



Design and Access Statement

LYCHGATE LANE, BURBAGE
JANUARY 2024

Building for a Healthy Life Assessment

AVANT
homes

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01. [Introduction]

1.0 Introduction

1.1 DOCUMENT INTRODUCTION

This Design and Access Statement supports a Reserved Matters Planning Application for residential development on Land at Lychgate Lane, Burbage.

1.2 PURPOSE

The purpose of this Design and Access Statement is to show by illustration and text, how the development proposals have been formulated, what has influenced the design and layout of the site and how the various development constraints have been dealt with.

The aims of the statement is to ensure design is integral to the creation of this scheme.

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes: Assessment, Involvement, Evaluation & Design.

The statement also seeks to touch upon the following factors.

- **Use** – What the land and buildings will be used for
- **Amount** – How much development can the site accommodate
- **Layout** – How the buildings and public and private spaces can be positioned and the relationship between them and buildings and spaces around the site.
- **Scale** – How big the buildings and spaces could be in terms of appropriate height, width and length.

- **Landscaping** – How open spaces could be treated to enhance and protect the character of the place.
- **Appearance** – What the building and spaces could look like. The access element of the statement also includes two aspects of access to the development:
- **Vehicular and transport links** – Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** – How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

1.3 BRIEF

The following points summarise the brief at an early stage of the design process:

- Deliver a high-quality design which is sympathetic to the existing site.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable
- Be mindful of the aspirations for the site through the work already undertaken through the Local Plan process and site planning history.

1.4 ASPIRATIONS

To achieve the brief through careful design and communication with the local authority and other local stakeholders without preconception of the possibilities for this site.



02. [Site Context Analysis]

2.1 Red Line Boundary and Site Ownership

The plan opposite identifies the land which forms the reserved matters area. This site currently benefits from Outline Planning permission for up to 85 dwellings granted at Appeal in September 2023. Appeal Ref – APP/K24209/W/23/3321670.

The site is located South of Lychgate Lane on the Eastern edge of the village of Burbage. The site is located approximately 0.5km to the east of the village town centre providing close proximity to a wide range of services and facilities, making this a sustainable location for new homes to be developed.

The site is comprised of one large agricultural field with mature hedgerows and a few mature trees along the boundaries.

The full Northern boundary abuts Lychgate Lane with a riding school to the East and existing residential development of Burbage to the West. The Southern boundary is adjacent to open fields and about 350m further south is the M69 motorway. Most of the boundaries have hedges and vegetation delineating the boundary.



Site Location

2.2 The Place

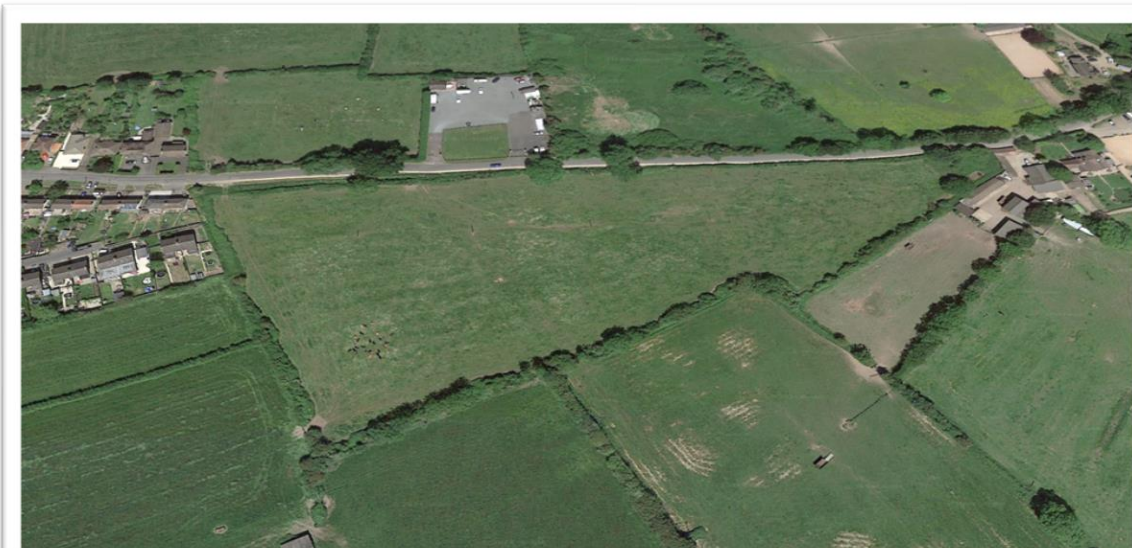
An analysis of the existing built form can provide inspiration for new development and design references for urban form, landscape treatment and architecture. Analysis of these aspects helps in the creation of a locally distinctive new place, which integrates with and benefits the character and identity of the wider community.

To identify the essence of local distinctiveness and provide potential references for the development, the following areas were analysed:

- Immediate context of the site
- Wider context and various developments within the locality

This would enable any proposed scheme to respond to the layout characteristics of the surrounding built form in terms of achieving an appropriate density and architectural style.

In the first instance however, the images opposite provide views of the development site.



Images taken from Google Maps/Street View

2.3 Context Analysis – Local Character

The character of Burbage is one that has evolved over time as new developments have been added with varying architectural form. The materials used are more traditional closer to Burbage centre. The predominant materials in Burbage village centre include a mixture of brickwork and neutral render. A variety of bricks are evident including red/dark/buff with some examples of timber boarding.

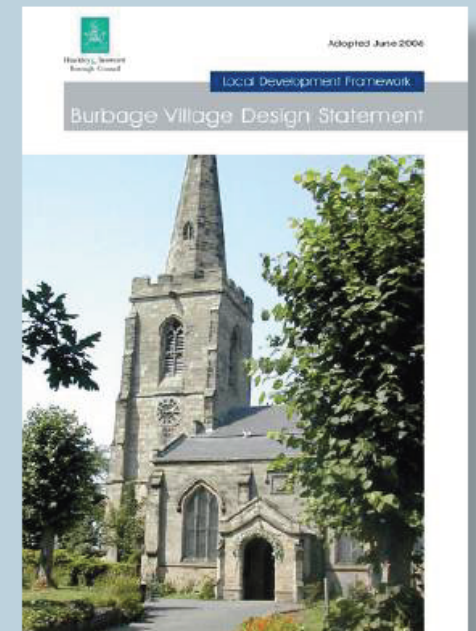
The outskirts of the village (which is where the site sits) are less organic than the conservation area. They are characterised by more recent housing development that are not distinctive in a style that is specific to Burbage, but instead reflective of the prevalent architectural style of the time in which they were built.

