

j. Refuse Collection

A bin collection point will be provided outside the security gate for residents to leave their bins on collection day. This way a refuse vehicle does not need to enter the site

Access

Access is easily achieved from Main Street with more than adequate width and visibility available.
please see drawing: **CH001** from *JRC Transport Consulting Ltd*.

The proposed site access is by way of a dropped-kerb arrangement as per the Leicestershire County Council 'Highways Design Guide'.

It utilises the location of an existing dropped-kerb access serving the site;

As per the LCC guidance the gated driveway is 5.5m in length (measured from the back of the existing footway) by 4.25m in width.

The bin store serving the development is located adjacent to the north-east providing for convenient access from the highway but set back slightly so as to avoid obstructing visibility to the right for drivers of vehicles departing from the development;

Based on a speed and traffic survey undertaken in October the observed 85th percentile speeds past the site were 33mph north-eastbound and 34mph south-westbound. As such, the access design demonstrates achievement of a 54m visibility splay at the access is achievable in both directions along Main Street, consistent with Table DG4 of the Leicestershire Highways Design Guide;

The proposed site access design incorporates a short extension of the existing southern footway on Main Street across a grass verge to its rear to the north-east side of the access to connect into and provide pedestrian access to an existing public right of way.

Summary

- This application offers an excellent opportunity to add two high quality, detached dwellings to the housing stock of an established Leicestershire village.
- The site will provide infill for a gap in the development pattern along Main Street, Carlton and is within the established settlement boundary
- Located in an established village, the proposal site already benefits from a range of amenities within accessible distances.
- The site benefits from its own separate entrance, which makes this an ideal opportunity to develop an underused piece of land.
- The position of the site allows for off-street parking and a suitable refuse collection strategy
- The site is not located in a flood zone, nor does it have any existing ecology to be accommodated
- No gardens will be less than 80m² nor less than 10.5m long.
- All development will be compliant with local and national planning policies as applicable.