

BARTON ROAD, OSBASTON
PHASE 2



Design & Access Statement

Project: RESIDENTIAL DEVELOPMENT AT BARTON ROAD
Site: LAND NORTH OF BARTON ROAD, OSBASTON
Phase: PHASE 2
Applicant: MYPAD 2020 LTD
Date: APRIL 2025
Issue: 01

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1. Introduction and Brief

1.1. Introduction Statement

This statement has been prepared in support of the full planning application for residential development on land north of Barton Road, Osbaston. The statement has been prepared on behalf of the applicant, MYPad 2020 Ltd.

The purpose of this statement is to explain how the development proposals have been formulated, what has influenced the design and layout including constraints and opportunities. The statement includes a summary of the pre-application discussions held to date which have influenced the proposals. It describes the site and planning policy context and the principle of the form, scale and siting of the proposed development.

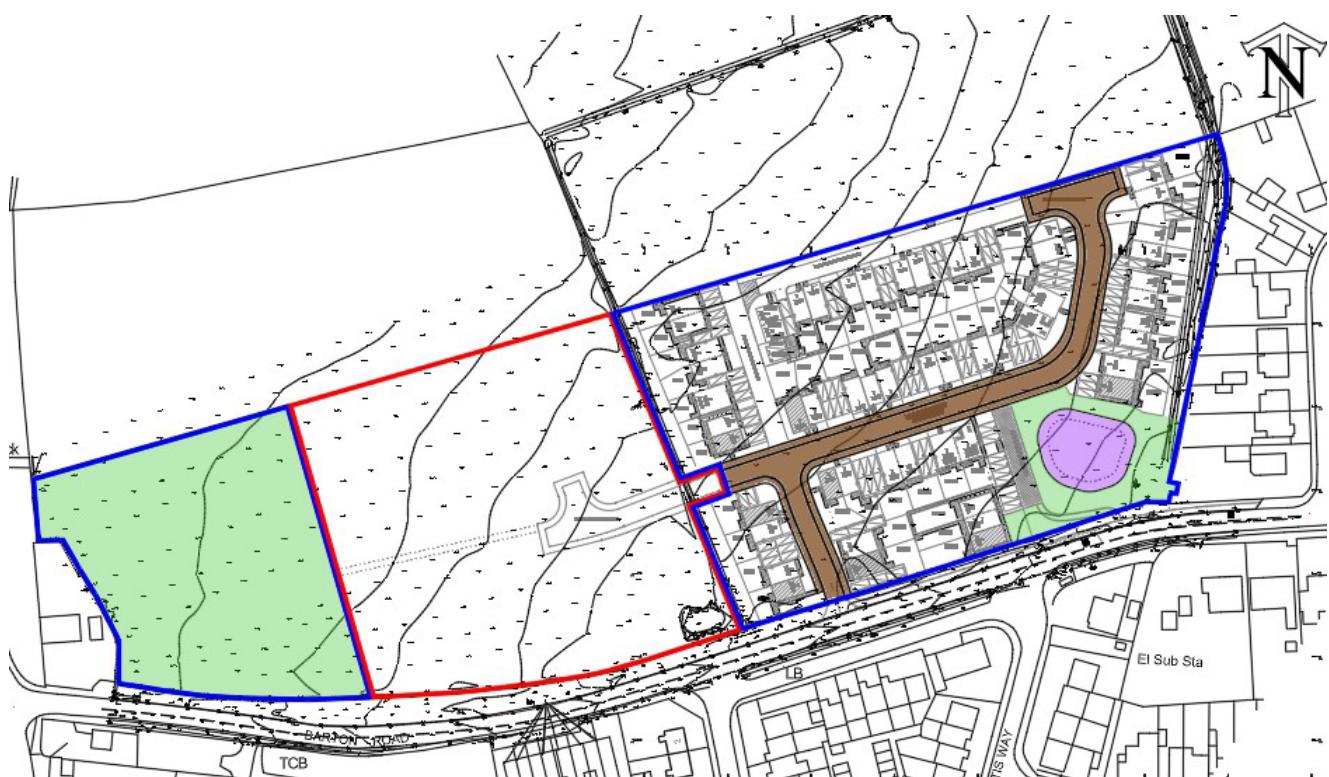
1.2. Brief

The brief is to deliver a high quality residential development, which is sympathetic to the site and its context. The design should accord with all relevant planning policies, and deliver an environmentally sensitive development. As this is a reserved matters application the design must respond to, and build upon the outline planning approval for the site.

2. *Assessment of the site*

2.1. The Existing Site

The plan below shows the land that forms the application site, bounded by the red line.



The site has existing planning permission granted for up to 55 dwellings in Phase 1 under planning reference: 21/00096/OUT. Which is highlighted by the blue line

Phase 2 proposes 28 plots west of the central hedgerow.



