



# HUNTS LANE, DESFORD

## DESIGN AND ACCESS STATEMENT



# 1 INTRODUCTION

nineteen47 have been instructed by Peveril Homes to prepare this Design and Access Statement in support of an outline application for the construction of up to 75 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Hunts Lane).

This statement focuses on explaining the design process that has been followed during the formulation of these proposals for a place with a sense of identity and which brings wider benefits to the local area. This report summarises the key technical considerations and design parameters that have shaped the proposals, but for specific details please refer to the relevant technical reports.



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# 2

# PLANNING POLICY

# 2 PLANNING POLICY

Full consideration of the national planning policy context is set out in the submitted Planning Statement, but the below is a succinct summary focused specifically on design and access matters.

## The National Planning Policy Framework 2024

The National Planning Policy Framework (NPPF) outlines the Government's planning policies for England. The 'presumption in favour of sustainable development' is at the heart of the document. The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

Section 12 of the NPPF specifically addresses the matter of well designed places. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

**Paragraph 124** of the Framework states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 129 with reference to density, states that Planning policies and decisions should support development that makes efficient use of land.

Paragraph 135 states that planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

**Paragraph 136** states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

## Planning Practice Guidance

Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development;
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

## National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are: -

1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social, and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy, and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.

## Building for a Healthy Life

Building for a Healthy Life is the latest edition of – and new name for - Building for Life 12. The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.



10 Design Characteristics



## The Local Planning Policy and Guidance Context

As with the national picture, full consideration of the local planning policy context is set out in the submitted Planning Statement, but the below is a succinct summary focused specifically on design and access matters.

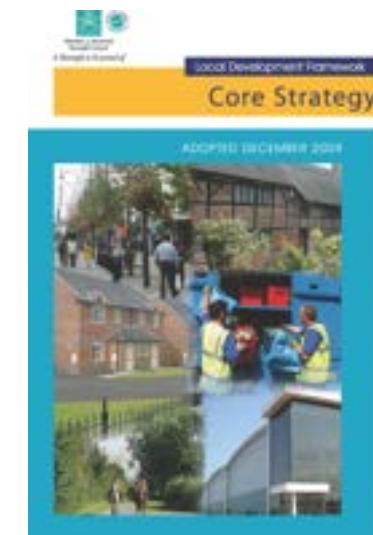
Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. For this application, the Development Plan comprises the Hinckley and Bosworth Core Strategy (2009), the Site Allocations and Development Management Policies DPD (2016), the Desford Neighbourhood Plan (2021), and Supplementary Planning Documents.

The site is located adjacent to Desford's settlement boundary, within the open countryside. Policy 8 of the Core Strategy identifies Desford as a Key Rural Centre Relating to Leicester, by virtue of its proximity to the Leicester Principal Urban Area and which highlights its sustainability as a village with the necessary infrastructure to support growth.

The Core Strategy is over five years old and has not been reviewed in accordance with national policy, making its strategic housing policies most important for the determination of this application out-of-date. Hinckley and Bosworth can currently demonstrate only a 3.47-year housing land supply, and as a

result, the tilted balance in Paragraph 11(d) of the NPPF applies, meaning planning permission should be granted unless adverse impacts significantly and demonstrably outweigh the benefits.

The constraints-led masterplanning process undertaken in the preparation of this scheme, along with the suite of technical surveys and reports submitted with this application, seek to ensure that the development can be delivered with acceptable mitigation of arising impacts, which are outweighed by the benefits of the scheme, including the significant weight that should be attributed to the provision of much-needed new housing.



Hinckley and Bosworth Core Strategy 2006 - 2026

## Relevant Supplementary Planning Documents

### Good Design Guide (SPD) 2020

This document is intended to inform every stage of design development. With the easy to understand action points at every stage, it is intended to shape and inform all planning applications within Hinckley and Bosworth Borough.

The SPD does the following:

1. Provides details of the design development and planning application process, including clearly setting what will be required of applicants.
2. Provides Borough-wide, strategic urban design principles that all development should seek to reflect, together with introducing the key components of development as a means of describing design and highlighting how good design can mitigate potential impacts on climate change.
3. Provides place-specific understanding and principles that reflects the Borough's rich local identity.
4. Provides use-specific design principles on key development types: new and existing residential developments.



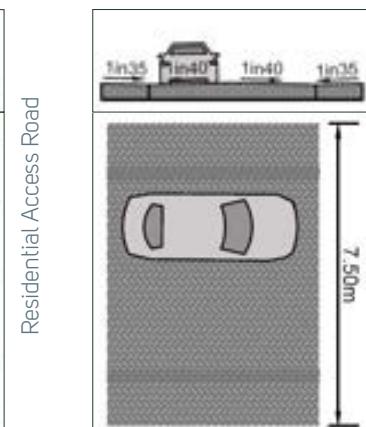
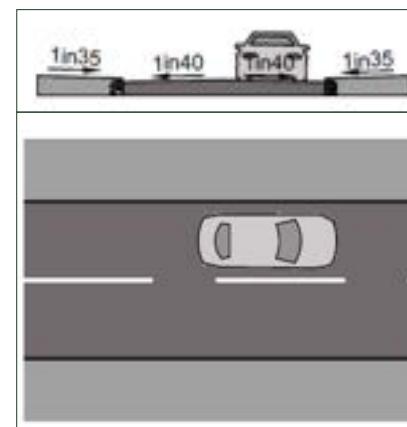
Figure 1: Process Diagram.  
From Good Design Guide (SPD) 2020

### Leicestershire Highway Design Guide

The Design Layouts section of the LHDG is intended to help developers to design safe and accessible layouts for all highway users.

For the purposes of the LHDG the main internal road typologies commonly used within development in Leicestershire are:

- Major Residential Access Road
- Residential Access Road
- Shared Surface Residential Accesses







# 3

## UNDERSTANDING THE PLACE

# 3 UNDERSTANDING THE PLACE

## Contextual Background

The site is situated in the north western part of Desford, which is roughly 6 miles (10km) west of Leicester.



