



Land off Station Road, Bagworth

DESIGN AND ACCESS STATEMENT

HAYWARD
architects

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1.01 This Design & Access Statement is in support of the Full Planning Application made by Cartwright Homes Ltd for the development of land off Station Road, Bagworth.

1.02 The role of this document is to provide information regarding the process employed to determine the developable areas, to outline the broad design principles that have lead to the form and type of development proposed and to set the application site in context with its surroundings.

1.03 This application is also supported by the following reports:

- Planning Statement
- Tree Survey
- Ecology Survey
- Transport Assessment
- Travel Plan
- Flood Risk Assessment
- Drainage Strategy
- Landscape and Visual Impact Assessment
- Heritage Statement
- Affordable Housing Statement
- Air Quality Assessment

1.04 Access to the site from Station Road is to the North of no. 367 Station Road. The Transport Assessment demonstrates that the existing road is capable of supporting the additional number of dwellings proposed and that the proposed access is compliant with highways policies and regulations.

1.06 The proposed development expressly seeks to:

- Provide a high quality sustainable environment which accommodates a balanced mix of accessible homes.
- Ensure the proposed development integrates with the existing settlement through its layout and design.
- Provide a coherent set of proposals which protect and enhance the site's visual amenity and create an appealing place to live.

1.07 This statement will be divided into the following sections:

1.08a **ASSESSMENT**

Appraising the Content
The site and its context has been assessed in terms of the key qualities affecting the site, such as topography, access, existing buildings, ecology, landscape.

1.08b **EVALUATION**

Opportunities and Constraints
The evaluation of the site's context providing an understanding of the strengths and weaknesses which guide the design philosophy.

1.08c **DESIGN**

Development Strategy and Vision
The evidence gathered through the assessment and evaluation is formulated into a development concept which seeks to balance the technical constraints whilst fostering the key opportunities.

Use & Amount
Identifies the land uses within the site and the quantum of development.

Layout
Describes the different components of the development, their arrangement and relationship and in particular the framework of streets, vehicular and pedestrian routes and the arrangement of the built form.

Scale
Provides detail of the design parameters which guide the scale, including the height, width and length of new buildings.