As described above the site consists of two parcels of land, with a central hedgerow boundary. This is to be retained aside from a small section centrally to facilitate a connection between the two portions of the site. Hedgerows that bound the sites south and western boundaries are retained with a short length of hedgerow proposed to be removed to provide the site access through Phase I. This is to be replaced as part of the proposed landscaping scheme, as conditioned with the outline permission.

3. Planning History and Pre-application Advice

3.1. Assessment of Outline Permission

The outline permission illustrates a relatively low density development of semi-detached and detached dwellings, up to 55 dwellings within Phase 1. An area of public open space is located to the western edge of the western parcel.

The detailed design prepared in support of this application has taken the principles of the illustrative masterplan and distribution of the 28no dwellings so that these are accommodated within the central parcel of the site. Public open space is indicated to the western parcel of land, following the principles of the illustrative masterplan. The central area is referred to as 'Phase II' in this application and is the subject of this Full Planning application.



3.2 Pre Application Summary

A pre application enquiry was submitted to discuss the above principles of development and route to planning. This was submitted in July 2025, and various discussions and dialogue held with Tim Hartley, planning officer at Hinckley and Bosworth during the months that followed. The contents of the final pre application response are based on a site layout drawing 'Feasibility Phase 2 Site Layout' which is shown below:



The outcome of these discussions is summarised below:

Pre-Application Response

Reference: 25/10059/PREMAJ

Proposal: Erection of 28 dwellings and associated infrastructure

Location: Land north of Barton Road, Barlestorne, Leicestershire **Ward:** Barlestorne, Nailstone and Osbaston

Thank you for your pre-application enquiry received 11 April 2025. The advice provided is based upon the information submitted with this enquiry. Apologies for the delay in getting the response out to you.

Summary

The development proposal is likely to be supported by the Local Planning Authority.

The proposal represents the provision of a 100% affordable housing scheme comprising 28 dwellings. By virtue of these factors, the proposal is considered to result in significant benefits that outweigh any harm in the planning balance.

Any forthcoming planning application should in particular provide sufficient detail to demonstrate that the scheme shall not result in any significant adverse impacts to residential amenity and that it provides sufficient open space to meet the needs of future occupiers.

Description of Proposal

The pre-application enquiry seeks advice on the provision of 28 affordable dwellings as a second phase of development to the 55 dwellings on the adjacent site that was subject to

reserved matters permission 24/00294/REM. Planning permission was granted on the wider site that comprises the land that is the subject of this pre-application enquiry under planning permission 21/00096/OUT but that was for up to 55 dwellings and so these 28 dwellings are in addition to that number and so are subject to a full application. Access to the site is provided via the site for which reserved matters approval has recently been granted.

The applicant is seeking feedback on the principle of development, comments on the submitted draft layout and the infrastructure requirements both with regard to open space and the funding of external infrastructure.

Description of the Site

The application sites lies north of Barton Road and lies within Osbaston Parish but is both physically and practically part of Barlestorne. The address of the application seemed to particularly vex members of the planning committee and parish councils, and the applicant may consider whether addressing the site as Osbaston has merits in terms of an easier passage to approval at Committee.

The southern boundary of the site is marked by well-established wide hedging that forms an attractive boundary to the site which is bordered to the south by an attractive wide grass verge to Barton Road. The hedge should be maintained in its current form and subject to its current maintenance regime. It would assist if the applicant could clarify whether or not the hedge is within the site ownership.

To the east is understood that the existing hedgerow is to be retained except for providing the approved access. To the west is the open space for the previously approved scheme. It will be important to demonstrate that the open space meets the requirements of both the 55 dwellings and the 28 now proposed with regard to all three typologies - equipped play space, casual informal play space and accessible natural green space. It will be important that in particular the space is genuinely accessible and useable. The A447 lies to the west of the open space. There is no current boundary to the north as the site forms part of an existing larger field.

There is residential property to the south of Barton Road and a single dwelling to the west of the site on the north side of Barton Road.

Planning History

- 24/00294/REM
 - Reserved Matters for 55 dwellings on adjacent site
 - Approved following amendments regarding garden sizes and interface distances
 - 27.09.2024
- 21/00096/OUT
 - Outline application for up to 55 dwellings on wider site
 - Approved

- 24.05.2022

Consultations

Drainage

According to the Environment Agency (EA) website, the application site is located within Flood Zone 1, which is designated as low probability of flooding from rivers and sea, where the principle of residential development would be acceptable in principle. For sites exceeding 1 hectare, a site specific Flood Risk Assessment is required.

The EA Surface Water mapping indicates varying risk of surface water flooding within the site, and the Drainage Strategy for the development should include suitable measures to mitigate the risk of flooding from surface water.

The surface water drainage system for the proposed development should incorporate sustainable drainage principles (SuDS) to mitigate the risk of flooding on the site and ensure that surface water runoff does not increase flood risk elsewhere. The proposals should also include measures to address issues of water quality in accordance with current SuDS guidance.