## Local Character

The historic centre of Desford focused around Main Street, High Street and Newbold Road is now defined as a Conservation Area. The Conservation Areas Appraisal states that the “principle building material in the conservation area is brick. With the exception of St Martin’s Church, stone is restricted to the plinths of buildings and some boundary walls. In a number of instances the brick walls have been finished in rendering which appears in recent times to have been used to cover disguise or protect poorer quality brickwork.”

The appraisal also states that “The roofs of several older buildings are covered in swithland slate... [and] There is also widespread use of Welsh Slate.” With regard to boundary treatments in the Conservation

Area, the appraisal states that “The village has numerous brick boundary walls with blue saddleback copings which terminate at openings with brick piers and slate copings. They provide a strong sense of enclosure, channel views and provide a distinct local identity.”

Outside of the historic core, the village has grown mainly through the addition of residential development. Buildings are experienced that can be identified from various periods across the twentieth century. Opposite the site to the south, recently completed residential development delivers buildings of a traditional style and uses materials that compliment those identified in the Conservation Area Appraisal of the older part of the settlement.



## Movement and Connectivity

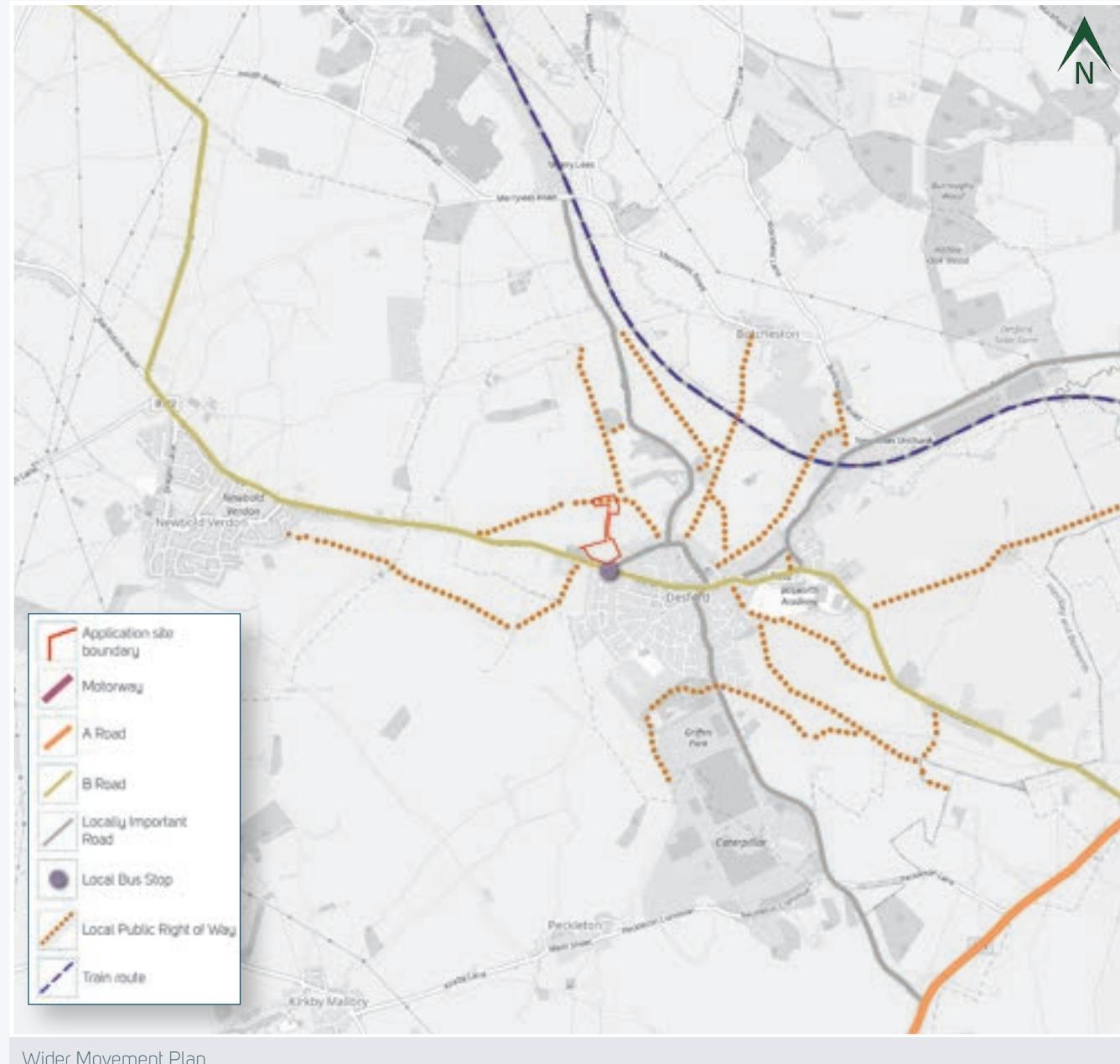
Desford is well connected to its surrounding area, offering a range of transport options for residents.

Leicester Lane runs out of the village to the south-east, linking directly to the A47. This major route provides access to Kirby Muxloe, New Luffesthorpe and Leicester, and ultimately connects to the M1 motorway.

The village is served by several local bus routes, offering links to Leicester and nearby towns. Most services run into Leicester, giving residents convenient access to key transport hubs such as Leicester Bus Station and Leicester Railway Station.

Although Desford does not have its own railway station, nearby stations at Leicester, Narborough and Hinckley provide good rail connections. Leicester Railway Station in particular offers frequent services to major cities including London, Birmingham and Nottingham, making longer-distance travel straightforward.

Within the village, most amenities, such as shops, pubs and schools are within easy walking distance. Desford is also surrounded by a network of public rights of way, including R90 PRoW on the northern boundary, giving residents plenty of opportunities to enjoy the local countryside.



## Services and Facilities

Desford provides a range of services and facilities that support both residents and those who work in the village

**Shopping:** The village includes a good selection of shops, such as two Co-Op stores, a pharmacy, hair and beauty salons, and a convenience store with a Post Office.

**Education:** Educational facilities include Desford Community Primary School for younger students and Bosworth Academy secondary school.

**Healthcare:** The village is served by a medical centre, ensuring residents have access to essential healthcare services.

In addition, strong links to Leicester give residents easy access to the wider range of leisure, entertainment and shopping options found in the city centre.



