



**Design & Access Statement, Planning Statement**

**For**

**Proposed development of 2 residential dwellings on land at Newbold Rd,  
Barlestone, Leicestershire**

**for**

**Mr D. Jinks**

**February 2025**

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## **1.0 Introduction**

The Design & Access Statement has been prepared to accompany the planning submission for the proposal of six new dwellings on land at Newbold Rd, Barlestone, Leicestershire.

R3Design Developments Ltd is committed to providing quality design & development of its projects. The Design and Access statement presented here is to supplement the planning application in respect of the aforementioned site in line with the government planning guidance and demonstrates the processes R3Design Development Ltd have followed in arriving at a scheme which, in our opinion, fits into its surroundings, helps to improve the built environment and makes a positive contribution to the village and outlying area.

The scheme has been designed with regard (*as possible*) to policies, proposals of the local plan, current national planning policy guidance.

## **2.0 Site Appraisal**

The proposed site is located to the eastern aspect of Newbold Road, Barlestone. Newbold Road runs parallel to the site frontage. It is located within the pleasant village of Barlestone, Leicestershire.

The site is vacant at present. It is currently grassland / garden / vegetation. The site frontage is comprised of hedgerow planting in parts. It has an existing vehicular access from Newbold Road. The site is also fronted with street lighting which is located alongside the site entrance. The street lighting will be retained. The site is an eyesore and is in need of redevelopment.

The site is located between residential dwellings; it is an infill parcel of land. It is understood the land subject to this proposal is formed of two individual parcels of land which have been joined for the purpose of this planning submission. These parcels are owned by Mr D. Jinks & Mr D. Cave. Mr A. Cooper owns the adjoin parcel.

Residential dwellings are positioned to the north, east, south and west of the site. The majority of the buildings within this area have residential use.

The dwellings within this locality are predominantly constructed from brick, with a few buildings receiving a painted rendered facade. The roof coverings are predominately tiled.

A public footpath is situated parallel to the site frontage.

The village centre is located to the north west of the site, which has a Primary School, bus facilities, pubs and a shop. The village is formed of a mixture of residential dwelling styles adding to the character of the local environment.

The site has excellent proximity to local schools, Doctors surgery and amenities as well as good road links to the surrounding areas. The proposed site has an area of approximately 970 Sq Metres which includes the turning and parking areas & gardens.

Newbold Verdon is located to the south west of the site with additional settlements as follows; Osbaston to the south, Market Bosworth to the south west, Bagworth to the north east.

The site has good road links to the surrounding villages & cities. The A447 is located to the north west of the site which travels from the north to the south. Access can be attained to junction 22 of the M1 from the road network, which allows access to the other major road links & rail networks.

## **2.1 Sustainability**

The construction and design of the new dwellings will bring numerous benefits: -

- Improved environmental impact being more thermally efficient.
- Attractive visually pleasing exterior elevations.
- Two new dwellings creating much needed residential accommodation.
- Proposed use of an under used piece of land.

It is our opinion that the new dwellings will not be detrimental to the existing environment and create a pleasant development within this district. The development is sustainable.

## **2.2 Physical Context**

The application site is grassland / garden area / vegetation at present. The area surrounding the site is a mixture of residential use and garden areas. The houses fronting Newbold Road vary in style. There is a mixture of terraced dwellings, semi-detached, and detached. The majority of facades are brick, predominately under a plain tiled or concrete tiled roof. A number of properties include a painted rendered facade. The facades are generally simple in form having simple fenestration and pitched roofs with some terminating in gables. Brick detailing is apparent in these dwellings which we are implementing into the proposal.

The existing boundaries of the site are comprised of hedgerow planting, timber fencing, masonry walling. The proposed site has a slight gradient from the north east to the south west, the proposed dwellings will incorporate the existing topography of the site reducing the amount of excavation and infilling required. The proposed site has one access point from Newbold Road, this is an existing access which will require upgrading to current highways requirements.

## **2.3 Social Context**

The site is located within a long established neighbourhood and there is a good range of community facilities within a short walk. The site is located close to the established community and open space facilities and public transport routes.