The Burbage Village Design Statement has been created to explain the key characteristics of the village and identifies features that should be reflected if the character of the village is to be respected. With Burbage having a variety of characteristics the statement has divided the village into five zones. The site sits just outside zone 2 in the Burbage Zonal Map. Zone 2 includes Lychgate Lane adjacent to the site which is described as follows:

“

A mix of housing ranging from Victorian cottages to a few modern detached houses. The detached houses and bungalows are mainly of individual design with large gardens. Many have mature hedges and trees that enhance the street scene. In the 1920s and 1930s single design developments were built made up of terraced and semi-detached houses. Many of these properties form part of the council housing stock. These houses are a mixture of brick and rendered buildings and generally have large rear gardens and fenced front gardens.

”



Burbage Village
Design Statement



Buildings in and close to Burbage village centre



Buildings on the outskirts of Burbage

2.4 Context Analysis – Sustainability & Integration

SITE CONTEXT

Burbage is situated within the county of Leicestershire, on the boundary with Warwickshire with a population of around 16,000 people. Burbage Village centre has a strong heritage with period houses and a traditional feel. It has an array of shops located in the centre. It lies approximately 20.6km (12.8 miles) southwest of Leicester, 22.9km (14.2 miles) northeast of Coventry, 51km (31.7 miles) east of Birmingham.

The site is located approximately 0.5km to the east of the village town centre providing close proximity to a wide range of services and facilities, making this a sustainable location for new homes to be developed.

CONNECTIONS AND TRANSPORT

The nearest bus stop to the site is located on Orchard Close, Burbage opposite the Lutterworth Road stop after the crossroads in the village centre and is approximately 650m (8 mins) walking distance from the entrance to the site. There are a number of accessible bus routes to the wider areas and neighbouring cities, towns and villages with bus services to Nuneaton, Hinckley, Coventry, Leicester, and Stoke Golding.

The nearest train station is on the outskirts of Hinckley and is approximately 3.5km (2.2 miles) from the site and provides links to both Leicester and Birmingham.

PUBLIC RIGHTS OF WAY

There are a number of Public Rights of Way (PRoW) within the local area but none within the site. One of the public right of ways leads to Burbage Wood, Aston Firs and Burbage Common.

PEDESTRIAN & CYCLE MOVEMENT

Lychgate Lane has a single sided footpath on the southern side which leads into the centre of Burbage and towards Aston Flamville and beyond. As you approach the entrance to Burbage Village a street-lit footpath continues along the southern side.

HIGHWAY NETWORK

The site is located 0.5km (0.3 miles) east of Burbage centre. Lychgate Lane runs direct past the site (on the other side of the northern site boundary) providing access to the centre of Burbage. Rugby Road provides access onto the M69 which is 2.4km (1.5 miles) from the site. The M69 provides good links to larger town and cities such as Leicester (22 mins by car), Coventry (24 mins by car) and Birmingham (38 mins by car).

LOCAL SERVICES AND FACILITIES

Burbage has both a Primary and a Secondary school within a 5-minute radius of the site. It also has its own doctor’s surgery and a Co-Op with an additional Tesco express slightly further away.

Burbage Wood is part of Burbage Common and Woods, an 85-hectare Local Nature Reserve and a public park that is host to a large variety of wildlife, flora and fauna.

Many of the amenities are within walking distance of the site as illustrated by the adjacent list. This highlights that the site is a sustainable location for new housing development.

Facility	Approx walking distance	Approx walking time
Lychgate Riding School	0.2m	4 mins
The Red Lion Inn	0.3m	6 mins
Burbage Post Office	0.3m	6 mins
Burbage MOT Centre	0.3m	6 mins
SPAR	0.4m	8 mins
The Anchor Inn Burbage	0.4m	8 mins
Chequers Pub and Kitchen	0.4m	7 mins
Burbage C of E Infant School	0.5m	10 mins
The Sycamores	0.5m	10 mins
Moat House Care Home	0.5m	10 mins
M’s Beauty Therapy	0.5m	10 mins
Britannia Park	0.6m	13 mins
Burbage News and Booze	0.6m	12 mins
Burbage Junior School	0.6m	12 mins
Burbage Doctors Surgery	1.1m	22 mins
Co-Op	1.1m	22 mins
Hastings High School	1.2m	21 mins
Sketchley Hill Primary School	1.2m	24 mins
Burbage Wood and Aston Firs	2m	40 mins
Burbage Common	2.3m	47 mins

2.5 The Site

SITE DESCRIPTION

The next step in the design process was to analyse the sites context and understand what remedial actions would need to be taken and captured within the design of the site. The key characteristics which should shape and inform the design proposals.

The site is located on Lychgate Lane to the east of Burbage and the site extends to approximately 2.76ha (6.82 acres). The site comprises of one large agricultural field with mature hedgerows and a few mature trees along the boundaries.

SITE BOUNDARIES

To the north of the site is Lychgate Lane which runs east to west parallel to the boundary. The site narrows in the eastern corner, beyond which is Lychgate Farm and its associated equestrian activities. To the south of the site and beyond agricultural fields. To the west of the site are more fields and a housing estate that is the current edge of development of the village, with houses siding onto the boundary.

TOPOGRAPHY

The site is located on the south-eastern edge of Burbage, on the south-eastern slope of Sketchley Hill. The ground slopes from c.110m AOD in the west to c.105m AOD in the east of the site towards Soar Brook, located c.1.5km to the south of the site.

HERITAGE

There are no designated heritage assets within the proposed development site.

The site forms a very small part of the setting to the Church of St Catherine (Grade II* Listed Building), it is a neutral element that makes no contribution to the building's significance. The proposed development will result in a negligible visual change within the church's setting, which will not impact on the significance of this listed building.

There is one non-designated heritage asset located within the site, hitherto unrecorded ridge, and furrow, comprising part of a single furlong, which is considered to be of local importance, the historic significance of the asset has no inherent archaeological interest.

A geophysical survey was carried out in December 2021 and found there are no heritage constraints to the site's residential development.

ECOLOGY

Burbage holds several designated ecological sites, none are located on the site nor within close proximity, therefore no significant impact is had when creating new development. A survey was produced and outlined the shrubs abutting the boundary and low-lying grass found on site was considered as species poor. When reviewing the wider context of the site a number of ponds were identified, all sitting within a 500m distance of the site. A survey was undertaken to determine if Grey Crested Newts were found, but no record demonstrated such findings. The proximity to the ponds and suitable connecting habitat means the presence of GCN on-site cannot be discounted. As such, it is recommended that surveys specific for this species are undertaken. The instalment of bat and bird boxes are to be erected along with gaps in fencing for the promotion of hedgehogs.



Example Street Scene

2.5 The Site

ARBORICULTURE

A tree survey was undertaken, and identified any trees close to the boundary that needs management or mitigation measures in place, this has been considered within the development plan as well as design. The survey identified 8 trees or tree groups for category B and C. The trees are all confined to the site boundaries.

The Arboricultural Impact of the development has been assessed as low; this is due to the volume of trees abutting the boundary. The retention of existing trees as part of the masterplan, and the introduction of new trees and hedgerow planting provides sufficient contributions to biodiversity gain as wellbeing sympathetic to the sites surrounding uses.