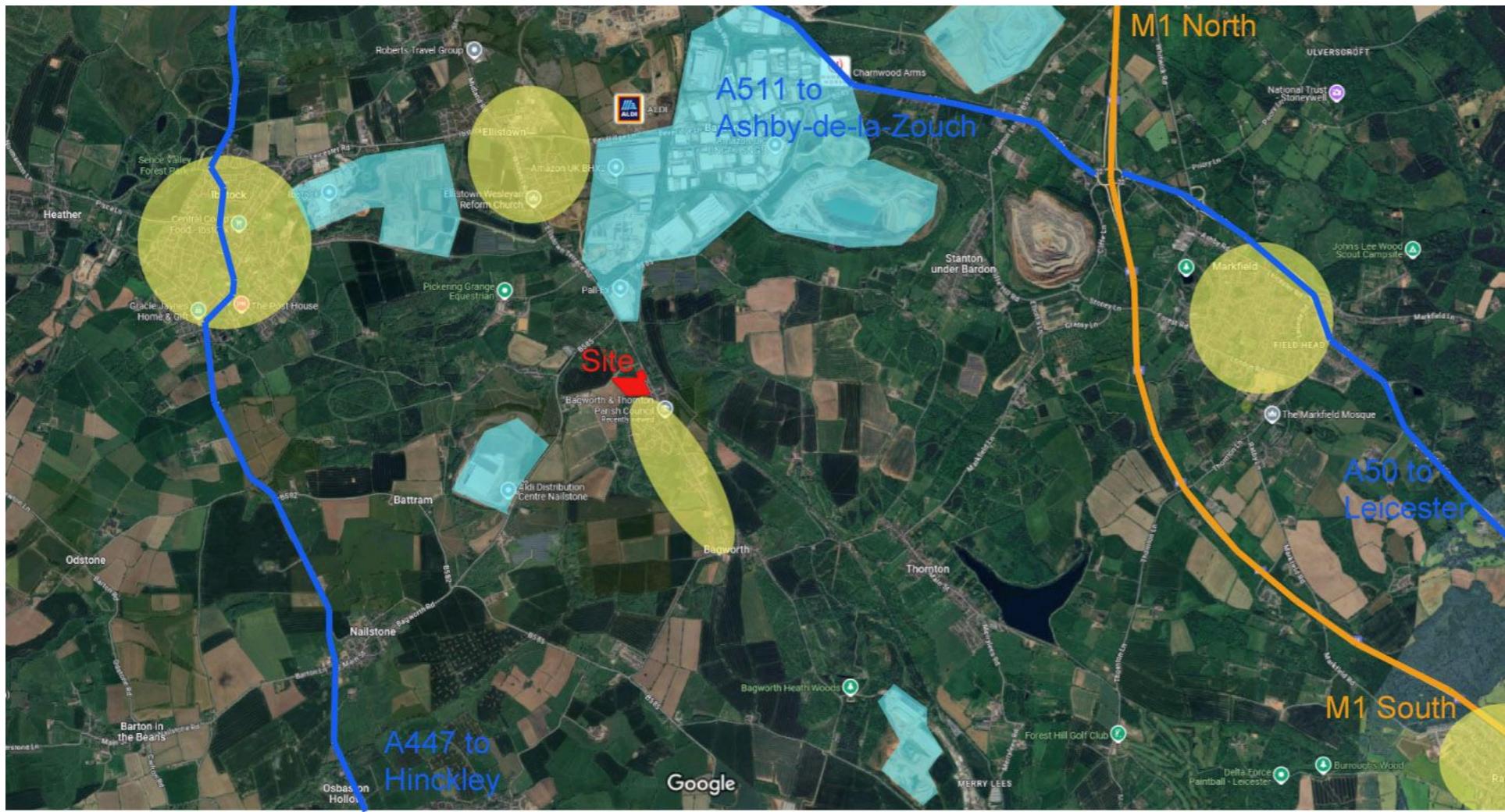
Landscape
Outlines the character and design of the proposed green infrastructure including the structural landscape and open spaces.

Appearance
Describes the design objectives for the visual appearance and form of the new buildings.

- 2.01 A full planning statement has been submitted separately to this Design and Access Statement which refers to all relevant local and national planning policies.
- 2.02 This proposal is a Full Application and as such includes the detailed design of the buildings themselves. The submitted documents establish the framework for the overall scale, density, massing, height, landscape, layout and access; by focussing on the connections between people & places and the integration of the natural, built and historic environment, it addresses the fundamental criteria of NPPF.
- 2.03 The development embraces the design objectives set out in National Policy and follows the core best practice studies including the Manual for Streets 2 (2010), and Safer Places (ODPM 2004). Local reference is Hinckley and Bosworth Borough Council Core Strategy (adopted Dec 2009).

AFFORDABLE HOUSING

- 2.04 The proposed development conforms to the adopted HBBC Affordable Housing SPD which requires 40% affordable housing on sites in rural areas.
- 2.05 Pre-application discussions with HBBC Strategic Housing and Enabling Officer identified a requirement for 75% of these to be affordable or social rent and 25% to be shared ownership with a mix of small, medium and large dwellings.
- 2.06 The required mix for the whole site is as follows: smaller 1 and 2 bed dwellings (64%), Flats (4%), medium and larger family dwellings (32%).
- 2.07 Consideration is also given to particular needs such as homes for the elderly or disabled and provision is made within the proposal for some single storey accommodation in the form of 2 bedroom bungalows and 1 bedroom flats.



SITE LOCATION

3.01 The application site sits to the North of Bagworth centre in the administrative area of Hinckley and Bosworth Borough Council.

It is located approx. 3 miles South East of Ibstock and 4 miles South of Colville. Central Leicester is approximately 13 miles to the East.