The proposed outfall for the discharge of surface water runoff from the development should be in accordance with the hierarchical approach outlined in Building Regulations Part H.

The use of infiltration drainage is preferred, subject to the site being free from a contaminated ground legacy. The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced.

If the ground strata are insufficiently permeable to avoid discharging some surface water off- site, flow attenuation methods should be employed, either alone or in combination with infiltration systems and/or rainwater harvesting systems.

Highways

The Local Highway Authority express no concerns and provide detailed advice which is attached separately. Contributions of one Travel Pack (currently £52.85) and two bus passes (currently £510 per pass) per dwelling would be required (total £30,039.80).

Minerals

Leicestershire County Council as the Minerals and Waste Planning Authority (MWPA) confirmed that the site is located within a Minerals Safeguarding Area for sand and gravel and for brick clay. Their response states that as this is a pre-application enquiry there is insufficient information to ascertain whether or not an assessment that gives consideration to potential mineral sterilisation has taken place. Therefore, the MWPA requests further information in the form of a Minerals Assessment to understand the proposed development and its impacts upon the Mineral Safeguarding Area

Given the site history though the LPA does not consider that a Minerals Assessment is required in these circumstances.

Archaeology

The County Archaeology Team confirm that the work undertaken for the outline application was sufficient and that nothing further is required.

County Planning Obligations

Leicestershire County Council is requesting a total contribution of £239,980.96. These are the figures at the date of the County's response and a separate calculation will be made when the County is consulted on the future planning application. Figures can vary between these dates. A copy of the County's response is attached separately.

Pollution

The Council's Environmental Services Department has stated that land contamination should be considered and note that gas protection measures were required on the adjoining site.

Waste

Hinckley & Bosworth Borough Council's recycling and refuse collection services are from the boundary to the adopted highway and do not travel along, nor collect from private roads or driveways. Please refer to the policies within the Wheeled Bin and Container Policy (updated March 2018).

If all, or part, of the new roads within the development are to be private (unadopted), then consideration will need to be given to the adequate and safe collection of domestic recycling, garden waste, and refuse at the adopted highway boundary (up to two bins per property at one time).

Bin collections points should be clearly shown on the submitted plans and should be designed to provide robust, attractive, sufficiently sized spaces that meet the long term needs of the development.

Liaison with the refuse collection team is advised at an early stage.

Policy

The main relevant policies to be for this form of development are as follows:

- National Planning Policies and Guidance:
 - National Planning Policy Framework (NPPF) (2024)
 - Planning Practice Guidance (PPG)
 - National Design Guide (2019)
- Core Strategy (2009):

- Policy 7: Key Rural Centres
- Policy 14: Key Rural Centres Stand Alone
- Policy 15: Affordable Housing
- Policy 19: Green Space and Play Provision
- Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):
 - Policy DM1: Presumption in Favour of Sustainable Development
 - Policy DM3: Infrastructure and Delivery
 - Policy DM4: Safeguarding the Countryside and Settlement Separation
 - Policy DM6: Enhancement of Biodiversity and Geological Interest
 - Policy DM7: Preventing Pollution and Flooding
 - Policy DM10: Development and Design
 - Policy DM11: Protecting and Enhancing the Historic Environment
 - Policy DM12: Heritage Assets
 - Policy DM13: Preserving the Borough's Archaeology
 - Policy DM17: Highways and Transportation
 - Policy DM18: Vehicle Parking Standards
- Other Relevant Guidance:
 - Affordable Housing Supplementary Planning Document (2011)
 - Good Design Guide (GDG) (2020)
 - Open Space and Recreation Study (2016)
 - Leicestershire Highway Design Guide (LHDG) (2024)
 - Leicestershire Minerals and Waste Local Plan (LMWLP) (2019)

All policy documents can be found on the Council's website at: https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/101/local_plan_2006_-2026

Development Appraisal

The pre-application enquiry has been submitted with the following documents:

- Feasibility Phase 2 Site Plan

Any advice given in this response is based on this information. Principle of Development

The principle of development of the site has been established by the outline permission 21/00096/OUT which covered both this and the adjacent site.

Housing Land Supply

Chapter 5 of the NPPF requires planning policies and decisions to deliver a sufficient supply of homes to support the Government's objective of significantly boosting the supply of homes without unnecessary delay. The overall aim should be to meet an area's identified housing need, including an appropriate mix of housing types for the local community.

Paragraph 73 of the NPPF states that small and medium sized sites, such as windfall sites, can make an important contribution to meeting the housing requirements of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built out relatively quickly.

In order to promote sustainable development in rural areas, Paragraph 83 of the NPPF requires new housing to be located where it will enhance or maintain the vitality of rural communities.

Paragraph 11(d) of the NPPF states that planning decisions should apply a presumption in favour of sustainable development where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date.

Footnote 8 of Paragraph 11 of the NPPF highlights that housing policies are considered to be out-of-date where local planning authorities cannot demonstrate a five-year supply of deliverable housing sites.