There are positive characteristics which can only enhance the sites development, giving significant opportunity for the proposed residents to access local services on foot.

## **2.4 Economic Context**

The proposals will help to contribute towards pursuing a vibrant economy, a thriving community and a quality environment as well as the more efficient use of resources in so far as it would: -

- Bring investment to the locality, thereby helping to stimulate economic activity.
- Provide employment opportunities for the local building industry.
- Provide two attractive family homes, which enhance the street scene.
- Result in the more efficient use of an underused piece of land.

## **3.0 Planning History**

The site has remained vacant for a number of years and is not very appealing visually in its current form. The development proposal has been in preparation for a number of years.

Planning Approval was originally granted for a scheme of 4 dwellings under 15/00058/FUL dated 23<sup>rd</sup> March 2015. This comprised of two units (Units 1 & 2) to the site frontage on Newbold Road and two units (Units 3 & 4) to the rear of the site. Planning Permission was renewed in 2018, attaining planning consent under 18/00465/FUL dated 6<sup>th</sup> July 2018.

Planning consent was then renewed however to address Units 1 & 2 only under 21/00901/FUL dated 12<sup>th</sup> January 2022.

The Planning consent has lapsed during the sale process; we are therefore wishing to renew the planning consent for Units 1 & 2 under this submission.

Planning consent was granted under 19/00228/FUL dated 18<sup>th</sup> April 2019, and renewed under 22/00366/FUL dated 07<sup>th</sup> September 2022, for 6 dwellings located to the rear of the site, referred as units A to F. As Units 1 & 2 are under a separate planning approval, the two development sites are intended to be sold together in order to simplify the development. The parking arrangement for both sites use the same access point which is already approved.

The units located the rear of the site (Units A to F) have not been included within the current proposal, as their building footprints and parking arrangements have not altered by this proposal.

## **4.0 Amount & Access**

We propose to construct two dwellings on the proposed site, a pair of semi-detached dwellings. Due to the mixed styles of dwellings associated on Newbold Road, we propose simple brick facades which will blend into the locality and local dwellings within this area.

Units 1 & 2 are positioned to the site frontage within the context of the adjoining dwellings.

The principle of development to the rear of the site was established under planning approvals 15/00058/FUL, 18/00465/FUL, 19/00228/FUL & 22/00366/FUL.

Brick head detailing and brick cills are to be used throughout the development.

Our proposal takes full advantage of the site in order to attain 2 dwellings more suited to modern living requirements and will be a pleasant addition to the local housing stock of this area.

The improved site access from Newbold Road is located to the south of the site, which will serve the proposed dwellings. The original site layout was issued to Kingsley Cook at Leicestershire County Council Highways prior to the submission of the original application under 15/00058/FUL. His comments and advice was implemented into the original scheme (under 15/00058/FUL, 18/00465/FUL and then 19/00228/FUL). We understand the access; road & parking arrangements have been designed in accordance with the highway authority requirements. Please refer proposed drawings.

Within the current proposal, no additional works are proposed to the site access; it is to remain as shown under planning approvals 15/00058/FUL, 18/00465/FUL, 19/00228/FUL. Additional parking spaces and a larger turning area is proposed within the site to allow vehicles to enter and leave the site in a forward direction as per 21/00901/FUL & 22/00366/FUL.

Vehicular parking associated with the proposed units are positioned within the site as well as one vehicular parking space for No. 11, 13, 15 & 19 Newbold Road we approved under 18/00228/FUL, also shown on this proposal. Three additional parking spaces are also provided. The required visibility splays are understood to be achieved.

The buildings should comply with Part M of the Building Regulations ("Access and Facilities for Disabled People").

## **5.0 Layout**

The objective of development on this site is to enhance and improve the site and the contribution it makes to the village, and to provide a quality new development using village vernacular architecture.

Each of the new dwellings are provided with an area of private amenity space and appropriate levels of car parking.

Crime prevention measures have been taken into account with the design.