## The Site

The planning application is supported by a suite of detailed technical assessments covering topics such as Landscape and Visual Impact, Heritage, Ecology, Drainage, Transport, Flood Risk and Arboriculture. The outcomes and recommendations of this work, whilst not expressly referred to in this DAS, have informed a wide-ranging understanding of the site and its context. The following pages present this knowledge as a high-level summary using non-technical language and graphics wherever possible.

### Site Description

The site is located in the north western side of Desford, north of Hunts Lane. The southern boundary is formed by hedgerow that separates the site from Hunts Lane. A section of the southern boundary has open post-and-rail fencing around the cemetery car parking to the west, a gap in the hedgerow near the centre, and an access point for agricultural vehicles at the eastern corner adjoining Newbold Road. The northern boundary of the field containing the site is defined by a ditch, whilst the western and eastern boundaries are enclosed by mature hedgerows and trees. Neighbouring the western boundary is Desford cemetery.

The context study has been supported by a detailed analysis of the landscape and visual setting of the Site as set out in the LVIA. This has considered the historic context of the wider field that was previously subdivided into smaller enclosures, since lost to intensive farming practices.



View of the southern boundary from within the site.



View of the full site from south of the site.



View towards the southwest of the site from the north eastern corner.

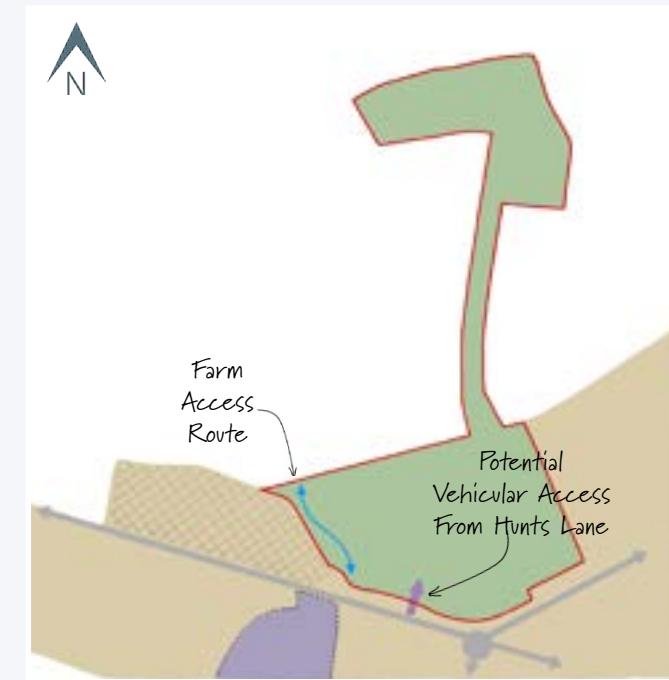
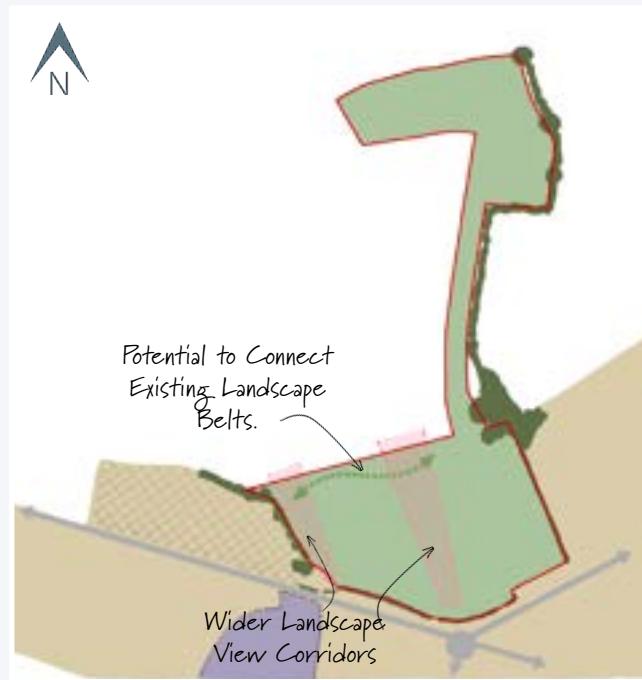
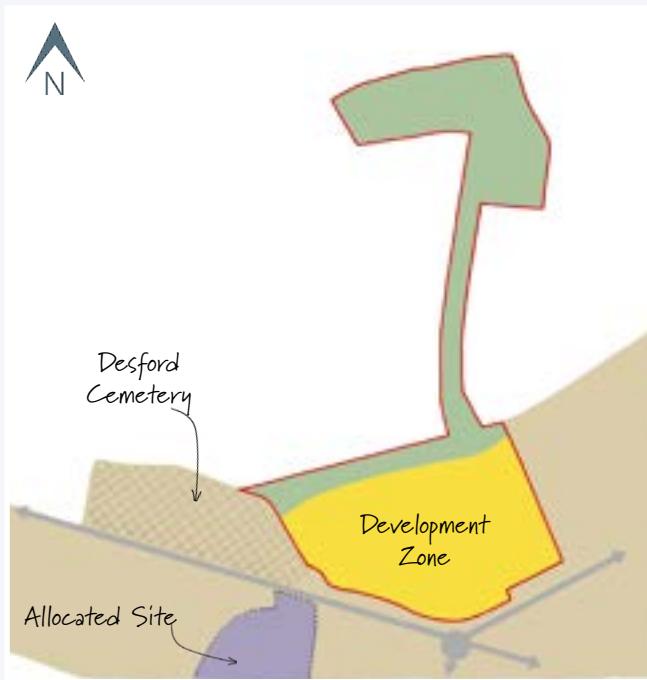


View from the northern field boundary looking back up towards the site beyond the ridge-line.



View along Hunts Lane overlooking Desford cemetery.

## Design Parameters



### Land Uses and Edges

To the south and east is the existing urban extent of Desford. West is Desford cemetery, and north of the site is open countryside.

Residential development should replicate this, keeping developable areas towards the urban edge, and not to encroach further into the countryside.

