

DT Developments

Leicester Rd, Barwell

Design & Access Statement

PROCESS.
PROFESSIONALISM.
PASSION.

www.haywardarchitects.co.uk

Jan 2025

23-115- DAS

Table of Contents

1. Preamble	2
2. Project Description	3
3. Context	4
Constraints	5
Character	6
Roadsides.....	7
4. The Proposal	8
Identity.....	8
Built Form	9
Movement.....	10

By Car	10
By Public Transport.....	10
Sustainable Travel Options	11
Nature.....	12
Public Spaces	12
Uses.....	13
Resources	13
Lifespan.....	13
Homes and Buildings	14
5. Access.....	16
6. Summary.....	16

1. Preamble

This Design & Access Statement has been prepared by Hayward Architects to accompany the submission for outline Planning approval for residential development for up to 28 new dwellings, including Access and Layout. All other matters are reserved.

This statement is additional material which describes how the proposed development responds to its setting, as is relevant to the planning process as described in the *National Design Guide* and is to be read in conjunction with the submitted drawings.

Please note that the applicant has appointed qualified and experienced architects to undertake the design of this development.

If the planning service should feel that the proposal is not compliant with national or local planning policies, please provide details of the specific policy and explain how this policy is being breached. This will enable the design team to co-ordinate a full and appropriate response which accommodates **all** of the factors which inform good design, alongside those which are pertinent to the planning system.

2. Project Description

The proposal site is located at the corner of Leicester Road and Shilton Road, Barwell.

It is currently classed as domestic garden space

Number 162 Shilton road is in the ownership of the applicant but is outside the application boundary and is to be retained, therefore is not included in this planning application.

One existing large, detached house is to be demolished (number 158 Shilton Rd)

The proposal seeks permission to build up to 28 new homes on this land with all associated infrastructure including roads and SUDS.

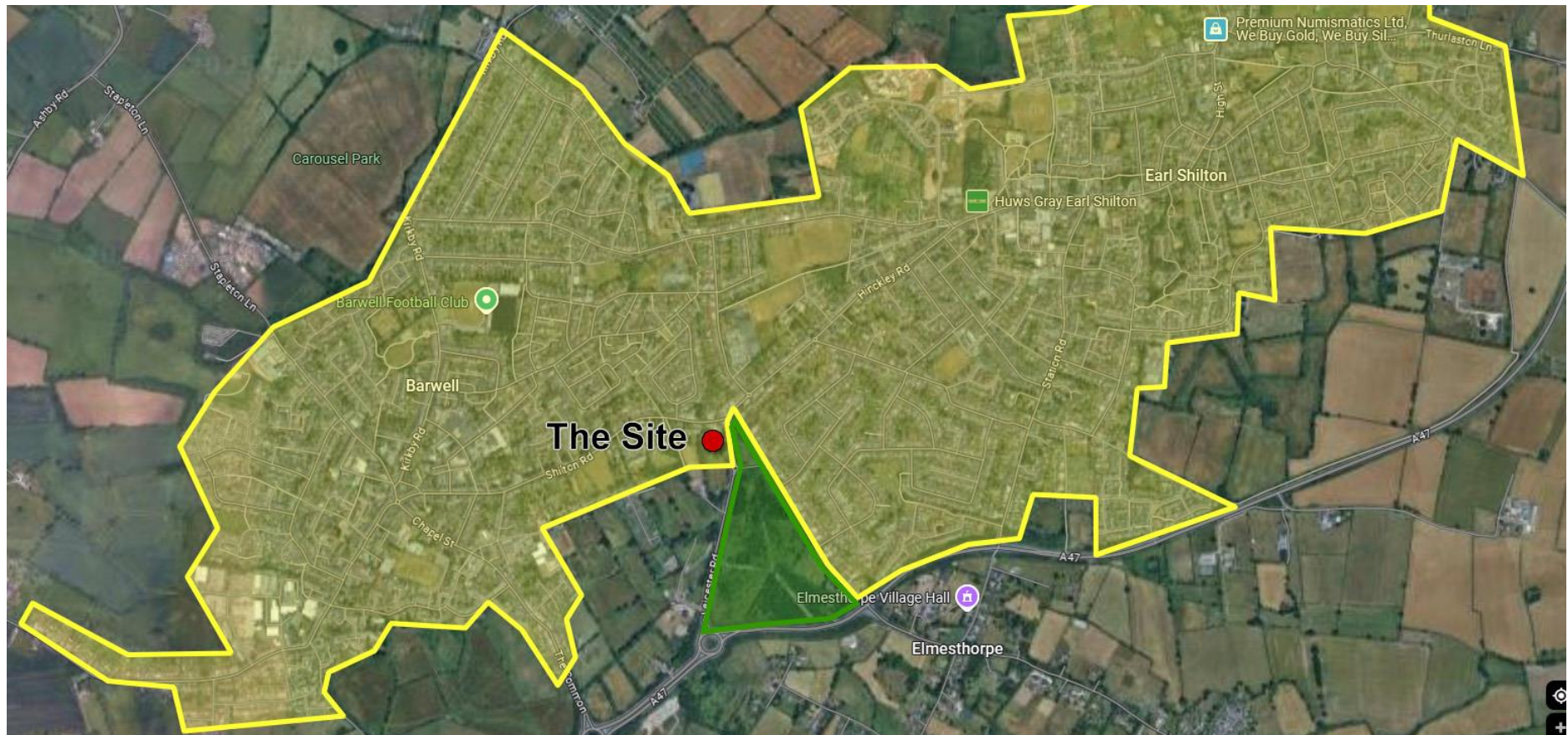
The Outline planning application includes Access and layout, with all other matters reserved.