The Planning Policy team are currently reviewing the latest revisions to the NPPF within the 2024 version of the document and its implications for the Council's Five-Year Housing Land Supply. A revised position will be published in the next few weeks once the monitoring for the 2024/25 year has been completed. It is however likely that, with the revised need figure of 682 dwellings (649dpa + 5% buffer as per Paragraphs 62 and 78(a) of the NPPF), that the Council will be unable to demonstrate a Five-Year Housing Land Supply once the revised position is published.

In light of this, and due to the age of relevant housing policies within the adopted Core Strategy, the 'tilted' balance in Paragraph 11(d) of the NPPF is triggered in accordance with Footnote 8 and Paragraph 11 of the NPPF.

For decision-taking, Paragraph 11(d) of the NPPF requires planning permission to be granted 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 9 of the NPPF confirms that the key policies within Paragraph 11(d)(ii) of the NPPF include Paragraphs 66 and 84 of Chapter 5 (Delivering a Sufficient Supply of Homes), 91 of Chapter 7 (Ensuring the Vitality of Town Centres), 110 and 115 of Chapter 9 (Promoting

Sustainable Transport), 129 of Chapter 11 (Making Effective Use of Land), and 135, and 139 of Chapter 12 (Achieving Well-Designed Places).

In this instance, only Key Policy Paragraphs 115, 129, 135, and 139 of the NPPF apply to this proposal.

Given that the Council is unable to deliver a five-year supply of land for housing, the provision of 28 affordable dwellings within this application site is considered to attract significant weight in the planning balance.

Impact upon the Setting and Significance of Listed Buildings

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on the Local Planning Authority when determining applications for development which affects a Listed Building or its setting to have special regard to the desirability of preserving the Listed Building or its setting or any features of special architectural and historic interest which it possesses.

Chapter 16 of the National Planning Policy Framework provides the national policy on conserving and enhancing the historic environment. Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Therefore, in determining applications, Paragraph 212 of the NPPF requires great weight to be given to the conservation of designated assets and the more important the asset, the greater the weight should be.

Paragraph 213 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification. The need for clear and convincing justification is reiterated in Policy DM12 of the SADMP.

The Planning Practice Guide (PPG) and Historic England Advice Note 2 (HEAN2) Making Changes to Heritage Assets sets out how the policies of the NPPF are expected to be applied and includes guidance on the conservation of and making changes to the historic environment.

Policies DM11 and DM12 of the SADMP seek to protect and enhance the historic environment and heritage assets. Policy DM11 of the SADMP requires all developments proposals which have a potential to affect a heritage asset or its setting to demonstrate:

- (a) An understanding of the significance of the heritage asset and its setting; and
- (b) The impact of the proposal on the significance of the asset and its setting, including measures to minimise or avoid these impacts; and
- (c) How the benefits of the proposal will outweigh any harm caused; and
- (d) Any impacts on archaeology in line with Policy DM13 of the SADMP.

Policy DM12 of the SADMP confirms that all developments affecting heritage assets and their setting will only be permitted where it is demonstrated that the proposals are compatible with their significance and their setting. Assets identified on the Locally Important Heritage Asset List should be retained and enhanced wherever possible.

The outline permission was accompanied by a Heritage Statement that considered the impact of the proposals on a number of heritage assets. The only asset identified for further assessment was the Grade II Listed Church of All Saints to the north of the site.*

It is considered that a short heritage statement should be submitted based on the previously submitted report. It is noted that the Council's Heritage Officer considered that the application site did allow for some very minor appreciation and understanding of the significance of the heritage asset but that the impact on the significance of the church was considered to be neutral and not adverse.

Impact upon the Character of the Area

Chapter 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Key Policy Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed and beautiful places.

Policy DM4(i) and (iii) of the SADMP states that development in the countryside will be considered sustainable where it does not have a significant adverse effect on the intrinsic value, beauty, open character, and landscape character of the countryside, and where it does not create or exacerbate ribbon development.

Policy DM10(c) of the SADMP states that developments will be permitted where they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.

Key Policy Paragraph 139 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design (as contained in the National Design Guide and National Model Design Code), taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Guidance Point 11 of the NDG advises that well-designed new development should respond to existing local character and identify.

Pages 14 and 15 of the Good Design Guide highlights the five key components of design are: access, layout, space, appearance, and landscape. The Good Design Guide confirms that new development should look to respond appropriately to the existing layout of buildings, streets, and spaces to ensure that adjacent buildings relate to each other, streets are connected, and spaces complement one another. Ultimately, the Good Design Guide states that consideration should be given to the ongoing maintenance of the street scene from the outset. The Good Design Guide sets out on page 6 that a Building for a Healthy Life Assessment will be expected as part of any application for a new residential scheme.

Given the planning history of the wider site and the Phase 2 Feasibility Site Plan, it is considered that, subject to the detailed design of the proposed dwellings, the scheme can be designed that meets the various requirements for good design.