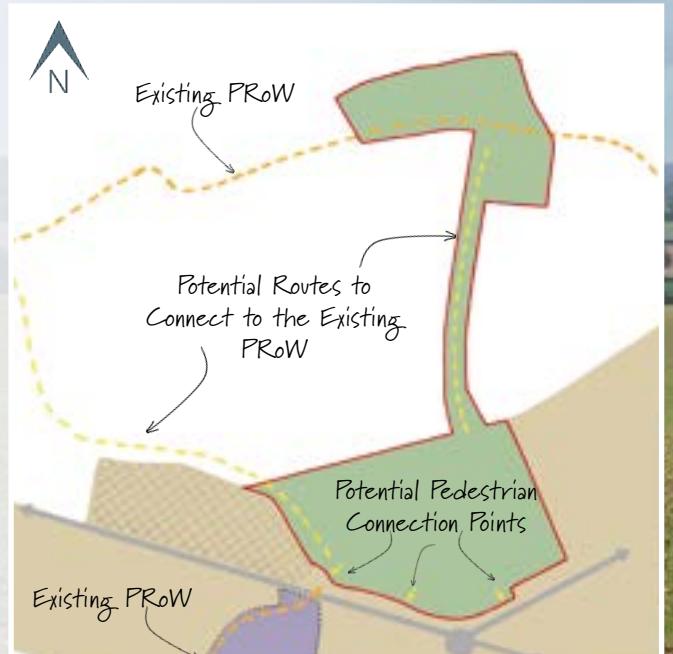
### Landscape

A key recommendation of the LVA is that views out of the settlement should be retained through the development zone. The LVA also recommends that the existing landscaped edge to the settlement could be connected across the northern boundary of the site to soften the impact of development on long-range views toward the settlement from the north.

### Access

Farming access to the site is currently gained via a gate in the south-western corner of the site. This should be retained by development proposals along with a farm access route to the land further north.

Vehicular access is anticipated to be taken to the site from Hunts Lane



## Permeability

Public Right of Way Footpath R90 crosses the fields to the north of the site and opportunities to provide connections to it from/through the site should be considered.

## Drainage

The land gently falls from Hunts Lane toward the north, with gradients steepening after a ridgeline along the northern boundary. A ditch exists beyond the PRoW footpath in the north, providing an opportunity to gain an outfall for a sustainable surface water drainage strategy.

## Design Concepts

celebrate the heritage assets  
create a primary route which visually connects  
Sitwell House & Swinden House  
create a focal point/heart to the scheme around  
Swinden House and design a layout that pushes  
all residents through the space  
respond to the walled garden with a 'red brick'  
character, respecting historic patterns.  
create an attractive, tree lined walking &  
cycle route through the scheme using the existing  
trees across the site with very  
minimal (low value) and  
and extend the

Assisted housing  
Swinden character  
for 100 houses  
150 residents

clad aspect apartments  
to face Beaconsfield  
access and front the  
tree lined pedestrianised  
route.

pedestrianise the cycle  
route.

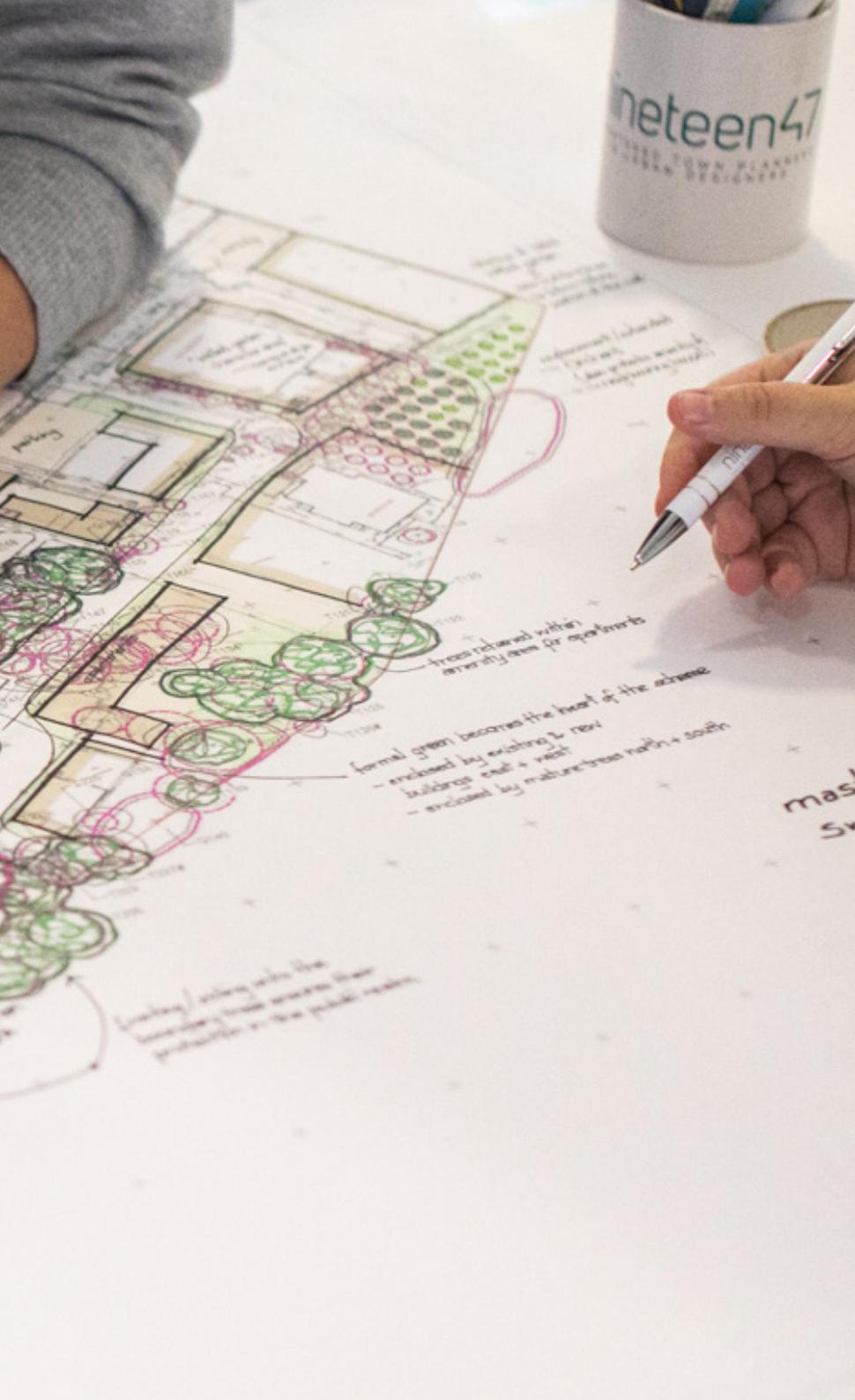
the body of site  
interiority  
exteriority

