

NORTH WEST LEICESTERSHIRE

GOOD DESIGN GUIDE

North West Leicestershire District Council

Document Configuration

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FO

One

Foreword



Towles Pasture / Castle Donington



Foreword

We believe each generation is judged by the quality of the built environment that they leave behind.
This Supplementary Planning Document (SPD) gives us the ability to make sure we can continue to be proud of our built environment and the developments we approve to be built.

New development offers us the opportunity to use good design to create healthy, social and economically vibrant places that work well for everyone. Well designed buildings and spaces create meaningful places – places that people are proud of, will last for generations and help to make people's lives happier and more fulfilling.

As such, the Council has strived to improve the design quality of new development, while not compromising the number of planning consents for new homes. In 2017 the first Good Design SPD was produced - the predecessor for this document - which raised the bar still further.

Since we adopted the Good Design SPD we have seen a dramatic transformation in design quality across the District.

We have been keen to continue to develop our thinking, and took part in the National Model Design Code (NMDC) Pilot programme in the summer of 2021, with an aim of refreshing the Good Design SPD and aligning it with the NMDC.

This is the result of that work.

This new Guide looks to build upon these sound foundations, while seeking to respond to challenges identified with stakeholders, as well as evidence from what has been built across the district and what is seen as best practice nationally.

The guidance contained within this document is therefore based on what we have achieved here over the last fifteen years. The document explains how we measure good design locally and provides applicants with the clarity and certainty they have asked us for.

This represents the next step for design quality across North West Leicestershire, creating places that people and businesses are proud to call home.

RA

Two

Rationale & vision



Templar Road / Ashby de la Zouch



Introduction

North West Leicestershire has been on a significant journey over the last 15 years as it has sought to raise the standard and quality of design across the district.

Our **Good Design for North West Leicestershire SPD** was published in 2017, which has set a benchmark for design quality, which we are rightly proud of.

As a result, recent years has seen a continual improvement in the quality of our towns and villages, helping to make our district an attractive place to live and work.

Now we want to take the next step.

This is the challenge that this document has set out to answer and respond to.

In answering this, the work in this document has sought to both look back and also look forward.

Looking back has involved a review of development over the last decade to see what has worked and what lessons have been learnt.

Looking forward has involved taking into account the need to tackle new challenges and meet the changing needs and expectations of our residents and communities.

More needs to be done to meet the pressing challenges we face in relation to climate change, as well as delivering on the Council's ambitions for well designed places and through that the positive impacts design quality can have upon our lifestyles, our health and well being, nature and biodiversity.

Over the following pages we set out the new **Vision for design quality** that will continue to shape development to meet these challenges for the benefit of our residents, communities and visitors.








DAIRY LANE






Good design for North West Leicestershire
Supplementary Planning Document for new developments
North West Leicestershire District Council





Current Good Design Guide

The Council's commitment to design quality was emphasised by the publication of the **Good Design SPD** in 2017.

This has been a pivotal document in setting out our expectations for the quality of development across the district, and how these can be realised.
The results have been positive, with communities benefiting from the introduction of stronger guidance that has seen a steady transformation in design quality of development that is being built.

The Good Design SPD was organised around
nine place making principles:

A National Forest or locally inspired identity;

Streets and spaces shaped by buildings;

A greener footprint;

Vibrant, mixed use communities;

Responsive to their context;

Connected places;

Easy to get around;

Well designed and well managed public spaces;

Architectural quality.

Much has been achieved as a result, with the creation of attractive new developments that respond to their context and offer unique places to live and to work in. A number of these are highlighted on the next few pages, which demonstrate the level of quality that is being achieved across the district.

In addition, the **Good Design SPD** has also formed the basis for subsequent Design Codes that have been produced to help shape development, notably those that are in place within southeast Coalville.

The next few pages are in draft and show some examples of development across the district, and the learning that has taken place to inform the production of this document.

Other case studies are being developed and so this section will be larger in the final version of the document, showcasing all types of development from across the district.



















Review of the current SPD

The **National Design Guide** was published in 2019 and illustrated the 10 characteristics of well-designed places.

This was followed in 2021 by the publication of the **NMDC** and the Council was successful in bidding to be part of the **NMDC pilot.**
This was a six month testing programme, run by the Department for Levelling Up, Homes and Communities (DLUHC) and in partnership with Planning Advisory Service (PAS) to help test the NMDC and to refine it.

North West Leicesterhsire DC was chosen for the pilot because we wanted to apply the characteristics to a district-wide design guide.

The Council used the pilot programme to begin the process of exploring how to refresh and update the Good Design SPD and how it could be aligned with the characteristics set out in the NMDC and how this might inform and develop the aspirations for design quality across the district.

This draft document sets out the emerging thinking that has taken place since then, looking to retain the aspirations and intent set out in the Good Design SPD while taking the opportunity to both align the document with national policy and also where necessary refine, develop and expand the guidance to offer greater direction and to '**Code**' what is important and relevant to North West Leicestershire.

Review Process

A key part of the work for this document has been reviewing development over the last decade, seeing what has worked and discussing challenges with stakeholders.
This has helped build an understanding not only of where we are getting things right, but also of focusing on where we need to make updates to the current requirements set out in the Good Design SPD.

This has involved site visits to developments across the district, as well as further afield to establish what current best practice looks like, exploring what might be achievable and what should be aspired to in the future.

The review has also highlighted where there are gaps, offering the opportunity to introduce additional requirements that can help tackle new challenges and meet the changing needs and expectations of our residents and communities. It also recognises the range of pressures we will continue to face in responding to the climate emergency.

The Council is very grateful for the advice and feedback received so far in the development of this guide.

RA **CASE STUDY** **Grieve Close / Coalville**

Address	Grieve Close Coalville
Developer	Venture Properties Group
No.	77
Completion date	Autumn 2024
Description	A development of 77 homes within Coalville town centre. 4no. 1bed and 3no. 2bed bungalows; 24no. 2 bed houses; 42no. 3 bed, and 4no 4 bed houses. Part of a wider regeneration for this part of Coalville, the development is on the site of the former Mitchell Grieve Needle Works. Careful design sought to maintain and encourage links to both Coalville town centre and also the nearby Urban Forest Park.

Key considerations

Responds to context	Introduces strong character with consistent housetypes and features.
Attractive movement	Simple layout and road typologies encouraging pedestrian movement. Scheme includes pedestrian link to services and facilities.
Embraces nature	Tree planting along main spine.
Makes best use of land	Strong built form creating good street enclosure.
Identity	Simple palette of materials and use of chimneys. Brick detail pattern offering a unique reference throughout.
Attractive public Space	Open space opposite bungalows. Future phases will include link to the adjacent Urban Forest Park.
A mix of uses	n/a
Great places to live	Clear definition of territory and articulation of spaces.
Looks to the future/ well looked after	The definition of ownership and management is clear.















RA **CASE STUDY** **Priory Close / Breedon**

Address	Highwoods Green / Breedon on the Hill Ashby Road
Developer	Cameron Homes
No.	52
Completion date	Ongoing
Description	A development of 52 homes, arranged around a SuDS feature. The proposal also included the development of a new village hall.

Key considerations

Responds to context	Introduces strong character with consistent housetypes and features.
Attractive movement	Simple layout and road typologies encouraging pedestrian movement. Parking tucked to the side in many instances.
Embraces nature	Balancing pond designed as a feature.
Makes best use of land	Strong built form creating good street enclosure.
Identity	Simple palette of materials and use of chimneys.
Attractive public Space	Development arranged to face a feature SuDs providing a focal point.
A mix of uses	Introduction of a village hall.
Great places to live	Good boundary treatment offering definition of territory and articulation of spaces.
Looks to the future	
Well looked after	Network of roads is unadopted. Clear definition of ownership for householder.















RA **CASE STUDY** **John Cooper Way / Coalville**

Address	John Cooper Way / Coalville
Developer	Keepmoat
No.	131
Description	A development of 2, 3 and 4 bed homes off Bardon Road in Coalville.

Key considerations

Responds to context	Range of housetypes arranged to offer clear identity and character.
Attractive movement	Simple layout and road typologies encouraging pedestrian movement.
Embraces nature	Street trees in generous verges. Balancing pond designed as a feature.
Makes best use of land	Strong built form creating good street enclosure.
Identity	Simple palette of materials and use of chimneys.
Attractive public Space	Play area surrounded by development offering overlooking. Development arranged to face a feature SuDs.
A mix of uses	n/a.
Great places to live	Clear definition of territory and articulation of spaces.
Looks to the future/ well looked after	The definition of ownership and management is clear.







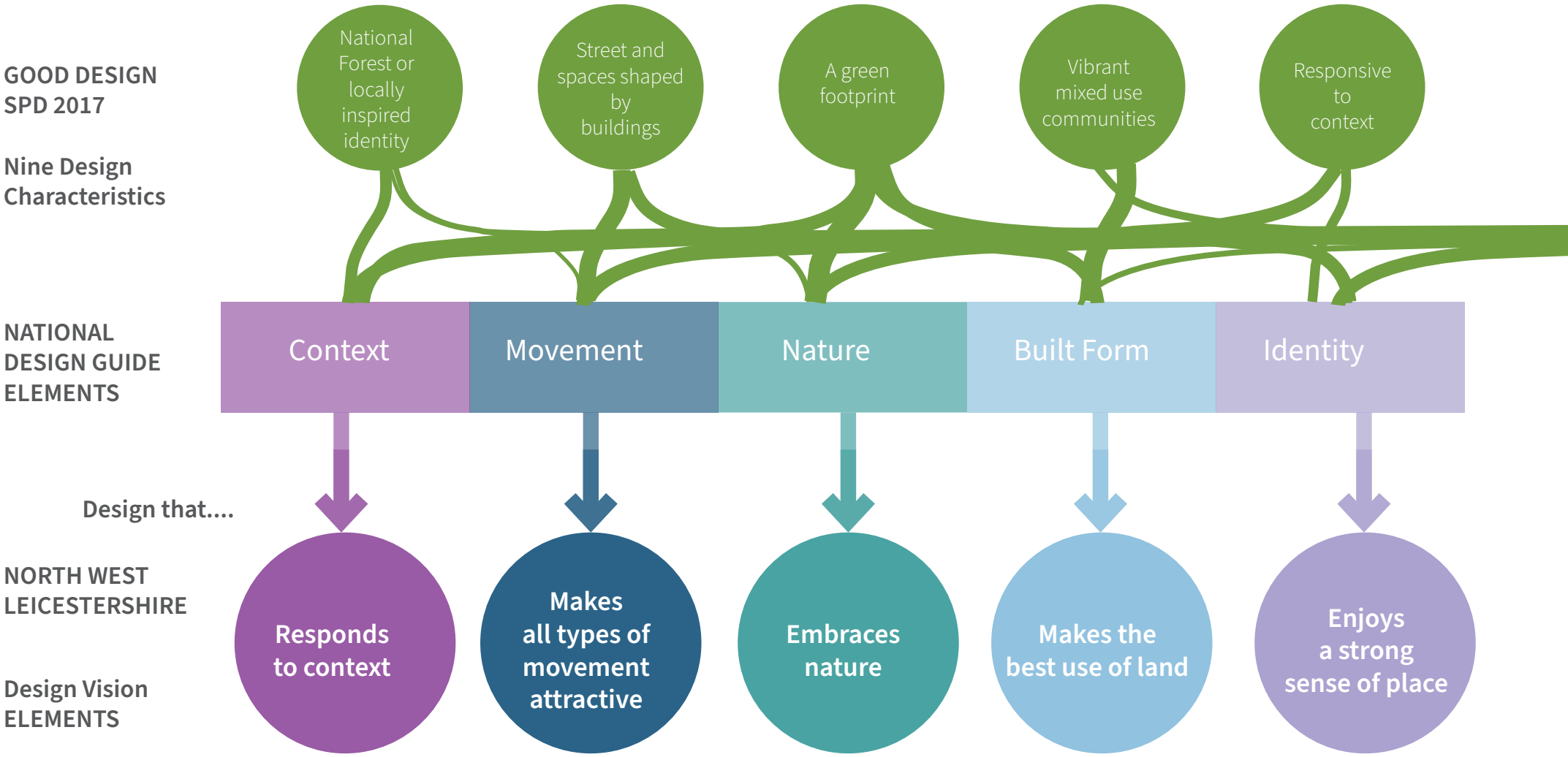


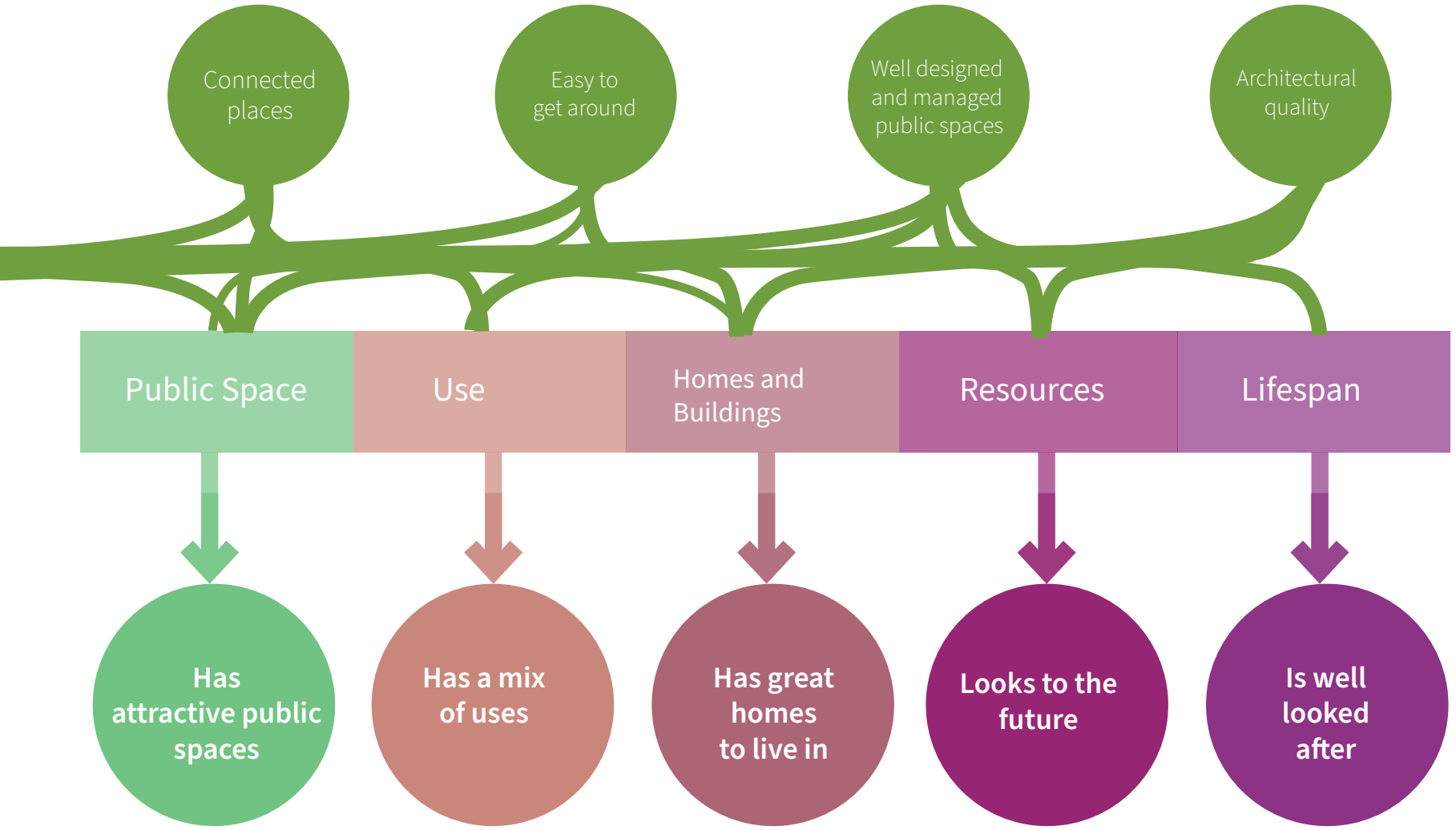






Relationship with the 10 characteristics of well-designed places





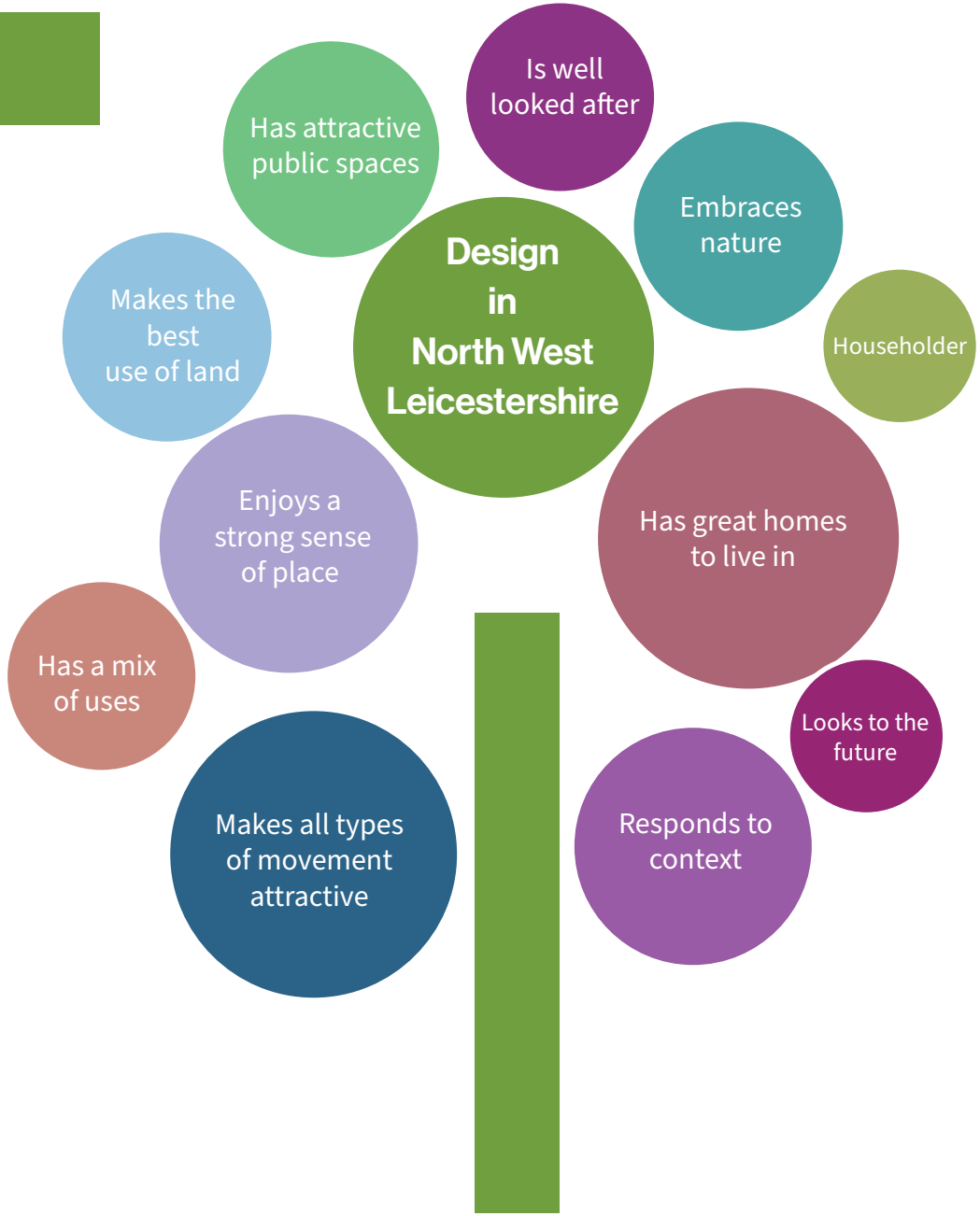
GOOD DESIGN SPD 2017 Design Characteristics

NATIONAL DESIGN GUIDE ELEMENTS

NORTH WEST LEICESTERSHIRE

Design Vision ELEMENTS

Vision diagram



Vision Elements

Our vision is for North West Leicestershire to continue the transformation it has been undergoing since the 1980's.

We are proud of the transformation that has been taking place in recent years to improve the quality of our environment and make our towns and villages attractive places to live.

But more needs to be done and we are keen to take the next step, and understand the role that design and well designed places has on lifestyle, health and well being, nature and biodiversity.

Crucially, we are aware of the pressing wider environmental concerns globally that are making the need for urgent action a necessity.

How we respond to the challenge has never been of more critical importance.

The Vision for design in North West Leicestershire is:

to create healthy, attractive, liveable and sustainable places that celebrate and embrace our natural environment, support our communities and promote quality of life.



AS

Three

Assessment



Redwood Close / Coalville



Navigating the guide and assessment

Structure of the Design Guide

Our Vision for good design, as highlighted in the preceding pages, links our ten 'design vision elements' with the ten characteristics of well designed places set out in the National Design Guide (NDG) and the National Model Design Code (NMDC).

These ten elements each have their own chapter, which sets a clear structure for the Design Guide, as set out opposite.
An additional chapter- householders - provides specific guidance on extensions and dormers.

The colour scheme employed mirrors that used in the National Design Guide and National Model Design Code.

Chapters are set out in an identical layout for ease of navigation and to aid familiarity.
The following pages illustrate the layout in more detail.

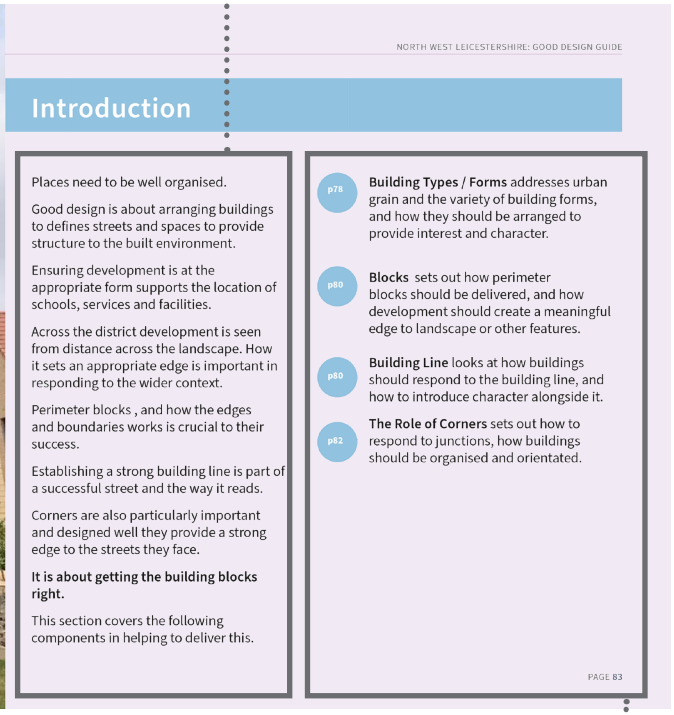
FOUR	Responds to context
FIVE	Makes all types of movement attractive
SIX	Embraces nature
SEVEN	Makes the best use of land
EIGHT	Enjoys a strong sense of place
NINE	Has attractive public spaces
TEN	Has a mix of uses
ELEVEN	Has great homes to live in
TWELVE	Looks to the future
THIRTEEN	Is well looked after
FOURTEEN	Householders

Chapter introduction pages

Chapter headings
Correspond to the themes in the National Model Design Code.