Given the planning history it is not considered that a Landscape and Visual Impact Assessment is required.

With regard to the detailed design of the dwellings it is assumed that these will match those on phase 1. Should the thinking on detailed design have improved since the approval of phase 1 the LPA would look as favorably as it could on allowing such improvements to phase 1 as a non-material amendment to the reserved matters approval.

Impact upon Neighboring Residential Amenity

Key Policy Paragraph 135(f) of the NPPF requires planning policies and decisions to ensure that developments create places that are safe, inclusive, and accessible, which promote health and well-being, and a high standard of amenity for existing and future users.

Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.

The Good Design Guide requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.

The Good Design Guide recommends that a principal window to a habitable room should ideally be no less than 8m from the blank side of a single storey neighbouring property, rising to 14m for a two-storey property. In addition, the separation distance between two principal windows to habitable windows should be a minimum of 21m. In addition, the Good Design Guide also states, on page 34, that these separation distances are the minimum standards that are required

While every application will be assessed on its own merits depending on the individual characteristics of the site such as orientation, ground levels, window positions, garden size, and shape, it is considered that on greenfield site's there is no good reason why these separation distances should not be achieved. Any departure from these distances will require convincing justification.

The Residential Amenity of Neighbouring Properties

There are no existing residential properties immediately adjacent to the site with the only future neighbouring properties being those approved on the first phase of development. The submitted site layout shows sufficient distance to those properties.

The Residential Amenity of Future Occupiers of the Development

With regard to the proposals shown on the submitted site layout the necessary separation and interface distances appear to be achieved. It would assist if these distances are confirmed on the site layout submitted with the future application.

The Local Planning Authority will assess any forthcoming detailed application against the Nationally Described Space Standards (NDSS). Therefore, to assist the processing of the future application, the Applicant should demonstrate how the proposal is compliant with the NDSS within any forthcoming detailed submission.

To support the residential amenity of future occupiers of the scheme, one of the aims of Section 4 (New Residential Development) within The Good Design Guide is to ensure that new residential development exceeds the internal space standards set by the Nationally Described Space Standards (NDSS) (2015) wherever possible.

In accordance with Paragraph 10(c) of the NDSS, to provide one bed space, a single bedroom should have a floor area of at least 7.5sqm, and a width of at least 2.15m. In order to provide two bed spaces, a double or twin bedroom should have a floor area of at least 11.5m, and a width of 2.75m for the master bedroom, and a width of 2.55m for every other bedroom in accordance with Paragraphs 10(d) and (e) of the NDSS.

Garden sizes was a particular issue with the previous application. The Good Design Guide confirms that delivering well-designed internal and external amenity space is critical to quality of life of residents, as it provides the setting for day-to-day home life. Therefore, ensuring adequate space between and around buildings is recognised as a core component of residential amenity. To comply with the requirements of the Good Design Guide, two-bedroom houses should also provide a minimum of 60sqm of private outdoor amenity space with a minimum length of 7m. This requirement increases to 80sqm for properties within more than two-bedrooms. It will also assist the processing of the future application if these can be detailed within the application submission in some form.

Summary

In light of the above, it is considered that the proposed scheme as shown on the submitted site layout meets the Council's standards with regard to residential amenity subject to confirmation of detailed matters that are highlighted.

Highway Safety

No details of the development have been submitted as part of this pre-application enquiry, and therefore the proposal has been assessed on this basis.

Key Policy Paragraph 115(b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Paragraph 115(d) of the NPPF, any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Ultimately, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios in accordance with Paragraph 116 of the NPPF.

To support this, Policy DM17 of the SADMP states that development proposals need to demonstrate that there is not a significant adverse impact upon highway safety, and that the residual cumulative impacts of development on the transport network are not severe.

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)) (2024).

Site Access

Access to the site is proposed from Barton Road and through the first phase of development. Leicestershire County Council as the Local Highway Authority (LHA) have provided detailed advice that is attached with this response.

Given the wide grassed verge it is not considered that pedestrian access to Barton Road is required at any point on this site's frontage. It is noted though that the approved site layout for phase 1 showed pedestrian access on to Barton Road at the eastern boundary of the main area of open space that lies to the west of this site. Given that pavement does exist to the northern side of Barton Road at the south west corner of the main area of open space, where there is a disused bus stop, the applicant is asked to consider whether an access to Barton Road should be provided at this point rather than where it is currently shown on the approved phase 1 site layout.

It is considered that given desire lines there should be access to the area of open space close to the northern and southern boundaries as well as the main access shown extending from the main access road and entering the open space to the north of the equipped children's play area.

It is also advised that consideration be given to whether the site would benefit from a hoggin path, or similar, that links the open space around the attenuation pond to the southernmost access point into the main area of open space.