exteriority

cycle route  
pedestrianise

Assisted housing  
Swinden character  
for 100 houses  
150 residents

Assisted housing  
Swinden character  
for 100 houses  
150 residents



# 4

# DESIGN EVOLUTION

# 4 DESIGN EVOLUTION

The Design Parameters presented in the previous section of this document were the starting point from which the design concept evolved. It has been informed by the constraints and opportunities of the site and its context, which are summarised below.

## Opportunities & Constraints

1. Potential for vehicular access from Hunts Lane;
2. Potential for pedestrian connections from the development zone to Hunts Land and Newbold Road;
3. Potential pedestrian links to the existing Public Right of Way;
4. Opportunity to define an outward-facing development zone boundary with space between buildings to create a "crumby edge";
5. Low point adjacent to ditch offering a potential location for a surface water attenuation feature
6. The rear and side garden areas of an existing dwelling that fronts Newbold Road defines part of the boundary of the site. Consideration should be given to the protection of the amenity of this dwelling;
7. Desford cemetery;
8. Retained farmers access from car park to the field north of the site boundary;
9. Consider the setting of the adjacent cemetery; a development zone offset could help to protect the tranquillity of this area;
10. Potential for wider landscape view corridor through the site;
11. Existing Public Right of Way (R90)
12. Steeper gradients down to a ditch to the north, beyond the site boundary;
13. Potential for planting along the northern boundary to connect existing tree belts to the east and west.





View along Hunts Lane toward the centre of Desford, with the site to the left.



Image of existing farm access into the site.



View of the site frontage onto the roundabout forming the junction of Hunts Lane/Manor Road with Newbold Road and Lockeymead Drive

## Concept Plan

The understanding of the site and its context gained during the assessment work that has taken place shaped an initial "Design Concept". The key elements of this approach to setting out residential development on the site are;

- Retention of existing perimeter trees and hedgerows;
- Areas of additional planting towards the north to reduce visual impact from long distanced views;
- Streets and paths that form a legible movement network throughout the site;
- A central nodal space, creating heart to the site;
- View corridor through the centre and west of the site;
- Potential points of connection for the farm access;
- Proposed vehicle access point from Hunts Lane;
- Potential pedestrian movement through the central view corridor and around the site.



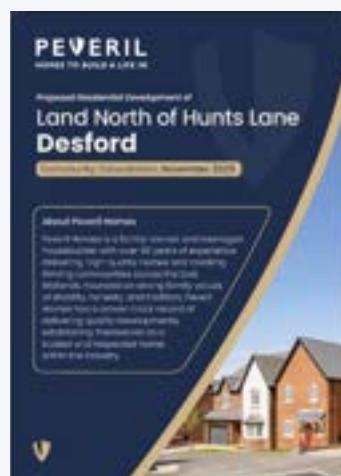
Concept Plan

## Public Consultation

The Concept evolved and was then used as part of a public consultation that consisted of a 2-week leaflet and online consultation. A detailed statement is submitted that explains the consultation event and addresses specific points raised.

In summary, the consultation with local residents has highlighted a range of concerns relating to highways and access, infrastructure capacity, overdevelopment, landscape impacts, loss of agricultural land, ecological effects, and flood risk.

The feedback received has provided valuable insight into the community's priorities and has helped Peveril Homes to gain a clearer understanding of the key issues associated with the development proposals. In summary, the consultation with local residents has highlighted a range of concerns relating to highways and access, infrastructure capacity, overdevelopment, landscape impacts, loss of agricultural land, ecological effects, and flood risk.







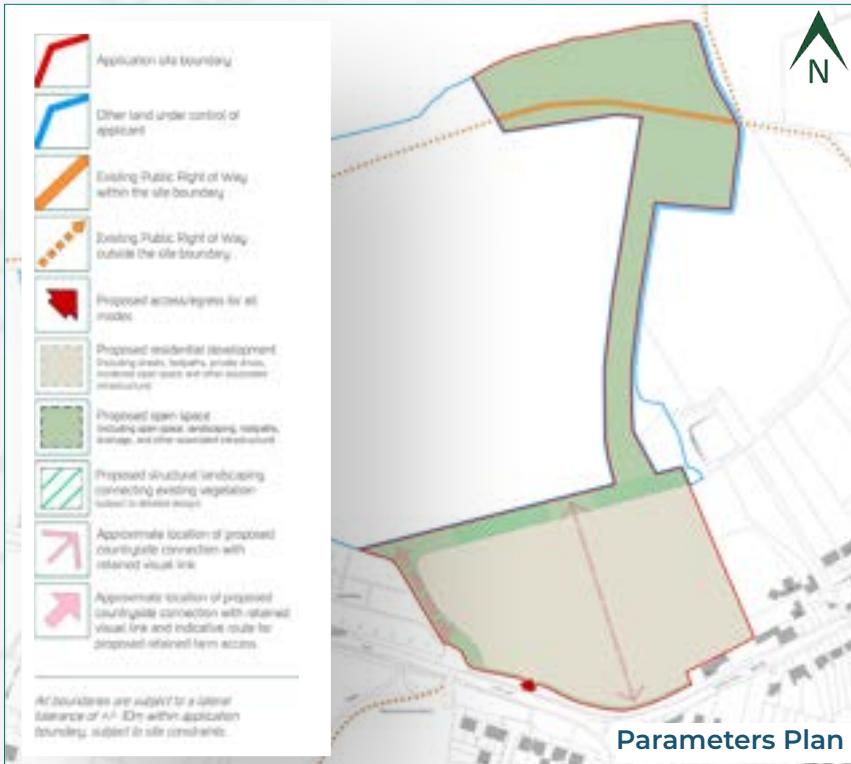
# 5

# DESIGN PROPOSALS

# 5 DESIGN PROPOSALS

A Parameter Plan is submitted for approval, which gives a degree of certainty and control over how future reserved matters submissions come forward. An Illustrative Masterplan has also been prepared that accords with the Parameter Plan and is presented in this document to show one way in which development could come forward.