3. Context

In terms of urban grain, the proposal site sits on the southern edge, in the centre of a merged settlement area. A green wedge exists to the east and south of the site which denotes the historic separation between the two settlements.

The location of the site within an established residential neighbourhood ensures that transport connections are good and that the everyday needs of future residents are already met.



Constraints

The site itself is bounded by roads to the north and east, with undeveloped land to the south and west.

Much of this undeveloped land is populated by trees and hedges and has a rural or agricultural nature

The road to the east of the site could present a noise nuisance. Speeds on peripheral roads are limited to 30 mph when passing the site and change to 40 mph further south.

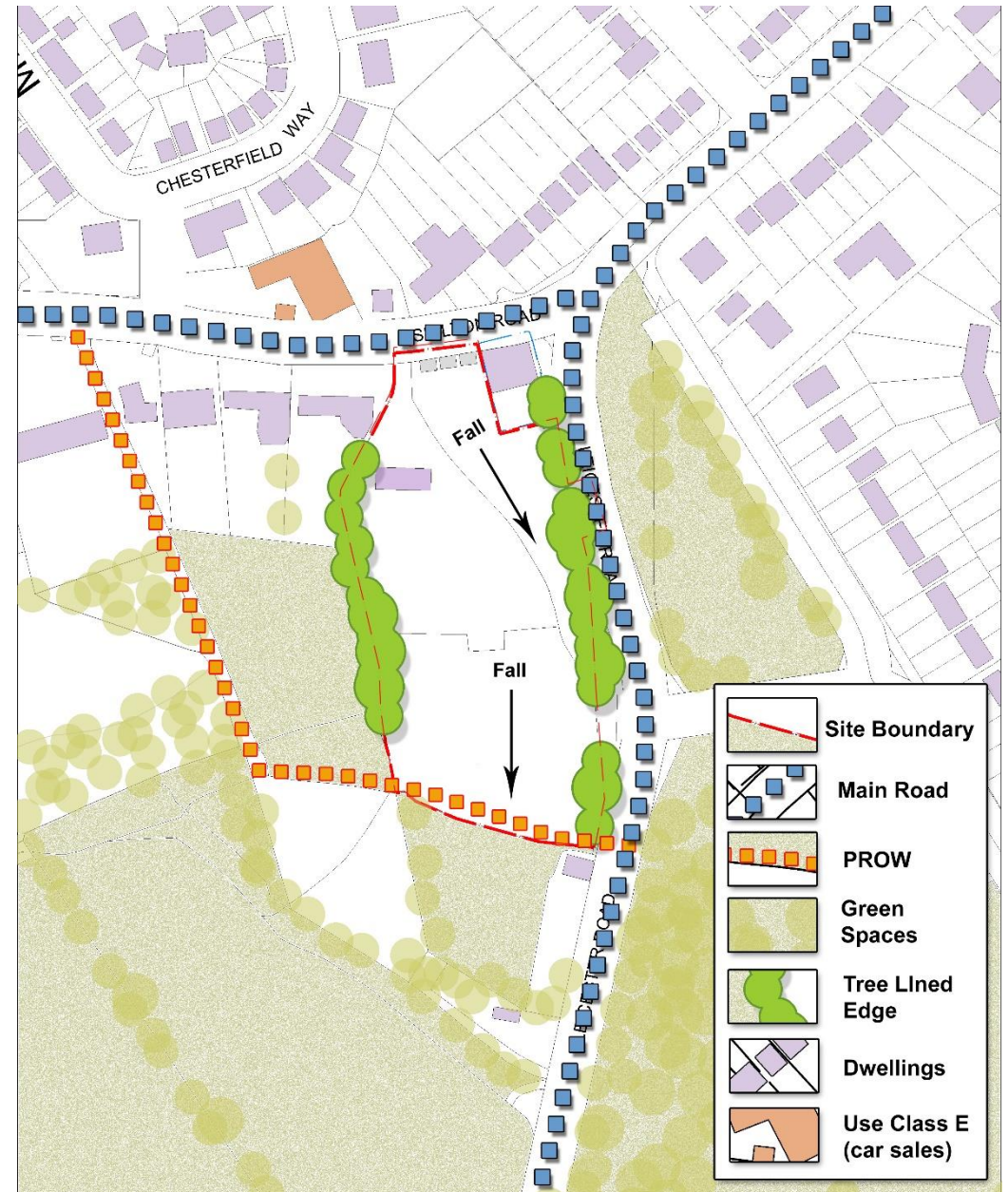
Beyond the north of the site is a densely populated residential settlement, with very few business premises interspersed.