Internal Layout and Vehicle Parking Standards

The LHA advised that should the Applicant wish for the internal roads to be considered for adoption by Leicestershire County Council, the adopted section of road would need to be served by a minimum of six individual private driveway accesses for six dwellings. Further information can be found within Policy 5 of the LHDG.

Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off- street parking provision. Any reduction below minimum standards will require robust justification.

Table 28 (Residential Parking Standards) of the LHDG requires dwellings with up to three bedrooms should provide a minimum of two off-street parking spaces. This increases to a minimum of three off-street parking spaces for properties with four or more bedrooms.

The LHDG confirms that visitor parking is required for residential developments of more than 10 dwellings on a basis of 0.25 spaces per dwelling. In housing developments, this should be provided via suitable on-street parking provision.

The LHDG recommends that tandem parking layouts be avoided where possible. If more than two parking spaces are proposed in a tandem arrangement, only the first two will be counted towards the required minimum parking standards.

Figure 44 (Dimensions) of the LHDG requires minimum parking sizes to be 2.4m in width by 5.5m in depth, and an additional 0.5m in width is required the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side. This width increases to 1m if the parking space is bounded on both sides. Tandem parking spaces should be provided with a depth of 6m per space (i.e., a depth of 12m is required for two tandem parking spaces.)

In accordance with the Good Design Guide, where hardstanding is proposed at the front of a property, this should not constitute more than 50% of the total area.

The LHDG states that garages will not normally be counted as a parking space for the purpose of calculating parking provision for:

- The garage meets the minimum dimensions
- Planning conditions are imposed to control the use of the garage; or
- Restrictions are placed on converting the garage to a room that can be lived in.

In accordance with the LHDG single bay garages should have a minimum internal dimension of 3m in width by 6m in depth, with a minimum door width for 2.3m. This increases to 6m in width with a minimum door width of 4.2m for double garages. In accordance with the Good Design Guide, garages and car ports should generally be set back from the existing dwelling so as not to dominate the street scene

In summary, any forthcoming scheme should demonstrate that a scheme that has an internal layout and a sufficient provision of vehicle parking to comply with the Leicestershire Highway Design Guide.

Infrastructure and Development Contributions

Policy DM3 of the adopted SADMP requires development to contribute towards the provision and maintenance of necessary infrastructure to mitigate the impact of additional development on community services and facilities.

The provision of a 100% affordable scheme is welcomed and will need to be secured via a S106 Agreement that will need to include an appropriate cascade mechanism ensuring that the homes are provided first to people within the parishes of Barlest and Osbaston that are on the Council's Housing Register.

Policy 19 of the Core Strategy identifies standards for play and open space within the Borough. Developments should accord with this Policy and provide acceptable open space within the development, or if that is not possible contribute towards the provision and maintenance of open space off site.

The Open Space and Recreation Study 2016 updates these standards and identifies the costs for off-site and on-site contributions. In accordance with Table 3.2 of the Council's Open Space and Recreation Study (2016), developments of between five to ten dwellings should provide a Local Area for Play (LAP).

It is noted that phase 1 assumed a total development of 79 dwellings. With phase 2 now providing 28 dwellings that total has increased to 83 dwellings. The amount of open space required is therefore: The following on-site public open space provisions and maintenance contributions are therefore required:

- 1,394.4sq.m of Casual/Informal Play Space (with a maintenance contribution of £1,632.96.)
- 3,320sq.m of Accessible Natural Green Space (with a maintenance contribution of £47,144.00)
- 298.8sq.m of Equipped Children's Play Space (with a maintenance contribution of £52,469.28)

In addition the scheme will require an off-site contribution towards outdoor sports provision of £28,844.16, with a maintenance contribution of £13,704.96.

For clarity, Casual/ Informal Space relates to informal recreational spaces such as greens and pocket parks whereas Accessible Natural Green Space refers to publicly accessible woodlands, urban forestry, and/or grasslands. It will assist in the processing of the application if the revised open space requirements are clearly demonstrated on the submitted plans.

Given staffing levels the LPA is currently outsourcing legal work regarding S106 agreements. This will require the Applicant paying a fee directly to the solicitors upon completion, with the Council then being invoiced separately for the VAT. The Local Planning Authority can source quotes for these works, we normally approach three providers, or alternatively the Applicant can choose their preference, providing that the solicitor is part of East Midlands Lawshare (<https://emlawshare.co.uk/why-join-us/firms/>) for procurement purposes. Fee quotes received recently for similar S106s are £3,500 if the chosen solicitor drafts the Agreement or £3,000 if the applicant's solicitor does the drafting. In our experience the sooner a start is made on the S106 the better.

Conclusion

In conclusion, subject to satisfying the detailed points raised the proposals are welcomed and the 28 affordable dwellings, which comprise a 100% affordable scheme, attract significant weight in the planning balance in favour of the scheme and there are no significant harms caused that are considered to counter those benefits.