Units 1 & 2 (under planning approvals 15/00058/FUL, 18/00465/FUL 21/00901/FUL) are set slightly away from the pavement to reflect the pattern of the adjoining dwellings such as No. 17, 19.

Units A & B, C & D, E & F are located to the rear of the site. These are not to form part of this proposal, but may assist understanding the development proposal. The vehicular parking is set away from the Road frontage to take advantage of the site and enhance the street scene.

Care has also been taken to provide suitable access and circulation space within the dwellings in line with Approved Document Part M of the Building Regulations.

Units A to F have private gardens located to the rear with a gated access.

## **6.0 Tenure**

The proposed dwellings are two storey dwellings.

The proposed dwellings are intended as market housing.

## **7.0 Scale**

A design encompassing the criteria for housing density and reflecting the scale, mass and design of the local architectural style would be the most appropriate development. Design consideration to avoid overlooking and loss of privacy to the adjoining dwellings was paramount, but due to the proximity of the existing adjoining dwellings, overlooking was not considered an issue.

The proposed dwellings have been aligned to work in harmony with the existing topography on site, and blend into the landscape.

The mass and scale of the buildings are considered appropriate in this location and the architectural detailing in respect of chimneys, eaves, verges, windows, heads and cills are suitable in this location.

## **8.0 Planning Policy**

The policy context is provided by the development plan, national planning policy guidance and various other local policies and strategies wherever relevant to this document. We understand the planning policies are updated regularly, therefore please bear this in mind if any references are made to outdated documents as we understand the principles remain the same.

Links to copies of the relevant development plan policies can be found on Hinckley & Bosworth Borough Council website at [www.hinckley-bosworth.gov.uk](http://www.hinckley-bosworth.gov.uk). Links to current national planning policy documents can be found at [www.communities.gov.uk](http://www.communities.gov.uk).

Relevant planning design principles are contained within the HBBC Local Plan, which provides guidance for the use and development of land in the district.

These documents build upon national and regional policy documents and incorporate specific issues relevant to Leicestershire.

The proposals are designed in accordance with relevant planning policies.

The Local Plan strategy is based on land use and development issues relating to: -

- sustainable housing and the environment
- safer communities
- active young people
- healthier communities
- thriving economy and employment

## **8.1 Delivering Sustainable Development**

The planning guidance for the planning system brings forward the requirements of Section 38(b) of the Planning and Compulsory Purchase Act 2004 with the effect that the determination of planning applications and appeals under the Planning Acts should be in accordance with the development plan unless material considerations indicate otherwise. The government's commitment to protecting and enhancing the environment is emphasised in the National Planning Policy Framework. It recognises that the condition of our surroundings has a direct impact on the quality of our lives and planning should 'seek to maintain and improve the local environment quality through positive policies on issues such as design, conservation and the provision of public space.'

The NPPF recognises that 'Good design is indivisible from good planning'. The guidance goes on to say 'Good design should contribute positively to making better places for people. Design which is inappropriate in its context, or which fails to take the opportunity for improving the character and quality of an area and the way it functions, should not be accepted'.

It advises 'High quality and inclusive design should be the aim of all those involved in the development process. It means ensuring a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development.'

It also advises planning authorities about the preparation of their policies on design and access. In so doing the guidance says that design and access policies should be based on an understanding and evaluation of the defining characteristics of an area.

## **8.2 Housing**

The guidance states that good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable mixed communities. Design which fails to take the opportunities available for improving the character and quality of an area and the way it functions should not be accepted.

A key objective is that local planning authorities should continue to make effective use of land that has previously been developed. This includes land and buildings that are vacant or derelict as well as land that is currently in use but which has potential for redevelopment.

The development plan in this case comprises the Regional Spatial strategy for the East Midlands (RSS8) and the NWLDC Local Plan. The following policies are considered to be most relevant to this project:

The Regional Spatial Strategy for the East Midlands (RSS8)

Following the enactment of the Planning and Compulsory Purchase Act 2004 Regional Planning Guidance became part of the statutory development plan.



