PROJECT
PC504
Design & Access Statement

LOCATION
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1.0 Introduction

1.1 This planning, supporting statement has been prepared by Yorke Architecture Ltd in support of a full planning application for the construction of an additional industrial storage unit at Kirkby Moats, Kirkby Mallory.

1.2 This report has been prepared in accordance with the guidance set out by CABE, as detailed in 'Design and Access Statements – How to Write and Read them'.

1.3 This statement is to be read in conjunction with the planning application and its accompanying documents

- Application Form
- PC504_01_Location Plan
- PC504_02_Site Plan
- PC504_03_Proposed Plans
- PC504_05_Proposed Elevations

2.0 Assessment of Context

2.1 The site is accessed directly off Newbold Road, Kirkby Mallory and is situated on the periphery of Kirkby Mallory approximately 1000metres north of the main village. The closest dwelling is approximately 200metres South South West of the proposed development (there is a current planning application for the replacement of this existing dwelling). The wider area is predominantly rolling farmland.

2.2 The site has an existing commercial unit located to the North East boundary of approximately 1144m2 and historic poly tunnels in a state of disrepair. There is a current stable block located approximately 85m South west of the existing commercial site that also has a current planning application to replace the existing.

2.3 Historically the wider site was home to a medieval/post medieval moated site as noted in below Historical Environment Record. See also Appendix a and b for further information regarding this heritage asset.

Name: Moated site, Kirkby Moats, Kirkby Mallory
HER Ref: MLE3043
Parish: Peckleton, Hinckley and Bosworth, Leicestershire
Grid Reference: SK 454 018
Map: Coming soon
Monument Types
MOAT (Medieval - 1067 AD? to 1539 AD?)
Summary
Remains of a filled in elaborate complex of water filled features and ditches. Originally the site had three concentric moats, though these are now largely filled in. It might have been garden features or a park lodge.

Additional Information
Rather battered remains, largely filled in, of an elaborate complex of water-filled features. It appears in detail on some editions of the OS and on an estate map of Kirkby Mallory in the Record Office. (RFH 03/10/86)

RP made a site visit in 25/06/97 in connection with planning application 97/00353/4. A photographic survey of the condition of the monument was undertaken: report on file with SMR. Further infilling of the ditches occurred between 1981 and 1997, leaving only two sections of the middle ditch (moat) wet, though other sections of ditch are visible as shallow depressions in the pasture. (RJP 11/10/99) (Heritage Gateway, n.d.)

2.4 Kirkby Mallory is a rural hamlet with farming origins within the civil parish of Peckleton. Buildings are a mix of older two storey cottages in red brick and slate roof and newer red brick, white render with clay roof tiles from modern infill and expansion.

3.0 Use

3.1 The proposed development is for a new industrial unit of approximately 940m2. This will then facilitate the expansion of the current facilities to enable commercial growth of the current occupier Arlen Flooring by offering an expansion to the current storage facilities found on the site.

4.0 Amount

4.1 As stated, the proposed development is for a single split height commercial unit of 940m2 allowing the expansion of the current facilities found within the site.

5.0 Layout, Scale and Appearance

5.1 The application seeks planning permission for the construction of a new split height industrial unit allowing the storage of floor coverings to enable the expansion of the current user.

5.2 The proposal takes careful consideration of the surrounding, existing residential and commercial developments to ensure that the amenities of existing and future occupiers are protected.

5.3 The proposal is for a 940m2 industrial unit of split height.

5.4 The scale of the proposed unit is commencerate with the scale of the site allowing the requisite circulation and parking requirements.

5.5 The proposed design is guided by the local built vernacular required by the Landscape Character Assessment for this area and the pre-application advice (21/10196/PREHMO) received on 1st Nov 2022 .

6.0 Landscaping

6.1 The existing site is split into two clear zones, the current industrial unit to the rear of the site with requasit parking requirements and a former site consisting of several poly tunnel frames that have now fallen into a state of disrepare.

6.2 New secure palisade fencing and gates will be installed.

7.0 Access

7.1 Vehicular access will not change from the existing situation.

7.2 A minimum of 1 level threshold will be provided to the primary entrance, however, it is likely that all thresholds will be level access type.

8.0 Planning Policy Context

8.1 Set out below is the relevant planning policy to the proposal

8.2 Hinckley & Bosworth Borough Council - Landscape Character Assessment.

8.3 Site Allocations and Development Management Policies DPD - Adopted July 2016

- DM1 Presumption in favour of sustainable development
- DM2 Delivering Renewable Energy and Low Carbon Development
- DM4 Safeguarding the Countryside and settlement Separation.
- DM10 Development & Design
- DM11 Protecting and Enhancing the Historic Environment
- DM12 Heritage Assets
- DM13 Preserving the Borough's Archaeology

8.4 Other material planning considerations

National Planning Policy Framework and its Technical Guidance, 20 July 2021
National Planning Policy Guidance suite, on-line resources, March 2014

8.5 At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. There are three dimensions to sustainable development, economic, social and environmental roles.