COMMUNICATIONS

3.02 Access to the site will be from Station Road. The Transport Assessment provides details of the proposed access.

3.03 Station Road is the main artery road through Bagworth with good access links to the wider road network.

3.04 The M1 is located approximately 3.5 miles to the North East providing links to Nottingham to the North and Leicester to the South. The A42, 9 miles to the West, connects to the M42 providing access to Birmingham the M6 and the M6 Toll.

3.05 Bus stops are situated on Station Road approximately 100 metres South of the proposed access to the development. site for South bound services to Leicester and 180 metres for North bound services to Colville. Bus service 28 is operated by Arriva and provides an hourly service (except Sundays).

3.06 There is a Nisa Local convenience store approx. 180m to the South of the site entrance.

3.07 Station Road is an on-road cycle route (National Cycle Network Route 63) an 89.9mile route which runs from Shobnall near Swadlincote to Owston, near Oakham .

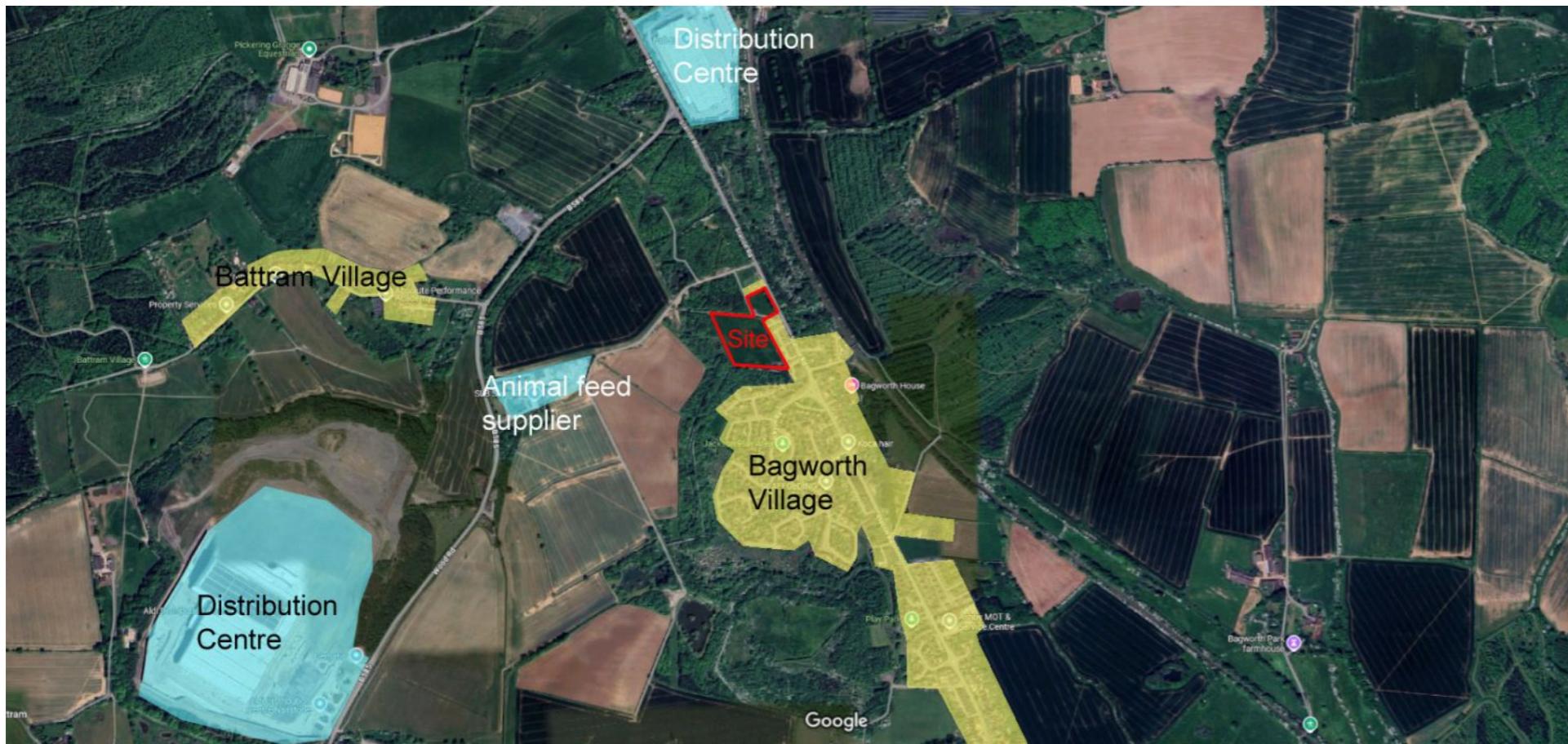
LANDSCAPE CHARACTER

3.09 The site of 2.2ha is made up of grassland used for horse grazing. There is dense plantation woodland to the North, West and South as part of the national forest grant scheme. Residential gardens, houses and the main road run along the Eastern boundary.

3.10 There is a fall of around 8m from West to East with the Eastern part of the site being subject to surface water flooding.

3.11 There are mature trees and hedgerows to the North, West and South and a single mature tree to the East. There is also a row of mature trees along the West side of Station Road where the propose access is located. However there are no trees or hedgerows within the main body of the site.

3.12 The existing housing along Station Road is located both to the North and South of the proposed access. The houses to the South are predominantly 2 storey terraces with four new 2.5 storey semi-detached houses. The house to the North is a large, detached property.



URBAN FORM

3.14 Bagworth is a linear village with the majority of development stretching along Station Road. This scheme will link the existing linear development to the detached house to the North of the site.

LOCAL AMENITIES