Only 250 m from the Shilton rd/ Leicester rd junction is a primary school which is in very easy walking distance of the site.

To the southern end of the site is a Public Right of Way. This proposal presents an opportunity to improve this path by orientating dwellings to overlook the path, thus improving security through passive surveillance.

The boundaries to the east and west are composed of dense hedgerows with trees interspersed. These are in keeping with the general character of the main roads in the area and screen development from passers by.

Any new development should strive to retain them.



Character

Both Barwell and Earl Shilton have a generally suburban character. They are of mixed ages but chiefly 20th century and architecturally unremarkable. There is no discernable local vernacular style

Houses closest to the site are almost entirely of two or two and a half storey and a mixture of detached and semi detached.

The larger houses tend to be sited along the main roads and have large front and back gardens.

Smaller houses are concentrated in the middle of development clusters and are of unremarkable appearance.

Parking is off street on individual driveways. Garages are often present but their use is unknown.

Front boundaries are a mixture of walls, fences and railings and generally about 900 mm high.

There is no identifiable visual or architectural character to the settlement



There are a small number of listed buildings in Barwell and Earl Shilton, all of which are more than 1km from the proposal site.

The Barwell water tower is a recognizable local landmark which sits approx.. 200m west of the site but cannot be seen from it. There are no opportunities to create or enhance views of the water tower.

Roadsides

A notable feature of the area is the presence of vegetated boundaries with wide grass verges to the main roads. This gives them a rural feel despite their traffic levels and urban setting



4. The Proposal

This proposal seeks approval for up to 28 new homes plus associated infrastructure.

The application is for Outline permission and therefore the houses themselves have not yet been designed. This makes it impossible to send in any elevations, street views or 3D models of the proposal.

The proposed homes will all be of 2 – 2.5 storeys and will include a mix which accords with current Planning Policy Guidance. 20% of the homes will be offered with affordable tenures

All dwellings will have dedicated off street parking in accordance with Local guidelines, giving 2 or 3 spaces per home. Cycles and other vehicles will be stored in garages or back gardens

Identity

The aesthetic identity of the proposed development will be left in abeyance until reserved matters are submitted.

There is no dominant architectural style in the area which could be enhanced which leaves the new development free to create a new aesthetic style which is forward looking and speaks of its own time, whilst still being respectful of its setting.

There is, however, a predominant massing pattern in the locale. Houses which front the main roads are large, detached and well set back from the highways whereas dwellings towards the centre of the development clusters tend to be smaller and more compact in their setting.

This pattern is replicated in the site layout design.



