

BARTON ROAD, BARLESTONE



Design & Access Statement

Project: RESIDENTIAL DEVELOPMENT, BARLESTONE
Site: LAND NORTH OF BARTON ROAD, BARLESTONE
Client: MYPAD 2020 LTD
Date: MARCH 2024
Our ref: 22-025_23-08-001
Issue: 01

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1. Introduction and Brief

1.1. Introduction Statement

This statement has been prepared in support of the reserved matters application for residential development on land north of Barton Road, Barlestone. The statement has been prepared on behalf of the applicant, MYPad 2020 Ltd.

The purpose of this statement is to explain how the development proposals have been formulated, what has influenced the design and layout including constraints and opportunities. The statement includes a summary of the pre-application discussions held to date which have influenced the proposals. It describes the site and planning policy context and the principle of the form, scale and siting of the proposed development.

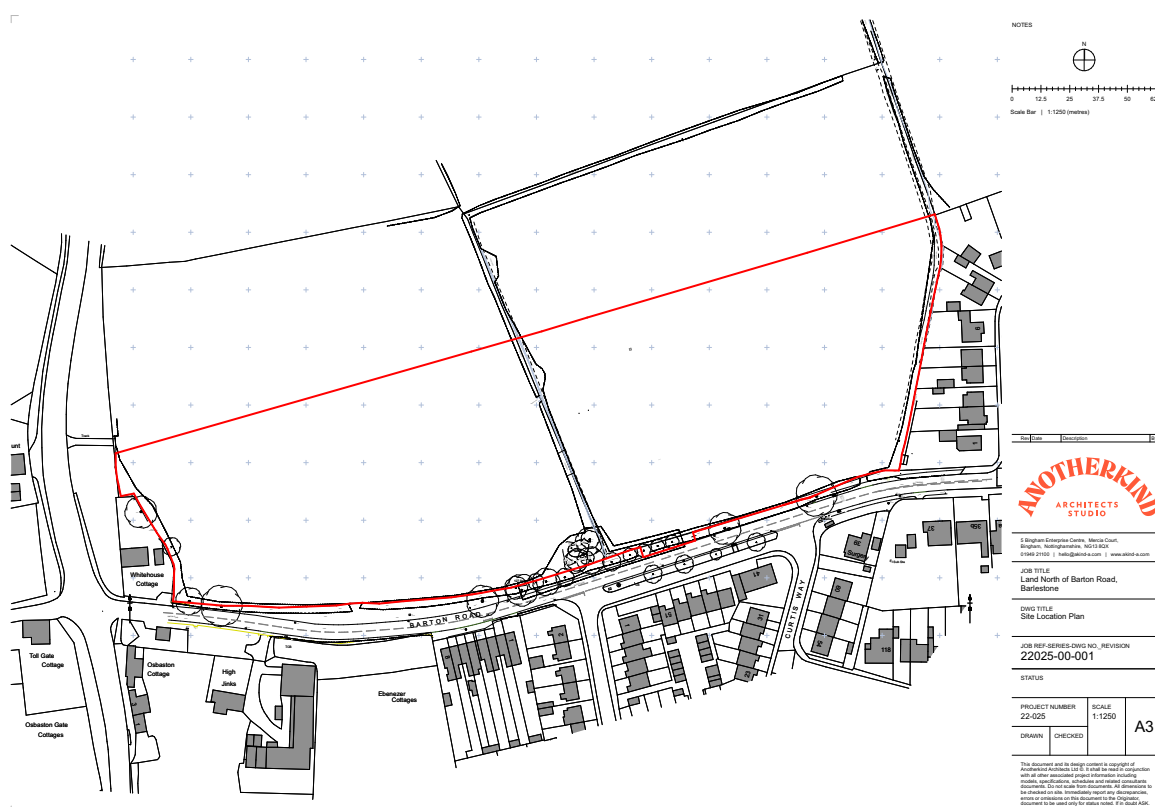
1.2. Brief

The brief is to deliver a high quality residential development, which is sympathetic to the site and its context. The design should accord with all relevant planning policies, and deliver an environmentally sensitive development. As this is a reserved matters application the design must respond to, and build upon the outline planning approval for the site.

2. Assessment of the site

2.1. The Existing Site

The plan below shows the land that forms the reserved matters application site, bounded by the red line.