3.15 The site is within walking distance of many local amenities including Nisa Local convenience store which is directly next door to the site, and includes a Post Office. Jackson Play area on Jackson Road is approx. a 5 minute walk away. The Bosworth and Desford Collieries memorial and play park is approx. a 12 minute walk away, the Bagworth Community Centre, café, bowling club and play area are approximately 19 minute walk and the Bagworth Working Men's club is a 22 minute walk.

There are no doctors surgeries in Bagworth but there are surgeries in Ibstock, Barlestorne and Markfield all of which are approximately 4 miles from the site.

The closest primary schools are in Thornton (2 miles away), Nailstone (2.5 miles away), Ibstock (3.4 miles away) and Barlestorne (4.1 miles away). The closest secondary schools are South Charnwood High School (3 miles away) and Ibstock Community College (3.3 miles away)

DESIGN CONTEXT

3.16 The housing that adjoins the Eastern boundary is predominantly Victorian terraced housing built for the brickworks which were located on the opposite side of Station Road. These houses are red brick with arched brick lintels, stone sills and slate roofs. Large chimney stacks sit between each pair of houses. They are set back from the road with small gardens and low level garden walls. To the rear there is a shared access road which runs the full length of the terrace with parking and garden space on the opposite side of the access road.

3.17 The more recent development on Northfield is all flat fronted detached brick houses with no decorative features.

3.18 The post 2000 housing on Jackson Road has red facing brick, arched brick heads and stone sills with concrete tile roofs. These are predominantly detached, 2 storey dwellings. Some fully rendered houses form node points on corners.





Station Road terraces to the East of the site.
Two storey. Facing brick with brick detailing. Arched window heads, stone sills, large chimneys and slate roofs. Small front gardens with low level brick boundary walls



New build semi-detached houses to the South of the site entrance.
2.5 storey. Facing brick with brick detailing. Arched window heads, stone sills, chimneys and slate roofs. Small font gardens with low level brick boundary walls. Small porches.



399 Station Road to the North of the site.
Facing brickwork. Soldier courses to heads and sills. Gables to the front with a hipped main roof. Concrete pantiles and white fascia boards.



Nisa Local to the South East of the site.
Facing buff brickwork. No brick detailing. Hipped main roof with hipped gable to the front. Concrete roof tiles and white fascia and soffits boards.