The design considered the retention of the existing trees along with a buffer between them and any new to ensure the prosperity of the existing trees continue.



LANDSCAPE

In Landscape Character terms, the site lies on the western edge of the National Character Area (NCA) of the Leicestershire Vales, which is described as a large, relatively open, uniform landscape composed of low-lying clay vales interrupted by a range of varied river valleys. (Natural England 2014).

The site location, south-eastern settlement edge of Burbage closely connects to the M69 motorway (lies over 300m to the south-east) and the B578 Lutterworth Road (lies around 300m to the southwest). The proposed development has been identified within the Burbage Neighbourhood Plan as an area of landscape sensitivity. The Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (LIC 2017) locates the site within an area of Low - Moderate sensitivity for development, as does the Hinckley and Bosworth Landscape Sensitivity Assessment (LUC 2017).

The assessments reflect some of the key characteristics of this area, although the site does not afford long distance views across open land due to the mature structure of vegetation associated with the site. The assessment of Landscape Value has identified the site and immediate context as being of medium landscape value.

As the site proposes to retain existing landscape features such as the northern boundary Hedgerow, retain the field boundary structure including the dogleg form of the southern boundary, provide additional planting and attenuation basin, the site would not result in unacceptable long-term harm to local landscape character and visual amenity.



Site Photographs

2.5 The Site

DRAINAGE

As stated in the Severn Trent consultation response received as part of the determination of the outline planning application the site does not directly contribute to the risk of flooding within its location of Burbage, positioned within a flood zone one area, development is deemed suitable. Due to site conditions a pumping station is required, and surface water can be attenuated on site through the formation of a detention basin located in the lowest point of the eastern edge of the site.

EA mapping highlights that there is minimal surface water flood risk within the site. It is anticipated that there will be an increase in the impermeable surface area, this will be mitigated by the proposed surface water strategy as well as general design considerations.

A number of public sewers cross the site, as shown on the sewer record plans, and easements are required for the sewers as stated in the Severn Trent consultation response.

Utilities enter the site via the northern boundary, both foul and surface water abuts the boundary and provides sufficient connection points for the site to adopt. Public foul gravity led drainage runs north to south down the centre of the site along with a combined gravity lateral drainage positioned to the south. Such existing uses are to be applied into the design of the site. Foul water drainage is also provided by the existing development to the west of the site, connecting to the drainage within the site. Managing the quantity of infrastructural development with may impact the condition of the site has been integrated into the design of the site.

HIGHWAYS

Highway access is to be had from the northern boundary along the western edge via a simple priority-controlled T-junction on Lychgate Lane.

The access to the site is approved via the outline planning application appeal decision and plans of the access arrangement are shown on page 28 of this document.

The development will generate 10 pedestrian journeys, three cycle journeys, and three by bus during a peak hour according to study. The additional vehicle movements do not have an adverse impact on the operation of the proposed junction and therefore no mitigation measures are required.

To encourage pedestrian travel, footways and shared space environments would be provided throughout the site. In particular there is a proposed walking route around the development which connects all the POS areas and can be accessed from Lychgate Lane. This is shown on the movement plan on page 29.

In order to connect to the existing off-site infrastructure on Lychgate Lane, 2 metres wide footways would be provided on both sides of the site access road connecting the site and the newly formed site frontage.

The junction has been designed to provide suitable access based on the visibility and speed of the road. The access also provides opportunities for pedestrian and cycle travel towards Burbage town centre, the paths are positioned against the sites desire lines, creating a sense of connectivity to its current surroundings and encapsulating sustainable travel modes into the design of the site.



View West down Lychgate Lane



View East down Lychgate Lane

3.0 [Design Evolution]