Scene setting
Outlining the importance of the theme within NW Leicestershire.




NORTH WEST LEICESTERSHIRE: GOOD DESIGN GUIDE

Introduction

Places need to be well organised.

Good design is about arranging buildings to defines streets and spaces to provide structure to the built environment.

Ensuring development is at the appropriate form supports the location of schools, services and facilities.

Across the district development is seen from distance across the landscape. How it sets an appropriate edge is important in responding to the wider context.

Perimeter blocks , and how the edges and boundaries works is crucial to their success.

Establishing a strong building line is part of a successful street and the way it reads.

Corners are also particularly important and designed well they provide a strong edge to the streets they face.

It is about getting the building blocks right.

This section covers the following components in helping to deliver this.

p78 **Building Types / Forms** addresses urban grain and the variety of building forms, and how they should be arranged to provide interest and character.

p80 **Blocks** sets out how perimeter blocks should be delivered, and how development should create a meaningful edge to landscape or other features.

p80 **Building Line** looks at how buildings should respond to the building line, and how to introduce character alongside it.

p82 **The Role of Corners** sets out how to respond to junctions, how buildings should be organised and orientated.

PAGE 83

Exemplar image
A best practice image representing the theme of the chapter.

Navigation
Setting out the different areas to be covered within the chapter, and the pages to go to.

Navigation through the guide

Chapter introduction layout

Each chapter begins with a supporting **Introduction** that sets out why this theme is relevant to development in North West Leicestershire.

The introduction is accompanied by an exemplar image from a development that represents the themes set out in the chapter. This development will also bookend the chapter by forming the case study at the end.

The left hand column of text sets out the rationale for why this theme is important in North West Leicestershire.

The right hand column then sets out the different elements that will be covered in the chapter, together with their relevant page number.

Use of Exemplars

The Guide is supported by exemplar images intended to illustrate the points being made.

The ambition for this Design Guide is to promote the best quality design for development across the district, and to make North West Leicestershire a great place to live.

While the Council is immensely proud of the steps it has taken to raise the profile of design over the last decade, there is now a need to explore how we can go even further.

Part of realising that ambition is to looking beyond the boundaries of the district to see what works elsewhere, to appreciate what is achievable. Learning from these places is therefore seen as a critical and important way of 'raising the bar' and taking design within the district to the next level.

In a lot of cases, much of this development is also undertaken by developers and design teams that also work within North West Leicestershire.

Code and guidance pages

Headings

Headings, sub headings and sections that correspond to the National Model Design Code.

Exemplars

Best practice examples and diagrams/ sketches.

CO CONTEXT — The National Forest - planting

While all development within the National Forest will be expected to incorporate landscaping appropriate to this setting, there are a series of planting guidelines in place to guide developments over 0.5ha.
These are outlined below.

National Forest planting

01. National Forest planting guidelines relate to development which exceeds 0.5ha and requires between 20-30% Forest-related green infrastructure. Details of planting options are contained in the National Forest Guide for Developers and Planners (link opposite).

02. Where planting and landscaping cannot be accommodated within or close to a development, or where the only potential area of planting or landscaping is small or isolated with limited connectivity to other habitats, a commuted sum may be agreed.

03. Not all planting and landscaping will contribute to the National Forest planting requirement, but all planting has the potential to reinforce the character and identity of the National Forest, as well as contributing to legibility and wayfinding.
Street trees do not, for example, form part of the planting requirements set out above, although they do create character and identity.



9 National Forest character and planting
Robson Way / Ellistown © The National Forest Company



10 Planting providing screening
Robson Way / Ellistown © The National Forest Company



11 Green infrastructure within the National Forest
Charles Drewitt Close / Hugglescote © The National Forest Company



12 National Forest planting
© The National Forest Company

The National Forest - planting

PLANTING	C-NFP.1	National Forest planting recommendations **must** be followed for all development within the Forest boundary. Whilst on-site planting is preferred, in certain circumstances a commuted sum (financial contribution) may be appropriate.
	C-NFP.2	Forest planting **must** structure, frame and define a network of streets and spaces, such as the creation of tree lined avenues to help reinforce National Forest character. *
* NATIONAL FOREST CHARACTER AND PLANTING REQUIREMENTS		Tree lined streets are essential in achieving National Forest character, but will not contribute to the National Forest planting requirement.
LINKS		
NATIONAL FOREST		National Forest Design Guide - Sustainable Tourism Guide National Forest Guide for Developers and Planners nationalforest.org

Description/Rationale

Explanation of the issues and rationale for the approach.

Code/Guidance

Code and guidance indicating what needs to be taken into account.

Navigation through the guide

The main part of the each chapter consists of a series of double page spreads that set out Code and Guidance for each of the sections within the particular Chapter.

Each double page is arranged in the same format:

- An **introduction** and **description** on the *right hand side*;
- **Exemplar diagrams** or **photos** in the *central area*;
- The **Code** and **guidance** elements in a table on the *left hand side*.

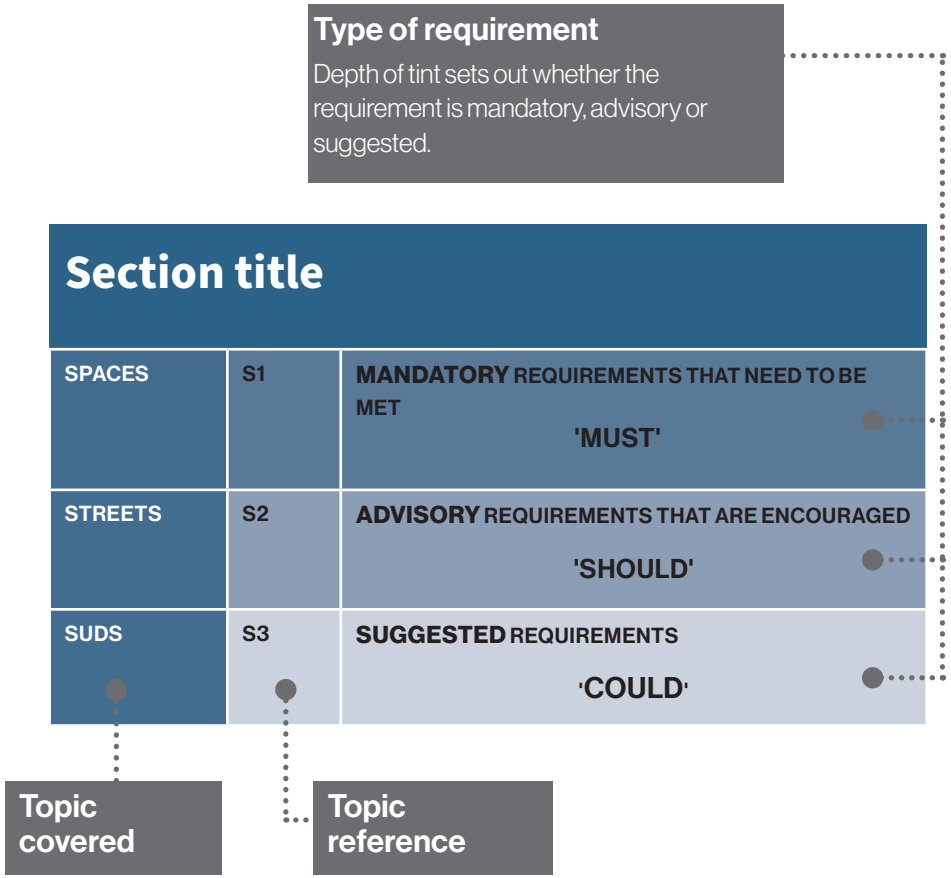
The table is organised by themes with each requirement allocated its own reference.
Different tints identify whether the guidance is **mandatory**, **advisory** or **suggested**, to offer clarity as to what is being expected.

Mandatory requirements use the word '**must**' and represent essential requirements that need to be met.

Advisory requirements use the word **'should'** and are strongly encouraged.

Suggested requirements use the word **'could'**.
These are additional best practice guidance elements that represent opportunities and areas for further discussion.

The Table (right) sets out how this might look.



Case study and checklist pages

Images
Range of images from the exemplar case study

Scale matrix
Whether the question is appropriate depending on the size of the scheme

Reference
Page within the document to look for further details and explanation










CASE STUDY

Trumpington Meadows Phase 1

Key Inspirations

- Clear and repetitive form shaping streets
- Strong boundary treatment on key streets
- Coherent street layout and structure

Minor	Major	Makes best use of space - checklist	Page	Yes	Partial	No
●		Has any increase in scale been justified?	98			
●	●	Has a well defined network of streets and spaces been created or reinforced?	100			
●	●	Is development outward facing and creating perimeter blocks?	100			
●	●	Does new development integrate well with existing development?	100-106			
●	●	Has a building line been established?	108			
	●	Are boundaries against the public realm 1.8m walls?	108			
●	●	Does the building line match the geometry of the street?	108			
●	●	Has spatial enclosure been achieved that reinforces the street hierarchy?	110			
	●	Are there active rooms on corners?	112			
	●	Is the boundary treatment appropriate for corner buildings?	112			

Case study and key inspirations
Ideas and lessons from the exemplar.

Checklist
A series of key questions at the end of each chapter.

Response
How the question has been responded to within the proposals

Navigation through the guide

The final spread in each section attempts to bring the themes of the section together, through reference to the case study for the section and the introduction of a checklist that sets out key questions that need to be addressed.

Case study

The case study bookends the section; mirroring the image that introduced the section.

A series of images pick out elements from the case study, and a number of key inspirations are highlighted, which explain why the case study is important and why it is relevant to North West Leicestershire.

Checklists

The chapter ends with a checklist that asks some key questions that have been discussed within the chapter.
This can be used by the design team/applicant to help develop proposals, but will be used as a basis for evaluation of proposals and any ongoing discussions and dialogue that follows.

Not all questions are relevant to all types and scales of scheme, and so the matrix at the beginning of each checklist should be used as a guide as to what needs to be considered.
This is meant as a guide only, as each application may vary.

Minor **Smaller schemes**

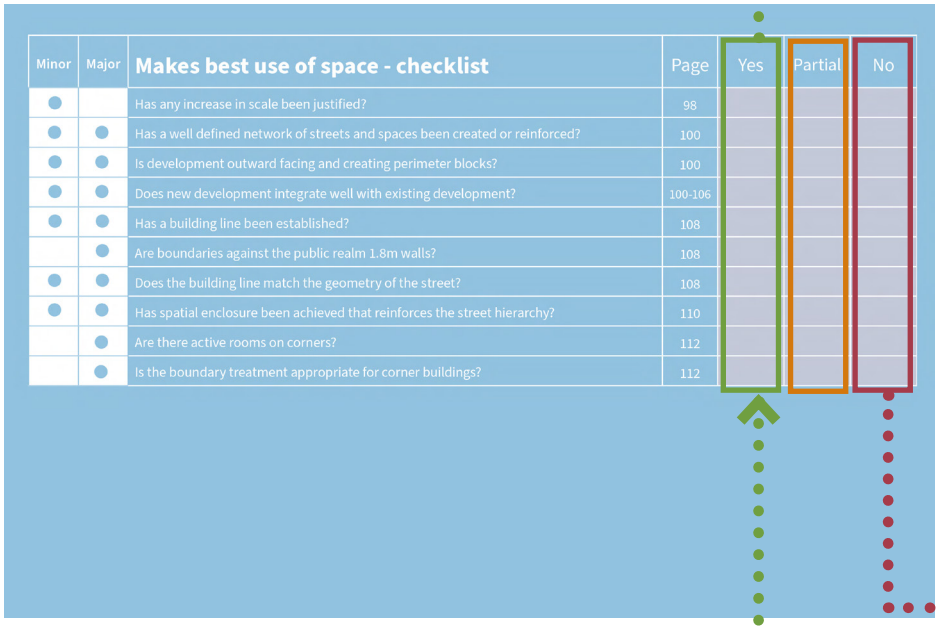
Major **Larger or more significant schemes**

If in doubt, advice should be sought to confirm the areas of the document that need to be addressed.

All the checklists are also grouped together in **Appendix ONE** to provide a complete checklist.

The following two page spread sets out how the checklist will be applied.

Using the checklist



Minor	Major	Makes best use of space - checklist	Page	Yes	Partial	No
●		Has any increase in scale been justified?	98			
●	●	Has a well defined network of streets and spaces been created or reinforced?	100			
●	●	Is development outward facing and creating perimeter blocks?	100			
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●	●	Has spatial enclosure been achieved that reinforces the street hierarchy?	110			
	●	Are there active rooms on corners?	112			
	●	Is the boundary treatment appropriate for corner buildings?	112			

'YES' responses

Any '**NO**' can be clearly justified in the context of the proposals.

The section is compliant

Partial

Where there are parts of a scheme that still require attention.

Significant 'NO'

Either a number of '**NO**' answers, or a critical element giving a '**NO**'.

Further design development

Assessment and compliance

The Checklist

The checklist contains a series of questions, with the option of three possible responses.

'YES'	Where those elements are considered to have been successfully incorporated within the proposals.
'PARTIAL'	Where the question has not been completely responded to. This may be where parts of a scheme, for example, warrant a 'YES' but there remain areas that still require attention.
'**NO'**	Where elements have not been considered, or where the response is not deemed to be satisfactory.

'No and partial' responses

'**No or Partial**' responses are usually an indication that further design development and discussion is required.

This judgement will be on a case by case basis, as the factors that are deemed critical can vary depending on the site conditions, location and/or requirements.
If the '**No or Partial**' response relates to something fundamental, or if there are a significant, cumulative '**No or Partial**' responses, then changes will be sought to address these.

In exceptional, limited circumstances it may be that a scheme is satisfactory even where there is a '**No or Partial**' response (the scheme is unable to comply or it is outside the control of the applicant) or where the particular question is shown to be not appropriate to the proposals.

Overall Compliance

The Design Guide should be read as a whole.
The checklist for each section forms part of this and is a stepping stone to achieving design quality across North West Leicestershire.

The aim, therefore, is for schemes to be compliant across all sections of the document.

Using the Guide



Navigating the Guide - Chapters

Chapter	Residential	Commercial	Industrial	Householder
Responds to Context				
Makes all types of movement attractive				
Embraces Nature				
Makes the best use of land				
Enjoys a strong sense of place				
Has attractive public spaces				
Has a mix of uses				
Has great homes to live in				
Looks to the future				
Is well looked after				
Housholders				

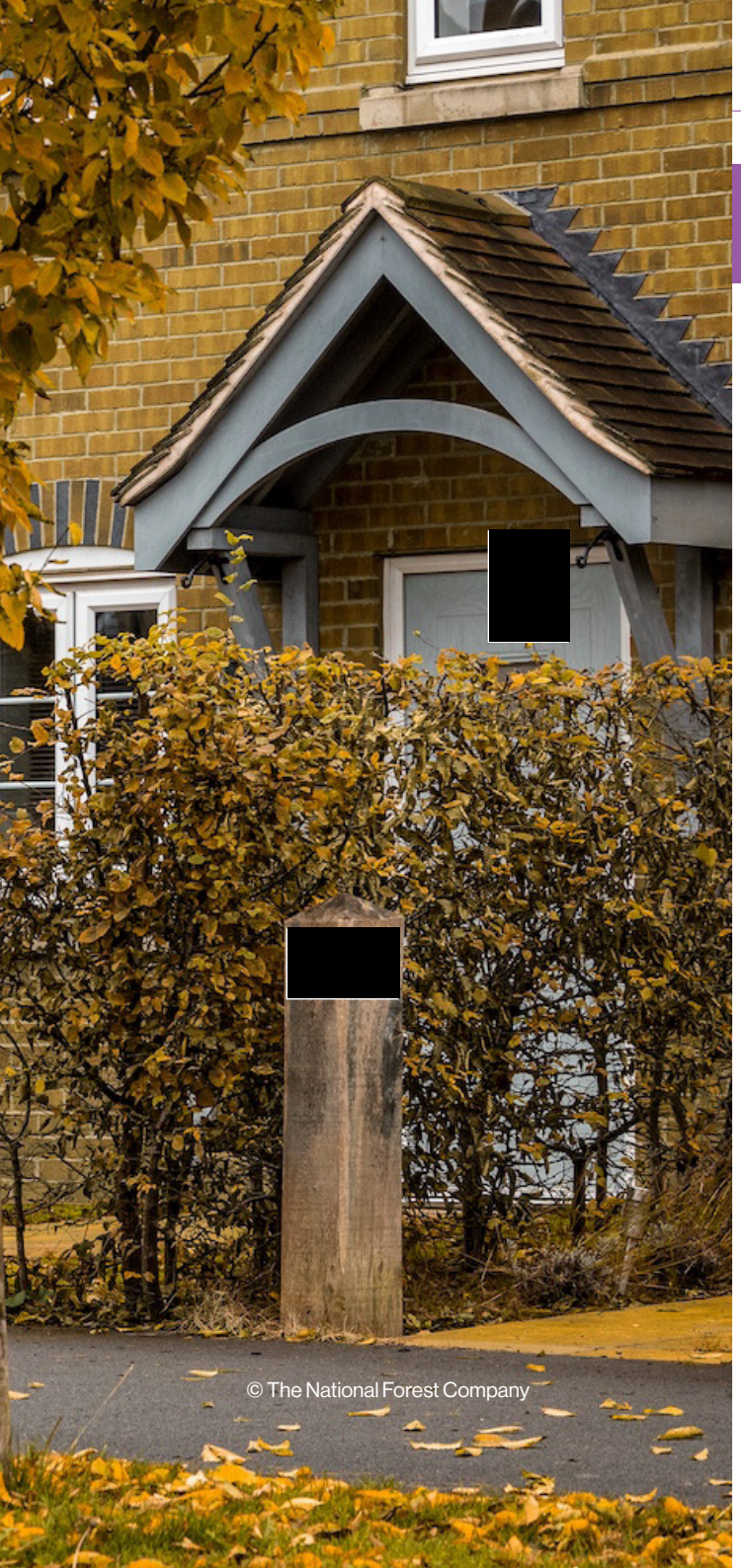


co

Four

Responds to context

Moira



Introduction

Places need to consider the surrounding context and work with the qualities of place that exist.

Good design is about creating places that grow from this understanding of place, that work with the topography, landscape, built form and materiality to create a memorable place that feels authentic.

The National Forest extends through a large part of our district, and has played a significant role over the last 20 years in helping to extend the woodland, canopy cover and landscape within and around the major settlements including Coalville and Ashby de la Zouch.

This has helped to shape a new and distinctive identity within the district.

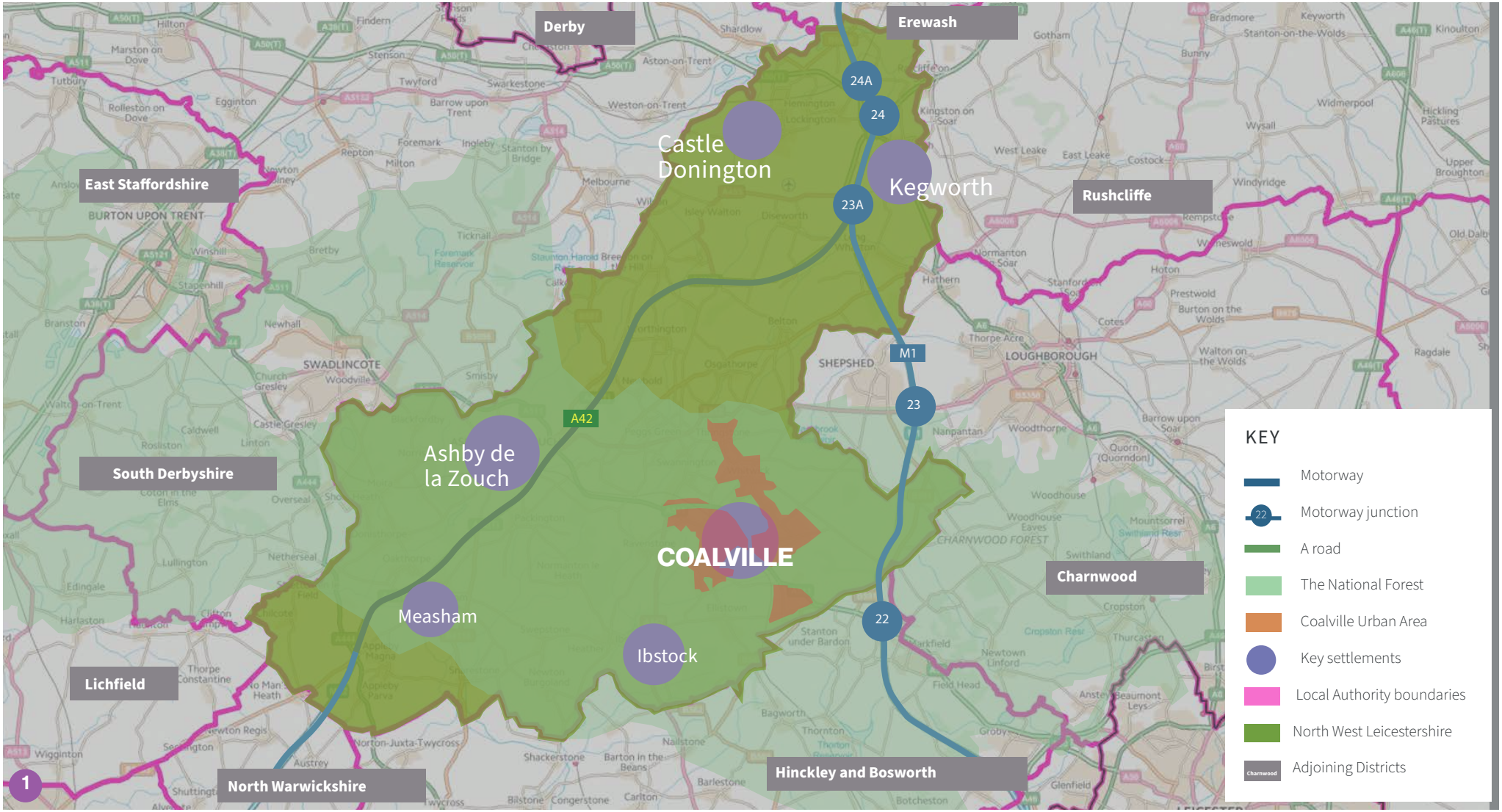
Fundamentally, context is about developing proposals that reinforce the unique qualities the district has to offer.