The site has existing outline planning permission granted 24th May 2022, for up to 55 dwellings under planning reference: 21/00096/OUT.

Extract in italics from outline planning application committee report presented at 14/12/21 planning committee.

The application site is located within Osbaston Parish and adjacent to the parish of Barlestone to the east. The site is approximately 3.3 hectares in size and roughly rectangular in shape and consists of the southern part of two adjacent arable fields. The site is adjacent to Barton Road to the south, the rear gardens of dwellings on Gregory Road to the east, arable fields to the north and the A447 and White Tollgate Cottage to the west.

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The site is adjacent to existing built development on two sides; to the east are dwellings on Gregory Road and to the south are dwellings along the southern side of Barton Road and Tollgate Farm. The site is outside of but adjacent to the defined settlement boundary of Barlestone and as such is located within open countryside.

The site boundaries are defined by hedgerows to the west, south and east and there is no boundary defining the northern edge of the site. There is a mature hedgerow within the site that bisects the two fields. There are mature trees within the hedgerows. Within the site are ditches along the eastern boundary and within the site both running north/south. There is an existing pond within the site adjacent to the southern boundary.

The site is relatively flat in profile. The submitted topographical survey shows the site slightly falls from north-west to south-east from 130m AOD to 126m AOD. There are two existing field gate access points to the site from Barton Road and a field gate from the grass verge adjacent the A447 on the western boundary.

The outline planning permission includes an indicative site layout masterplan. This layout (by others) is shown below for reference and has been used as the starting point for the design development of this reserved matters application.



As described above the site consists of two parcels of land, with a central hedgerow boundary. This is to be retained aside from a small section centrally to facilitate a connection between the two portions of the site. Hedgerows that bound the sites south, west and eastern boundaries are retained with a short length of hedgerow proposed to be removed along Barton Road, to provide the main site access and associated visibility splays. This is to be replaced as part of the proposed landscaping scheme, as conditioned with the outline permission.

3. Planning History and Pre-application Advice

3.1. Assessment of Outline Permission

The outline permission illustrates a relatively low density development of semi-detached and detached dwellings, up to 55 dwellings. The site is split into two distinct parcels, with a central hedgerow between and the dwellings are shown distributed across both the eastern and western portions of the site. An area of public open space is located to the western edge of the western parcel.

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The detailed design prepared in support of this reserved matters application has taken the principles of the illustrative masterplan and redistributed the 55no dwellings so that these are accommodated within the eastern parcel of the site. Public open space is indicated to the western parcel of land, following the principles of the illustrative masterplan. These combined elements are referred to as 'Phase I' in this application and are the subject of this reserved matters application.



There is an area of land in the western portion of the site, between the 55 dwellings and the public open space which is shown blank on the above. A future phase of residential development has been considered for this parcel of land ('Phase II') An indicative masterplan for the remaining western portion of the site (shown blank on the above) has been produced to demonstrate how public open space provision, highways, sustainable drainage and an appropriate residential layout could combine with 'Phase I' to successfully develop the whole site.