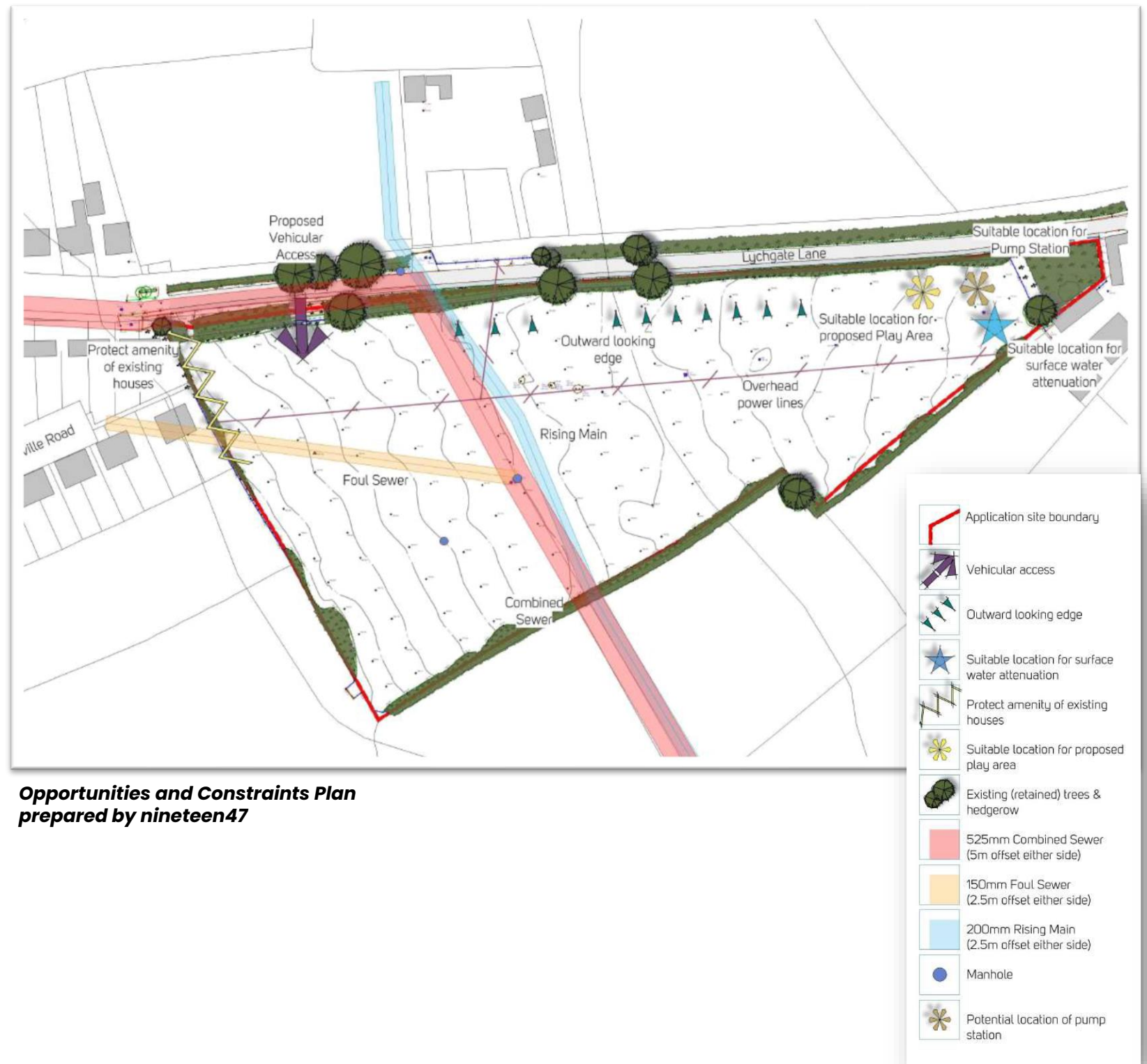
3.1 Opportunities and Constraints

OPPORTUNITIES

- Create a high-quality residential scheme with a balanced mix of housing;
- Deliver affordable housing to meet local needs;
- The retention of the majority of existing trees and hedgerows located on site;
- Capitalise upon the rural setting of the site;
- Introduce new green space throughout the scheme, including a play area on site;
- Create opportunities for new planting and ecological enhancement;
- Extend the active frontage to Lychgate Lane;
- Surface water run-off can be balanced on site and incorporated into the design of the open space by including a surface water attenuation basin.

CONSTRAINTS

- Existing trees and hedgerow that bound the site to be retained where possible;
- The amenity of the existing houses that 'side on' to the site to the west needs to be carefully considered;
- The rising main that runs from the north to the south of the site has a no build zone with a 2.5m offset either side;
- The combined sewer that runs from the north to the south of the site has a no build zone with a 5m offset on either side;
- The foul sewer that runs diagonally from the west of the site to the east has a no building zone with a 2.5m offset either side.



3.2 Design Evolution

DEVELOPING THE CONCEPT

With an understanding of the constraints and opportunities presented by the site and its context, an initial concept plan was drawn up with the following key elements defining a vision for the development;

- Design an outward facing development which creates an attractive frontage to Lychgate Lane;
- Create a focal point within the scheme amongst a series of strong perimeter blocks;
- Position houses that overlook open spaces and provide natural surveillance of the public realm;
- Design new pedestrian connections which encourage journeys on foot into the wider area to promote health and wellbeing;
- Identify opportunities for landmark buildings to terminate key vistas along primary routes;
- Providing features which provide a sense of place which can be added upon using building materials and form sympathetic to the local area.
- Retain existing hedgerows and trees whilst adding additional tree planting to enhance the scheme.



Concept Layout prepared by nineteen47

3.2 Design Evolution

MASTERPLAN LAYOUT

The structure of the masterplan responds to the site's constraints and the concept plan and works with the numerous easements running through the scheme. Good urban design principles are followed with the use of dual aspect corner turning buildings, landmark buildings and key vistas are terminated by the front elevation of new dwellings to create an attractive scheme.

The block structure seeks to provide a strong frontage to Lychgate Lane with buildings sat behind the existing hedgerow. On entry into the scheme a small triangular green is proposed creating the opportunity for the planting of a feature tree, with a strong backdrop of buildings enclosing the space from all sides.

The southern edge is outward looking onto the open field, allowing the existing hedgerow to stay in the public realm and not placed within back gardens of dwellings.

The easement creates some challenges in creating development cells, this has been resolved by introducing a north south pedestrian link through the centre of the scheme over the combined sewer easement which forms part of a recreational route around the site with buildings facing onto it.

The proposed play area and largest area of open space is in the eastern corner of the site and these features are naturally surveyed by new houses which front this space.

A Surface Water Attenuation feature is shown in the lowest part of the site and could be designed to remain wet and enhance the bio-diversity enhancements of the proposals.



Masterplan Layout prepared by nineteen47

3.2 Design Evolution

HABITAT PLAN

As part of the Outline Planning Application the adjacent Habitat Plan was produced.

This plan forms part of Planning Condition 3 which states that the development hereby permitted shall not exceed 85 dwellings in total and shall be in accordance with the following approved details:

- Site Location Plan
- Proposed Habitat Plan
- Proposed Access Junction Layout
- Proposed relocation of speed limit change.

As the final layout has followed the principals and structure of the masterplan, which the habitat was based on, it is clear that the main elements of the habitat plan have been adhered to.



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Key

- Developed land; sealed surface
- Mixed scrub
- Modified grassland
- Other neutral grassland
- Ponds (Non- Priority Habitat)
- Vegetated garden

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masterplanning • environmental assessment • landscape design • urban design • ecology • architecture • arboriculture

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0 50 100 m

client
Avant Homes Midlands

project
Lychgate Lane,
Burbage

drawing title
Proposed Habitat Plan

scale @ A3
1:1,500

drawn
SFW

seal
date
11/11/2022

Figure 2

4.0 [Design Proposal]

4.1 Proposed Layout

The proposed development has been designed in connection with the site's opportunities and constraints and is in line with local and national policies and guidance.

Following on from the masterplan and the approval of the outline planning permission of up to 85 dwellings the adjacent detailed site layout has been produced with a total of 82 dwellings. The structure of this layout closely follows that of the masterplan with some adjustments to the arrangement and type of plots.

The nature of the scale of the development and its distinctive arrangement of dwellings ensures a legible, safe and convenient environment for residents and visitors.

The design provides a cohesive development whilst the streets have individual and differing characters of their own. Continuous building lines have been introduced as they provide definition to, and enclose of, the public realm.

Feature buildings provide focal points and vista stops at key junctions within the development. All dwellings face onto the street with articulation of corners achieved by the use of distinctive materials and dual aspect units, ensuring all elevations make a positive contribution to the public realm and junctions.

The spaces between the front of the dwelling and footway have been designed to effectively mark the transition from the public to the private realm. The clear use of boundary treatments creates a legible layout with public frontages and private rear gardens, which safeguards the amenities of the proposed and existing residents.

Parking is in curtilage for the majority of dwellings and follows the principles of manual for streets. Parking provision meets the requirements in terms of quantum and size.

SUMMARY OF DEVELOPMENT

Number of Dwellings: 82 dwellings

Dwelling Type: Detached, Semi Detached, Terraced

Bedroom Range: 1, 2, 3 & 4 bedroom



Proposed Layout

4.2 Amount of Development

The proposed development offers a wide range of house types which will help meet the housing needs in the area and most importantly broaden the market base to enhance the diversity, affordability and scope of the housing offer within Burbage.

The accompanying layout demonstrates how the site could comfortably allow 82 dwellings as part of this development.

This quantum has been based upon the creation of an informed scheme which considers all specialist technical requirements including ecology, highways and visual impact whilst also being compliant with Local Planning Policy.

The land which is proposed to be developed equals 6.85 Acres (2.77 hectares) however the nett developable area is 4.55 Acres (1.84 hectares).