Built Form

It is important that the planning system allows best use to be made of available land, so that the open countryside is not unduly over-burdened by the need for more houses. This development has a developable site area of 0.85 ha. The proposal of 28 new dwellings represents a DPH rate of 35, which is entirely appropriate for an edge of settlement location.

Local patterns show predominantly 2 storey dwellings but the site could comfortably accommodate a small number of 2 ½ storey homes too without detriment. These could be employed to provide interest to the roof scape

Building materials in Barwell are generally limited to the 20th century palette with examples of various brick colours, all finishes and shades of render and mainly concrete roof tiles.

White U-PVC windows and doors are the norm and roof pitches generally quite low.



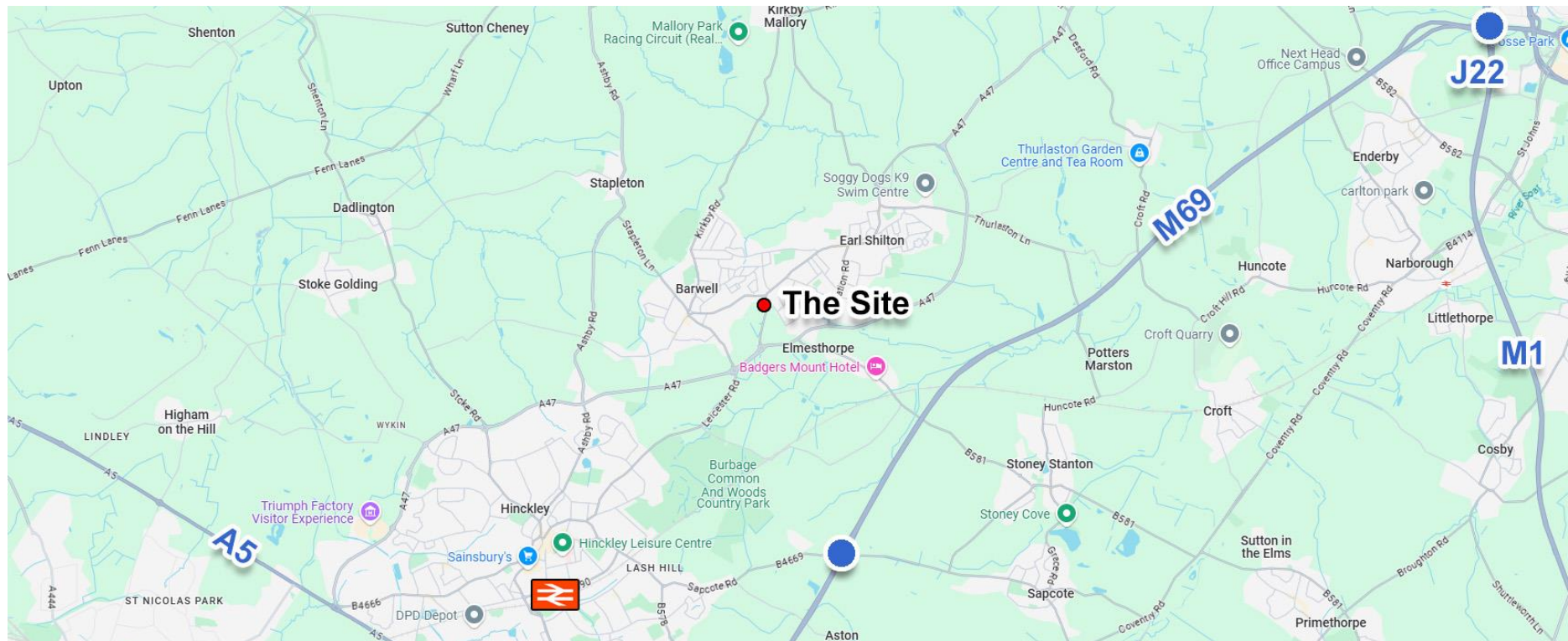
Movement

By Car

The motorway system can be accessed via M69 which is approximately 7 ½ km away or the M1 which is approx.. 12k m away.