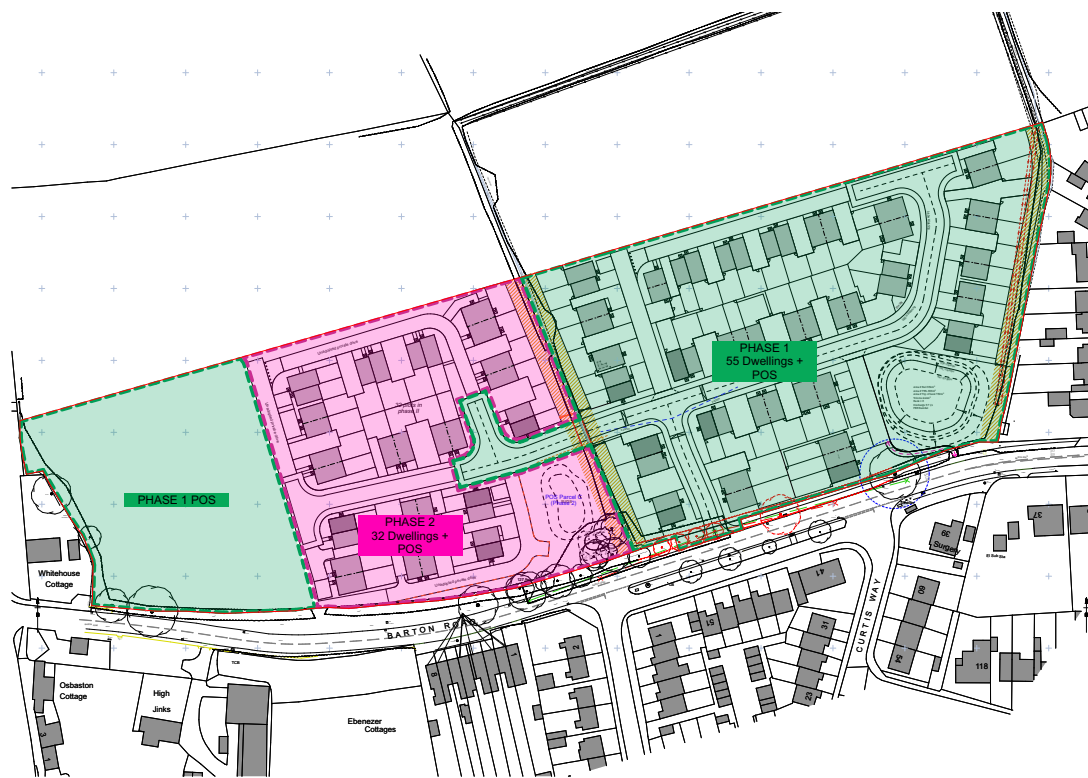
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This area of the site is referred to as 'Phase II' and may be subject to a separate full planning application in the future; It is not being considered as part of this reserved matters application, but has been included to demonstrate what such a future development may look like.

Phase I and II are indicated on the phasing masterplan below. This drawing is submitted in support of the reserved matters application but not expected to be named in any decision notice as approved drawings:

Phase I = this reserved matters application (55 dwellings + public open space).

Phase II = potential future development (approx. 32 dwellings + additional public open space).



Phase I and II split

3.2. Pre Application Summary

A pre application enquiry was submitted to discuss the above principles of development and route to planning. This was submitted in July 2023, and various discussions and dialogue held with Tim Hartley, planning officer at Hinckley and Bosworth during the months that followed. The contents of the final pre application response are based on a site layout drawing '22025-70-001_P6 Proposed Site Layout' which is shown below:

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The outcome of these discussions is summarised below:

- Phase I (55 dwellings) to be considered as a reserved matters application.
- Future phases to be left blank, but overall site masterplan showing potential for Phase II to be submitted to show potential of site.
- Phase I and II proposals to be indicated diagrammatically within D+A statement and proposed strategy for Phase II 'Full application' in due course to be described in D+A
- Clarity to be provided on landscape management - common areas and private areas
- Confirmation that the hedgerow buffer (secured by condition under the outline permission) should be 5.5m minimum from the centreline of the hedge and certainty to be provided that the hedgerow buffer will be retained in perpetuity.
- Replacement hedgerow planting to be indicated to the southern boundary.
- Detailed soft landscaping plan to be provided.
- Ok on balance and overall with garden sizes and interface distances on site layout P6 (shown above).
- Confirmation of various open space requirements as agreed in S.106 agreement under the outline approval (based on 77 units at pre-app stage)*:

- Equipped children's play space 277.2sq.m (3.6sq.m per dwelling as set out in the S106)
- Casual/Informal play space 1293.6sq.m (16.8sq.m per dwelling as set out in the S106)
- Outdoor sports provision 2956.8sq.m (this is an off site commuted sum based on 38.4sq.m per dwelling as set out in the S106)
- Accessible natural green space 3080sq.m (40sq.m per dwelling as set out in the S106)
- 100% affordable provision remains very welcomed.
- Side car parking to be entirely concealed behind the building line to reduce car dominance.
- All parking spaces to be 2.4m x 5.5m with 0.5m added if the space is bounded by a wall, fence, hedge or other obstruction, and by 1m if bounded on both side (in accordance with LCC Highways requirements).
- Concerns raised over the future maintenance and management of landscaped and 'left over' areas. These have subsequently been designed out and a maintenance plan is submitted in support of this reserved matters application.