This section covers the following components in helping to deliver this.

p40 **Character Study** looks at the assessment that design teams need to undertake to provide a context for any proposals and how design teams might integrate the findings within any proposals.

p48 **National Forest - planting** looks at the planting requirements for the part of the district within the National Forest, including the Charnwood Forest.

p50 **National Forest - construction** addresses new building and the potential for using National Forest inspired materials.



Context plan - North West Leicestershire

About North West Leicestershire

North West Leicestershire exhibits great variety.

Location

Situated at the north western edge of Leicestershire, the district shares its borders with no fewer than four other counties: Derbyshire to the north; Nottinghamshire to the east; Warwickshire to the south west; and Staffordshire to the west.

A mainly rural district of 108 square miles, it sits between four major cities - Birmingham, Derby, Leicester and Nottingham.

The principal town comprises the Coalville Urban Area and the other main settlements are Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham, with many smaller villages and settlements in between.

Transport and connectivity

North West Leicestershire is well connected to the national road network, sitting alongside the M1 motorway and with the A42 linking to the south west extending through the district . East Midlands Airport (EMA) is located to the north, although there are no passenger rail services operating, with the nearest stations being East Midlands Parkway and Loughborough.

The National Forest

A former coal mining area, the district sits within the National Forest, which spans three counties in the centre of England - Derbyshire, Leicestershire and Staffordshire. The National Forest extends to include the Charnwood Forest, which lies in the south-east corner.

The National Forest was designated in the early 1990's to transform the landscape and link the ancient forests of Charnwood (to the east) and Needwood (to the west). The National Forest covers about 56% of the district including the larger settlements of Coalville, Ashby de la Zouch, Ibstock and Measham.

The Charnwood Forest represents the highest land in Leicestershire and has a distinctive landscape character with geology of international importance and a rich biodiversity. The area has been identified as a Regional Park to reflect its importance in landscape terms and as an area for recreation. The Regional Park is a non-statutory designation, led by a steering group of local partners, with specific objectives for environmental, social and economic benefits.

While there are no nationally designated landscapes within North West Leicestershire, the district is covered by five National Character Areas, as identified by Natural England.
These are: Trent Valley Washlands; Melbourne Parklands; Leicestershire and South Derbyshire Coalfield; Mease/Sence Lowlands; and Charnwood.

CO CONTEXT

Character study

All development proposals must be underpinned by a thorough understanding and appreciation of the place - both the site and its immediate and wider context.

The starting point should be to undertake a character study that builds a detailed appreciation of the site and its surroundings, noting the characteristics that make the area work and how they might inform any development.

Applicants will be expected to work with local community representatives (such as Parish Councils), the planning authority and other stakeholders to identify and discuss opportunities and constraints at the earliest opportunity.
The results of this work should inform the value of a site.

The diagram on the facing page sets out the main areas for consideration.
The following six pages set out what information should be identified, as well as suggesting some possible design responses that may be informed by the analysis.

This is not an exhaustive list, each site will have its own unique set of characteristics and applicants will be expected to demonstrate a sound understanding of them in developing their proposals.



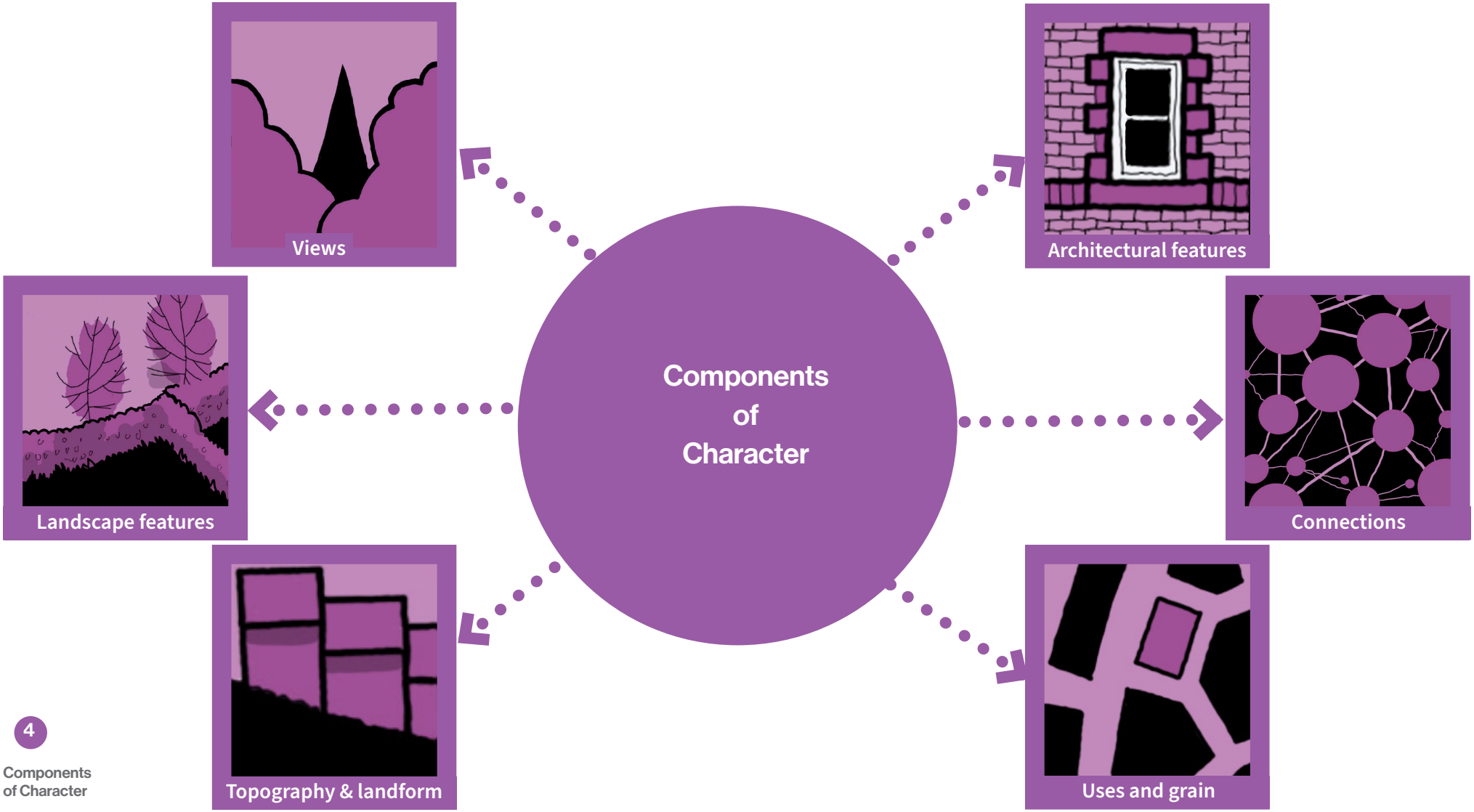
Embracing landscape and wildlife networks
Redwood Close / Ravenstone



Mature trees can help shape open space and provide a focal point
Sunset Gardens / Moira

© The National Forest Company

CO CHARACTER STUDY Components



4
Components of Character

CO CHARACTER STUDY Views

RATIONALE

TO UNDERSTAND THE WHERE VIEWS OCCUR AND WHICH VIEWS ARE IMPORTANT

ANALYSIS

Identify important views and vistas.

Highlight potential views.

Identify landmark buildings.

SAMPLE DESIGN RESPONSE

Organise buildings to shape and frame views.

Consider location of open space and seating to maximise potential.

Explore how to celebrate important views.

Respond to visual amenity.

Connect to landmarks.



5

Connecting physically and visually to existing mature landscape
Charles Drewitt Close / Hugglescote

© RKP Photography



6

Making a mature tree the focal point of a space
Hemlock Road / Ravenstone

CO CHARACTER STUDY Landscape

RATIONALE

TO UNDERSTAND THE LANDSCAPE FEATURES WITHIN AND AROUND THE SITE.

ANALYSIS

Identify important trees, hedgerows and watercourses.

Understand field boundaries and historical landscape features.

Identify water features, including ground water, rivers, flood risk and other water features.

SAMPLE DESIGN RESPONSE

Celebrate feature trees.

Retain hedgerows and field boundaries.

Organise development so that hedgerows are in the public realm.

Look to repair gaps to knit wildlife corridors together.

Work with water and integrate it into proposals.

Avoid areas of flood risk.



Connecting physically and visually to existing mature landscape
Sunset Gardens / Moira

© RKP Photography



Making a mature tree the focal point of a space
Hemlock Road / Ravenstone

© RKP Photography

CO CHARACTER STUDY Landform

RATIONALE

TO APPRECIATE THE TOPOGRAPHY AND HOW THAT MAY INFLUENCE DEVELOPMENT.

ANALYSIS

Understand and appreciate the site levels.

Identify extremes (areas that are unduly prominent and visible and those that Highlight potential views.

SAMPLE DESIGN RESPONSE

Design to work with the natural topography.

Explore how buildings will respond to the levels.

Design to minimise large retaining structures.

Limit the amount of visible retaining structures that are visible from the public realm.

Avoid unintended, unsightly and dramatic level changes.

Seek to manage surface water close to source.

Avoid single aspect, north facing properties



Stepping with the topography
Brickworks Lane / Newbold



Responding to landform
Oakland Drive / Moira

© RKP Photography

CO CHARACTER STUDY Buildings

RATIONALE

TO IDENTIFY BUILDINGS, ARCHITECTURAL DETAILS, STYLES AND FORMS IN THE SURROUNDING AREA.

ANALYSIS

Identify predominant building materials in the local area.

Look at architectural detailing such as string courses.

Chimney styles, location, size and position on the roof.

Understand the existing architecture and built form.

SAMPLE DESIGN RESPONSE

Reflect the materiality of the local area.

Design to minimise large retaining structures.

Draw surrounding styles into the design approach for new buildings.

Adopt traditional vernacular details, such as chimney stacks, 'wet' bedded verges and exposed eaves.

Respond to prevailing colours, textures, patterns and details.



Using local materials and detailing
Priory Close / Breedon



Using local materials and architectural styles
Oakland Drive / Moira

© RKP Photography

CO CHARACTER STUDY Connections

RATIONALE

TO UNDERSTAND WHERE CONNECTIONS EXIST, WHERE THEY ARE ABSENT AND WHERE THEY ARE NEEDED.

ANALYSIS

Identify the routes through, alongside and beyond the site.

Highlight where connections are missing.

Identify new routes, where practical.

Appreciate the current street network.

SAMPLE DESIGN RESPONSE

Making connections where they are frustrated.

Responding to desire lines and anticipating where people want to go.

Placing routes where they will be well used and feel safe.



Ensuring well overlooked physical connections to surrounding open space
Cornfield Close / Ellistown © RKP Photography



Reinforcing new connections
Farmers Way / Donington le Heath

CO CHARACTER STUDY Use and grain

RATIONALE

TO UNDERSTAND USES, FORM AND GRAIN

ANALYSIS

Understand and appreciate the range of development in the surrounding area.

Identify potential areas of conflict.

SAMPLE DESIGN RESPONSE

Locate uses where they can be of most benefit.

Identify uses that are of benefit to the wider community.

Pulling built form away from anti-social uses.

Responding to the prevailing 'grain' of the area and built form.



Responding to different uses
Sence Valley Road / Lower Bardon

© RKP Photography



Responding to the grain and form of the surrounding area
Rose Avenue / Donington le Heath

CO CONTEXT

The National Forest - planting

While all development within the National Forest will be expected to incorporate landscaping appropriate to this setting, there are a series of planting guidelines in place to guide developments over 0.5ha.
These are outlined below.

National Forest planting

01. National Forest planting guidelines relate to development which exceeds 0.5ha and requires between 20-30% Forest-related green infrastructure. Details of planting options are contained in the National Forest Guide for Developers and Planners (link opposite).

02. Where planting and landscaping cannot be accommodated within or close to a development, or where the only potential area of planting or landscaping is small or isolated with limited connectivity to other habitats, a commuted sum may be agreed.

03. Not all planting and landscaping will contribute to the National Forest planting requirement, but all planting has the potential to reinforce the character and identity of the National Forest, as well as contributing to legibility and wayfinding.
Street trees do not, for example, form part of the planting requirements set out above, although they do create character and identity.



National Forest character and planting
Robson Way / Ellistown
© RKP Photography



Planting providing screening
Robson Way / Ellistown
© RKP Photography



Green Infrastructure within the National Forest
Charles Drewitt Close / Hugglescote

© RKP Photography



National Forest planting

© RKP Photography

The National Forest - planting

PLANTING	**CO-NFP.1**	National Forest planting recommendations **must** be followed for all development within the Forest boundary. Whilst on-site planting is preferred, in certain circumstances a commuted sum (financial contribution) may be appropriate.
	CO-NFP.2	Forest planting **must** structure, frame and define a network of streets and spaces, such as the creation of tree lined avenues to help reinforce National Forest character. *
*** NATIONAL FOREST CHARACTER AND PLANTING REQUIREMENTS**		Tree lined streets are essential in achieving National Forest character, but will not contribute to the National Forest planting requirement.
LINKS		
NATIONAL FOREST		National Forest Design Guide - Sustainable Tourism Guide National Forest Guide for Developers and Planners nationalforest.org

CO CONTEXT

The National Forest - construction

Development within the National Forest should be of the highest quality.
The Forest should offer an opportunity to encourage and trial 'green' construction technology and building techniques.
Wherever possible development, and the choice of materials, should reflect and emphasise the location within the National Forest.

National Forest - construction

01. The use of timber can reinforce the character and identity of the National Forest.
The Council will encourage the use of timber in creative and imaginative ways, which can include but is not limited to its use as a cladding material, as well as timber supports and exposed internal roof structures (where applicable).

02. In addition, the Council will encourage the introduction of timber within the public realm, for boundary treatments, street furniture and for play equipment.

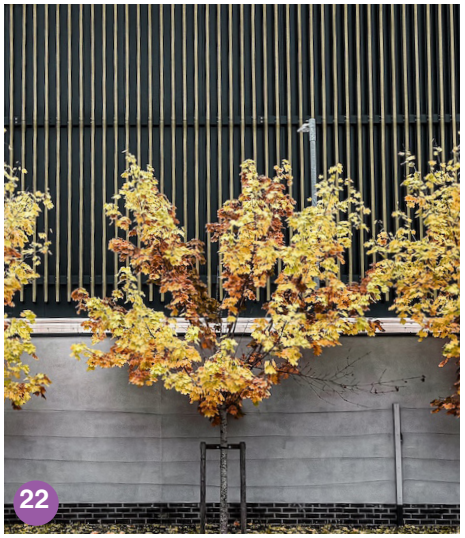
Tourism development

03. The National Forest Company has developed the Sustainable Tourism Accommodation Design Guide.
This sets out the rationale for encouraging new and retrofitted tourist accommodation development that helps create a distinctive National Forest character and sense of place.
While the guide is specifically aimed at Tourism Accommodation, the sustainable design principles are also relevant to other types of development within the National Forest.

04. Tourism proposals within the National Forest need to follow this guidance when developing their proposals.



Timber wayfinding
Sence Valley Road / Hugglescote
© RKP Photography



Timber cladding and planting
Smith Road / Ashby de la Zouch



Use of timber in construction
Smith Road / Ashby de la Zouch



Using timber in construction
Beveridge Lane / Hugglescote



Use of timber street furniture
Sence Valley Road / Hugglescote

© RKP Photography

The National Forest - construction

DEVELOPMENT	CO-NFC.1	Development located within the National Forest **must** reflect the principles and ethos of the Forest through: - Green Infrastructure; and - Building performance; - Selection and use of materials, particularly the use of timber.
	CO-NFC.2	Opportunities **must** be taken where they present themselves to introduce timber (including associated products such as glulam), for example: - As a cladding material; - Supporting structures; - Exposed internal roofspaces. This is not an exhaustive list and the Council will encourage applicants to explore creative and imaginative ways to introduce timber into construction.
	CO-NFC.3	Street furniture and play equipment **must** reflect the National Forest through the choice and use of materials.
LINKS		
NATIONAL FOREST		National Forest Guide for Developers and Planners National Forest Design Guide - Sustainable Tourism Guide nationalforest.org











Minor	Major	Responds to context - checklist	Page	Yes	Partial	No
●	●	Has a robust character appraisal been undertaken?	40			
●	●	Have views and landmarks been responded to?	42			
●	●	Have landscape features been respected and integrated into the proposals?	43			
●	●	Do proposals respond well to the landform?	44			
●	●	Have local materials, details, textures and colours been incorporated?	45			
●	●	Have connections been introduced and/or reinforced?	46			
●	●	Does the grain and uses respond to the local area?	47			
		THE NATIONAL FOREST				
		Have National Forest planting requirements been incorporated?	48			
●	●	Does planting help reinforce National Forest character?	48			
	●	Does development reflect the principles and ethos of the National Forest?	50			
●	●	Have opportunities been taken to introduce the use of timber?	50			
●	●	Does street furniture or play equipment reflect National Forest character?	50			

MO

Five

Makes all types of movement attractive



ABODE Great Kneighton / Cambridge



Introduction

Places need to be easy to navigate and to get around.

Good design is about making sure that development is in the right place to reduce the need to travel, and in creating a strong framework of streets and spaces that provides choices about how people can move about, particularly pedestrians and cyclists.

Routes should be safe, attractive, clear and obvious; places that are more connected with short distances to facilities and attractions tend to encourage walking.

The design and layout of streets, the position and design of buildings and the approach to parking all have a role to play in achieving this, which has clear and obvious links to health and well-being through increased social contact and through facilitating active lifestyles.

Fundamentally, movement is about providing a range of attractive choices.

This section covers the following components in helping to deliver this.

p56 **Street network** sets out the requirements for a framework of connected streets.

p58 **Street hierarchy** sets out typical street types for larger developments.

p68 **Walking** addresses unique requirements to encourage and increase walking.

p70 **Cycling** sets out ways to promote cycling.

p72 **Junctions and Crossings** addresses ways to reduce speed and encourage walking.

p74 **Parking** sets out the approach and design considerations to make sure cars do not dominate the streetscene.

p82 **Garages** identifies the approach and design requirements for garages.

p86 **Parking Courtyards** outlines what needs to be achieved for them to be appropriate.

p88 **Surface Parking** sets out measures to soften surface car parks.

p90 **Servicing and Utilities** looks at how to make 'back of house' work well.

MO CONNECTED NETWORKS

Street network

The street network should offer as many attractive choices to get around as possible. Consideration needs to be given both to connections within a particular development and also how well the network links to adjoining areas.

The use of private drives has been shown to result in disconnected places and an inability to navigate along them for pedestrians, frustrating and discouraging movement.

Future proof connections

01. Development must consider how to future proof connections and to design the layout accordingly through the arrangement of the street network and the positioning of the buildings.

02. Opportunities must be taken to make logical, obvious connections between the development and the surrounding area.

Culs de sac

03. Culs de sac can form a popular living environment, particularly for those with young families, but the use of culs de sac that are disconnected from the wider network tends also to frustrate movement and encourage car use. Providing adopted vehicle culs de sac that are also linked for pedestrians can overcome this and promote connectivity and visually continuous streets.

Shared Private Drives

04. The use of shared private drives must also ensure they do not similarly limit the accessibility and connectivity within an area.
Public routes must be provided alongside the private drive to ensure connections are not lost.



Connected pedestrian route encourages movement
Fairfield Park / Letchworth



Pedestrian link with a strong landscape edge and good surveillance
Great Kneighton / Cambridge



Adopted pedestrian footpath providing access alongside a private drive
Fairfield Park / Letchworth



Straightforward connections on desire lines respond to where people want to go
Alconbury Weald / Huntingdon

Street network

ACCESS POINTS	MO-SN.1	Pedestrians and cyclists **must** be offered the most logical and best possible route between new or existing facilities and services. This should preferably be away from major road networks and busy streets.
PEDESTRIAN AND CYCLE ONLY CONNECTIONS	MO-SN.2	Where it is not possible or desirable to provide vehicle connections, pedestrian and cycle connections **should** be considered to provide short, direct routes between homes and facilities.
FUTURE PROOFED LINKS	MO-SN.3	Future proofed links to adjacent land **must** offer the land up to the edge of the site boundary for adoption.
	MO-SN.4	The street alignment, arrangement of buildings **must** support future connections beyond the site boundary.
CUL DE SAC	MO-SN.5	Culs de sac **must** form part of a connected pedestrian network.
SHARED PRIVATE DRIVES	MO-SN.6	Clear, obvious and direct pedestrian connections **must** be provided alongside shared private drives.

MO CONNECTED NETWORK

Street hierarchy

Development should seek to introduce a clear and logical street hierarchy that responds to and influences the character of different streets and what will happen within them.

Street hierarchy is most obviously the street composition of different typologies that broadly correlate width of road and pavement with traffic volume.
Other factors can also support this to help introduce and reinforce character, particularly the composition and disposition of house types, the approach to boundary treatment and parking.

Developers must discuss adoptability at the earliest opportunity with the Highway Authority to avoid issues later.

Residential developments

01. All residential development involving the creation of new streets will be expected to demonstrate a clear street hierarchy.
The number of variations will depend on the scale of development: for developments of 100 units or more this could be defining **primary**, **secondary** and **tertiary** routes.
Smaller developments may only have one or two types within the hierarchy.

02. Each street type should be clearly differentiated to emphasise and reinforce the hierarchy, following a logical progression from primary routes that are wider and take more traffic within the network through to tertiary routes that are quieter.

03. Various methods can be employed to reinforce the hierarchy, such as changes to the boundary treatment and building set back, employing different house types or arrangements for parking and the spaces between buildings. The importance of the principal street can be reinforced by features such as landscaping (for example, tree planting to create an avenue or boulevard). Conversely, a tertiary route may feel less enclosed, with lower buildings, more breaks in the building line and a greater building set back.