Northfield, located opposite the site. Flat fronted, red brick houses with pantile roofs. Circa 1970's. A bland and disjointed development, out of character with the surroundings in form and layout.



Station Terrace opposite the Nisa Local. Terraced houses with a mix of render and painted brickwork. Generally flat fronted with some single storey front extensions. Red brick, detached bungalows to the left of the photo.



New housing development on and around Jackson Road. Post 2000 development. Mostly red brick with concrete roof tiles. Arched brick window heads, stone sills and chimneys to some houses. Brick detailing to eaves. Mostly detached. Mix of flat fronted and gable fronted.



Daisy Close off Jackson Road. Same house types as Jackson Road with some rendered buildings to form focal points on corners.



Past the junction with Jackson Road the house types change from terraces to semi-detached hipped roof, half rendered properties typical of inter war Council housing.

1:500



OPPORTUNITIES

3.21 This site can deliver a high quality residential development on land which already has development to the East and South..

The new dwellings will be sustainable being within walking distance of the village centre and on a bus route with regular connections into Leicester and Colville.

The links to local amenities will enable a scheme that is suitable for all users regardless of age or disability. There is potential to form a link from the Eastern corner of the site to the adjacent shop car park.

Existing boundary hedgerows, ditches and trees can be retained to soften the edges of the development.

The existing road network can cope with the additional traffic generated by the development.

There is potential to create an attractive landscaped area around the flood plain area with views from the development across this space to the woodland beyond.