Documents and Fees Required Supporting a Planning Application

Based on the details of the pre-application request, the following information should be submitted when seeking planning permission:

- Full Application Form
- Ownership Certificates/ Notices
- Full Planning Application Fee (£17,780.00)
- Site Location Plan
- Topographical Survey
- Proposed Site Plan
- Proposed Floor Plans and Elevations
- Public Open Space Plan
- Contaminated Land Assessment
- Ecological Appraisal
- Biodiversity Net Gain Assessment (plus BNG Metric in Excel format)
- Flood Risk Assessment
- Design and Access Statement
- Heritage Impact Assessment
- Planning Statement
- Arboricultural Impact Assessment
- Building for a Healthy Life Assessment
- Preliminary Ecological Appraisal (PEA)

It is a requirement that all plans/elevations are drawn to a recognized scale and labelled accordingly. For further details in regard to the validation requirements for full planning permission and listed building consent submissions, a list of national and local requirements can be found under the 'Planning' pages on the Council's website.

4. Heritage

a) Heritage

There is a small amount of evidence of prehistoric activity recorded in the study area comprising Mesolithic to Bronze Age flint fragments recorded during field walking and evaluation and the findspot of a Bronze Age axe. There is no evidence to suggest that similar finds are present within the site. On this basis, the potential for significant archaeological remains of prehistoric date within the site is considered to be low.

There is a small amount of evidence of Romano-British activity recorded in the study area comprising a potential Roman field system identified during evaluation and a number of pottery sherds recorded during fieldwalking and evaluation. There is no evidence to suggest that similar finds or features are present within the site. Therefore, the potential for significant archaeological remains of Romano-British date is considered to be low.

The site lies to the west of Barlestone, which was established during the medieval period. The site was historically located in the parish of Osbaston, to the south, and most likely formed part of the agricultural hinterland to these settlements during the medieval period. The site is not considered likely to contain remains of medieval settlement and the potential for significant archaeological remains of medieval date is considered to be low.

The land within the site has been utilised as agricultural land since at least the mid-19th century onwards, and this has continued into the 21st century. Any below-ground remains of the building within the site, most likely an agricultural building, are not considered to be a heritage asset. Numerous buildings and structures were constructed in the post-medieval to modern landscape to the east and south of the site at Barlestone. Overall the potential for significant archaeological remains of post-medieval to modern date is considered to be low.

No designated heritage assets lie within or in the immediate vicinity of the site.

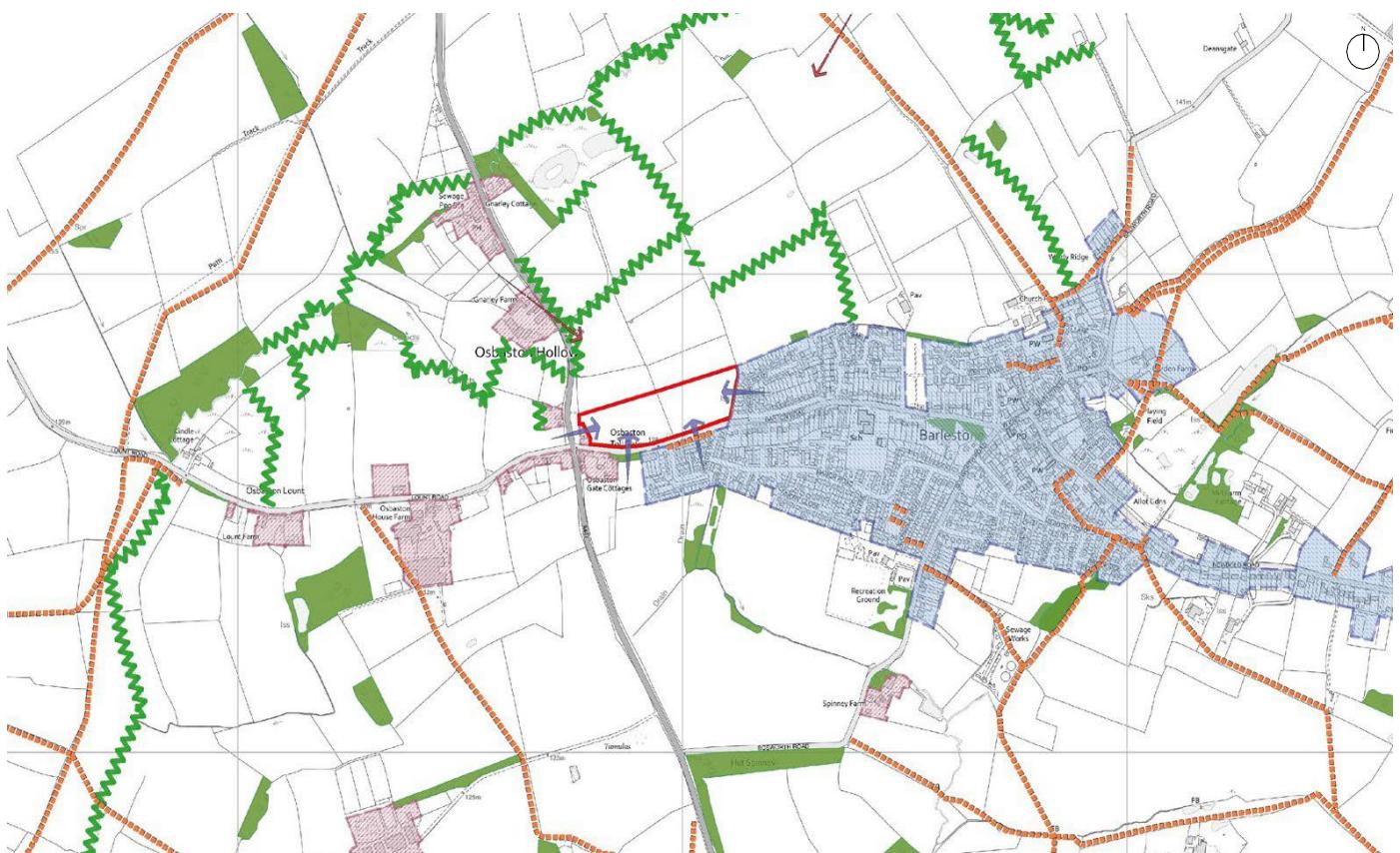
Following detailed assessment, the proposed development of the site would result in no harm to the heritage significance of the Grade II* Listed Church of All Saints, through changes to setting.