Planting offering a clear buffer between the pavement and the road
Templar Road / Ashby de la Zouch



A broad primary street with street trees on both sides in clear margins
Alconbury Weald / Huntingdon



Tight mews street with good surveillance and strong threshold landscaping
Marleigh / Cambridge



A softened Edge Lane with tree planting bringing the landscape closer
Trumpington Meadows / Cambridge

Street hierarchy

HIERARCHY	**MO-SH.1**	A clear street hierarchy **must** be established at concept design stage, together with a strong concept for each street typology.
	MO-SH.2	Different streets within the hierarchy **must** look and feel different from one another.
APPROACH	**MO-SH.3**	All streets **must** be designed to encourage walking and cycling.
PRIMARY STREETS (MAIN RESIDENTIAL ACCESS ROAD)	**MO-SH.4**	These **must** be designed for **6.75m** carriageway width, together with landscape verges and pedestrian/cycle routes either side.
	MO-SH.5	Trees **must** be incorporated in accordance with requirements set out in the street tree section.
	MO-SH.6	Raised tables **should** be introduced in the interest of road safety and in accordance with national guidance including LTN 1/20.
	MO-SH.7	Target speed **should** be 20mph.
SECONDARY STREETS (RESIDENTIAL ACCESS ROAD)	**MO-SH.8**	Secondary streets **must** be designed for 4.8m - 5.5m carriageway width, together with landscape verges and footways. This needs to increase to 6m if a bus route is proposed.
	MO-SH.9	There **should** be frequent crossing points.
	MO-SH.10	Target speed **should** be 20mph.
TERTIARY STREETS (SHARED SURFACE RESIDENTIAL ACCESS)	**MO-SH.11**	These **must** be designed for an overall corridor width of 7.5m
	MO-SH.12	Layout **should** be informal to encourage reduced traffic speeds.
	MO-SH.13	Target speed **should** be 15mph.

MO CONNECTED NETWORK

street hierarchy

Developing a street hierarchy is a fundamental starting point for large residential developments.

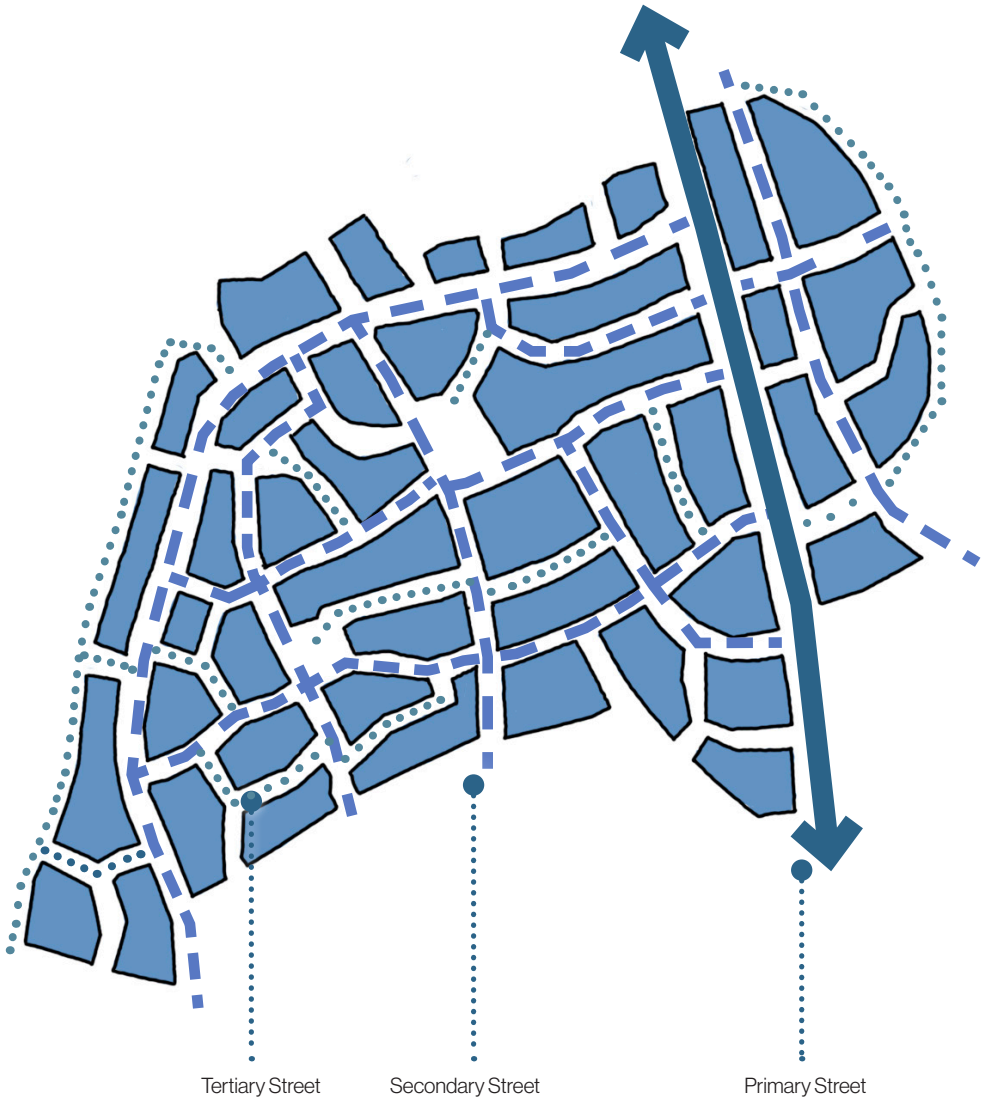
The network should be developed to provide a legible hierarchy that moves between the different scales of street in a logical manner.
A good rule of thumb is that streets must only connect to another street type which is in the same rank within the street hierarchy, or one hierarchy step up or down (so for example a secondary road can link to a tertiary street OR a Primary street).

An indicative street hierarchy in shown in Figure 9, and the following pages set out a range of typical street sections that may be used.

Using variations

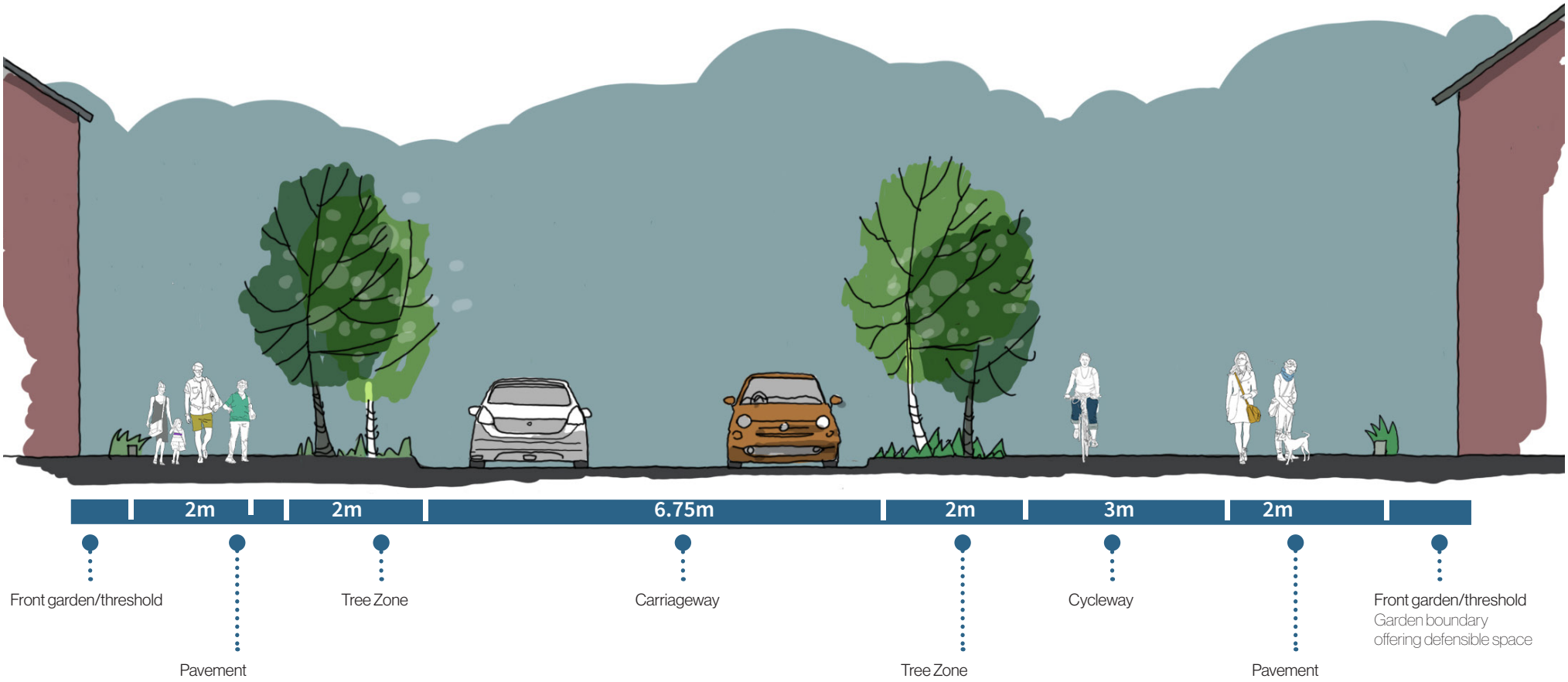
01. A number of variations for primary and secondary street types are shown. The expectation will be that these will be used in a sequential and comprehensive manner to offer additional variety and legibility as part of a connected network.

02. The default should be to the preferred section in all cases, with design justification needed to introduce any of the variations.