By Public Transport

The nearest railway station is Hinckley, which is on the cross country Birmingham to Peterborough line. The 35 min journey to Birmingham provides connections with the entire country



Bus Routes 148 (Stagecoach) and 158 (arriva) both run a regular service along Shilton road which connects Leicester city centre to Nuneaton. Both Leicester and Nuneaton are well connected by public transport to a wider range of cities

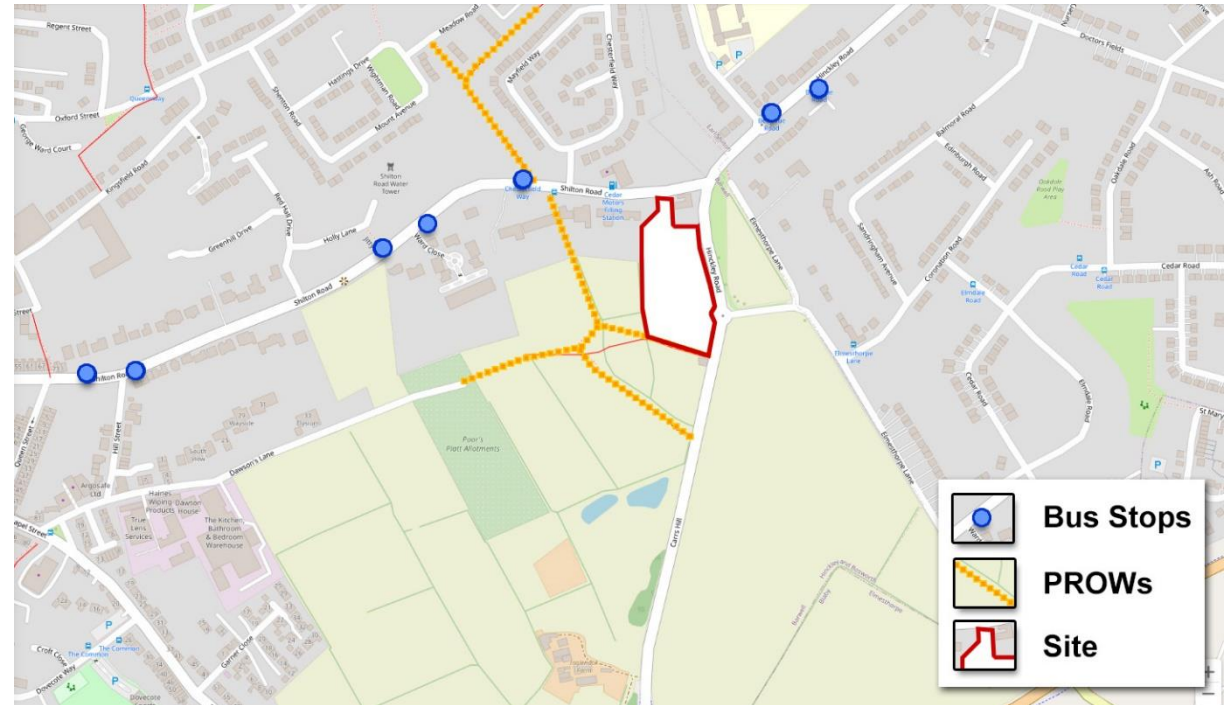
These existing modes of transport mean that the site is already well connected for residential development without the need for any major infrastructure improvements.

Sustainable Travel Options

The site contains an existing Public Right Of Way (PROW) along its southern boundary. This connects the site to the primary school to the north and most of the way to the secondary school, giving safe and sustainable travel options to families with school aged children.

Both Leicester rd and Shilton road already benefit from pedestrian only pavements.

There do not appear to be any cycle routes in Barwell, although the A47 does have a dedicated cycle lane



Nature

There is sufficient space on the site to provide a SUDS drainage system, most likely in the form of a balancing pond which will be situated towards the southern end of the site (the lowest point) This will also provide a soft transition between development and the open fields to the south.

Detailed drainage design is to be a reserved matter

An ecological investigation has already taken place to assess the site's suitability for development.
No protected species were found nor any flora of high value.

There are numerous trees on the site, most of which are garden trees and of limited arboricultural interest.
The trees and hedges to the east and western boundaries, however, do contribute to the site's ability to sit well in its setting by continuing the slightly rural feel of the main roads. These are to be retained.

Trees to the centre of the site need to be removed to allow for legible development to take place. These are all domestic garden trees and of no arboricultural interest.