* The above figures relating to public open space provision have been recalculated based overall dwelling numbers (approx.) for Phase I and Phase II to ensure the site has adequate provision to provide the required open space if fully built out. The final layout of the public open space including equipped play areas will be subject to consideration during the reserved matters application or by way of condition.

Pre application response from HBBC Affordable Housing:

The Housing Register on 2 October 2023 is shown in the table below, both applicants expressing an interest in being rehoused in Barlestone, and the number within that who have a connection to the village:

<i>Dwelling size</i>	<i>General applicants</i>	<i>Those with local connection</i>
<i>1 bed properties</i>	<i>107</i>	<i>0</i>
<i>2 bed properties</i>	<i>62</i>	<i>0</i>
<i>3 bed properties</i>	<i>39</i>	<i>0</i>
<i>4 or more bed properties</i>	<i>15</i>	<i>0</i>
<i>Total</i>	<i>223</i>	<i>0</i>

Properties for rented affordable housing should meet the larger property type for the bedroom size, so 1 bedroom 2 person properties, 2 bedroom 4 bedrooms, 3 bedroom 5 person and 4 bedroom 6 person. The homes should as far as possible meet Nationally Described Space Standards (NDSS).

Since Barlestone is in the rural area of the Borough, the section 106 agreement should include a cascade that the

affordable housing for rent is offered firstly to people with a connection to the parish, and secondly to people with a connection to the Borough of Hinckley and Bosworth.

Pre application response from Leicestershire County Council Highway:

The LHA has studied Player Roberts Bell drawing number 22025-70-01 Rev P3 and can advise the following points:

- Given the scale of development the Applicant is strongly advised to design the internal road network to an adoptable standard should they wish for it to be considered for adoption by Leicestershire County Council.*
- It is noted an area of the drawing is highlighted as 'Phase 2 Land'. For the avoidance of doubt, the LHA has provided comments on the layout of the proposed 55 dwellings only and assumes any Phase 2 development would be subject to a separate enquiry and/ or planning application.*
- If there is less than six direct frontage accesses directly on to the carriageway the road would need to remain in private ownership, such as the road outside Plot 19.*
- Speed control needs to be implemented as per Part 3, Table DG8 of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>). For a design speed of 20mph, speed reduction measures would need to be a maximum of every 60m. For 15mph, features would need to be every 40m.*
- Visibility splays at junctions need to be as per Part 3, Table DG4 of the LHDG. Visibility requirements would need to be based on likely vehicle speeds within the proposed development e.g. 17m for 15mph design speeds and 25m for 20mph design speeds.*
- 1m x 1m pedestrian visibility splays should be detailed where private drives or shared private drives meet the adopted footway.*
- The Applicant will need to ensure plots are set a minimum of 0.5m behind the highway boundary. Currently a number of dwellings appear to be closer than this.*
- Junction radii needs to be detailed in accordance with Part 3, Para 3.28 and Table DG5 of the LHDG.*
- Turning heads will need to be designed in accordance with Part 3, Para's 3.36 - 3.39 of the LHDG. It is unclear if the turning head in the Phase 2 area is intended to be put up for adoption as part of any reserved matters application for Phase 1, or as part of any future application for Phase 2. Nevertheless, the turning head will not be adopted by LCC as part of phase 1.*
- Private roads should not form a continuous loop and must be broken. Plots 12-26-36 must be broken up, for example in between 23/24 with a physical barrier.*

- *Swept path analysis of a refuse collection vehicle travelling through the site and turning at turning heads should be provided. This should be to H&BBC dimensions (Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle).*
- *Parking provision should be provided on the basis of two parking spaces for a dwelling with up to three beds and three spaces for a dwelling with four or more beds. Spaces should measure a minimum of 2.4m wide and 5.5m long with an additional 0.5m strip on either side bound by a wall, hedge, fence etc as per Part 3, Para. 3.188 of the LHDG.*
- *Private parking spaces could leave some issue for inappropriate parking on the highway, example Plots 1, 11 and 18 where the parking is situated away from the dwelling, which is of concern. The area between the garden for Plot 42 and the private drive adjacent to the footway should be designed so as to prevent parking as inappropriate parking could obstruct the footway and, in any case, would be difficult to manoeuvre in to/ out of with a vehicle. The corner parking also appears difficult to manoeuvre in to/ out of outside Plot 48.*
- *For a garage to count as a parking space, internal dimensions should measure a minimum of 3 x 6m for a single and 6 x 6m for a double, further information is provided in Part 3, Paragraphs 3.224 & 3.225 of the LHDG.*
- *The LHA advise against using tandem parking, where more than two vehicles are parked in a row, as this can generate a prevalence of on-street parking.*
- *Footway widths would need to be a minimum of 2.0m wide.*
- *Any amendments to a water course would need Lead Local Flood Authority authorisation.*
- *LCC will not adopt the suds feature shown on the plan.*