Based on the nett area, the scheme achieves a density of 44 dwellings per hectare and 30 dph based on the sites gross area. The density of development is looser along the site frontage along Lychgate Lane and denser in the middle of the site and along the Southern boundary which will aid in noise mitigation from the M69.

All proposed dwellings are two-storey or 2.5 storey in height which reflects the general character of the local area. The 2.5 storey dwellings having a room in the roof with no changes in the roof design.

Given the sites location and the housetype mix proposed it is considered that the density achieved is appropriate for this site.

20% of housing will be provided as affordable housing, in line with the Local Authority’s Policy with a mix of one, two and three bedroom properties.

The tenure of the affordable housing has been dictated by the S106 from the approved outline planning application and is as follows:

- 4 dwellings to be ‘First Homes’
- 4 dwellings to be ‘Shared Ownership’
- 9 dwellings to be ‘Affordable Rented’

House Type	Proposed Application No.	Proposed Application Mix
1 Bedroom	4	5%
2 Bedroom	15	18%
3 Bedroom	57	70%
4 Bedroom	6	7%



Example Askern Housetype

4.2 Amount of Development



ACCOMMODATION KEY:

- 1 - Bed Housing
- 2 - Bed Housing
- 3 - Bed Housing (3b4p)
- 3 - Bed Housing (3b5p)
- 4 - Bed Housing

Proposed Accommodation Plan

4.3 Scale of Development

Scale is the height, width and length of each building proposed within a development in relation to its surroundings. This relates both to the overall size and massing of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. It affects how a space can be used and how it is experienced. The relationships between the different dimensions of a building or component are known as its proportions.

The existing residential development adjacent to the site comprises single, 2-storey and some 2.5-storey dwellings with a variety of detached, semi-detached and terraced houses.

The height and massing of the proposed development varies across the site, with two storey units making up most of the residential development, with differing ridge heights to provide variation within the street scene.

2.5 storey room in the roof properties have been used across the site to add interest and a change in ridge height.

The adjacent plan identifies the variation across the scheme.



Proposed Storey Heights Plan

4.4 Landscape

LANDSCAPE DESIGN STRATEGY

Careful consideration has been given to the landscape design, providing landscaped streets and planting which defines private and public spaces. The chosen species will be native to this part of the country and will blend into the local landscape.

LANDSCAPE AND THE PUBLIC REALM

The landscape proposals seek to retain and enhance the existing landscape resources where possible, whilst creating an attractive and high-quality landscape that offers diverse wildlife habitats and recreational opportunities.

The scheme has been designed to respect the existing landscape, topography and ecology of the site.

PLOT FRONTAGES

Plot boundaries are reinforced with evergreen and deciduous hedge planting to the front of plots, between plots, along exposed side gables and screen walls to clearly de-fine private space, whilst adding value; softening the street scene, creating visual and sensory interest, and improving the air quality and microclimate. A combination of low maintenance shrub planting and mown lawns to units which have front gardens creates a high quality landscape with seasonal interest.

PUBLIC OPEN SPACE

The Public Open Space incorporated into the development is accessible all around the North, East and Southern boundaries of the site. This allows for great usability for everyone on the development. As part of this there is a proposed footpath route linking all the POS areas all overlooked by plot frontages for natural surveillance. The far Eastern part of the site has been dedicated to Surface Water Attenuation as well as an area for play equipment.

A detailed landscape package will be included as part of the application submission.



Proposed Site Layout

4.5 Appearance

Appearance is the aspects of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. In the case of a space, its landscape also influences its appearance.

An assessment of the local vernacular has been undertaken and is documented earlier within this Design and Access Statement.

The vernacular is generally mixed; materials range from red and buff brick to white render with detailing under red or grey roofs. The proposed external appearance will be treated to match both the local vernacular and the materials utilised within the surrounding development and the use of good quality brickwork to the elevations.

Roof finishes are proposed to reflect the local vernacular. The use of high quality dark grey tiles throughout the development will help to form a visual link between the differing house types and visually tie the scheme to the existing development. Rainwater goods and brick eave details shall be in keeping with the surroundings.

The design ethos for this site was to use complementary elevations that relate well to each other within the site and provide simple and well proportioned elevations. The development proposals are inspired by the use of materials and proportionality rather than any architectural period. We believe that it would be inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” these details.

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations.

Features to the properties which are found within the wider locality include heads and cills and brick banding details, which we are proposing on this site. Cuts into the roof provides variation and interest and canopies are provided to the front doors.

Please see the housetype elevations for accurate details.



Example street scenes

4.5 Appearance

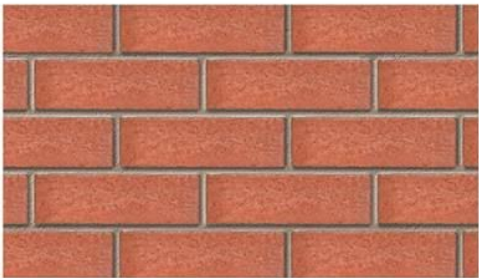
MATERIALS

Our proposed materials palette will include a range of 2 brick types shown adjacent along with a blue feature brick and dark grey roof tiles. These are reflective of the location and provide an appropriate colour palette for this edge of the urban area location. To match in with the local area further we are proposing to render some of the plots at focal points throughout the development.

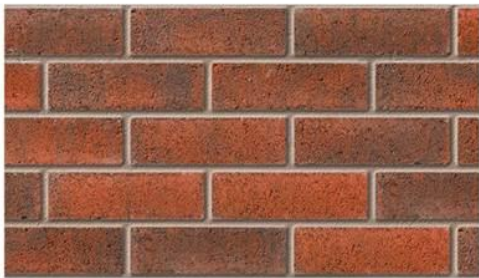
These finishes have been appropriately varied across the site to create a diverse, contrasting identity between dwellings which helps to create individual sense of place and ensure intrigue and interest across whole street scenes.

All rainwater goods are proposed in black uPVC. All windows are proposed to be double Glazed, white uPVC with feature fenestrations to all principal elevations to enhance character and identity of the development.

Porches and Entrance Canopies will employ similar finishes to all Roofs and provide articulation to the elevations.



Warm Red (Kingston)



Cottage Red (Kingston)



Dark Grey Tile



Example material palette

4.6 Access

This section of the Statement will address access issues to the site, including the following aspects:

- **Policy** – justification of the relevant national, regional and local planning policies.
- **Site Circumstances** – how any specific issues, which might affect access to the development, have been addressed.
- **Vehicular and transport links** – why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- **Inclusive access** – how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

POLICY

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians,
- avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles
- Consider the needs of people with disabilities by all modes of transport.



View West down Lychgate Lane

MANUAL FOR STREETS, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

ACCESS POINT

Vehicular and pedestrian access for all vehicles to the site will be taken from one point directly from Lychgate Lane via a new site access and internal road network which will be constructed to highways adoption standards.