### **8.3 Regional Core Objectives**

Development Plans, Local Development Frameworks, Local Transport Plans and Economic Development Strategies will seek:-

- To address social exclusion, through the regeneration of disadvantaged areas and reducing regional inequalities in the distribution of employment, housing, health and other community facilities;
- Protect and where possible enhance the quality of the environment in urban and rural areas so as to make them safe and attractive places to live and work.
- To improve the health of the region's residents, for example through improved air quality, the availability of good quality well designed housing and access to leisure and recreation facilities;
- To promote and improve economic prosperity, employment opportunities and regional competitiveness;
- To improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport;
- Achieve effective protection of the environment by avoiding significant harm and securing adequate mitigation where appropriate, and to provide the conservation, enhancement, sensitive use and management of the regions natural and cultural assets: and
- To bring about a step change increase in the level of the region's biodiversity, by managing and developing habitats to secure gains wherever possible, and ensuring no net loss of priority habitats and species;
- To promote the prudent use of resources, in particular through patterns of development and transport that make efficient and effective use of existing infrastructure, optimise waste minimisation, reduce overall energy use and maximise the role of renewable energy generation;
- To take action to reduce the scale and impact of future climate change, in particular the risk of damage to life and property from flooding, especially through the location and design of new development; and
- Promote good design in development so as to achieve high environmental standards and optimum social benefits.

### **8.4 Locational Priorities for Development**

In order to meet the objectives set out in the policies and ensure the most sustainable mix of locations within, adjoining and outside of urban areas, a sequential approach to the selection of land for development should be adopted in Development Plans and Local Development

Frameworks in accordance with the following priority order:-

- Suitable previously developed sites and buildings within urban areas that are or will be well served by public transport;

- Other suitable locations within urban areas not identified as land to be protected for amenity purposes;
- Suitable sites in locations adjoining urban areas, which are or will be well served by public transport; and
- Suitable sites in locations outside of (that is not adjoining) urban areas, which are or will be well served by public transport.

### **8.5 Sustainability Criteria**

In order to assess the suitability of land for development, in accordance with the relevant policies, the nature of the development and its locational requirements will need to be taken into account along with all of the following criteria:

- the availability and location of previously developed land and vacant or under-used buildings.
- the accessibility of development sites by non-car modes and the potential to improve such accessibility to town centres, employment, shops & services;
- the capacity of existing infrastructure, including the highway network, public transport, utilities and social infrastructure (such as schools and hospitals) to absorb further development;
- physical constraints on the development of land, including, for example, the level of contamination, stability and flood risk;
- the impact that the development of sites will have on the region's natural resources (both public and private); and
- the suitability of sites for mixed use development and the contribution that development might make to strengthening local communities.

### **8.6 Promoting Better Design**

Requires local authorities, regional bodies, utility providers and developers to work together to ensure that standards of design and construction are constantly improved and that development in the East Midlands aspires to the highest standards of design led approaches which takes account of local and natural historic character and architectural design which is functional, yet which respects local natural and built characters.

### **8.7 Layout & Design**

Proposals for new housing developments will be permitted, subject to them providing:

- A reasonable environment for the public at large;
- Reasonable amenities in terms of light, air and privacy for both existing and new dwellings;
- Safe, functional and convenient layouts;

- Private amenity space and space for landscaping;
- Adequate public open space;
- For the development of any suitable adjoining land

## **9.0 Proposed Drainage & Contamination**

It is proposed that the foul drainage for the proposed development will connect into the existing sewer located within this local area. Details of the drainage system should be determined at the planning condition stage where a full design of both the storm and the foul should be prepared by a drainage specialist to ensure the Local Authority is content with the drainage scheme prior to implementation. A pumped drainage system may be required but this should be determined by the specialist.

It is intended that the Storm water associated with the development will be directed to soakaways located within the site if appropriate. Run off from the site will not enter the public highway, it will be discharged to soakaways within the site. If the use of Soakaways are not possible an alternative solution should be provided. This should be established by the drainage specialist.

We have been advised that the site has no contamination as it has been used as grassland / garden / vegetation area for many years. The vegetation and all weeds should be cleared appropriately.