8.6 The key elements of the NPPF relevant to the proposal are:
Achieving sustainable development

- Achieving sustainable development
- Building a strong, competitive economy
- Requiring good design
- Conserving the natural environment
- Conserving the historic environment
- Decision taking

9.0 Case in Support of the Proposal

9.1 Section 38 of the Planning and Compulsory Purchase Act 2004 states that all determinations must be made in accordance with the plan unless material considerations indicate otherwise.

9.2 The material planning considerations in relation to the proposal are

- Principle of Development
- Impact on Visual Amenity
- Neighbour Amenity
- Impact on Highways Safety
- Impact of Flooding
- Impact on the historic environment and heritage assets

9.3 Principle of Development

The site is located to the rear of a residential development within an existing commercial setting. The proposal is to expand the current facilities by creating an additional storage unit of the same use class with in the existing commercial zone contained within a large mixed use site of over 6.5 acres consisting of a private residence, stabling with associated paddock and the existing commercial unit. The proposal is for an additional commercial unit of similar size and style as the existing contained within the commercial zone of the overall site with no change of use class. The development is therefore acceptable in principle.

9.4 Impact on Visual Amenity

The sizing of the unit is commensurate with the size of the curtilage within which it stands and to the existing built form located within the site. The site is located to the rear of the overall site and is extremely well screened by mature hedgerow rendering the proposed development virtually invisible from the public realm. Due to the rural nature of the location, there is no overarching architectural style with which to create a conflicting aesthetic, hence, when coupled with the sheltered and screened boundaries, there is limited opportunity to impact on the visual amenity of the location.
The design has been developed alongside the Landscape Character Assessment appropriate to the area.
Guidance undertaken to;

- Create new development which reflects the local built vernacular
- Contain new development within historic boundaries - this being within the existing residential curtilage.
- Conserving what remains of the rural landscape by concentrating new development around existing settlements - in this case a replacement of an existing dwelling.

9.5 Impact on Neighbour Amenity

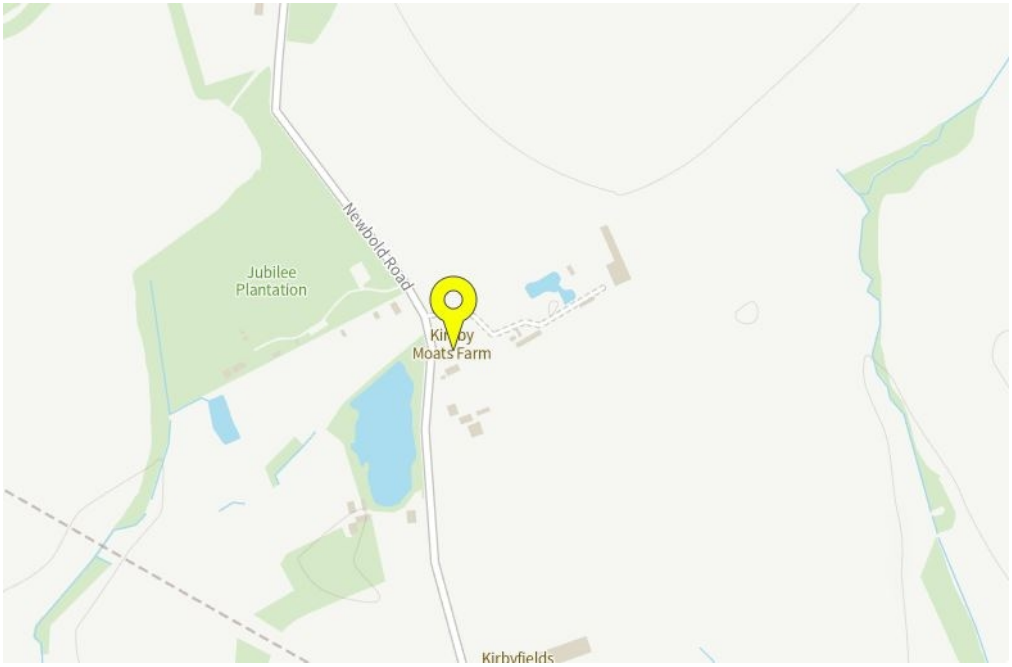
The new unit neither overlooks, overshadows or overbears neighbouring properties. The nearest dwelling is approximately 130metres to the South South West and as such the proposed development has no impact on neighbour amenity.

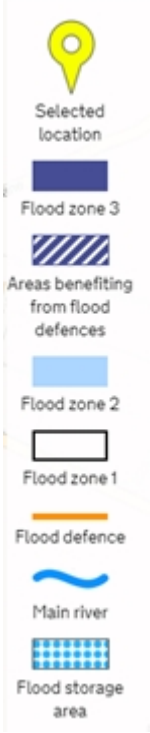
9.6 Impact on Highway Safety

The unit is to enable the expansion of the storage facilities of the existing commercial enterprise and the existing vehicular and pedestrian access points will not be altered. There is also no reason to suppose that traffic movements would be increased dramatically as a consequence of the proposal, hence it is suggested that the proposal will have no detrimental impact to public highway safety.