The access point and design have been approved under the outline planning application which includes means of access. Please see page 28 for the approved designs.

Junction capacity assessments were undertaken at key junctions across the village of Burbage to consider the impact that the development will have on the surrounding roads. The findings from the modelling demonstrate that all the junctions currently work within capacity and the proposed residential development will have a negligible impact on the surrounding highway network.

4.6 Access

PERFORMANCE

The site will be fully compliant with the building regulation part M4(1). This ensures that all new dwellings make reasonable provision for most people, including wheelchair users, to approach and enter the dwelling and to access habitable rooms and sanitary facilities on the entrance storey. Reasonable provision is made if the dwellings all comply with the following:

- a) Within the curtilage of the dwelling, it is possible to approach and gain access to the dwelling.
- b) It is possible to gain access to the dwelling from the most likely point of alighting from a car.
- c) A disabled person who can walk is able to visit any dwelling in a building containing one or more dwellings.
- d) Visitors can access and use the habitable rooms and a WC within the entrance storey of the dwelling.
- e) Where the habitable rooms and the WC are located on the entrance story access between them is step free.
- f) Wall mounted switched and sockets in habitable rooms are reasonably accessible to people who have reduced reach.



View East down Lychgate Lane

APPROACH TO BUILDING

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. The approach route will be safe and convenient for everyone including older and disabled people and some wheelchair users.

Consideration will be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

ENTRANCES

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc.

Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

BIN STORAGE AND COLLECTION

The distance between storage areas and collection points have been minimised within the development and particularly considered where private drives are proposed.

As noted within the key, Bin Collection Points (BCP) are identified to the end of private drives to allow adequate storage on collection days.

The dwellings on the site all have access to their garden to allow bins / recycling to be stored safely in rear gardens.

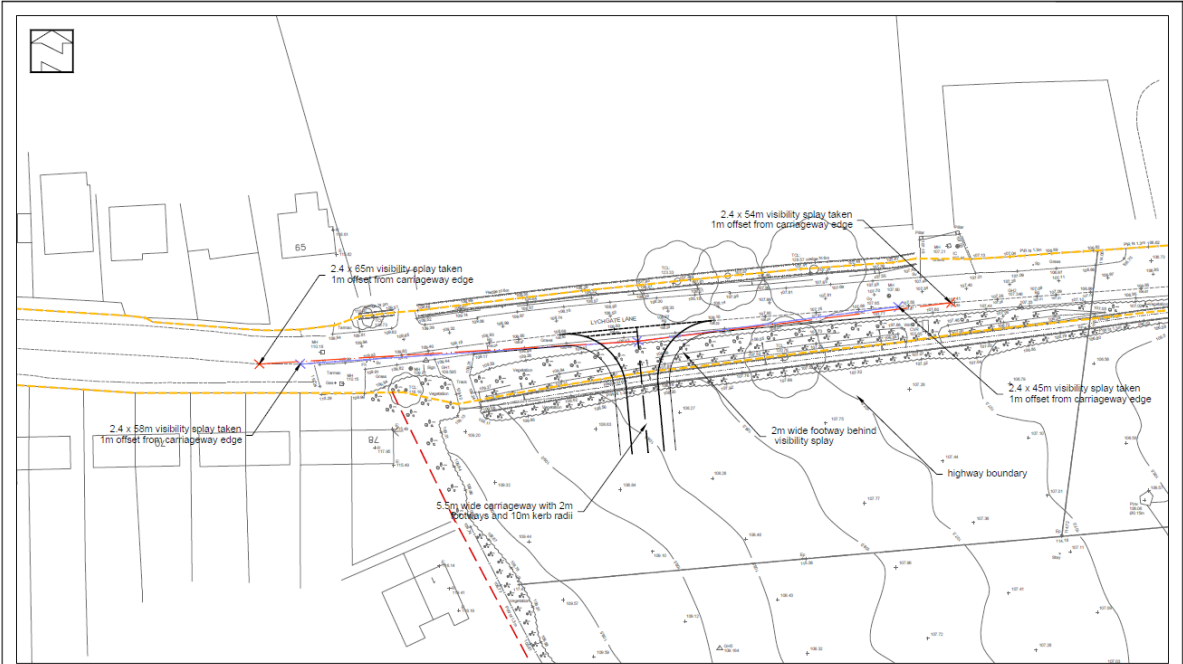
The layout provides space to ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.

REFERENCES:

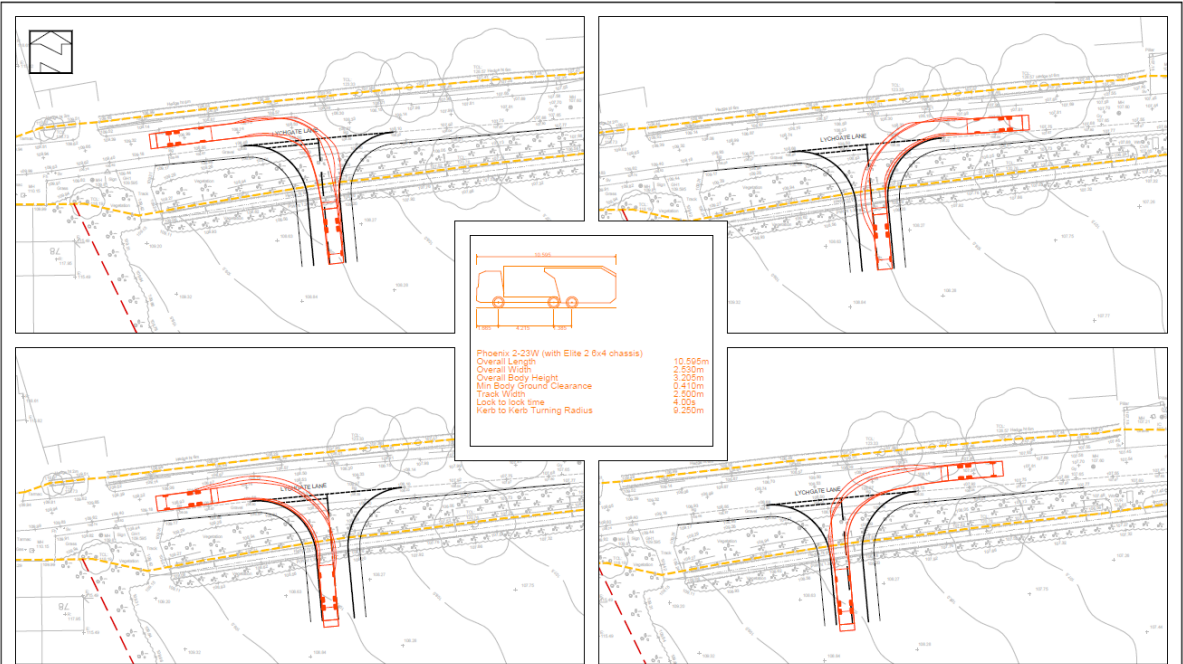
Building regulations 2010, Approved Document M, Access to and use of buildings.

BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled

4.7 Access - Design



Project: Proposed Residential Development Lychgate Lane			Client: Avant Homes		
Title: Proposed Access Junction Layout			ADC INFRASTRUCTURE		
P3	Revised Access Location	07/12/21	Orig Size: A3	Scale: 1:500	Date: 08/10/2019
P2	Access onto Topo	26/10/21	Orig No: ADC2167-DR-001		
Rev	Description	Date	Rev: P3		



Project: Proposed Residential Development Lychgate Lane			Client: Avant Homes		
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Rev	Description	Date	Rev: P3		

Access arrangement drawings taken from
ADC Infrastructure Transport Assessment

4.7 Access – Movement Network

A well-designed movement network defines a clear pattern of streets that:

- *Is safe and accessible for all;*
- *Functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*
- *Limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*
- *Promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and*
- *Incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.*

The plan opposite demonstrates the movement framework and street hierarchy established within the development.

The design solution creates a hierarchy of movement which transitions from the primary access road with a series of secondary streets and private drives off this main route.

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.

PRIMARY ROUTE

This route provides footpaths to both sides and provides a main access into and through the site from Lychgate Lane. Traffic speeds would be greater along this route, therefore a segregation of pedestrians to the vehicle assists in the safe movement of pedestrians.

SECONDARY STREETS

These streets have a 4.8m wide carriageway with 1.35m service margin/footways on either side but are of a shared surface nature. These streets are shorter in length and as such, encourage lower traffic speeds. The desire for pedestrians and vehicles to share spaces also encourage slower speeds.

PRIVATE DRIVES

Private drives are the lowest in the hierarchy of street types within the development, they typically do not get adopted and only serve 5 properties.

WALKING ROUTE

As per the masterplan and highlighted on the adjacent movement plan there is a proposed walking route through the development connecting all the public open spaces and play area. This will encourage a more sustainable mode of transport as well as a healthier lifestyle and allow the site to feel more open and connected to its surroundings.



Proposed routes around the site.

4.8 Car Parking Strategy

A strategy for the provision of car parking within the layout has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new development if treated with care.

Car parking within the locality varies, however, the majority are generally set within the curtilage of the dwelling either as integral or side detached garages and driveways either to the front or the side.

There are however opportunities to introduce different car parking solutions depending upon the type and character of street being proposed. This would include detached / integral garages, front parking courts, rear car parking courts and side spaces.

The development proposals achieve a minimum of 2 spaces per plot. The parking provision is achieved through the following:

FRONTAGE PARKING

Most of the units on the site have frontage parking separating the road and the dwelling. This is typically the most practical solution and allows residents to easily access their home or vehicle. This also provides high levels of natural surveillance.

SIDE DRIVES

Some of the plots have side drives which have been designed into the development to aid with plotting in reduced cell depths where there may be easements for example. This is also a good arrangement for creating strong frontages closer to the pavement and braking up runs of parking.

PARKING COURT

A parking court has been utilised on this development where the constraints meant that houses couldn't be plotted over an easement. This situation also helps to relieve the street scene of runs of parking and can create a stronger plot frontage with added landscaping.

CYCLE PARKING

The Transport Assessment advised that the scheme would encourage cycling as an alternative mode of travel by implementing a number of initiatives, including the provision of cycle storage for residents in accordance with local authority guidelines.



Variety of Off-Road parking arrangements.



Baildon Housetype

5.0 [Designing out Crime]

5.1 Designing out Crime

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

The NPPF states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

The application seeks Reserved Matters Planning Approval for residential development and a detailed layout accompanies the submission. As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined below and opposite.

- The single vehicular access point proposed is considered acceptable as it keeps permeability at an appropriate level. This will make it more difficult for offenders to enter the area and move around without being conspicuous and not challenged.
- Proposed footpath links within the site have been clearly and logically positioned to ensure surveillance and promote the use of these links. This provides users of the footpath with a feeling of security and deters criminal and anti-social behaviour.
- Parking solutions vary, as previously demonstrated. No matter what the solution, the majority are located within the curtilage of the dwelling or in a highly surveyed position close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/antisocial behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments have been employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents.

- The use of robust boundary treatments i.e. 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting subdividing plots ensures the creation of defensible space and achieves privacy for future residents. To streets facing open space, hedges are utilised which allows clear definition between the public and private realm but also allows a degree of natural surveillance to the front of the development.
- Rear gardens are generally plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided have been kept to a minimum and are provided with gates in order to prevent casual intrusion.
- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings have been designed to respond to the street with outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables are also appropriately treated with windows to ensure surveillance and true dual aspect dwellings achieved to key corners. The plan overleaf further demonstrates how these considerations have been achieved at this site. These features strengthen community resilience to crime and disorder
- Public open space is provided with good levels of natural surveillance from nearby dwellings, to offer a sense of guardianship and deter criminal and anti-social behaviour. Details of how the Public Open Space areas are to be maintained and who is responsible for this is shown on the accompanying landscape proposals.
- The scheme has been carefully designed to avoid the creation of ambiguous spaces. All spaces created offer public or private use or value and are designed to support biodiversity through additional planting.
- New planting is proposed to separate main footways from private footpaths, parking bays and to provide dwelling frontages. This planting is substantial enough to deter casual intrusion onto private frontages.

The above recommendations ensure that residents will be provided with a safe and secure environment to live by reducing the opportunities for crime and anti-social behaviour to occur. This will accord with the core principles and design objectives set out in the National Planning Policy Framework and local policy.

6.0 [Building for a Healthy Life]

6.0 Building for a Healthy Life



Condition 17 of the Outline Planning Approval States “A `Building for a Healthy Life` assessment (including timetable for implementation) shall be submitted as part of the reserved matters submission details for this development. The details of the development shall incorporate the 12 considerations set out within the `Building for a Healthy Life` document (Homes England) and parameters shall be agreed with the local planning authority and implemented on site in accordance with the approved details and retained thereafter.”

Building for a Healthy Life is a Design Code to help people improve the design of new and growing neighbourhoods. Taking each of the key considerations in turn, this assesses the design proposals and assigns either a green, amber or red award.