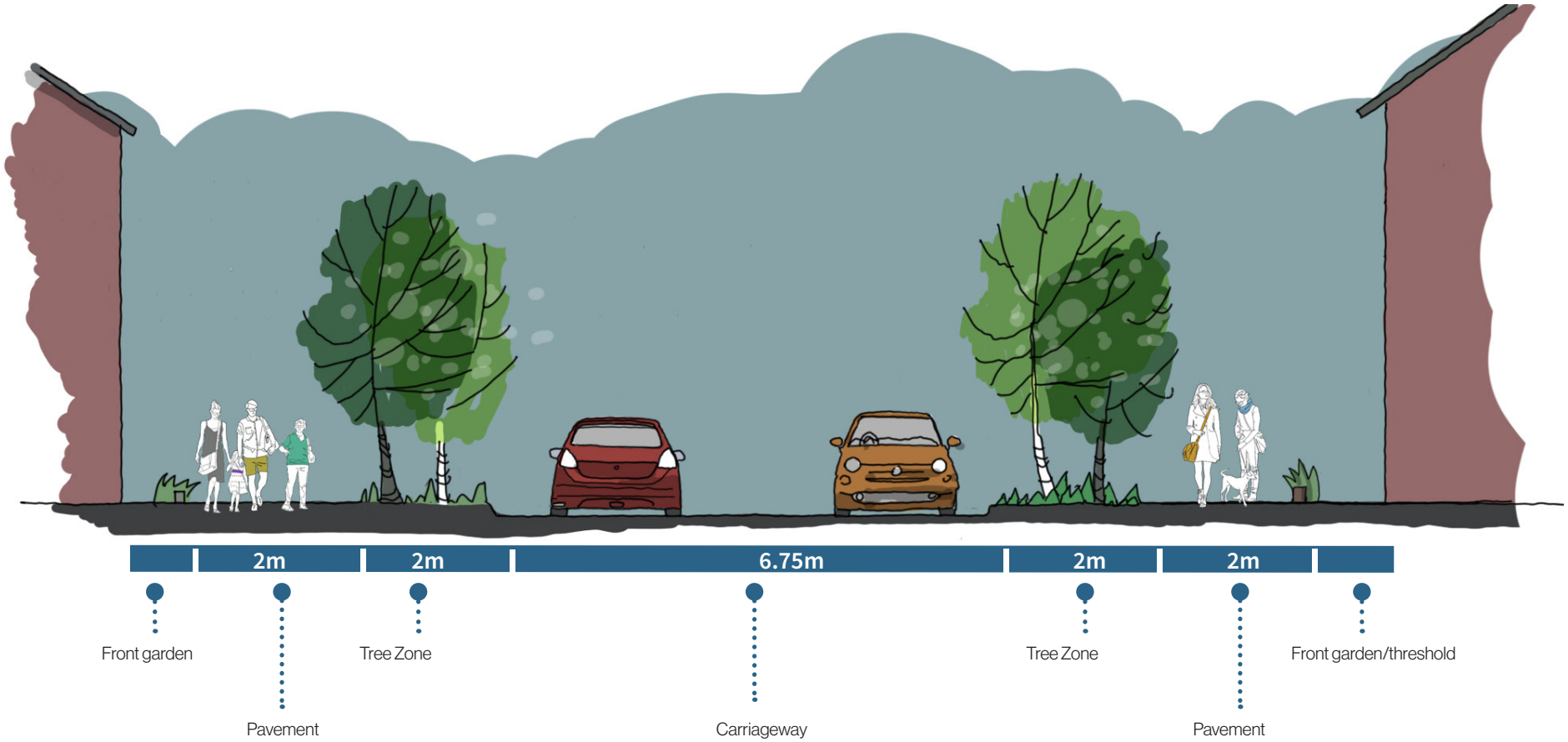
9

Indicative street hierarchy diagram



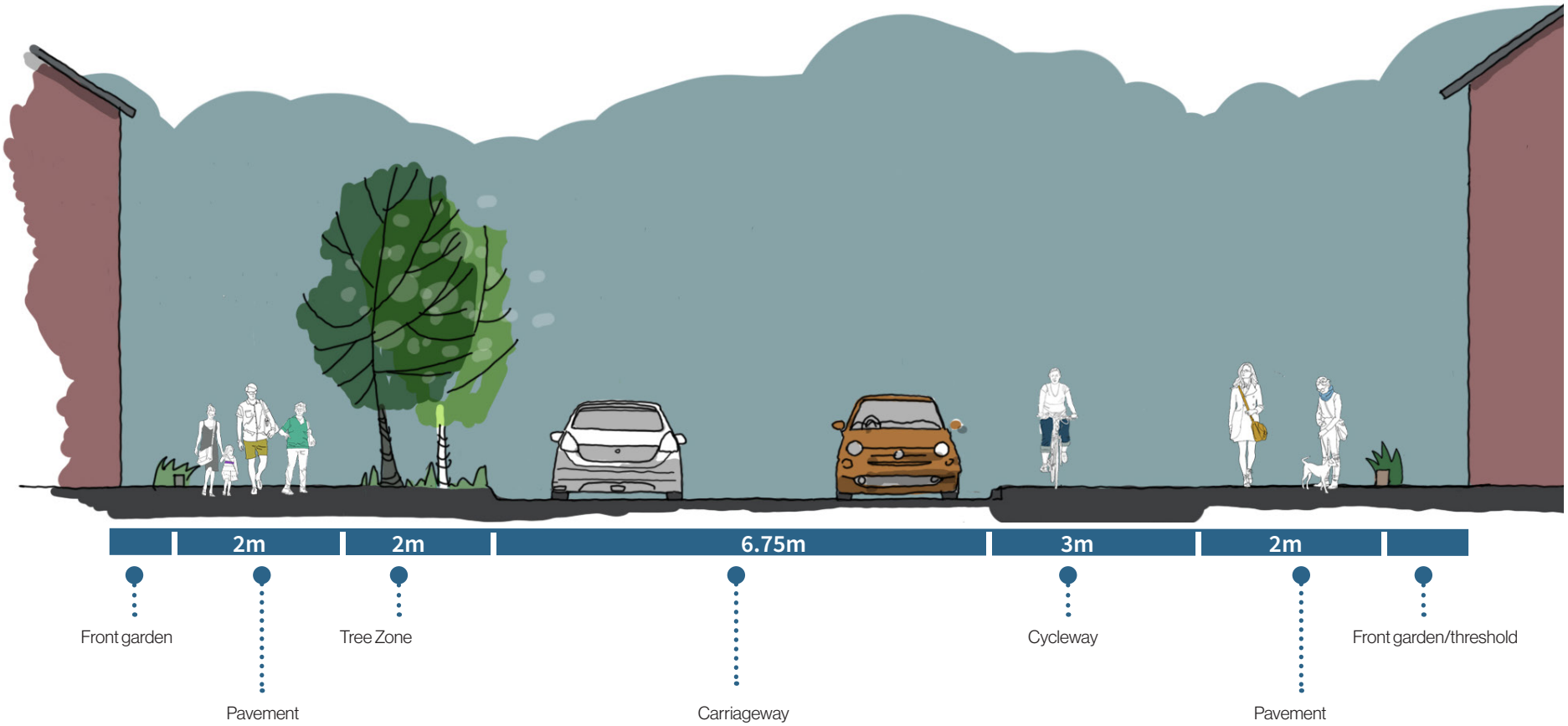
10

Primary street



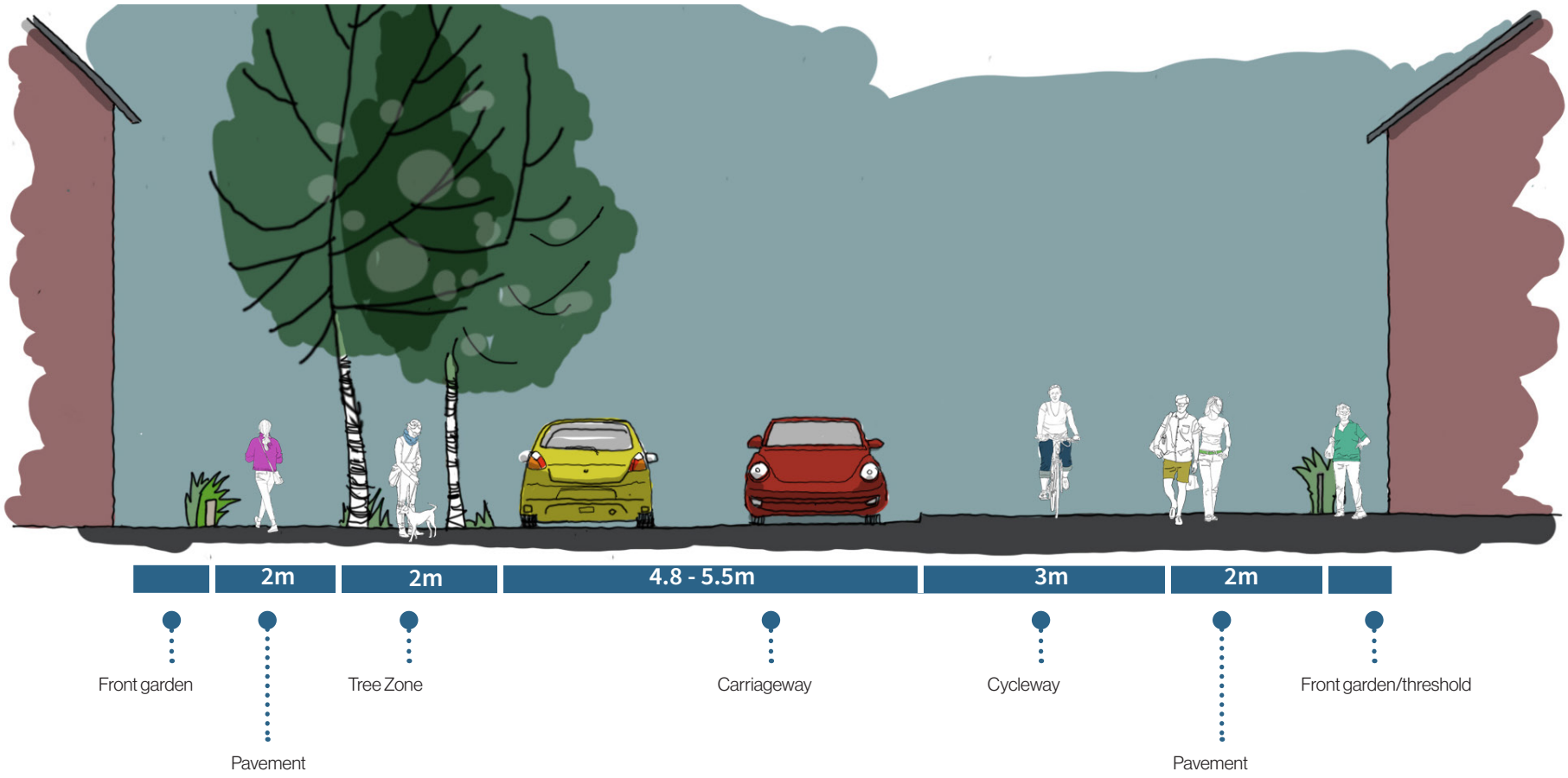
11

Primary Street - trees on both sides no cycleway



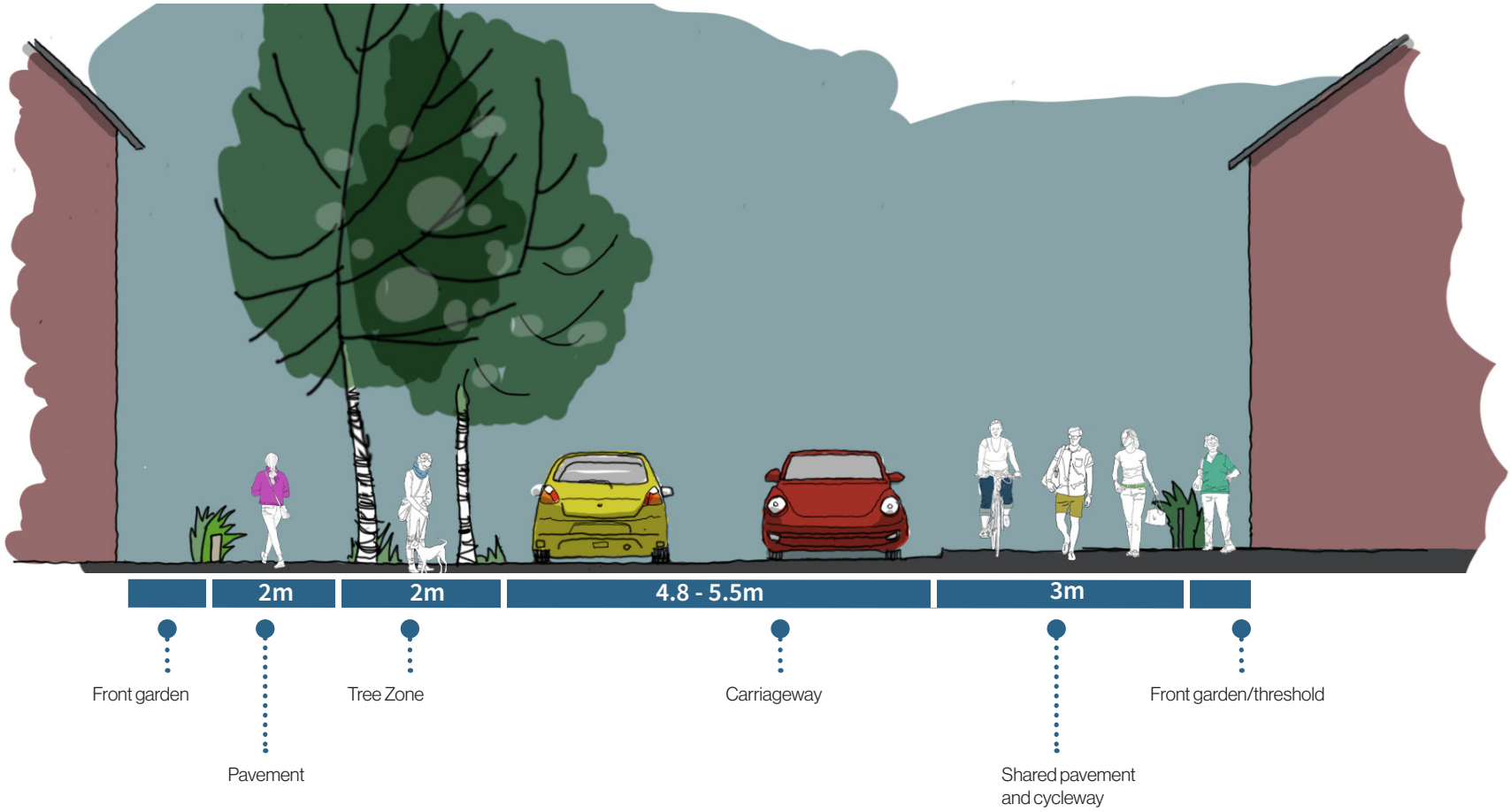
12

Primary street - trees on one side and cycleway



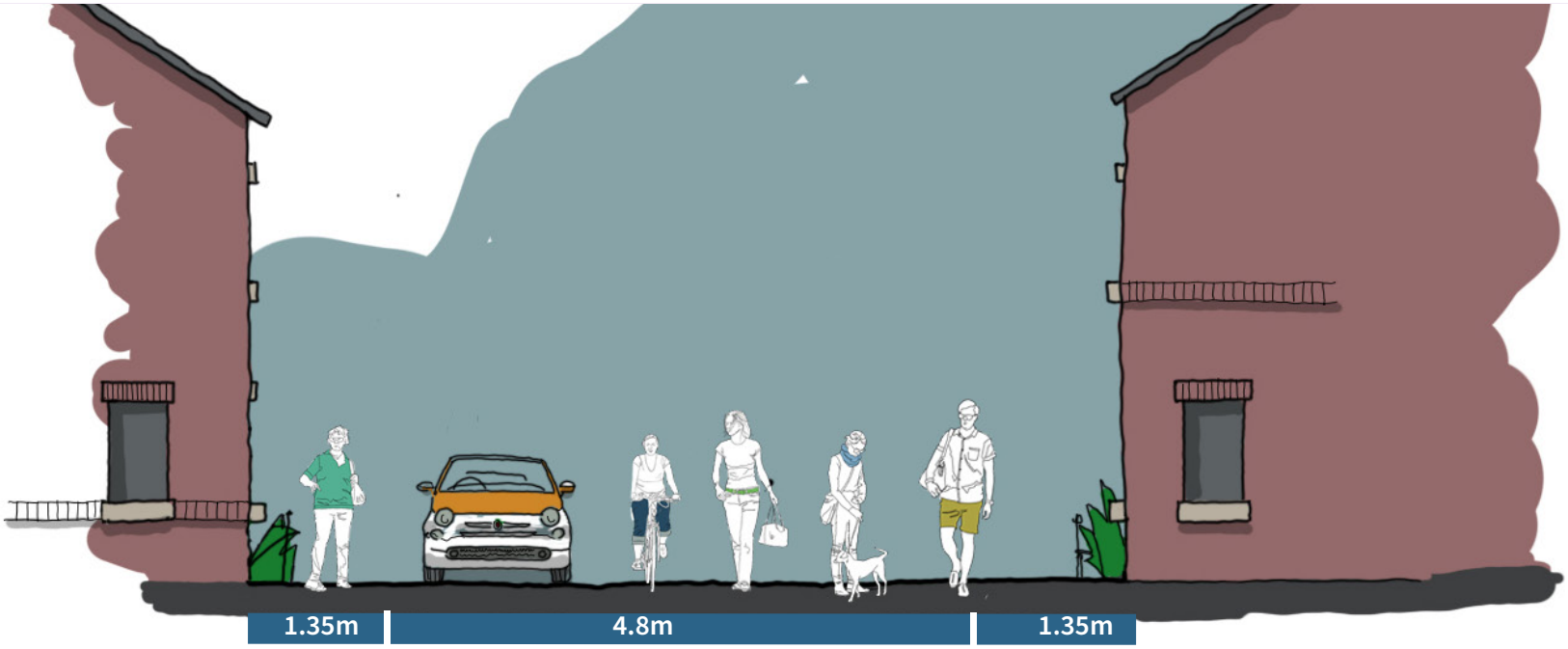
13

Secondary Street - trees on one side and cycleway



14

Secondary street - trees on one side and combined footway/cycleway



15

Double sided Tertiary Street



Shared Surface
Narrow to encourage slow traffic speeds.

Build outs
Occasional build outs to reduce the width of the street and break up parking

Open Space / Countryside
Edge to the surrounding landscape or to a feature open space.

16

Single sided Tertiary Street showing build outs

MO ACTIVE TRAVEL Walking

Increasing walking is a key Council objective, and an important component in achieving the goal for the district to be carbon neutral by 2050.
The Council published a draft Walking and Cycling Strategy in 2023, together with a Local Cycling and Walking Infrastructure Plan (LCWIP), that sets out how this might be achieved.

Position of walking routes

01. Places should strive to encourage walking through offering a choice of connections, both within the development and also to meet connections to key destinations.
These connections need to respond to facilities, attractions and services that people will want to go to.

02. The more convenient, direct, safe and attractive a connection is, the greater the likelihood that it will become a valuable part of the movement network. This is particularly important in promoting health and well being, and can play a significant part in reducing social isolation, promoting independence and community cohesion.

03. Disconnected street patterns increase the reliance on car journeys through frustrating the ability of people to move within their communities.
Where vehicle access is not possible or desirable, pedestrian connections will need to be provided to allow convenient access.

Accessibility

04. Routes must be designed to be accessible by those with both full and restricted mobility. Careful attention should be afforded to avoiding unnecessary street clutter or poorly positioned structures within the street that can impede or block movement and frustrate users, especially those in wheelchairs or those pushing prams or pushchairs.



Retained pedestrian connectivity while preventing through traffic
Darwin Green / Cambridge



A pedestrian connection linking new development into the existing streets, making movement easier
Wolvercote Mill / Oxford



Non vehicular connectivity with excellent surveillance
Fairfield Park / Letchworth



Pedestrian connectivity and a landscape corridor
Great Kneighton / Cambridge

Walking

POSITION OF PEDESTRIAN ROUTES	MO-ATW.1	Pedestrian routes **should** be positioned in front of buildings.
	MO-ATW.2	Where routes pass between buildings, sight lines **must** be clear to be able to see along the route.
SAFETY	MO-ATW.3	There **must** be good levels of natural surveillance provided from surrounding buildings.
LIGHTING	MO-ATW.4	Routes **must** be well lit.
STITCHING IN WITH EXISTING DEVELOPMENT	MO-ATW.5	New development **must** seek to stitch into the existing street and footpath networks.
ACCESSIBILITY	MO-ATW.6	Street clutter **must** be avoided wherever possible.
	MO-ATW.7	Routes **must** be designed to be accessible by those with restricted mobility.

MO ACTIVE TRAVEL — Cycling

Encouraging cycling is a key Council objective, and an important component in achieving the goal for the district to be carbon neutral by 2050.
The Council published a draft Walking and Cycling Strategy in 2023, together with a Local Cycling and Walking Infrastructure Plan (LCWIP), that sets out how this might be achieved.

Cycling can be a travel choice that is quicker and more convenient than the car, as well as being a valuable means of recreation. Making cycling more appealing through ensuring routes are safe and attractive should be an objective for all development, helping to encourage healthier lifestyles and reducing car usage for shorter journeys.

Position of cycling routes

01. Development should offer safe and practical connections, both within a particular development and also to adjoining areas, linking with existing networks wherever possible.

02. Particular attention should be given to the location of key destinations, such as schools and local shopping areas, to ensure that appropriate connections are created.

Quality of Cycling routes

03. Cycling routes should be identified at the earliest stage, be well designed and laid out and safe to use for all age groups, responding to the requirements set out in Department for Transport Local Transport Note 1/20 Cycle Infrastructure Design.
This sets out 5 core design principles, that networks and routes should be **Coherent, Direct, Safe, Comfortable and Attractive.**

04. Cycle parking and storage needs to be considered at the outset, positioning it in locations that are safe, logical, easy to use and well overlooked.
Out of the way locations tend to discourage use.



Logical connections making trips easier
Trumpington Meadows / Cambridge



Dedicated cycle route in contrasting material
Eddington / Cambridge



Clearly defined cycle route with SuDS providing a buffer from the road
Eddington / Cambridge



Clear cycle route alongside an open space
Marleigh / Cambridge

Cycling

POSITION OF CYCLE ROUTES	**MO-ATC.1**	Cycle routes **should** be as practical and logical as possible.
	MO-ATC.2	Opportunities **should** be taken to connect with key attractors within the surrounding area.
DESIGN OF ROUTES	**MO-ATC.3**	Routes **must** be thoughtfully positioned, safe and well lit.
	MO-ATC.4	Width of routes **must** be in accordance with LTN 1/20
STITCHING IN WITH EXISTING DEVELOPMENT	**MO-ATC.5**	New development **must** seek to stitch into the existing street and cycle path networks.
CYCLE PARKING	**MO-ATC.6**	Cycle parking **must** be provided in logical, safe and useful locations where it benefits from good levels of surveillance.
	MO-ATC.7	Cycle parking **must** be designed in accordance with guidance set out in the LCC Highways Design Guide.
	MO-ATC.8	Long stay cycle parking **should** be covered.
LINKS		
LEICESTERSHIRE HIGHWAYS DESIGN GUIDE - CYCLE PARKING		https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/parking-and-making-provision-service-vehicles/parking-cycles

MO ACTIVE TRAVEL Junctions, crossings & materials

The design of junctions and crossings and the material choices made can have an enormous impact upon how walkable a place is. Poor design can make opportunities to get about harder and can ultimately prevent journeys from taking place altogether.

Junctions

01. The Council will encourage the design of junctions in line with LTN 1/20 that offer pedestrian and cycle priority at junctions.
This can be effective when combined with tighter radii that mean that crossing distances are reduced.

Crossings

02. Where pedestrian routes cross vehicular streets, careful attention must be paid to the design of the crossings to ensure that vehicle speeds are calmed and that any changes in level that affect either pedestrians or cyclists are minimised or eliminated.

03. Leicestershire County Council (LCC) have recently updated their Leicestershire Highway Design Guide (LHDG). This offers guidance on when crossings should be considered, in line with LTN 1/20 and dependent on vehicle speed and flows.

Materials

04. The LHDG sets out two palette types for development: a '*standard*' palette and an '*enhanced*' palette of higher quality materials. The enhanced palette will cost more to maintain and will result in an increased commuted sum to areas of adopted highway and associated public realm.

05. The Council will encourage the use of the enhanced palette wherever possible, due to the greater quality, durability and sustainability of these materials.



A change of materials providing visual interest and traffic calming
Dunbar Way / Ashby de la Zouch
© The National Forest Company



Raised tables can help slow speed and improve pedestrian connectivity
Fairfield Park / Letchworth



Raised table crossing with contrasting kerbs
Trumpington Meadows / Cambridge



Shared surface dealt with in different materials
Houlton Meadows / Rugby

Junctions, crossings & materials

JUNCTIONS	**MO-JCM.1**	Pedestrian and cycle priority **should** be encouraged at junctions.
	MO-JCM.2	Tighter corner radii **should** be included wherever possible.
CROSSINGS	**MO-JCM.3**	Measures to facilitate movement such as dropped kerbs, at-grade crossings and tactile paving **must** be incorporated into proposals.
MATERIALS	**MO-JCM.4**	LCC Highways '*enhanced*' palette **should** be incorporated wherever possible.
	MO-JCM.5	There **must** be sufficient colour contrast between the kerb and the carriageway surface to delineate the change from pavement to road surface.

MO PARKING & SERVICING

Parking - approach

Parking is a significant issue across North West Leicestershire, given the rural nature of the district and its location close to a number of towns and cities.

Getting the right parking solutions can have a considerable impact upon the quality of our towns and villages, improving visual amenity, reducing clutter and helping make our streets places that we enjoy being in.

Approach To Parking

01. It is essential that our street environment is not dominated by parked cars. The Council will encourage a mix of on-plot parking solutions, but with limits on parking in a row - forecourt parking and integral garages - that tend to dominate the streetscene and diminish the quality of our built environment.

02. The two main types of parking - frontage parking and parking to the side of properties - will be explored in subsequent pages.

Number and size of spaces

03. The LHDG adheres to the minimum provision principle set out in the NPPF. The minimum size of parking space is set out opposite.
This can increase depending on whether there are obstructions, or in relation to the type of parking.
Applicants should to refer to the LHDG (leics.gov.uk) for further details.

Visitor spaces

04. Road layouts should anticipate visitor parking, which is usually linked to the destination. Where formal visitor spaces are required these need to be carefully designed and located to respond to need and also minimise loss of open space.



Landscaping reducing the impact of car parking
Great Kneighton / Cambridge



A strong landscape holding the street together and linking to the trees in the distance
Trumpington Meadows / Cambridge



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Surveillance window to side parking
Alconbury Weald / Huntingdon

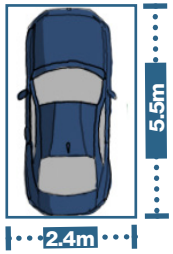


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Landscaping between parking spaces
Timekeepers Square / Salford

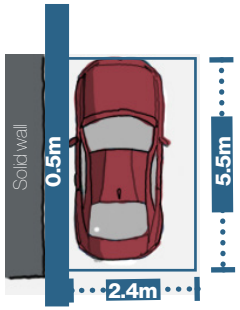
Car parking - approach

PROVISION	**MO-PA.1**	Homes **must** provide the following parking provision on plot. 1-3 Bedrooms - **TWO** spaces / 4+ Bedrooms - **THREE** spaces. **These figures are regardless of tenure.**
APPROACH	**MO-PA.2**	A range of parking solutions **must** be used.
	MO-PA.3	Over reliance on tandem parking and integral garages **must** be avoided.
SIZE	**MO-PA.4**	Spaces **must** be a minimum of 5.5m long and 2.4m wide, with an additional 0.5m on each side where bounded by any obstruction.
VISITOR SPACES	**MO-PA.5**	Where needed, visitor spaces **should** be well positioned and designed to minimise loss of open space.
	MO-PA.6	Formal visitor spaces **should** be in clearly marked parking bays, which need to be designed in consultation with the Highways Authority.
	MO-PA.7	Formal visitor spaces **should** be surfaced in block paving, with a contrasting colour used to delineate them and offer any agreed markings.



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Parking space - dimensions



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Parking space - dimensions with additional 0.5m where against a building, wall or obstruction

MO PARKING & SERVICING

Parking - between plot

Between plot parking can be an effective way of providing parking while also enabling a strong and consistent boundary along the street. Pushing parking to the side also allows buildings to be pulled forward, with the potential to create a tighter street.

Side by side parking can, however, result in large areas of rear boundary visible to the street, as well as large areas of hard surfacing. Shared drives can require demarcation, and side elevations can present significant elevations that can appear blank from the street.

The Council requires a series of design criteria to be met to overcome these challenges.

Between plot parking

01. The preference is to provide parking on plot where residents can see their cars from within their homes.
Side windows from habitable rooms need to be introduced, but this requires careful consideration to prevent undue overlooking between side elevations.

Rear boundaries.

02. Care needs to be given to the treatment of the boundary that forms the rear of the parking spaces, which will be visible from the street.

Demarcation

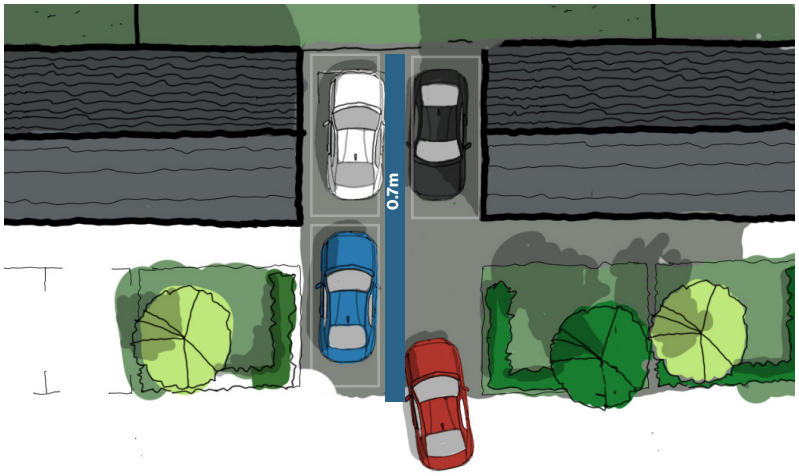
03. A separation gap, in a contrasting material, needs to be provided to articulate the extent of the respective driveways where they are side by side.



Between plot parking allowing a strong boundary hedge to the street
Spring Avenue / Ashby de la Zouch



Between plot parking, strong boundary treatment and surveillance window
Priory Close / Breedon on the Hill



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Separation gap between adjacent parking spaces



38

Side parking enabling buildings to be brought forward

Car parking - between plot

BETWEEN PLOT PARKING - VISIBILITY	**MO-PP.1**	Parking spaces **must** be visible from within the home.
	MO-PP.2	Surveillance opportunities **must** be provided through the inclusion of a window from an ***active room**** on the side elevation.
	MO-PP.3	The rear boundary of side parking **must** be carefully considered, especially when it is serving two properties.
BETWEEN PLOT PARKING - SEPARATION	**MO-PP.4**	A 0.7m gap **must** be provided on driveways between parking between adjacent homes. This should be in a flush material different to the driveway material.
ACTIVE ROOM*		Lounge, Sitting Room, Dining Room, Kitchen.

MO PARKING & SERVICING

Parking - frontage

Frontage parking is one way of achieving parking, but it requires a clear set of design criteria to be met to ensure that hard surfacing and cars do not become dominant.

Accommodating the car to the front requires setting any buildings back, widening the street and reducing any sense of street enclosure. In addition, frontage parking limits or replaces front gardens, reducing the ability to foster a clear boundary to the street. The Council will seek to overcome these issues with a series of design requirements.

Frontage parking

01. Frontage parking is not appropriate on primary routes, where stronger boundary treatments are needed and so as not to conflict with strategic pedestrian and cycleways.

02. Any layout needs to adhere to the '50:50'* rule, which requires an equal amount of landscape to balance any surface parking area.

03. Frontage parking will not be supported where it is on both sides of the street, unless in exceptional circumstances.

Landscape

04. Landscape strips can be an effective way of breaking up frontage parking, and contributing towards achieving the '50:50' rule.

05. Detailed design will be important to ensure that areas between parking are protected and as robust as possible. Kerbs will be encouraged to offer vertical separation to areas of planting.

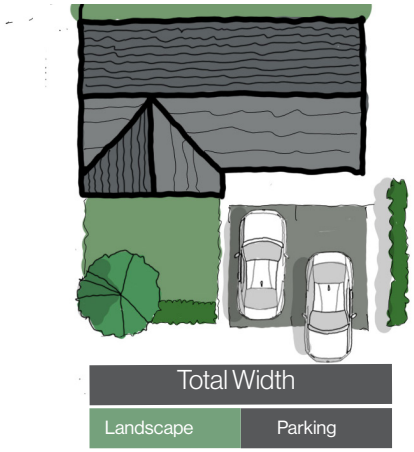
06. Management regimes will need to be put in place to ensure the ongoing protection of planting within frontage parking areas, particularly where they are relied on to offer necessary softening of areas of hard surfacing.