The Illustrative Masterplan is not however, intended to become an approved plan.



## Use and Amount

### Gross Site Area (GSA)

The red-lined application site boundary measures 4.90ha.

### Residential

The Parameter Plan defines a development area that is capable of accommodating up to 75 dwellings. The mix of home size and tenure will be defined at detailed design stage, but should 75 homes be delivered the development density would be 33 dwellings per hectare.

### Open Space

The Parameter Plan also defines areas of green space that could accommodate retained and proposed vegetation and planting, features of a sustainable surface water drainage strategy, new areas of open space, children's play and areas of biodiversity enhancement. The quantum of open space proposed exceeds that of policy requirements.

As is explained over the following pages, off-site landscaping measures are also proposed within the adjacent land that is identified with a blue-lined boundary, including the potential for pedestrian connectivity between Hunts Lane and the PRoW footpath to the north.





# Landscape

## Landscape Strategy

A Landscape and Visual Impact Assessment (LVIA) of the proposed development has been prepared by Golby & Luck, and is submitted in support of the application.

The proposed scheme includes landscaping and ecological enhancement works within the application boundary, together with off-site landscaping measures delivered as part of a wider landscape strategy on land within the Applicant's control ('the off-site landscaping measures').



Landscape Strategy Masterplan

# Key Principles

The key elements of the layout structure and distribution of uses across the site are a result of the analysis of the site and its context presented in Sections 2 and 3, of the input received through the consultation that is explained in Section 4 and also by the design concept the evolved across that period. The Parameter Plan sets out acceptable limits to development that accord with this and the Illustrative Masterplan shows one way in which development could be set out to achieve more detailed elements.

## *Historic field pattern*

New hedgerows are proposed to reflect the historic field pattern and contribute to habitat restoration while maintaining agricultural function.



## *Landscaped edge*

Proposed new woodland planting will form a robust visual buffer to development and connect vegetation cover at the settlement edge.





### *Outward facing edge*

An outward facing scheme, creating a definitive edge to the settlement, whilst maintaining safe and secure perimeter blocks.



### *An arrival space*

An arrival space in the centre of the scheme, creating a legible space within the development as you arrive.



### *Wider landscape views*

View corridors through the site, creates visual links with the countryside and offer greater opportunities for new panoramic views beyond.



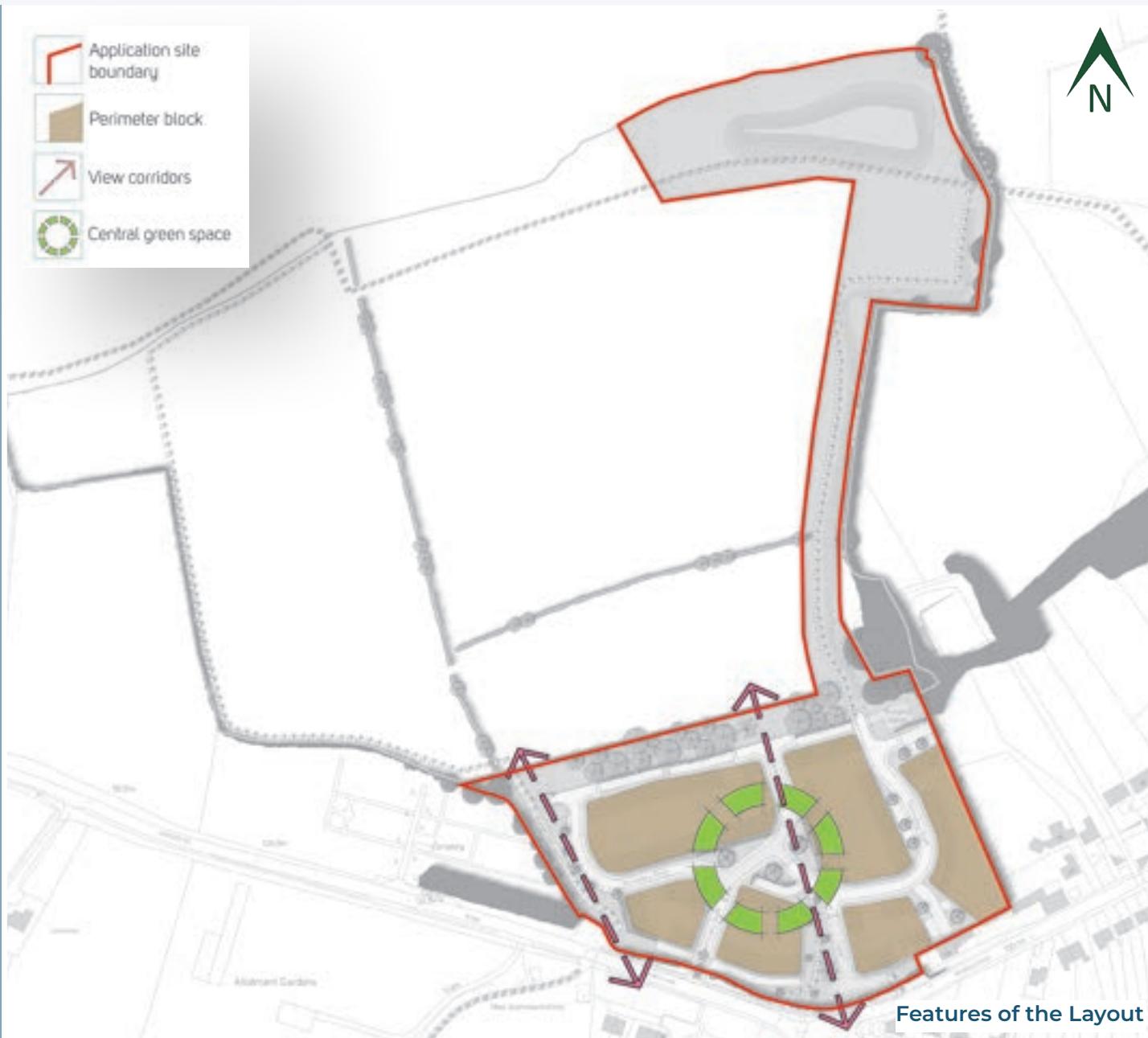
## Layout

### Layout Structure

The Parameter Plan defines the extent of the developable area that is considered to represent an appropriate location for and quantum of development.