The conclusion of the pre application enquiry is that there is officer support for the principle of development shown on site layout drawing '22025-70-001_P6 Proposed Site Layout', for a reserved matters application for 55 dwellings on the eastern parcel of land, with public open space to the west all as a first phase of development of the whole site.

Any reserved matters application to include an indication of the potential second phase of development.

All subject to design development that has been captured in the contents of the reserved matters application.

3.3. Relevant Outline Planning Conditions

There are a number of conditions of the outline planning permission that are relevant to this reserved matters application, requiring information to be submitted at the time of a reserved matters application. These are summarised as follows, and are responded to by way of this statement or supporting documents of the application:

2. *No development shall be commenced until plans and particulars of "the reserved matters" referred to in the above conditions relating to the:-*

- a) Appearance of the development including the aspects of a building or place that determine the visual impression it makes, including proposed materials and finishes*
- b) Landscaping of the site including treatment of private and public space to enhance or protect the site's amenity through hard (boundary treatments) and soft measures and details of boundary planting to reinforce the existing landscaping at the site edges*
- c) Layout of the site including the location of electric vehicle charging points, the way in which buildings, routes and open spaces are provided and the relationship of these buildings and spaces outside the development. This should include a design statement that sets out how consideration has been given to lower density to edges of site and higher density along main routes.*
- d) Scale of each building proposed in relation to its surroundings have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details.*

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. *Any reserved matters application shall be accompanied by a scheme which details the proposed housing mix for the development which should be in accordance with the Council's adopted Development Plan and the housing needs of the area. The development shall then be completed in accordance with the approved details.*

Reason: To ensure an appropriate housing mix to meet the housing needs of the locality is provided in accordance with Policy 16 of the Core Strategy 2009.

4. *The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows:*

Site Location Plan (P19-1647 002 Sheet 1 Rev A) received 26/1/21

Arboricultural Assessment (FPCR, December 2020) received 26/1/21

Proposed Access Junction and off-site facilities (ADC1996-DR-001 Rev P4 - Page 9 of Transport Statement Addendum ADC1996-RP-B-V1) received 19/7/21

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. *The layout submitted at reserved matters shall be broadly in accordance with the Illustrative Masterplan P19-1647 001 Sheet 1 Rev E received 21/6/21.*

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

6. *The layout submitted at reserved matters shall provide a natural vegetation buffer zone of at least 5 metres alongside all retained hedgerows.*

Reason: To retain the historic landscape features, provide a soft edge to the development and to secure a net gain in biodiversity in accordance with DM6 and DM10 of the Site Allocations and Development Management Policies DPD.

7. *The existing hedges along the southern, eastern and western boundaries of the site shall be retained at a minimum height of not less than two metres. Notwithstanding the details shown on approved site access plan ADC1996-RP-B-V1 received 19/7/21, full details of hedgerow removal and re-provision along the southern boundary (east of the access point) and within the site to facilitate vehicular access shall be submitted and approved at reserved matters stage. All existing trees as specified in the Tree Retention Plan 9171-T-02 Rev A (Page 21 of the Arboricultural Assessment, FPCR, December 2020) received 26/1/21 shall be retained. Any trees or plants which die, are removed or become seriously damaged or diseased within 5 years from the completion of the development shall be replaced in the next planting season with others of similar size and the same species, unless the Local Planning Authority gives written consent to any variation.*

Reason: To provide an effective and attractive screen for the development in the interests of visual amenity and to accord with policies DM6 and DM10 of the Site Allocations and Development Management Policies DPD.

9. *Any reserved matters application shall be accompanied by a Building for Healthy Life Assessment of the proposal.*

Reason: To ensure the development is appropriate to the local area and meets amenity standards in accordance with policy DM10 of the Site Allocations and Development Management Policies DPD and the Good Design Guide SPD.