Forecourt parking broken up by raised areas of landscape
Grieve Close / Coalville

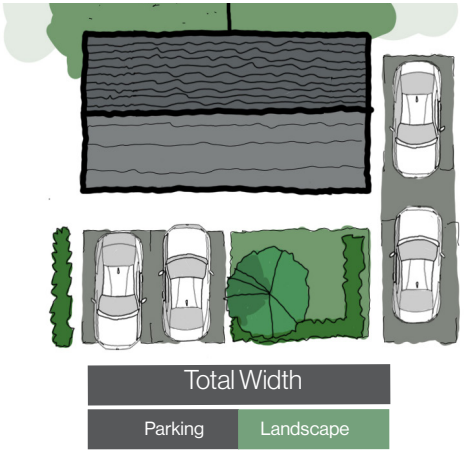


Low level planting and trees breaking up forecourt parking
Trumpington Meadows / Cambridge



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50:50 rule - detached properties

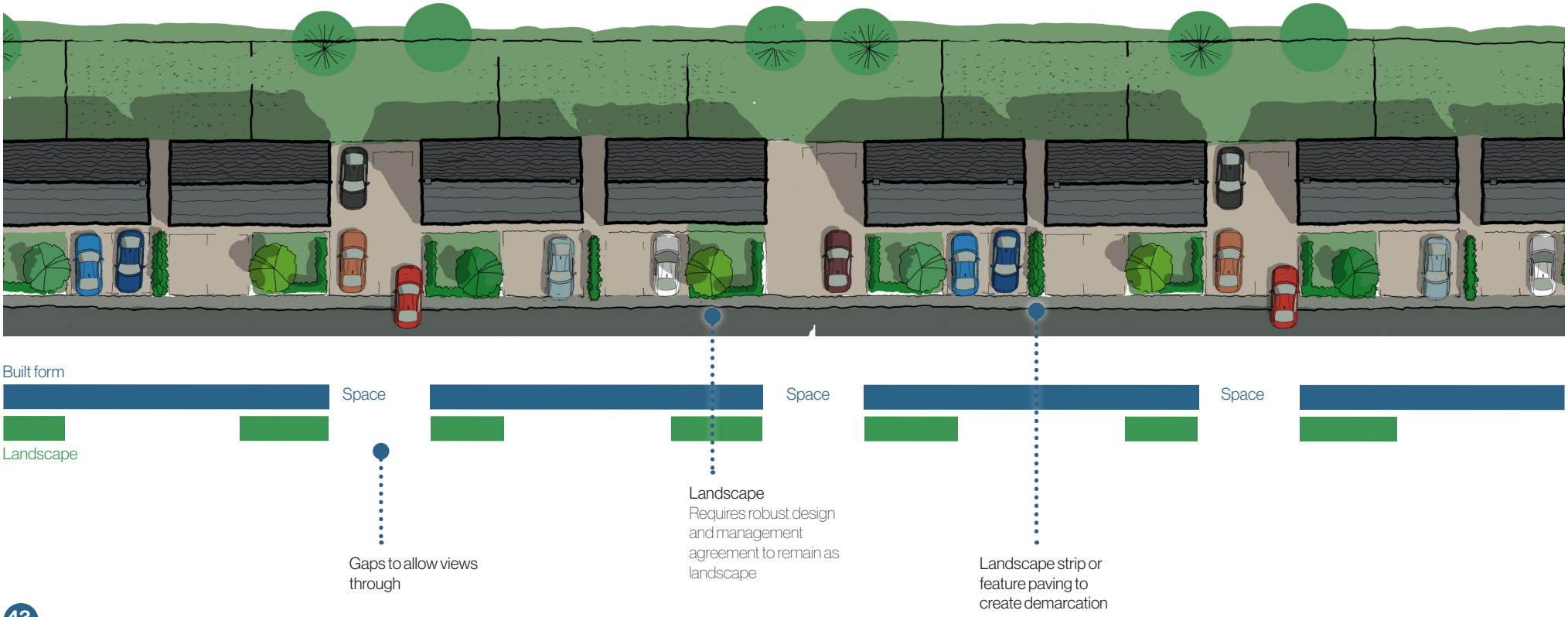


42

50:50 rule - semi detached properties

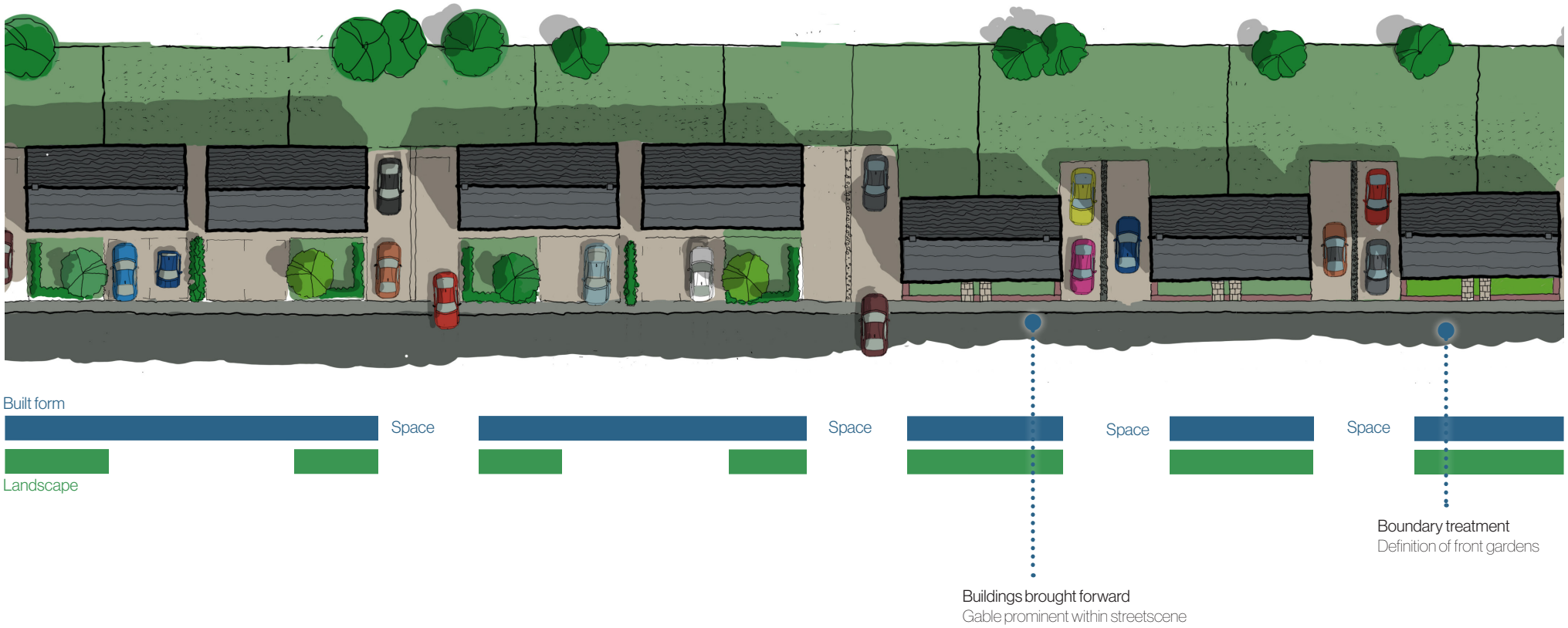
Car parking - frontage

FRONTAGE PARKING	**MO-PF.1**	Frontage parking **must not** be used on Primary streets.
	MO-PF.2	There **must** be no more than FOUR frontage spaces in a row.
	MO-PF.3	The **'50:50' rule* must** be achieved across a frontage or group of properties.
	MO-PF.4	Frontage parking **must** only be on one side of a street.
LANDSCAPE	**MO-PF.5**	Landscape strips within areas of frontage parking **must** be carefully designed to ensure they are robust and can survive and thrive.
	MO-PF.6	Management plans **must** include areas of landscape set within and/or alongside frontage parking.
50:50 RULE*		Broadly this should equate to an equal balance between parking and landscaping. This would normally be measured across a frontage, but can also be achieved across groups of properties, for example where a couple of properties with frontage parking are then balanced by an equal number of properties with front gardens.


Built form
Space
Space
Space
Landscape
Gaps to allow views through
Landscape
Requires robust design and management agreement to remain as landscape
Landscape strip or feature paving to create demarcation

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50:50



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50:50 within the streetscene

MO PARKING & SERVICING

Garages - approach

Garages - either stand alone structures or integral garages - can also form part of a wider parking solution. They are less preferred, however, because the additional effort involved in accessing them often means they are used less frequently and can simply become additional storage areas and add to parking difficulties elsewhere.

Size of garage spaces

01. Garages need to be a minimum size, which can increase depending on whether there are obstructions, or in relation to the type of parking. Applicants should to refer to the LHDG (leics.gov.uk) for further details.

Use as a garage

02. To be counted as a parking space, a garage needs to meet the dimensions above, while also providing sufficient storage. There may also be planning conditions that will need to be agreed to that prevent any future conversion.

Integral garages

03. Integral garage house types can be detrimental to the quality of the streetscene, with limited ground floor activity and poor natural surveillance.

04. The Council will not support the use of integral garages on primary or secondary streets, or in key locations such as at the end of streets. There will also be a limit to the number of such house types in a block, to mitigate any potential adverse impacts.

Pedestrian access

05. Parked vehicles should not prevent access between the front door and the pavement, with sufficient space to ensure that there is an unobstructed route.



Recessed garage with good surveillance
Alconbury Weald / Huntingdon



Garages set back within the streetscene in matching materials
Alconbury Weald / Huntingdon



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Garage parking space - dimensions

Garages - approach

GARAGE SIZE	MO-G.1	Clear internal dimensions of a single garage space (including integral garage) **must** be **3mx6m**, with a minimum door width of **2.3m**.
GARAGES AS A PARKING SPACE	MO-G.2	Developers **must** demonstrate suitable storage provision for items normally stored within a garage (e.g. bicycles, DIY equipment).
	MO-G.3	Planning conditions or other restrictions **must** be accepted to prevent conversion of the garage into a habitable room.
WHERE TO USE INTEGRAL GARAGES	MO-G.4	There **must** be no more than THREE integral garages in a row.
	MO-G.5	They **must not** be in visually prominent locations, such as the end of a street.
	MO-G.6	Integral garages **must not** be on primary or secondary routes within the street hierarchy.
PEDESTRIAN ACCESS	MO-G.7	A clear and direct path **should** be provided between the pavement and the front door, which must be separate to any space allocated to parking.

MO PARKING & SERVICING

Garages - design

The design of garages, integral garages and car ports is an important element in ensuring a strong, attractive street environment.

Design of garages

01. Garages should be as subservient as possible, and arranged so that they sit behind the building line established by the buildings.

Design of integral garages

02. Integral garages must not be visually prominent and arranged so they do not sit forward of the main facade of the building.

03. Recessed garage doors can also offer the opportunity to locate meter boxes in more discrete locations.

Design of communal car ports

04. Car ports can provide an attractive option but these need careful consideration to ensure they work within the streetscene.
With open sided structures the height needs to be sufficient to offer a sense of openness and safety.

05. Materials need to be durable, robust and attractive.
Timber will be encouraged, particularly within the National Forest.



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Recessed garages within the streetscene



A pergola with planting highlighting a parking area
Deane Road / Nottingham



Car port with attractive structure and clear sightlines
Northstowe / Cambridge

Garages - design

GARAGE DESIGN	MO-GD.1	Garages **must** be either aligned with, or set back from the building frontage.
	MO-GD.2	The facing materials **should** match that of the 'parent' building.
	MO-GD.3	Opportunities **could** be taken to introduce green roofs.
INTEGRAL GARAGE DESIGN	MO-GD.4	The garage element **must** not sit forward of the habitable element of the home so that it does not dominate.
	MO-GD.5	Garage doors **must not** be painted white.
	MO-GD.6	The garage **should** be recessed from the face of the building by no less than **0.5m**.
DESIGN OF COMMUNAL CAR PORTS	MO-GD.7	They **must** be open structures.
	MO-GD.8	They **must** not be in visually prominent locations, such as the end of a street.
	MO-GD.9	Opportunities **could** be taken to introduce green roofs

MO PARKING & SERVICING

Parking courtyards

Parking courtyards have the potential to provide a parking solution, but the reluctance to use good quality materials and poor design decisions can make them unpleasant and unsafe environments where residents opt to park elsewhere.

Specific design criteria are set out here that **must** be addressed for parking courtyards to be considered appropriate. Additional costs relating to these criteria need to be factored in by applicants prior to committing legally to a land purchase, particularly where it is intended to provide parking for affordable housing.
The Council will strongly resist the reduction of design quality through the discharge of condition process.

Surveillance and Activity

01. Visibility and surveillance is vital to ensure that people and vehicles are safe and that residents are happy to use them and park in them.

Materials

02. Unless gated, parking courtyards form part of the wider public realm and need to be treated accordingly with high quality materials.

03. Landscaping and appropriate materials can also help to soften the impact of parking courtyards.

Boundary treatment

04. Boundaries need to be durable and robust.

Lighting

05. Parking courtyards need appropriate lighting that works.
A dedicated management company agreement should be in place to ensure that it is kept in good working order in perpetuity.



Rear gates providing access to the courtyard
Nansledan / Newquay



Range of windows providing surveillance onto the entrance
Nansledan / Newquay



Piers denoting the entrance
Alconbury Weald / Huntingdon



Planting to soften the boundary wall within the parking courtyard
Nansledan / Newquay

Parking courtyards

SIZE	**MO-PC.1**	Courtyards **must** serve no more than FIVE properties and up to a maximum of TEN spaces in total.
VISIBILITY	**MO-PC.2**	Clear sightlines **must** be provided into and within the courtyard. Hidden corners or recessed parking bays **must** be avoided.
	MO-PC.3	Footpaths **must** be well lit and have good, clear sightlines.
ACCESS POINTS	**MO-PC.4**	Residents **must** be able to gain direct access from their allocated parking spaces to their front door, kitchen, hallway or utility room.
	MO-PC.5	Alleyways **must** be well positioned and designed.
	MO-PC.6	The number of access points **should** balance the need for strong pedestrian connectivity with community safety.
SURVEILLANCE	**MO-PC.7**	A property **must** be located at the entrance to the parking court.
	MO-PC.8	At least one property **should** be located within the courtyard, which needs to have habitable ground floor windows.
SURFACING	**MO-PC.9**	Courtyards **must** be attractively surfaced (e.g. block paved, setts, pea shingle).
	MO-PC.10	Bays **must** be delineated with blocks and numbered with a metal plate fixed to either the kerb face, wall or bay surface.
	MO-PC.11	Bays **should** be in the same block or a contrasting block, or tarmac.
LANDSCAPING	**MO-PC.12**	Appropriate, robust landscaping **should** be provided.
BOUNDARIES	**MO-PC.13**	Boundaries **must** be 1.8m high brick walls.
LIGHTING	**MO-PC.14**	Low level bollard or street lighting **must** be provided. Lighting **must** be well positioned and designed and maintained through a management agreement.

MO PARKING & SERVICING

Surface parking

Surface parking is the usual means of providing car parking for retail units or business premises.
Over large areas it can result in expanses of hard surfacing, which can have a negative environmental and visual impact on what will often be the first experience of a place and business.

Routes and movement

01. How people move around needs to be well thought through.
Car parks by nature are vehicle dominated but they also need to be a safe environment for pedestrians that offers direct and obvious routes.
Segregated routes should be considered wherever possible.

Lighting

02. Car parks should feel safe with an even spread of light to create a safe and welcoming environment without creating undue light pollution.
A range of lighting solutions may be appropriate, including bollard lighting to assist way finding and navigation.

Surfacing

03. Materials should be high quality and chosen for their visual appearance, their capacity to reduce the impact of surface water and flooding and to minimise the heat gain from large expanses of dark surfacing.

Landscaping

04. The introduction of landscaping can have a significant impact on softening car parks. Consideration needs to be given to how to introduce layers of landscaping, from low level shrubs to trees.

05. Trees can play an important role in both visually breaking down car parks but also in providing shade, which will become increasingly important in future years as temperatures rise.



Car parks can be the first point of arrival
Fosse Park / Leicester



Low level lighting and segregated footpath links promote safety
Everard's Meadows / Leicester



Planting between rows of car parking softening the space and providing shade
Hopwood Services / Alvechurch Birmingham



Spaces marked out in block paving with a strong landscape edge
Houlton Meadows / Rugby

Surface car parking

ROUTES AND ACCESS	**MO-SP.1**	Pedestrian movement **must** be considered at the outset. Desire lines **must** be identified and accommodated.
	MO-SP.2	Segregated pedestrian routes **should** be considered.
LIGHTING	**MO-SP.3**	Lighting **must** be designed and orientated to minimise light pollution.
	MO-SP.4	Bollard lighting **should** be used for pedestrian routes
	MO-SP.5	Lighting **should** seek to create an attractive, safe environment for all.
SURFACING	**MO-SP.6**	Materials **must** be high quality, durable and sustainable.
	MO-SP.7	Permeable surfacing **should** be considered wherever practical.
TREE PLANTING	**MO-SP.8**	Appropriate tree species **must** be specified. National Forest planting species should be included, where appropriate.
	MO-SP.9	Maintenance and tree pit specification **must** be sufficient to enable strong growth.
	MO-SP.10	Trees **should** be integrated into car parking areas to soften the environment and provide shade.
LANDSCAPING	**MO-SP.11**	Larger car parks **must** include landscaping between rows of car parking. All landscaping should have sufficient protection to avoid loss and damage.

MO PARKING & SERVICING

Services & utilities

Bins and recycling are an essential component of any proposal that needs consideration from the outset. Homes must be provided with dedicated bin and recycling storage where bins and containers can be stored out of sight.

Poor solutions can lead to bins and recycling containers dominating the street scene and adversely affecting the amenity of residents. Residents can also become frustrated when bin collection points (BCP) are too great a distance from properties, which dissuades Council efforts to encourage recycling.

Approach needs to respond to different house types

01. Different house types require different solutions. Terraced housing in particular offers a unique challenge to either accommodate bins on the front garden in an attractive manner, or to provide easy access and safe access to the rear.

02. Solutions that incorporate living roofs will be encouraged.

Bin collection points

03. Where bin collection points need to be introduced, the distance between storage locations and Bin Collection Points (BCP) must be kept to a minimum to avoid unnecessarily long drag distances and to ensure that bins are collected promptly.



Bin storage can offer opportunities for planting
Photograph - www.littleterracedhouse.com



Access directly to the parking courtyard offering additional uses for the courtyard
Nansledan / Newquay



Short drag distances for wheelie bins
Houlton Park / Rugby



Frontage bin enclosure provides screening
Wolvercote Mill / Oxford

Services & utilities - approach

TERRACED PROPERTIES	**MO-SUA.1**	Integral stores to the front **should** be considered, or the provision of secure ginnels to allow access to the rear.
BIN AND RECYCLING IN REAR GARDENS	**MO-SUA.2**	They **should** be screened from view so that bins and containers are not seen from within the home.
PRIVATE DRIVES	**MO-SUA.3**	A dedicated bin and recycling point **must** be provided adjacent to the highway.
COMMUNAL BIN AND RECYCLING STORAGE	**MO-SUA.4**	Where required, they **must** be designed to accommodate the required number of containers.
	MO-SUA.5	Communal bin storage **must** be designed for the required number of containers, be fully enclosed and sheltered from the elements. Timber enclosed, open roof structures will not be permitted.
ADOPTION AND INDEMNITY	**MO-SUA.6**	Roads **must** be constructed to an adoptable standard for waste collection vehicles to be able to traverse them.
	MO-SUA.7	Indemnity **must** be provided to allow waste collection vehicles to use unadopted roads. This **must** be secured via a separate legal agreement between the Council and the applicant and/or management company.

MO PARKING & SERVICING

Services & utilities

Applications need to demonstrate how storage and collection will be dealt with from the outset, rather than seeking to secure compliance through planning condition.
In most cases the preference will be for waste collection vehicles to be able to undertake collections in a continuous forward gear, reducing the need for bin collection points.

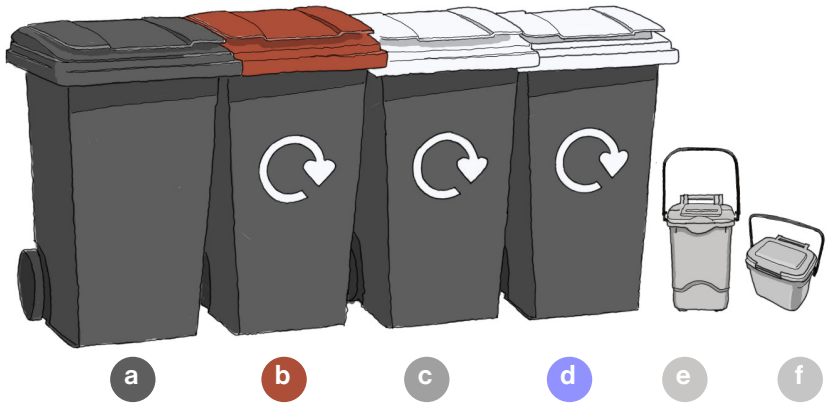
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Bin collection points

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	Litres	Type	Use
a	240* or 180**	Black lidded wheeled bin	Non-recyclable domestic waste
b	240	Brown lidded wheeled bin	Garden waste
c	180	Lidded wheeled bin	Cans, glass, plastics, flexible plastics and tins
d	180	Lidded wheeled bin	Cardboard and paper
e	23	Silver Outdoor	Food waste
f	7	Silver indoor	Food caddy

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Waste and recycling containers per household

Services & utilities - dimensions

DIMENSIONS	MO-SU.1	Homes **must** be provided with **4.13sq/m** of bin storage.
	MO-SU.2	Enclosed stores, where provided, **must** be a minimum of **1670mm** in height to allow the lid to be lifted.
ACCESS TO THE PAVEMENT	MO-SU.5	A hardstanding area of at least **4.13sq/m must** be provided and there **must** be a clear route not less than 0.6m wide between the storage area and the street.
DESIGN OF BIN COLLECTION POINTS	MO-SU.6	Collection Points **must** provide **2.10sq/m** per unit served, which should be clearly demarcated, for example with different surfacing.
	MO-SU.7	Collection points **must** be marked by a metal plate that reads: "**Bin & Recycling Collection Point** Please remove bins and recycling containers the same day as collection"
	MO-SU.8	Distance between storage areas and Bin Collection Points **should** be no greater than **25m**.

* Households between 4-5 occupiers

** Households between 1-3 occupiers

















CASE STUDY

ABODE Great Kneighton / Cambridge

Key Inspirations

- A network of well overlooked pedestrian routes
- Street trees used as traffic calming
- Clear and recognisable street typologies

Minor	Major	Attractive movement - checklist	Page	Yes	Partial	No
●	●	Do pedestrians and cyclists have the best routes to facilities and services?	56			
●	●	Have links to adjacent land been future proofed?	56			
●	●	Are culs de sac part of the connected pedestrian network?	56			
●	●	Do shared private drives include pedestrian connections alongside them?	56			
●	●	Is there a clear, logical and identifiable street hierarchy?	58-66			
●	●	Is there good lighting and natural surveillance to encourage walking?	68			
●	●	Does development stitch in to existing footpath networks?	68			
●	●	Are cycle routes well designed and linked to the wider network?	70			
●	●	Has cycle parking been well located with good surveillance?	70			
	●	Is there colour delineation between kerbs and carriageways?	72			
●	●	Has sufficient parking been provided?	74-76			
●	●	Is frontage parking limited and only on one side of the street?	78			
●	●	Has the 50:50 rule being met?	78-80			
	●	Does the management strategy support the retention of planting and landscaping?	184			
●	●	Are garages well arranged within the streetscene?	82-84			
	●	Are integral garages limited to short sections and not in prominent locations?	82-84			
	●	Do parking courtyards meet design criteria?	86			
	●	Do surface car parks have good lighting, tree planting and landscaping?	88			
●	●	Is bin storage and the location of any bin collection points well considered?	90-92			

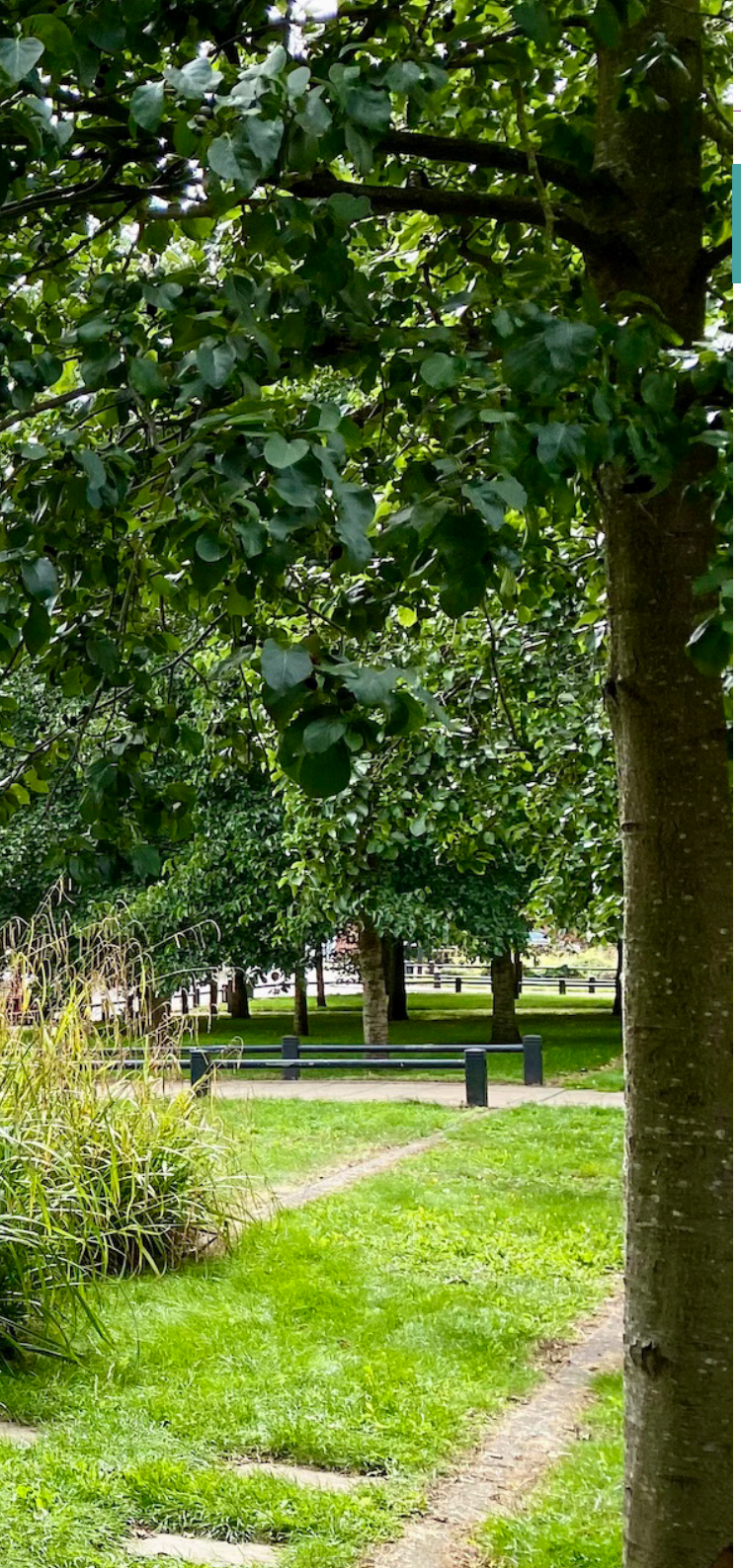
NA

Six

Embraces nature



Upton / Northampton



Introduction

Places need to work with nature.