KEY

	Site Boundary
	Nailstone Conservation Area
	Grade II* Listed Building



Grade II Listed Building



5. Design Evolution

5.1. Layout and mix

As described above the site layout has been adapted from the original outline approved masterplan, and redesigned to respond to the 100% affordable housing mix proposed for the site.

The proposals for the full application seek to develop a portion of the site to provide 28no dwellings of the following mix to provide accommodation suitable for a range of occupants including families.

Housetype	Beds	Storey	No. of Plots	House Sqft	Total Square Footage
1B3P Bungalow	3	1	2	637	1274
2B4P House	2	2	8	850	6800
3B5P House	3	2	16	1001	16016
4B6P House	3	2	2	1140	2280
TOTAL			28		26350

1.2. Affordability

The proposed dwellings are proposed to be offered in excess of policy requirements, being offered as a 100% affordable housing development for the 28 dwellings of the reserved matters application.

1.3. Scale and massing

All dwellings are proposed to be either 1 or 2 storey in height, under a pitched roof. Dwellings are either arranged in pairs (semi detached) or in short terraces of 3no dwellings. Dwellings are separated by a mix of rear access pathways or side parking (driveways) serving either 1, 2 or 3 dwellings therefore having various widths. This creates a variety in the massing and distribution of dwellings across the site. This scale and massing of buildings is in keeping with the surrounding context and typical of such a residential development.

1.4. Appearance and materiality

The proposed dwellings have been designed specifically for this site, to provide corner turn dwellings where required and to create a strong sense of place. The proposed dwellings have a mix of red brick(s), timber effect cladding in two colours, under pan tile or interlocking concrete tile roofs, with white upvc windows.

Whilst relatively traditional in their style they avoid creating a pastiche of either the historic centre of Barlestoke, or the immediate context of mid 20th century design.

The typical elevation style is indicated below, with a simple palette of details and features used across the site to provide a cohesive development.



1.5. Access and car parking

The proposed site access was approved at outline planning stage and has been adhered to for this reserved matters application. The primary access route through the site has been designed to provide turning facilities for emergency vehicles and refuse vehicles, being to adoptable standards. The private drives (shared surface) are proposed to have a grasscrete link with bollards to provide emergency vehicle access to avoid the need for turning heads to these streets. Bin collection points are proposed to these private drives, in close proximity to the adopted highway.

Car parking is proposed to be a mix of frontage and side drives, depending on the position within the site, this reflects the local character. Where parking is located to the side of the dwellings it is set behind the building line, generally tandem in nature, this allows a strong frontage closer to the pavement, and breaks up long runs of parking. Frontage parking is limited to 4no spaces in any unbroken run, with soft landscaping and tree planting used between blocks of parking. Parking courts have been avoided.

1.6. **Landscape**

Please refer to the detailed landscape plans and maintenance strategy that support this application.

6. Building For a Healthy Life

1.7. **BFHL**

Building for a healthy life is a design code to help people improve the design of new and growing neighbourhoods. Taking each consideration in turn, this assesses the design proposals and assigns either green, amber or red award.

Red – stop and rethink

Amber – try and turn green

Green – go ahead.

Please refer to the supporting document ‘BARTON ROAD OSBASTON BFHL Appraisal’.

7. Conclusion

1.8. **Conclusion**

This design and access statement summarises the evolution of this reserved matters application, including the pre-application advice received. The scheme represents a high quality design, creating an attractive development integrated with the surrounding context.