The Illustrative Masterplan shows, one way in which development proposals could be set out in accordance with the Parameter Plan to deliver the design vision. The Illustrative Masterplan includes the following structuring elements;

- Two view corridors are retained across the site, as is defined by the Parameter Plan, to ensure the retention of a visual connection to the landscape from Desford and to manage the perception of development massing in views toward the settlement edge from the north.
- Formation of green space centrally within the development zone that acts as a recognisable feature and acts as part of the “arrival” experience.
- Perimeter block formations that ensure front doors address streets and rear gardens are contained securely within.
- Consideration of the amenity of the adjacent dwelling that addresses Newbold Road and backs directly onto the site.
- Space indicatively reserved for an anticipated foul water pumping station in the north-eastern corner of the development zone.



## Designing Out Crime

The perimeter block formation shown by the Illustrative Masterplan ensures that front doors address the street and rear gardens are secure and private. It also allows homes to be arranged to overlook areas of open space and the footpath network, providing natural surveillance, and making people feel safe. The integration of existing dwellings at the edges of the site into the perimeter block formation also secures previously exposed rear garden fences within blocks and so improves their security.

It is anticipated that allocated parking would be provided on-plot, with spaces located close to the front door and such that people can see their car from their home.



## Turning Corners and Addressing Views

The perimeter block formation shown across the Illustrative Masterplan shows how the active frontages of dwellings could be positioned to positively address streets. Buildings could be located within the streetscene to specifically address views along streets, and it is anticipated that detailed proposals would avoid views that terminate a gaps between buildings for car parking and side boundaries and blank side elevations. Dual-aspect buildings could be used on prominent corners to ensure that interest and activity is maintained in streets.

## Building Height

It is anticipated that buildings proposed at detailed design stage will be predominantly 2 storeys tall, as is the case in the wider context.

## Access and Movement

### Access

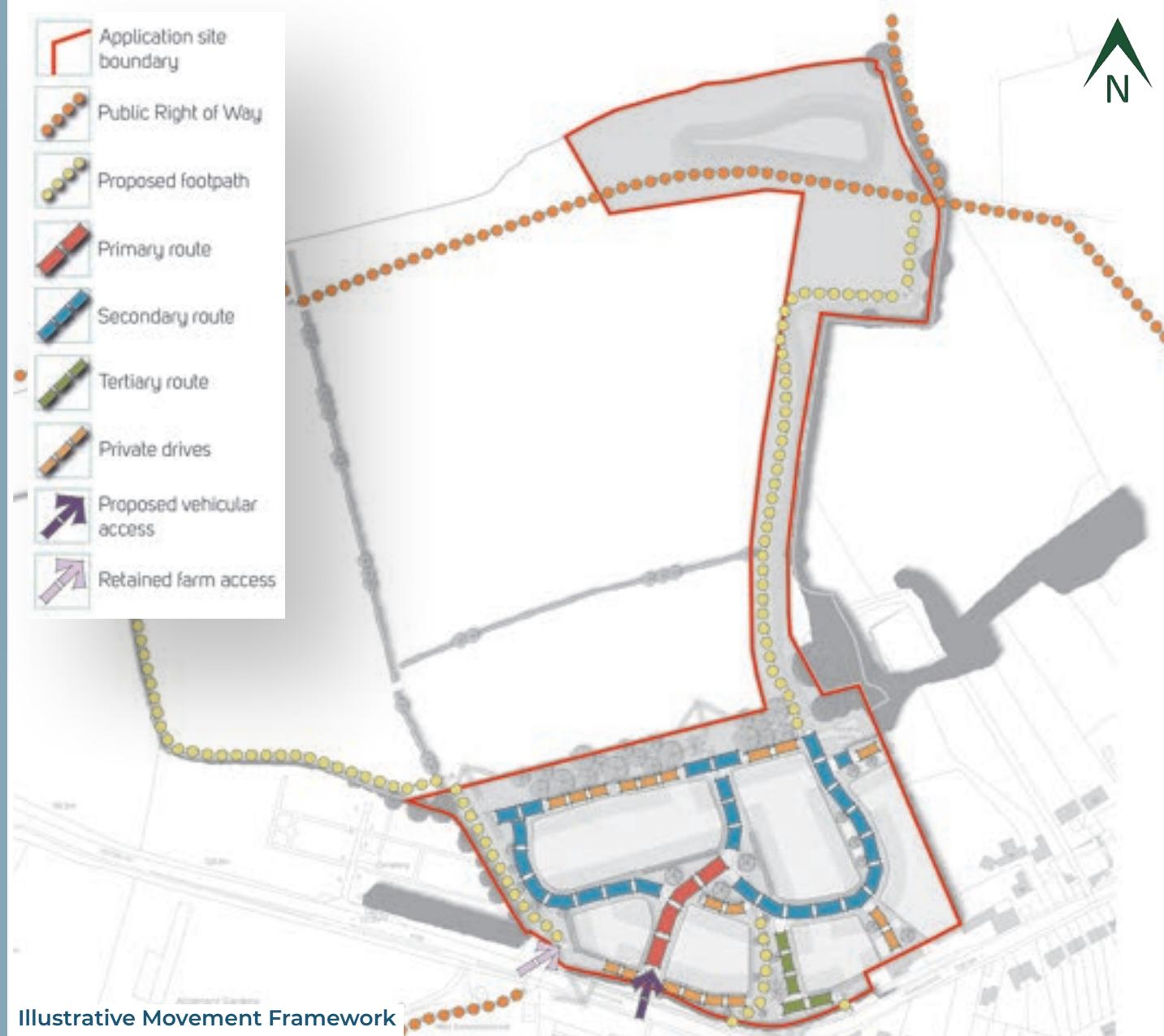
Access is a matter that is applied for in detail and appropriate plans and reports are submitted in support of that.