Public Spaces

The local authority POS calculation requests an area of : 2,766 m² be allowed for 28 houses which should comprise of: Equipped Play, Informal play and Natural green spaces. The proposed site layout offers over 3,000m² of POS space and therefore exceeds the required provision.

Landscape design is to be a reserved matter

On Site POS			
	Provision per dwelling (2.4 people per dwelling)	Number of dwellings	Sqm to be provided
Equipped Children's Play Space	3.6	28	100.8
Casual/Informal Play Spaces	16.8	28	470.4
Outdoor Sports Provision	38.4	28	1075.2
Accessibility Natural Green Space	40	28	1120
			2766.4

Uses

The residential nature of the surrounding development demonstrates that this site is suitable for residential use. Excellent transport connections already in place support this further, offering a sustainable location for development.

The proposal offers a good mix of homes from 1 bed flats up to 4 bed detached houses.
20% of all new homes will be Affordable, in compliance with the local authority's current requirement
These homes will not be visually distinct from the homes in private ownership and are proposed in a small cluster for ease of management

Resources

Materials will be confirmed at design stage as a reserved matter.
Details of energy efficiency measures will be confirmed at design stage as a reserved matter.
A Balancing pond is proposed which will supply the entire site with sustainable storm water drainage.
The site is not in a flood zone.

Lifespan

The site layout has been carefully designed to make the best use of open spaces and to ensure their continued value.
Keeping the POS connected makes it easier to manage and to surveille as well as making it a more useable space for residents.
A regular maintenance schedule will be agreed for all POS areas

The mix of sizes and tenures on the site offers suitable accommodation for all ages from cradle to grave.

All dwellings and infrastructure will be constructed to a high standard, in compliance with all technical regulations, so ensure longevity of service.

Homes and Buildings

The demolition of an existing house (number 158) is necessary to allow for development.

Larger, detached homes are proposed along Shilton road which are well set back from the highway. These continue the vernacular building pattern and sit well in their setting.

Trees and hedges are retained to the eastern and western boundaries to give the development a semi-rural character, in keeping with the wider setting of the site.

Larger homes are proposed behind these trees, orientated towards Leicester road along the eastern boundary. This will create glimpses through the trees to hint at the development beyond. A view which will change throughout the seasons.

This sense of curiosity serves to give the development a particular character and provides a gentle transition between the more open setting to the south and the suburban built form to the north.

Other dwellings are orientated to overlook the existing PROW along the southern boundary.

This gives security through passive surveillance to walkers and an active frontage to its edge.



A new footpath is proposed which will run north to south, adjacent to the eastern boundary. This will give access to the front door of plot 28 and connect the site access with the LEAP area and the PROW.

All internal roads are overlooked by active frontages with no blind spots to invite crime.

The internal roads are of sufficient design to allow access for refuse trucks and fire tenders, in line with all current regulations.

It is anticipated all refuse and recycling bins and cycles will be kept in the private rear gardens and can be delivered to the side of adopted roads for collection.

The existing access to the PROW, from Leicester Rd



The existing vegetated eastern boundary along Leicester Rd



5. Access

The proposed site access is from Leicester Road. Please see engineer's design and transport statement for details.

6. Summary

- This proposal offers the opportunity to add 28 no. dwellings to the housing stock of a popular settlement. This is a valuable contribution towards the 5 year land supply
- The layout accords with Secured by design principles and offers passive surveillance throughout.
- Principles of good urban design are incorporated such as maximum active frontages and end-stopping all vistas.
- Furthermore, the visual impact of the site has been carefully considered, offering glimpses through vegetation, variable roof scape and contextually appropriate built form.
- Existing services and major infrastructure are already in place including a primary school, therefore no major public works are required
- The site is able to accommodate a safe site access junction from a major road
- The proposal complies with all relevant local planning policies and guidelines
- Sustainable drainage is offered along with generous public open space



HAYWARD

architects

Call: 01455 635665

Email: mail@haywardarchitects.co.uk

www.haywardarchitects.co.uk

Hayward Architects Limited

19 Station Road,
Hinckley
Leicestershire
LE10 1AW

Directors:

Zoe L Massey BA(Hons) DiPArch

Lee J Ward MCIAT IMAPS

Registered office: Edward House, Grange Business Park, Whetstone,
Leicester, LE8 6EP. Company registration No 3396 69937