## **10.0 Landscaping**

The existing hedgerow planting to the site frontage is to be removed completely in order to achieve the required vehicular visibility splays. A brick wall fronts unit 1 & 2 to blend in with the adjoining unit of No.17, 19 Newbold Road. These works are as approved under planning approval 18/00465/FUL.

The street lighting will be retained.

1.8m high timber fencing will be used to define boundaries between the properties with the use of brick retaining walls to overcome site level differences. Where required the timber fencing will be positioned above the retaining walling.

Shrub planting will be used to soften the site access area but will be kept to a minimum due to maintenance requirements.

The access drive and parking area will be constructed from a porous surface finish which should reduce the level of run-off generated into the storm drainage system.

All planting and surfacing materials can be agreed via the planning condition stage if required.

The rear gardens will boast paved patios area, and grassland, allowing families to enjoy the outdoor space in a secure & safe environment.

The main access road to the site will be surfaced with Tarmac as shown on the proposed site plan, along with the associated footpath along Newbold Road.

## **11.0 Appearance, Design**

The primary concept of the proposed development is to provide dwellings suited to modern living requirements, are aesthetically pleasing and suited to their location. The varying architectural styles found on Newbold Road have not established a precedence for this development.

The dwellings are simple in form, to compliment the surrounding developments but also to implement a modern approach to development. The two storey properties (Units 1 & 2 under planning approvals 15/00058/FUL, 18/00465/FUL & 21/00901/FUL) are located fronting Newbold Road, whereas the 2.5 storey dwellings under 19/00228/FUL & 22/00366/FUL are located to the rear of the site with limited view from the highway.

All units have a brick facade with brick head and cill detailing to openings. Brick corbel detailing is located at the eaves. A rendered facade can be introduced if required. All units have a tiled roof.

Units A to F receive 2 parking spaces with the addition of 1 parking space for No. 11, 13, 15 & 19.

The units are designed to benefit from the topography of the site and the surrounding areas. They take full advantage of the site.

There are no steps within the ground floor level of the units as they have been designed to meet the requirements of Approved Document M.

The properties will be suited to a mixed tenure, suiting a variety of age ranges.

We have tried to keep the detailing and styling similar throughout the development in order to keep the build cost low, but just enough to create a visually pleasing development which will be appealing to purchasers. In order to encourage development, we must encourage developers. The developments must be appealing and economically viable. We believe this development achieves both requirements. Development will therefore create employment for builders and specialist and help stimulate the economy. It will result in the provision of 6 new homes which will help toward the shortfall in supply for housing within this area.

The vernacular leanings of this traditional style are employed to allow the houses to sit easily in the streetscape context. This style is also sympathetic to the adjoining dwellings within the district.

The following materials are suggested for the proposed dwellings: -

- Facing Brickwork to Local Authority Approval
- Roof tiles to Local Authority Approval
- UPVC windows and doors
- Brick head & cill, verge and eave detailing
- Black UPVC Rainwater Goods

The buildings are designed to be attractive to the current market requirements whilst being formed from local vernacular materials, which will mature over time and be of low maintenance. It is developed in a style to give the buildings a robustness and longevity and provide a contribution to the enhancement of the local environment.

## **12.0 Conclusion**

The proposed development will result in two dwellings of the highest quality, commensurate in scale with the surroundings, which will blend into the street scene and immediate surroundings. It has been designed to have minimal impact on surrounding properties on Newbold Road.

The principle of development within this area was established under planning approval ref 15/00058/FUL, 18/00465/FUL & 21/00901/FUL which granted consent for two dwellings fronting Newbold Road and two dwellings to the rear. 19/00228/FUL & 22/00366/FUL granted consent for 6 units to the rear of the site.

The current proposal is to renew the consent relating to Units 1 & 2 which have already been approved in this location.

This development provides the opportunity to create a pleasant development within the district, improving the contribution the site makes to the surrounding area. The dwellings are suited to modern day requirements and will be a pleasant addition to the housing stock within this area.

The proposed scheme is considered to be in accordance with the general thrust of national and local planning guidance.