A new vehicular and pedestrian access is proposed from Hunts Lane into the site in the form of a simple priority junction. It consists of a 5.5m wide carriageway with 2m wide footpath provision on both sides. Enhancements are also proposed to the footpath provision along Hunts Lane.

The Parameter Plan and Illustrative Masterplan identify that farming access must be retained through the site along the western boundary, between Hunts Lane and the farmland to the north.

### Street Hierarchy

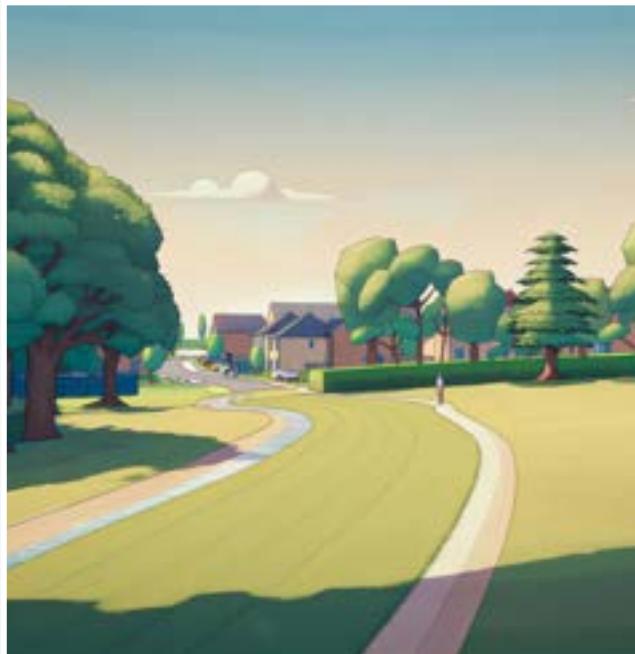
Within the site, a simple hierarchy of streets is defined which will create a legible place, form the basis of a permeable movement framework and contribute to a recognisable character.



## Pedestrian and Cycle Connectivity

The Parameter Plan identifies where a Public Right of Footpath route passes through the application site boundary in the north. It is not anticipated at this stage that there will be a need to divert the PRoW to facilitate development.

The Illustrative Masterplan shows how links could be made through, from and around the development zone, potentially connecting to Hunts Lane and Newbold Road and also leading north to the PRoW. These links would provide a benefit to both new and existing residents by providing a new opportunity to enjoy the wider landscape and forming a walking loop (connected to the PRoW) around the northern edge of the settlement.



## Parking

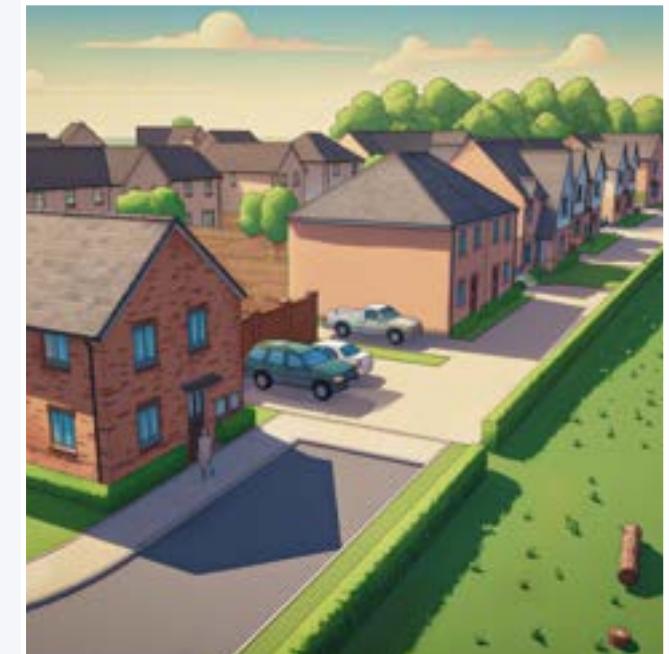
The Illustrative Masterplan shows how streets could be designed at detailed design stage to accommodate different car parking typologies. It is anticipated at this stage, that car parking will be located between/to the side of dwellings and in front of them; and in accordance with Leicestershire County Council parking standards. Streets will also need to be designed to accommodate visitor car parking.

The masterplan shows how a street could be defined at the western boundary to include visitor parking spaces parallel to the carriageway on the outside edge. Whilst being accessible for use by residents and their visitors, there is also the potential that these spaces could be helpful to visitors to the cemetery on occasion.



## Refuse Collection, Emergency Services and Deliveries

Shared private driveways shown on the masterplan have been considered with regard to fire tender, refuse collection requirements and household deliveries, but this level of detail will be defined as a detailed scheme is presented at Reserved Matters stage.



## Appearance

Appearance is a reserved matter that will be dealt with at detailed design stage.

A locally-inspired character could be defined through the use of a more “traditional” approach to building architecture and the use of building materials that have been identified as prevalent in the older parts of the settlement.

Peveril Homes have an excellent record of creating well-designed residential-led places and are well placed to deliver an attractive addition to Desford that compliments the existing character.



Images of existing Peveril Homes site in Moira









# 6

# SUMMARY

# 5 SUMMARY

This Design and Access Statement provides a concise overview of the design process that has been undertaken in formulating the Illustrative Masterplan for up to 75 dwellings. This statement demonstrates that the various constraints and opportunities of the site have been carefully considered and that the proposals have evolved to embrace stakeholder feedback. It is considered that the Parameter Plan establishes the basis for an attractive residential development to be delivered that sits logically within the existing fabric of the settlement and that, through the Illustrative Masterplan, it is shown how the number of dwellings can be accommodated successfully within the extent of development defined by the Parameter Plan.



The Illustrative Masterplan





nineteen47

CHARTERED TOWN PLANNERS  
& URBAN DESIGNERS