9.7 Impact of Flooding

As can be seen from the Environment Agency flood map, below, the site lies within Flood





9.8 Impact on Historic Environment and Heritage Assets

The proposed development is sited within the existing astablished commercial zone and not within the historical moats area, as evidenced by historical maps and site visits. Given the previous working of the site, it is unlikely that any archaeologically or historically significant remains will be disturbed but a watching brief will be maintained whilst any excavation or groundwork is in progress.

10.0 Other Matters

10.1 Sustainability Measures

To reduce the environmental impact, low energy lighting will be used to supplement the roof windows when natural light is scarce. The unit will be constructed with low energy and sustainability at its core and all efforts will be made to place as smaller impact on the environment both during construction and running. the unit will aim to use electricity supplemented by photovoltaic panels, thus reducing overall carbon emissions. Building materials and products will be sourced locally taking advantage of the environmental benefits of reduced travel distances and impacts from the manufacturing site to the building site, creating a smaller carbon footprint for materials.

11.0 Summary and Justification

11.1 The proposal involves the erection of a new industrial storage unit of similar size and layout as the existing unit located within the established commercial zone located to the rear of the curtilage of the site.

11.2 The site constraints have provided a design which sits comfortably in its locality and provides an uplift in facilities allowing the continuation and expansion of the existing business located within the site. The development makes good use of the site and does not result in any impacts on the residential amenity of the occupiers of nearby dwellings. The positioning of the proposal and the overall design demonstrates subservience to the existing built form and offers adequate parking and circulation space to accommodate all vehicular types in accordance with planning guidance.

11.3 The proposal meets with the three dimensions to sustainable development as set out within the NPPF.;

Economic Role

The proposal will contribute towards a strong, responsive and competitive economy by providing a minor contribution towards the construction economy during the course of the development and by the purchase of local supplies and services. The unit will also enable the expansion of an existing commercial enterprise located within the site thus offering a potential uplift in local employment.

Social Role

The proposal will support strong, vibrant and healthy communities by providing a minor contribution towards the demand for community services and interaction.

Environmental Role

The proposal will use materials and methods that will assist in mitigating climate change.

12.0 Conclusion

12.1 The proposal accords with the development plan and is sustainable development as defined within the NPPF. The proposal would not result in any adverse impacts that would be demonstrably harmful to the character of the area, residential amenity, highway safety or the historical asset adjacent. It is on this basis that the development should be approved without delay.

13.0 Appendices

13.1 Appendix A

A glimpse into the past

This is my impression of what the layout may of looked like back in ancient times. The picture shows the moated Manor House with the village of Kirkby Mallory in the distance. As already mentioned the complex was proberbly built by Geoffrey Mallory - 1154 to 1189. The Manor House and its lands were governed by the Mallory family until about 1347 / 1361 ? when it passed into the hands of the Abbot and Convent of St.Mary of the Meadow of Leicester. In 1534 prior to the dissolution of the monasteries the then Abbot John Bourchier leased the The Manor House to Thomas Dilk for 81 years. (Farnham Mediaeval Village Notes III, E.303/leic216 valor eccl). After the dissolution in 1541 King Henry VIII granted the Manor of Kirkby Mallory to Thomas Harvey. The Manor House its-self is again mentioned in Richard Dilk`s Will, he died at Kirkby Mallory in 1594.

(unknown, 2022)

13.2 Appendix B

Kirkby Moats are almost square in plan, each side measuring about 500ft in length. The centre plateau, 90ft square, is surrounded by three ditches and a triple vallum. The innermost moat is 11ft deep and over 45ft wide; this is surrounded by a vallum 17ft in height: the middle moat, not so wide as the inner one, is filled up on the eastern side for length of 30ft, thereby creating a rectangular platform between the two earthen walls. Another platform is found on the same side near the NE angle, and this is pierced by a short arm of the inner moat which penetrates its eastward to the confines of the outer moat, providing an elongated pit. An entrance path curves across the two outer aggers at the NE angle of the works. Indications of two other entrances are at the SE angle, and in the north side towards the NW angle. (VCH)

The earthworks at this site have almost been obliterated; those remaining have been considerably weakened and altered. The present owner, Mr Wright, says that the previous owner had a grant from the Ministry of Agriculture to level the site, he also stated that these moats were mentioned in Domesday. This was presumably, originally a double moated enclosure with adjacent fish ponds. (PastScape–Field Investigators Comments-F1 JB 22-JUN-72)

Hugh de Grentemaisnil held two manors in Kirkby (recorded as Cherebi and Cherchebi) but the 'moats' are not specifically mentioned. (VCH Leicestershire Vol. 1 p. 314). (Davis, 2017)

14.0 References

Davis, P., 2017. *The Gatehouse Gazetteer.* [Online]
Available at: http://www.gatehouse-gazetteer.info/English%20sites/1773.html
[Accessed 11 March 2022].

Heritage Gateway, n.d. *Heritage Gateway.* [Online]
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https://www.heritagegateway.org.uk/Gateway/Results_Single.aspx?uid=MLE3043&resourceID=1021[Accessed 11 March 2022].

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Available at: http://www.kirkbymalloryhistory.uk/manor.html
[Accessed 10 March 2022].