Good design is about embracing nature and working with it as a key element of the proposals.

Recent years have highlighted the importance of nature to our health and well-being, both in having views of nature from our homes to being able to access green space within easy walking distance.

During the pandemic the places that appeared to function better were those that offered private gardens as well as access to communal parks and public spaces in close proximity.

Embracing nature is also critical to habitats and ecosystems and their development and survival. Providing pathways, networks and systems that knit together offers the best way for wildlife to thrive.

It is about drawing nature in as opposed to separating it out.

This section covers the following components in helping to deliver this.

p98 **Network of spaces** sets out the range of levels that need to be considered: from the strategic connections through to the scale of the individual plot.

p100 **Open space design** sets out requirements for how a space will be used and how to make it safe and well overlooked.

p102 **Sustainable drainage** looks at how this can be incorporated and developed as a positive component of any proposals.

p104 **Balancing Ponds & detention basins** focusses specifically on the design requirements that need to be met with introducing ponds and basins as part of a wider approach to SuDS.

p106 **Street trees** outlines the important role of street trees across the district, not just within the National Forest and Charnwood Forest.

NA GREEN INFRASTRUCTURE

Network of spaces

Development should seek to respond to and where possible amplify a network of green spaces. A strong and connected green infrastructure network should form a key component within the design of proposals, making nature a key thread that embeds a development into its landscape and offers a range of different types of green space.

Use of Green Infrastructure

01. Development will be expected to use Green Infrastructure (National Forest woodland and landscaping, sustainable urban drainage, open space and habitat creation) to reinforce a sense of identity.
This also applies where development falls outside the National Forest.

Creating a network

02. Green Infrastructure must be considered in a holistic manner, dealing with the micro, mid and macro range of scales. Examples include:

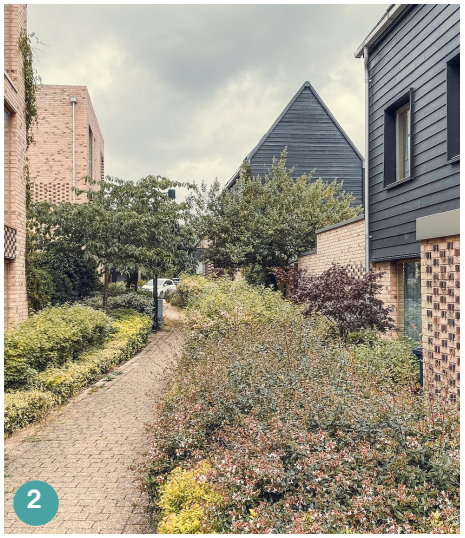
Micro
- Streets;
- Back gardens designed for recreation and home cultivation.

Mid
- Village greens;
- Allotments;
- Playing fields;
- Parks;
- Greenway connections.

Macro
- Country Parks;
- Greenways;
- National Forest managed land.



Communal gardens and allotments
Marmalade Lane / Cambridge



Footpath links offer an opportunity for landscape
Abode / Cambridge



Community Garden in a central location with good overlooking
Great Kneighton / Cambridge



Footpaths offer an opportunity for landscape
Deane Road / Nottingham



Wildlife walk with interpretation board
Houlton Park / Rugby

Network of spaces

USING GREEN INFRASTRUCTURE	NA-NS.1	Green infrastructure **must** be incorporated into all proposals.
NETWORK OF SPACES	NA-NS.2	Development **must** consider the provision of green space at the micro, mid and macro scales.
	NA-NS.3	Opportunities **must** be taken to protect and connect green spaces and corridors to reinforce the network.
	NA-NS.4	National Forest planting **must** be used to structure, frame and define a network of streets and spaces.

NA GREEN INFRASTRUCTURE

Open space design

Design of open spaces should seek to ensure that they can be used and enjoyed, linked to encouraging health, well-being and activity.

Location of open space

01. Out of the way, remote open spaces and play areas have been seen to fail as they tend to discourage users and promote anti social behaviour.

Design

02. Designs need to respond to the Council's *Health and Well-Being Strategy*, and be informed by best practice guidance, including *Sport England Active Design Guidance*, the *Green and Blue Infrastructure Study* and the *Fields in Trust Standards*.

Surveillance

03. There needs to be a positive connection between buildings and spaces to ensure that spaces function well and feel safe, with surrounding buildings helping to shape the activity that takes place rather than feeling fearful of it.

Seating

04. Open space should be somewhere where people can gather or sit and enjoy quietly. Seating must be provided that can enable people to sit and enjoy the space, watch the world go by or meet friends and neighbours.

Boundaries

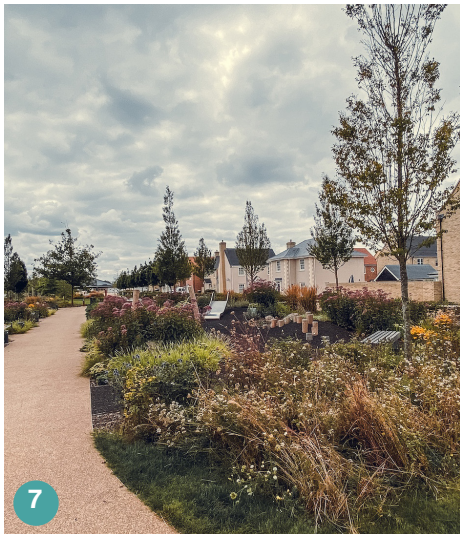
05. Careful consideration needs to be given to boundaries so that there is clear definition without losing the ability for surveillance and overlooking.

Materials

06. Natural materials will be expected that reinforce National Forest character.



Active streets that allow for socialising
Marmalade Lane / Cambridge



Well overlooked play area
Alconbury Weald / Huntingdon



Play area at the heart of the community
Upton / Northampton



Good overlooking helps places feel safe
Nansledan / Newquay



A range of features and accompanying seating
Houlton Park / Rugby

Open space design

LOCATION OF OPEN SPACES	NA-OS.1	Open spaces **must** be positioned at obvious and attractive points where people meet.
DESIGN	NA-OS.2	Designs **must** be informed by the Council's Health and Well-Being Strategy, and respond to the principles within Sport England Active Design Guidance.
	NA-OS.3	Design **must** be informed by the Green and Blue Infrastructure study and the Fields in Trust Standards.
SURVEILLANCE	NA-OS.4	There **must** be good levels of natural surveillance and overlooking from surrounding buildings.
	NA-OS.5	Buildings **should** frame and enclose spaces.
SEATING	NA-OS.6	Open space **must** provide a range of seating so that the space can be used and enjoyed.
BOUNDARY	NA-OS.7	The boundary of any play area **should** seek to ensure that visual connections are not lost.
PLAY EQUIPMENT & FURNITURE	NA-OS.8	Natural materials and timber **must** be used to reinforce National Forest character.

LINKS	
NWLDC HEALTH AND WELL-BEING STRATEGY	https://www.nwleics.gov.uk/pages/health_and_well_being_strategy
ACTIVE DESIGN - SPORT ENGLAND	https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2023-05/Document%201%20-%20Active%20Design%20FINAL%20-%20May%202023.pdf?VersionId=8r2r2fz4cAR7cgXcuhgkDC6g4egV3bKH
GREEN AND BLUE INFRASTRUCTURE STUDY	https://www.nwleics.gov.uk/files/documents/green_and_blue_infrastructure_study_june_2022/FINAL%20PDF%20-%20NW%20Leicestershire%20GBI%20Accessible%20Report%281.0%29.pdf
FIELDS IN TRUST STANDARDS	https://fieldsintrust.org/content/images/FIT-Standards-2024-Accessible-version.pdf

NA WATER & DRAINAGE

Sustainable drainage

Flood events are increasingly common and frequent occurrences across the district and the impact of climate change will only increase this, making the need to integrate sustainable drainage into developments urgent and necessary.

A sustainable drainage or SuDS approach to surface water management seeks to slow down and reduce the quantity of surface water run off through a range of mechanisms. The use of SuDS has a range of other potential benefits: making water more visible and enjoyable; enhancing green spaces; connecting wildlife habitats.
All can contribute to improving the health and well being of our communities.

The Council expects development to consider SuDS at the outset and to bring forward integrated proposals that will manage surface water in a holistic manner, incorporating drainage systems that respond to both 'hard' public realm (such as the street network) and the 'soft' public realm (the open space network and, where appropriate, National Forest planting).

Approach to Sustainable drainage

01. SuDS should form a positive part of the public realm network. While a SuDS approach will be unique to each site, it needs to consider how it will:
    - Control the quantity and manage the quality of water run off;
    - Enhance biodiversity;
    - Improve amenity.

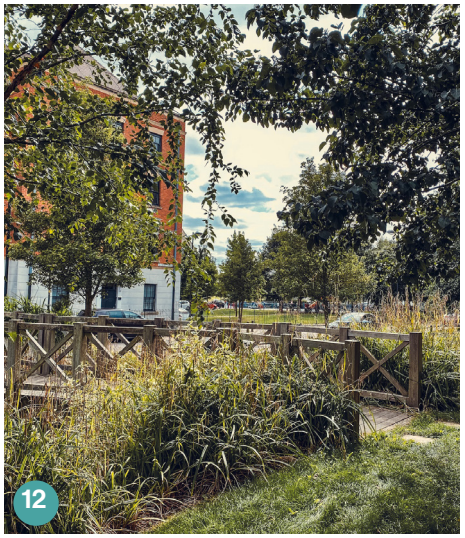
02. The Council will expect the design of any sustainable drainage solutions to meet to recommendations set out in the SuDS Manual (CIRIA 2015).

03. Public spaces should incorporate features such as tree planting, new wildlife habitats and urban drainage systems to reduce water run off.

04. Swales can contribute to achieving surface water management while also providing an attractive feature that helps to create a memorable place.



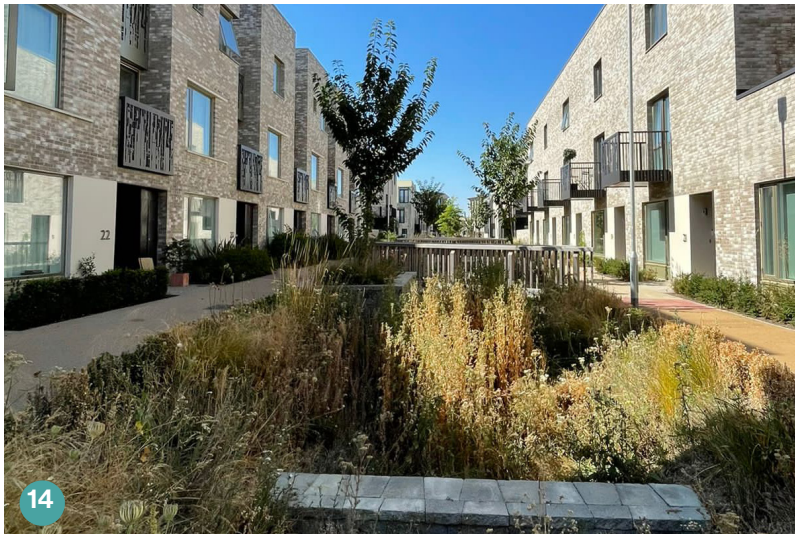
Areas of rain garden within the streetscene
Amsterdam / Netherlands



SuDS as an attractive part of the public realm
Upton / Northampton



A landscape strip that also acts as a shallow swale to manage and capture rainwater
Franklin Garden / Cambridge



Large swales can be sited to become a feature
Eddington / Cambridge



SuDs can form an attractive part of the wider public realm
Marleigh / Cambridge

Sustainable drainage

TIMING	**NA-SD.1**	Sustainable Drainage (SuDS) **must** be included at the outset of any design proposals and incorporated into the design and layout in a positive manner.
ROLE	**NA-SD.2**	SuDs **should** be considered as a positive component of the public realm, and this should dictate its location, the design approach taken and the way it connects in to the development.
SWALES	**NA-SD.3**	Linear swales or rain gardens **must** be considered where appropriate as part of a connected network.
***SUDS WITHIN THE NATIONAL FOREST**		SuDs can contribute to National Forest planting, but only if they are: - Ecologically designed; - Either permanently or seasonably wet; - Surrounded by extensive tree planting. Ponds are more likely to contribute to National Forest planting where they are located adjacent to existing or proposed woodland die to the potential for habitat connectivity.
LINKS		
CIRIA		The SuDS Manual SuDS Manual CIRIA 2015

NA WATER & DRAINAGE

Balancing ponds & detention basins

Balancing ponds and detention basins form perhaps one of the most visible parts of the approach to SuDS, due to their potential scale. While balancing ponds are always wet, detention basins are vegetated depressions that are constructed to store water.

The way both of these are detailed and designed is vital in ensuring they function as intended from an engineering perspective, while also contributing to the wider open space network. More solely engineered solutions, that are steep sided and require fencing, result in a compartmentalised landscape that can look unsightly and be frustrating for people moving about.

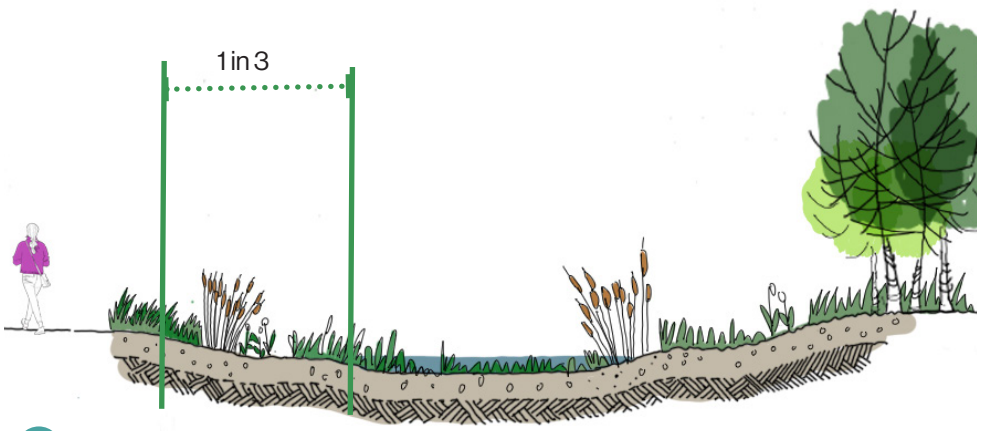
Design of balancing ponds and detention basins

01. The Council is keen to ensure that the design of these features meets best practice, and will seek proposals to adhere to the design recommendations set out in the SuDS Manual that include the gradient of side slopes, the approach to access and maintenance and appropriate planting.

02. Barriers should be avoided as they can prevent residents from being able to enjoy the landscape in a positive way.

Engineered aspects

03. It is usual for SuDS to incorporate headwalls that have specific design requirements. While these are necessary efforts must be made to make these appear less obtrusive and blend in with the landscape.



16

Balancing Pond must be shallow sided



17

A shallow sided attenuation basin forms a positive feature within the public realm
Gullane / East Lothian



Large basins can be sited to become a feature
Alconbury Weald / Huntingdon



SuDs can form an attractive part of the wider public realm
Houlton Meadows / Rugby

Balancing Ponds & detention basins

DESIGN OF BALANCING PONDS AND DETENTION BASINS	**NA-BP.1**	The design of balancing ponds and detention basins **must** be in accordance with the guidance set out in the SuDS Manual (Ciria 2015) *
	NA-BP.2	The sides of balancing ponds **must** be at a gradient that allows them to remain accessible and a usable part of the public realm. This would normally be no steeper than 1:3.
HEADWALLS	**NA-BP.3**	Headwalls **must** be as small as possible and carefully positioned to minimise their visual impact.
	NA-BP.4	Headwall materials **must** use local materials to add interest and blend effectively with natural features.
	NA-BP.5	Metal railings **must** be colour powder coated.
	NA-BP.6	Effective landscaping **must** be incorporated to offer sufficient screening to the structure and any associated paraphernalia.
LINKS		
*** CIRIA**		SuDS Manual ciria.org

NA BIODIVERSITY Street trees

Trees perform an invaluable role in our environment and provide a unique identity for the district through the presence of the National Forest, Charnwood Forest and the wider natural character of North West Leicestershire.
Street trees form a key component in reinforcing and developing this character, while also contributing more widely to flood and climate resilience and helping to realise the other many benefits trees can provide.

It is essential that trees are given the ingredients to thrive and be successful and are considered at the outset in relation to their long term role and what the impact and contribution they will make in decades to come.

Species

01. Choosing the right species is critical. Height, rate of growth, spread, lifespan and other factors need to be evaluated to ensure an appropriate mix for particular streets, spaces, sites and parts of the district.

02. Varying species can build resilience by broadening biodiversity and also offer character and identity through grouping or the use of different tree species on different streets.
The LCC document Value of Trees has a matrix that should be referred to in choosing the right species.

Tree pits

03. Street trees need the best chance in a challenging environment.
Giving them enough space to grow, through an appropriately sized tree pit, sufficient growing medium and irrigation, is critical in ensuring their success.

Management

04. Management and ongoing maintenance is essential for health and to ensure that failing trees are replaced promptly.



Low level planting alongside street trees
Northstowe / Cambridgeshire



A continuous well defined area of street trees
Northstowe / Cambridgeshire



A strong verge with trees providing seasonal colour
Oakland Drive / Moira

© The National Forest Company



Street trees in defined build outs helping to calm traffic
Great Kneighton / Cambridge



Street trees in a well defined management strip
Templar Way / Ashby de la Zouch

© The National Forest Company

Street trees

LOCATION	NA-ST.1	Positioning of street trees **must** be dictated to ensure their longevity. This is particularly the case where street trees are proposed adjacent to parking spaces, where they may become vulnerable to damage.
	NA-ST.2	Adequate and appropriate protection **must** be provided, which should be factored in to any proposals.
SPECIES	NA-ST.3	Tree species **must** be chosen in consideration of their size (both present and intended), the shape of the crown and their relationship with any buildings.
	NA-ST.4	Species **could** be grouped to provide identity and legibility and different species along different streets may be a way of promoting wayfinding and identity.
	NA-ST.5	Species choice **must** be informed by the LCC document **Value of Trees** (see below)
TREE PITS	NA-ST.6	Size of tree pit and soil volume **must** be sufficient to allow the tree to develop to its full potential.
MANAGEMENT	NA-ST.7	Appropriate growing mediums and conditions **must** be provided with any landscape proposals.
	NA-ST.8	Effective means of irrigation **must** be provided to ensure the health and vitality of any street trees.
	NA-ST.9	Dead, failing or vandalised trees **must** be replaced within the first available growing season.
LINKS		
VALUE OF TREES		**Matrix for species selection** https://www.leicestershire.gov.uk/environment-and-planning/tree-for-every-person/tree-charter-and-our-tree-management-strategy















CASE STUDY

Upton / Northampton

Key Inspirations

- A strong and easy to read framework
- Buildings framing linear green spaces
- SUDs forming an attractive space network

Minor	Major	Embraces nature - checklist	Page	Yes	Partial	No
●	●	Has green space been considered at all scales?	98			
●	●	Are open spaces well positioned and designed with good levels of natural surveillance?	100			
●	●	Do designs reference the Green and Blue Infrastructure Study, and Fields in Trust Standards?	100			
	●	Has sustainable drainage been well incorporated into the design and layout?	102			
	●	Do any balancing ponds meet CIRIA guidance?	104			
	●	Is the gradient of any balancing pond sufficiently shallow?	104			
	●	Are headwalls carefully positioned and designed?	104			
●	●	Are street trees well positioned and adequately protected?	106			
●	●	Are tree species appropriate to offer a range of sizes and species?	106			
●	●	Is there a clear management plan for street trees?	106			



LA

Seven

Makes the
best use of land

Trumpington Meadows / Cambridge



Introduction

Places need to be well organised.

Good design is about arranging buildings to defines streets and spaces to provide structure to the built environment.

Ensuring development is at the appropriate form supports the location of schools, services and facilities.

Across the district development is seen from distance across the landscape. How it sets an appropriate edge is important in responding to the wider context.

Perimeter blocks , and how the edges and boundaries works is crucial to their success.

Establishing a strong building line is part of a successful street and the way it reads.

Corners are also particularly important and designed well they provide a strong edge to the streets they face.

It is about getting the building blocks right.

This section covers the following components in helping to deliver this.

p112

Building Types & Form addresses urban grain and the variety of building forms, and how they should be arranged to provide interest and character.

p114

Blocks sets out how perimeter blocks should be delivered, and how development should create a meaningful edge to landscape or other features.

p124

Building Line looks at how buildings should respond to the building line, and how to introduce character alongside it.

p126

Enclosure addresses the relationship between buildings and the street.

p128

The Role of Corners sets out how to respond to junctions, how buildings should be organised and orientated.

LA COMPACT FORM Building types & form

Buildings should be arranged to create or reinforce a well defined network of streets and spaces, with spatial enclosure related to the type of street.

Grain

01. The surrounding urban grain should offer clues for new development and be a starting point in how to set out proposals.

Surrounding context

02. New development should be mindful of the surrounding context when considering an appropriate height, form and density.
This may vary depending on the particular circumstances; for example the scale and density of surrounding buildings or whether the development might form an edge that will be seen alongside the countryside.