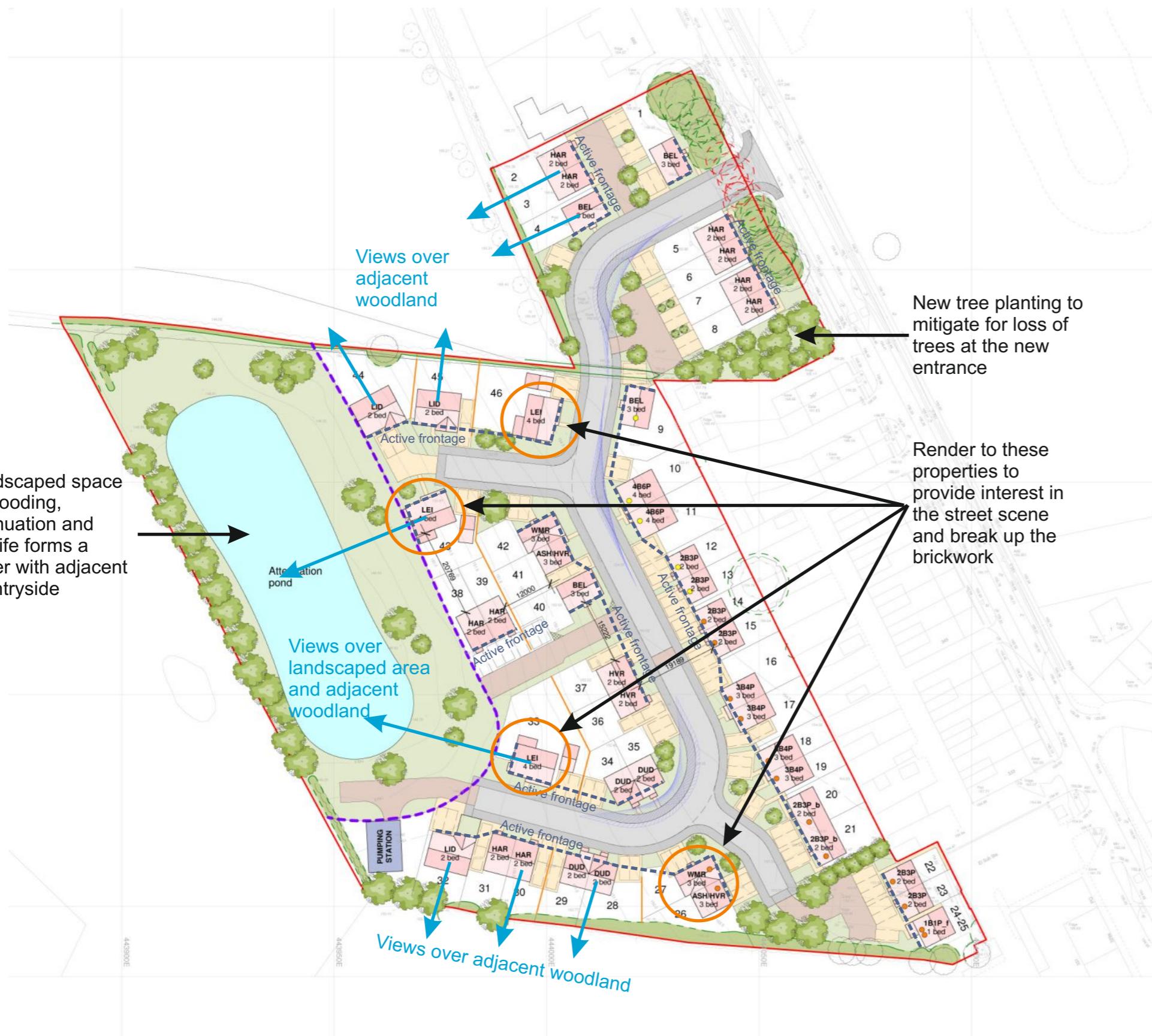
CONSTRAINTS

3.22 Existing RPA's for the trees and hedges must be protected.

The surface water flooding area must be avoided.

Overlooking distances to the existing houses surrounding the site must be observed.

There is a fall of approximately 8m across the site with the highest point in the Northern corner and lowest point on the West boundary.



USE AND AMOUNT

- 4.01 46 dwellings on 2.16ha of land equates to 21dph this is under the Council's requirement for 30dph due to the inclusion of bungalows, the attenuation pond and landscaped areas for BNG.
- 4.02 40% of the development will be affordable housing is proposed in the ratio of 75% affordable rent and 25% first homes of which:
 52.7% = small dwellings
 47.3% = medium / large dwellings
 The market housing is in a ratio of:
 70% = small dwellings
 30% = medium / large dwellings
 This gives a total housing split of 63% small dwellings and 37% medium / large dwellings.

LAYOUT

- 4.04 The site has been designed with the attenuation pond and landscaped area to the West of the site. This is because it is the lowest point on the site and subject to surface water flooding so is the most practical and sustainable solution. It also provides the opportunity for the creation of wetland habitat and softens the edge of the development against the woodland area.
- 4.05 The road has been aligned in the most economical way to work with the levels and create a dense scheme to achieve as close to the required 30dph as possible. There are areas of greenspace at the corners and focal points and a large area of green space around the edges of the site and scattered throughout the development to soften the scheme and help with BNG.
- 4.06 The denser, semi detached houses to the Eastern edge of the site follow the urban form of the existing terraces and semi-detached houses on Station Road. The site then "opens up" as you move closer to the open space with more detached houses and bungalows.
- 4.07 Bungalows on plots 44, 45 and 32 reduce the scale of the buildings adjacent to the open space thus providing a gradual increase in scale from the open space to the two storey development.
- 4.08 Plots 1, 4, 9, 27, 33, 40, 43, 44 and 46 are dual fronted to provide an active facade on corners and overlooking the open space.
- 4.09 Larger detached and semi-detached properties are located on the Eastern side of the site where they benefit from views over the open space and adjacent woodland. The smaller units are located in the centre and West of the site.
- 4.10 Affordable houses, flats and bungalows are located to the West of the site. The affordable provision is located in the same area for ease of management and maintenance.

SCALE

- 4.11 The majority of the development is two storey and a mixture of detached and semi-detached. This is in character with the existing



new houses on Station Road and Jackson Road. Terraced housing such as the Victorian houses on Station Road does not work with policies for car parking provision and bin storage so is not suitable for a modern development.