Red – Stop and rethink Amber – Try and turn to green Green – Go ahead

Question	Score	Summary
Integrated Neighbourhoods		
1. Natural Connections Create places that are well integrated into the site and their wider and natural built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.		The proposed development can demonstrate a suitable safe access to the site taken from Lychgate Lane. Connected street patterns are provided which work best by including straight streets, with material changes and cul-de-sacs to ensure rat runs aren’t created. Pedestrian and vehicle links ensure the site is not isolated and allows safe movement both within, through and around the site, with the links being well over looked.
2. Walking, Cycling and Public transport Short trips of up to three miles can easily be made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.		The site is well connected to the surrounding urban area of Burbage and benefits from easy access to public transport and strategic highway links within close proximity of the site. The scheme allows direct pedestrian links to these key connections and would encourage future residents of the site to choose sustainable forms of travel. Routes throughout the scheme are well overlooked by the proposed new dwellings with corner plots having dual aspect buildings wherever required.
3. Facilities and Services Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.		As established under section 2, this site is well positioned in terms of benefitting from good public transport links and services. The proposed development is within a 20 minute walk of Schools, sports pitches, a post office, super markets, pub/restaurant and fast food outlets, all located in the centre of Burbage As part of the proposals, an area of public open space is to be provided on site for use by new residents and the wider community. This landscaped area is well overlooked by the siting and orientation of the dwellings and each have been designed to have a clear function both in terms of amenity type and biodiversity value. The open space provides opportunities and space for walking, sitting and the provision of a play area.
4. Homes for everyone A range of homes that meet local community needs.		The scheme submitted identifies the provision of a wide range of property types ranging from 1, 2, 3 and 4 bedroom properties, providing a total of 82 no new houses, with a mix of housing types and tenures to suit the needs of the local community, including first time buyers, family homes and those down sizing. 20% of the housing will be affordable units in line with the Local Planning Policy requirements. The proposed design offers all occupiers access to private outdoor space, an important factor for people’s mental and physical health and wellbeing.

6.0 Building for a Healthy Life

Distinctive Places		
5. Making the most of what's there Understand and respond to the site and wider context. Does the scheme take advantage of existing topography, landscape features, wildlife habitats, existing buildings, site orientation and micro-climates?		The proposed layout has been designed following sound urban design principles and guidance whilst maximising the sites opportunities and giving due regard to the sites constraints. The key features to be considered as part of the scheme includes the existing landscape features, ecological enhancement, land uses surrounding the site and the desire to strengthen the sustainable connections. The proposed layout offers the opportunity to create differing character areas informed by existing and proposed landscaping, density of built form and space between dwellings. Sensitive transitions have been considered towards the design between existing and new development so that building heights, typologies and tenures sit comfortably next to each other. The aim is to protect and enhance the existing habitats where possible, failure to achieve this new habitats will be in accordance with aboricultural advice.
6. A memorable character Create places that are memorable. Does the scheme create a place with a locally inspired or otherwise distinctive character?		The design ethos for the overall site was to use complementary elevations that relate well to each other within the site. The development proposals are inspired using materials and proportionality rather than any architectural period. It was considered inappropriate to simply copy previous architectural styles or “adapt” or “incorporate” these details. The proposals provide for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflect these needs and aspirations. Tree lined streets have been encouraged through the design and a range of street types utilised to create differing character areas, along with the use of shared private drives. The design solution section demonstrates where greater prominence can be achieved and where careful consideration has been given to character areas to create a legible and memorable environment.
7. Well defined streets and spaces Create a network of streets and spaces that are well enclosed by buildings and or structural landscaping taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.		As the site layout demonstrates, a permeable and legible network of streets and pedestrian links can be achieved on this site. A clear hierarchy of streets have been established within the scheme with primary conventional routes, shared surfaces and private drives. All streets are adequately framed through the siting of dwellings and dual aspect dwellings assist in creating visual interest and additional surveillance to the street particularly at key corners. The setbacks to the street vary within the development.
8. Easy to find your way around Use legible features to help people find their way around a place.		The design solution creates a hierarchy of movement which transitions from the primary access road with a series of secondary streets and private drives. This approach in different spatial characteristics, building to street relationship and landscape strategies, promotes ease through the site. Clear paths along desire lines lead pedestrians across and around the site with minimal effort, vehicle speeds are kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner. Buildings are positioned to create focal points which guide you through the site and create vista stops. Landscaping and boundary treatments are used to define public and privates spaces to avoid confusion, with the dwellings curtilage relating well to the property.

6.0 Building for a Healthy Life

Streets for All		
9. Healthy Streets Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced along and across streets with ease. Activity in the street is an essential part of a successful public realm.		The scheme proposes a clear hierarchy of streets which are easy for the user to move around. Street trees along the perimeter highway, frame views and reduce forward visibility and traffic speeds. Secondary routes are short lengths of shared surface which will keep traffic speeds low. Similarly, parked visitor vehicles provide passive traffic calming for the development. Footpaths are direct, well connected and overlooked, making these safe for users. The street network allows for pedestrians to move safely, with traffic calming and surface material changes to keep vehicle speeds as low as possible. The layout also provides good access for refuse and emergency vehicles.
10. Cycle and car parking Well designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality , local congestion and the quality of the street scene. Well designed streets will also provide sufficient and well integrated car parking.		The layout has been designed with consideration of not only the amount of parking but how and where it is accommodated, ensuring that ad-hoc on street parking is minimised. Car parking has been provided to all dwellings and will be accommodated in a mixture of side drives and frontage parking. Landscaping bays will be provided in the latter parking arrangement to ensure the street is not dominated by hard standing. All parking is designed to be situated close to the dwelling it serves for convenience and surveillance. Where garages are not provided, rear garden sheds will afford secure cycle parking. Visitor parking will be on street and unallocated.
11. Green and blue infrastructure Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well being and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.		A variety of green spaces will be created. There will be formal areas with ornamental garden species to provide settings for terraced homes , as well as informal and natural spaces with native species to enhance biodiversity. A Play zone will be provided on site, which is well overlooked. There will be a range of sustainable drainage solutions including a surface water attenuation basin.
12. Back of pavement; front of home Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.		Appropriate boundary treatments have been designed within the scheme which would assist in the creation of a safe and defensible scheme. This establishes a clear definition between the public and private realm which is tailored to match its setting in terms of type and design. Where rear gardens abut the public highway, 1800mm high brick walls and piers are provided. In other locations within the perimeter block, 1800mm high timber fences are provided to rear boundaries. In order to create distinctive green character areas within the development, a variety of landscape treatments will delineate front boundaries, from hedges to perennial shrubs. Varied property types and parking solutions provide varied set backs within the street which provide the opportunity for garden spaces. Doors to all dwellings face the street and provide activity and surveillance. Hardstanding is provided within rear gardens for bin storage with rear access being provided to all properties, including terraced units.

7.0 [summary]

7.0 Summary



This Design and Access Statement has demonstrated how the design of the site accords with relevant national and local planning policy and design best practice in relation to a reserved matters planning application.

By following an established set of design principles, the scheme blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form which is reflective and complimentary to the existing built form within the locality.

The careful consideration of the structure, massing, streetscape, landscaping and materials ensures that the development is in context with the adjacent area, creating and attractive, distinctive and aspirational scheme.

These elements will ensure the creation of a pleasant environment to live.

Summary of development

Number of Dwellings: 82 dwellings
Dwelling Type: Detached, Semi Detached, Terraced
Bedroom Range: 1, 2, 3 and 4 bedroom