24. An Ecological Management Plan, including long term objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted with any reserved matters application. The management plan shall be in accordance with the Ecological Appraisal (FPCR, December 2020, received 26/1/21) and include provision of bird & bat boxes, and details of the proposed planting which must consist of locally native species only. The landscape management plan shall be carried out as per the approved details.

Reason: To ensure the establishment of proposed habitats and their long-term management and that the work is carried out within a reasonable period and thereafter maintained in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. Design Evolution

4.1. Layout and mix

As described above the site layout has been adapted from the original outline approved masterplan, and redesigned to respond to the 100% affordable housing mix proposed for the site.

The proposals for the reserved matters application seek to develop a portion of the site to provide 55no dwellings of the following mix to provide accommodation suitable for a range of occupants including families.

DWELLING KEY

-  5no. 2B3P bungalow
GIFA @ 60m²
10no. parking spaces (200%)
-  2no. 1B2P person maisonettes
GIFA @ 58m²
4no. parking spaces (200%)
-  18no. 2B4P person houses
GIFA @ 77m²
36no. parking spaces (200%)
-  25no. 3B5P houses
GIFA @ 90.7m²
50no. parking spaces (200%)
-  5no. 4B6P houses
GIFA @ 104m²
10no. parking spaces (200%)

 Corner treated plots.

TOTAL DWELLINGS	- 55no.
TOTAL PARKING	- 110no. (200%)

4.2. Affordability

The proposed dwellings are proposed to be offered in excess of policy requirements, being offered as a 100% affordable housing development for the 55 dwellings of the reserved matters application.

4.3. Scale and massing

All dwellings are proposed to be either 1 or 2 storey in height, under a pitched roof. Dwellings are either arranged in pairs (semi detached) or in short terraces of 3no dwellings. There is 1no detached dwelling on the proposals. Dwellings are separated by a mix of rear access pathways or side parking (driveways) serving either 1, 2 or 3 dwellings therefore having various widths. This creates a variety in the massing and distribution of dwellings across the site. This scale and massing of buildings is in keeping with the surrounding context and typical of such a residential development.

4.4. Appearance and materiality

The proposed dwellings have been designed specifically for this site, to provide corner turn dwellings where required and to create a strong sense of place. The proposed dwellings have a mix of red brick(s), timber effect cladding in two colours, under pan tile or interlocking concrete tile roofs, with white upvc windows.

Whilst relatively traditional in their style they avoid creating a pastiche of either the historic centre of Barlestone, or the immediate context of mid 20th century design.

The typical elevation style is indicated below, with a simple palette of details and features used across the site to provide a cohesive development.



4.5. Access and car parking

The proposed site access was approved at outline planning stage and has been adhered to for this reserved matters application. The primary access route through the site has been designed to provide turning facilities for emergency vehicles and refuse vehicles, being to adoptable standards. The private drives (shared surface) are proposed to have a grasscrete link with bollards to provide emergency vehicle access to avoid the need for turning heads to these streets. Bin collection points are proposed to these private drives, in close proximity to the adopted highway.

Car parking is proposed to be a mix of frontage and side drives, depending on the position within the site, this reflects the local character. Where parking is located to the side of the dwellings it is set behind the building line, generally tandem in nature, this allows a strong frontage closer to the pavement, and breaks up long runs of parking. Frontage parking is limited to 4no spaces in any unbroken run, with soft landscaping and tree planting used between blocks of parking. Parking courts have been avoided.

4.6. Landscape

Please refer to the detailed landscape plans and maintenance strategy that support this application.

5. Building For a Healthy Life

5.1. BFHL

Building for a healthy life is a design code to help people improve the design of new and growing neighbourhoods. Taking each consideration in turn, this assesses the design proposals and assigns either green, amber or red award.

Red – stop and rethink

Amber – try and turn green

Green – go ahead.

Please refer to the supporting document 'BARTON ROAD BARLESTONE BFHL Appraisal'.

6. Conclusion

6.1. Conclusion

This design and access statement summarises the evolution of this reserved matters application, including the pre-application advice received. The scheme represents a high quality design, creating an attractive development integrated with the surrounding context.