- 4.12 Bungalows around the attenuation pond give a more open feel to this area.
- 4.13 Parking between plots breaks up the mass of building by providing variation in the roofline.

LANDSCAPE



- 4.14 Soft landscaping around the attenuation pond provides an attractive area for wildlife and native planting. Further landscaped "nodes" are provided at the road junctions where there are opportunities for planting.
- 4.15 Full details of the proposed landscaping are shown in the accompanying landscape design documents.

ECOLOGY



- 4.16 The preliminary ecology appraisal by Griffin Ecology records that the site is predominantly species poor, semi-improved grassland with no evidence of any national scarce or rare plants recorded at the time of the survey. The site is considered to offer **low** ecological value.
- 4.17 The hedges and trees around the edge of the site do have ecological value for nesting birds but are not considered important hedgerows. The proposed scheme removes one section of hedgerow and some trees for access into the site and another section of hedgerow for access through the site.
- 4.18 There was no evidence of any protected species on the site and overall the site has low, negligible or moderate ecological value for any protected species.
- 4.19 No invasive species were recorded on the site.

BIODIVERSITY

- 4.19 Please see accompanying BNG report for full details.





APPEARANCE

- 4.20 The proposed scheme takes reference from the surrounding developments on Station Road and the Jackson Road development. The brick semi detached houses draw reference from Station Road whilst the larger detached units
- 4.18 As with the surrounding development this proposal is predominant flat fronted brick houses with gabled roofs. Projecting gables and areas of render provide interest in the street scene whilst porches and canopies provide articulation to the elevations.
- 4.19 The materials are predominantly red brick to fit in with the local area with brown clay roof tiles. Full height render is used to punctuate the corners and provide visual relief between the brickwork.



Designed to look like a single house

Red brick soldier courses to head and sill of windows

Facing red brick and flat fronted design with small porch projections.



Hipped roof with large gable projection breaks up the street scene. Gable frontage in character with the Jackson Road development

Red brick soldier courses to head and sill of windows. Render to the corner plot

Small canopies over front doors



Gabled roof and central chimney

Fully brick with arched brick window heads and stone sills to tie in with the adjacent properties

Flat fronted design with small porch projections. In character with the other houses on Station Road.



Hipped roof with large gable projection breaks up the street scene and reduces the mass of the roof. Gable frontage in character with the Jackson Road houses.

Red brick soldier courses to head and sill of windows



White uPVC casement windows

Facing brick sills and headers

Obscure glazing to window indicated thus

Facing brickwork



Gabled roof, projecting chimney breast and bay window provide a feature in the street scene

Red brick soldier courses to head and sill of windows

Full height render provides a focal point on the corners.

development proposals

ROAD NETWORK

- 5.01 Access to the site is via Station Road. This is a main road with good visibility and the access is located within a 30mph limit. Further detail is provided in Pell Frischmann's Scoping Note.
- 5.02 The proposed new roads will be 5.5m wide with 2m wide footpaths to each side. Speed control measures are proposed as shown on the proposed site plan.

PEDESTRIAN LINKS

- 5.03 There is an existing footpath to the opposite side of Station Road and a footpath on the same side as the site as far as the existing houses and 2m wide footpaths to both sides of the proposed new road providing safe pedestrian access to the site.
- 5.04 The site is within walking distance of the local shop, play areas and bus stop.
- 5.05 The topography of the site falls from East to West with a total fall across the site of approximately 8m, this will necessitate the use of retaining walls between plots and the grading of land to provide level access to all dwellings.

BUS ROUTES

- 5.06 There are bus stops located on Station Road, within 200m of the site entrance.

PARKING

- 5.07 Parking is provided at a ratio of 1 space per 1 bed flat, 2 spaces for 2 bed and 3 bed houses and 3 spaces (including the garage) for 4 bed houses.
- 5.08 All plots have generous gardens with space for cycle storage.

BUILDING ACCESS

- 5.09 Level access will be provided to all houses and ground floor flats in accordance with Part M of the Building Regulations.