03. An increase in scale may be acceptable, but generally it should be introduced in a logical manner in order to offer townscape legibility.
Examples where it may be appropriate might include:

- Emphasising a node;

- Enclosing a feature space;

- To help frame views.



Height and surveillance onto a corner
Trumpington Meadows / Cambridge



Terraced form providing a strong edge to the space
Fairfield Park / Letchworth



Increased height against a wide open space
Marleigh / Cambridge



Increased height to reinforce a space and play area
Trumpington Meadows / Cambridge

Building types & form

GRAIN	LA-BT.1	New development **should** be sympathetic to the existing urban grain.
BUILDING TYPE AND FORM	LA-BT.2	Building types and forms **should** respect the character of the local area, or where appropriate introduce a new character.
	LA-BT.3	Scale should be sensitive to its context. An increase in scale **must** be justified by its location in an important location (such as alongside a public space or at a key junction).

LA BUILT FORM Blocks

How new proposals relate to existing development is critical to a successful scheme and the integration of communities. Buildings should be arranged to create or reinforce a well defined network of streets and spaces, with spatial enclosure related to the type of street.

Perimeter blocks

01. Development should be based upon the principle of perimeter blocks, where development faces outwards onto the streets and spaces around it. For residential developments this will usually result in the creation of interlocking back gardens within the block.

Existing development principles

02. Completing perimeter blocks will normally be the appropriate solution, but there may also be alternative options that are appropriate that include the following:

Separators
Where development meets natural features such as woodland or fields.

Integrators
Where there are elements that can act as amenity for residents, such as parkland, play spaces, allotments/community gardens and play spaces.

Green separators

03. Green separators, whether in the form of parkland, greenway, National Forest woodland planting or flood water attenuation, should form an integral component of any development. Proposals should seek to face towards these features to maximise the benefits and offer good levels of natural surveillance.



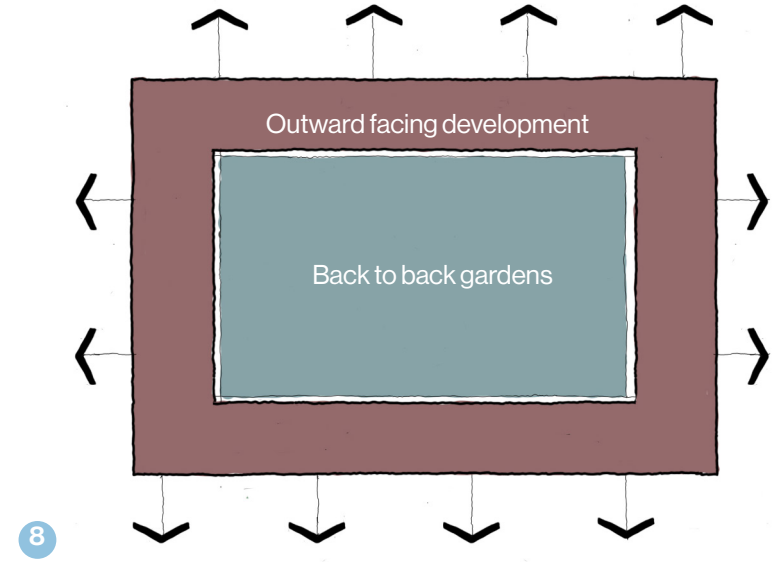
Development facing a greenway
Houlton Park / Rugby



Development facing a greenway
Alconbury Weald / Huntingdon



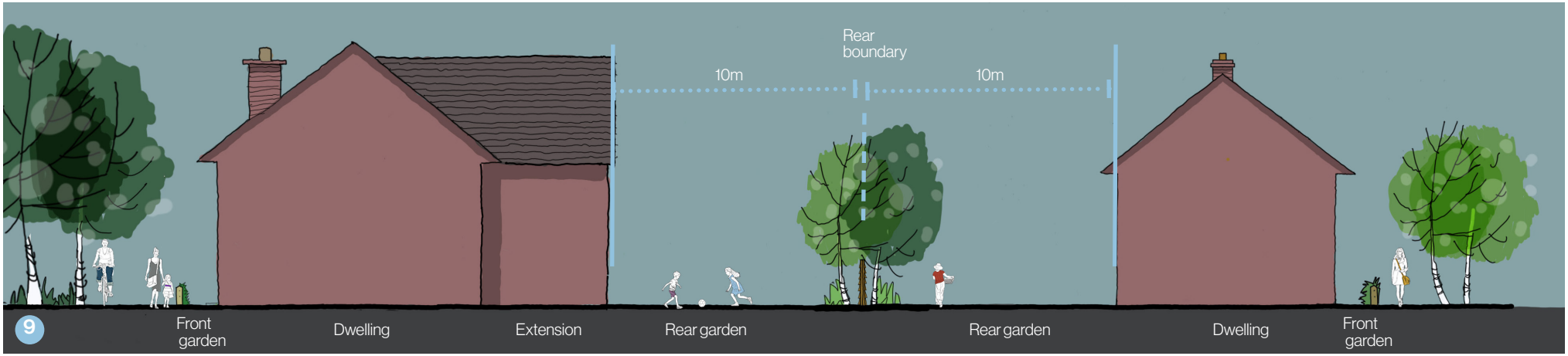
Community garden acting as an Integrator for development
Great Kneighton / Cambridge



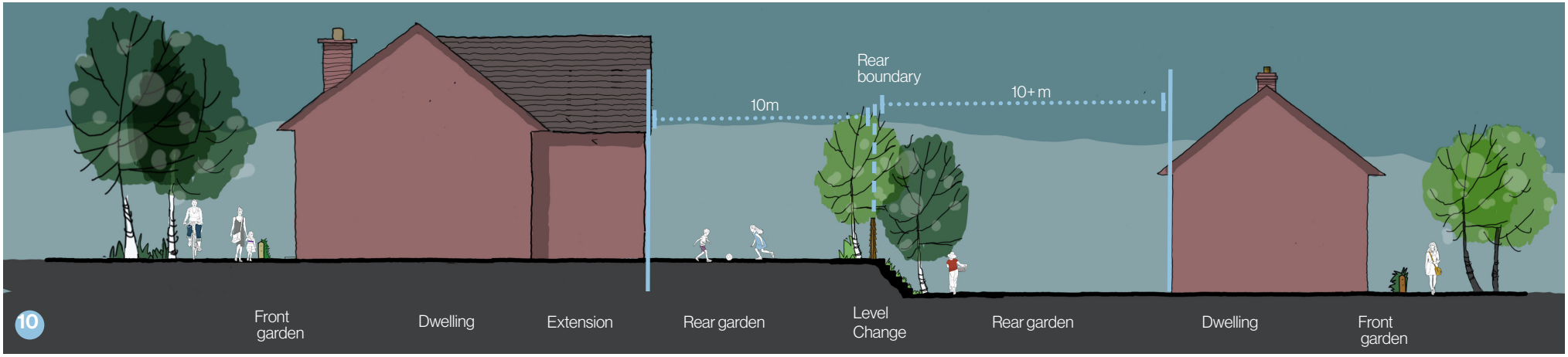
Perimeter blocks facing outwards to the public realm

Blocks

PERIMETER BLOCKS	LA-BK.1	Development **must** create or reinforce a well defined network or streets and spaces where the buildings and streets work in harmony with one another.
ADJOINING EXISTING DEVELOPMENT	LA-BK.2	Development **should** seek to reinforce or complete the existing perimeter block structure.
	LA-BK.3	Rear gardens of new residential development **should** back on to the gardens of existing homes.
	LA-BK.4	Where development backs onto existing development, with back gardens abutting each other, the distance between properties **should** be no less than 20m.
	LA-BK.5	Greater distance **must** be provided where there is a significant change of level.
GREEN SEPARATORS	LA-BK.6	Green separators **should** form an integral element of any proposals.
	LA-BK.7	Development **should** face towards green separators to maximise benefits and provide strong levels of natural surveillance and overlooking.
	LA-BK.8	Development facing open countryside **should** 'soften', with a more dispersed building form, more generous spacing between buildings and a more organic building line.

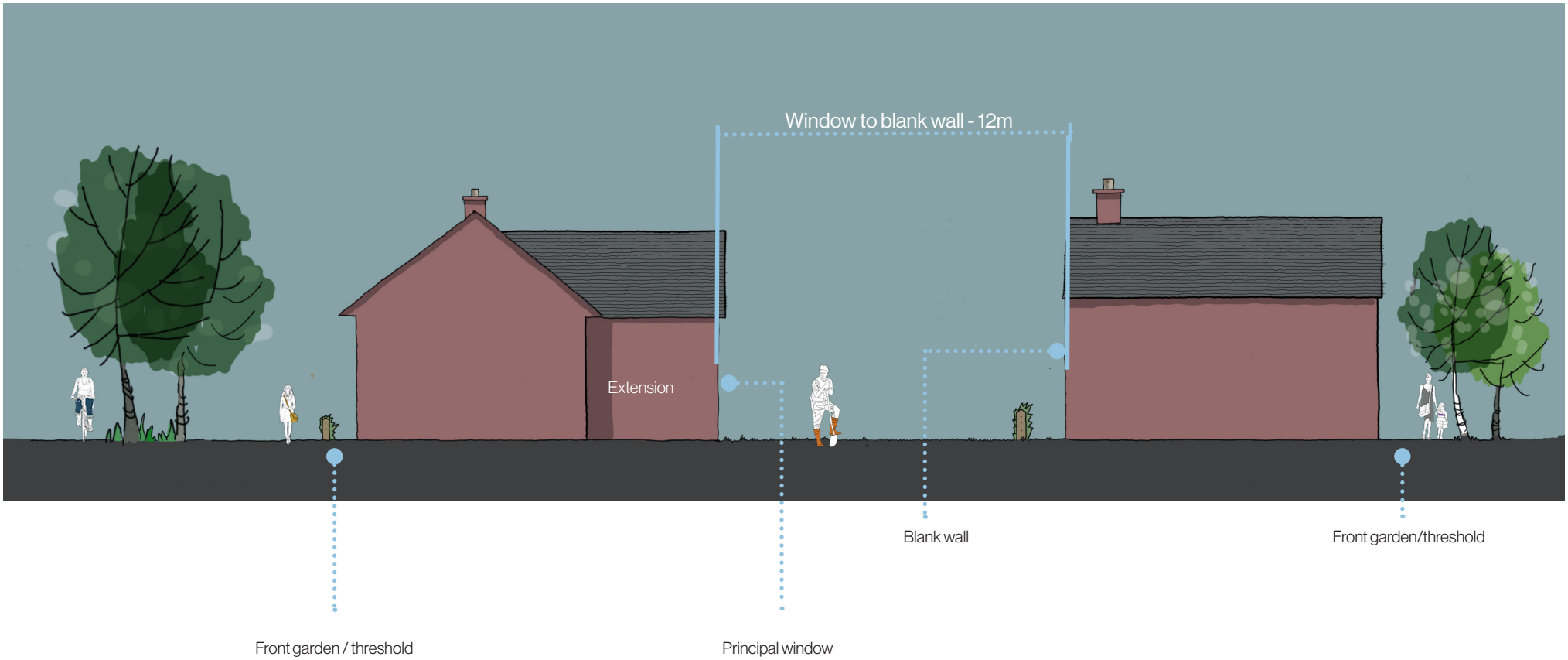


Back to back distance



Back to back distance with a level change

PAGE 116



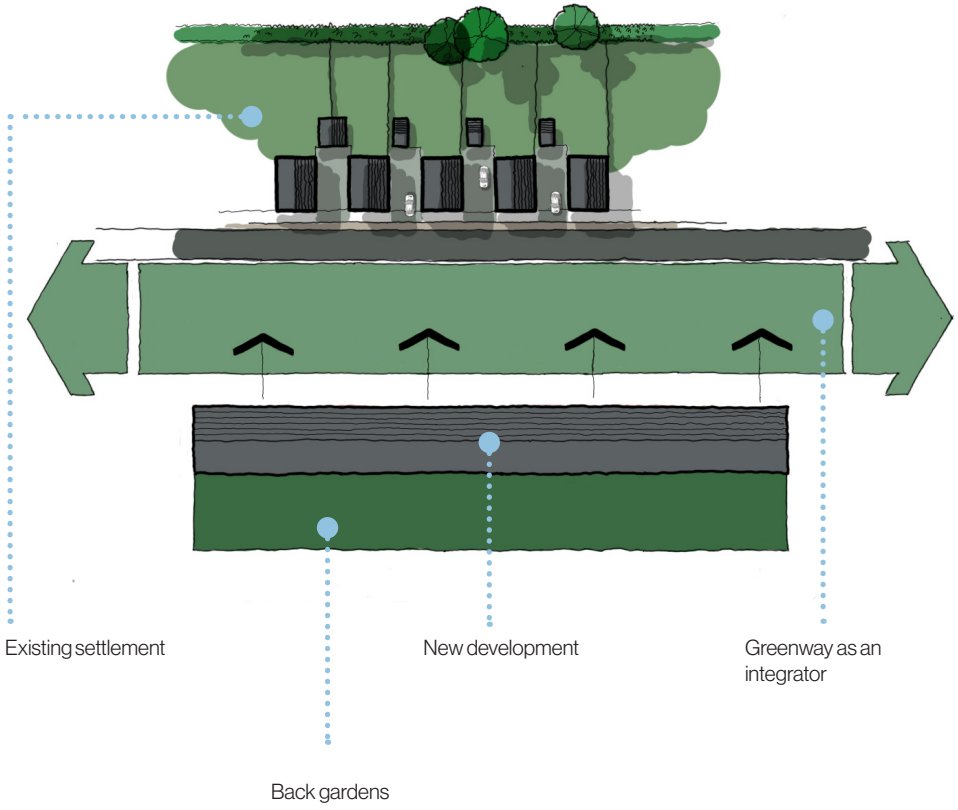
11

Principal window to blank wall requirements



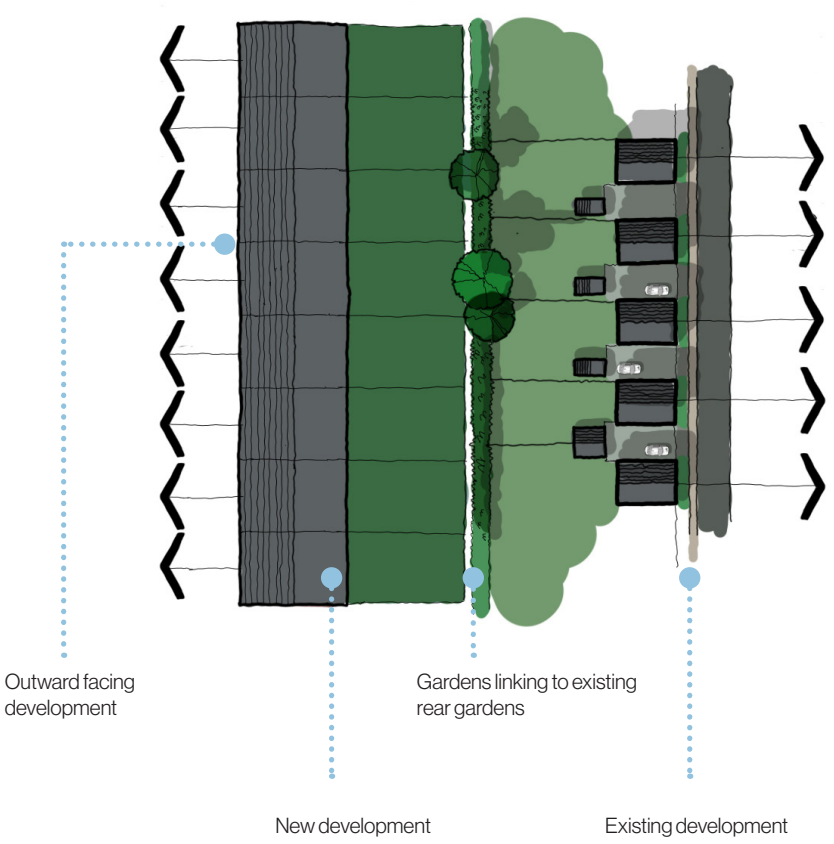
12

Typical perimeter block - general components



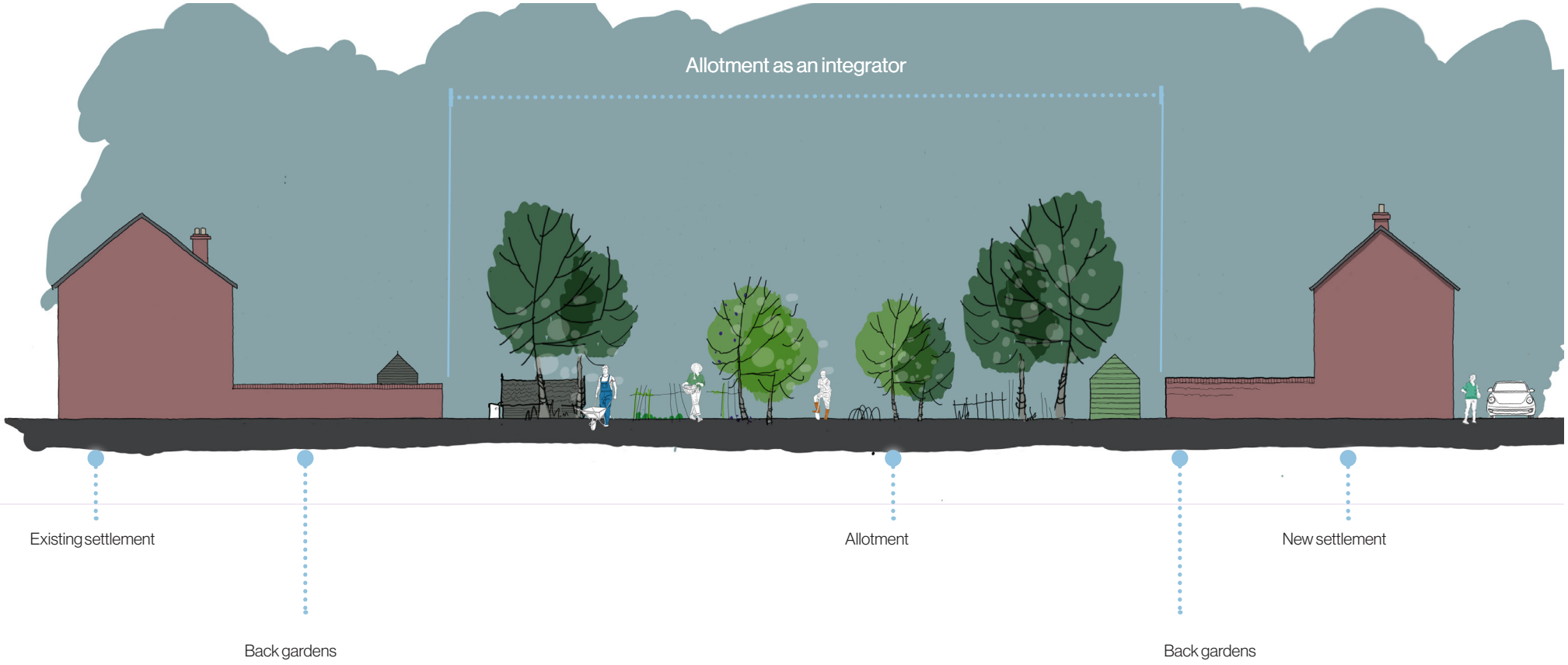
13

Integrating to outward facing development



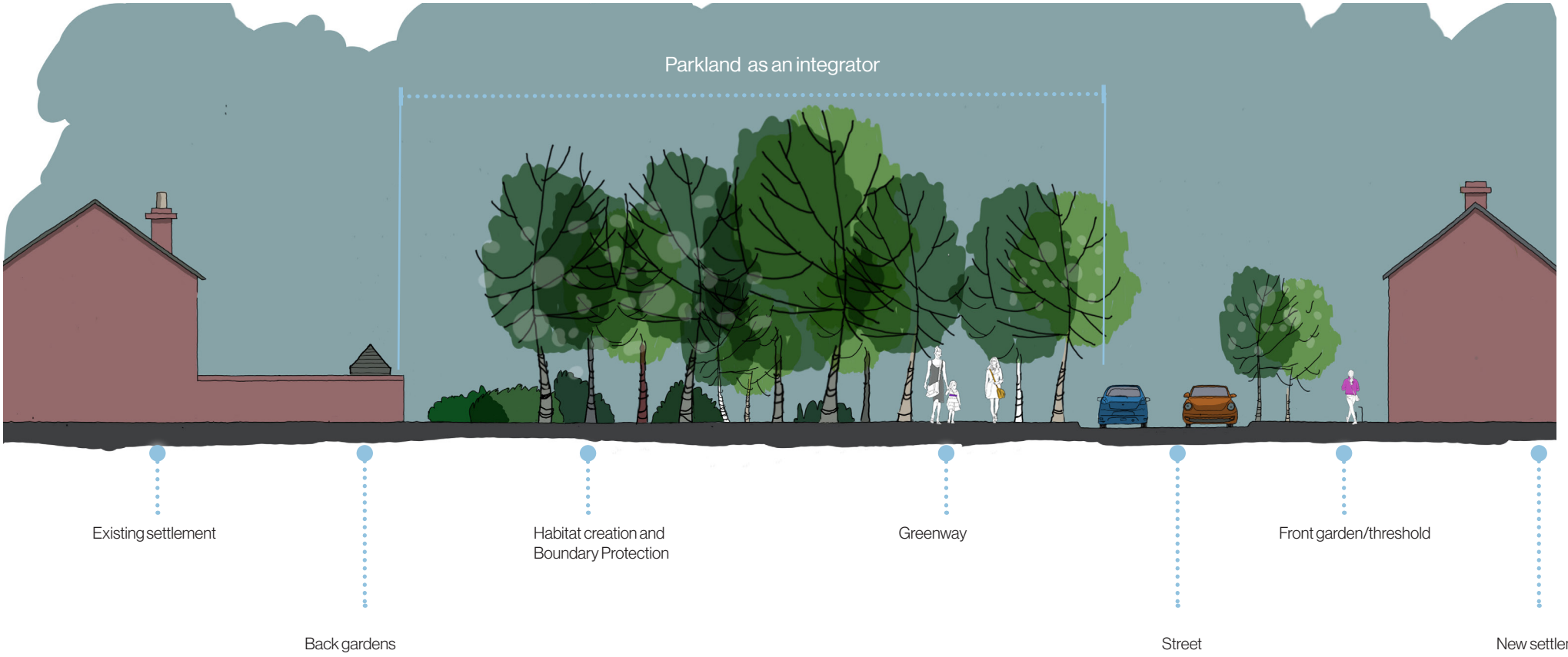
14

Integrating with existing rear gardens



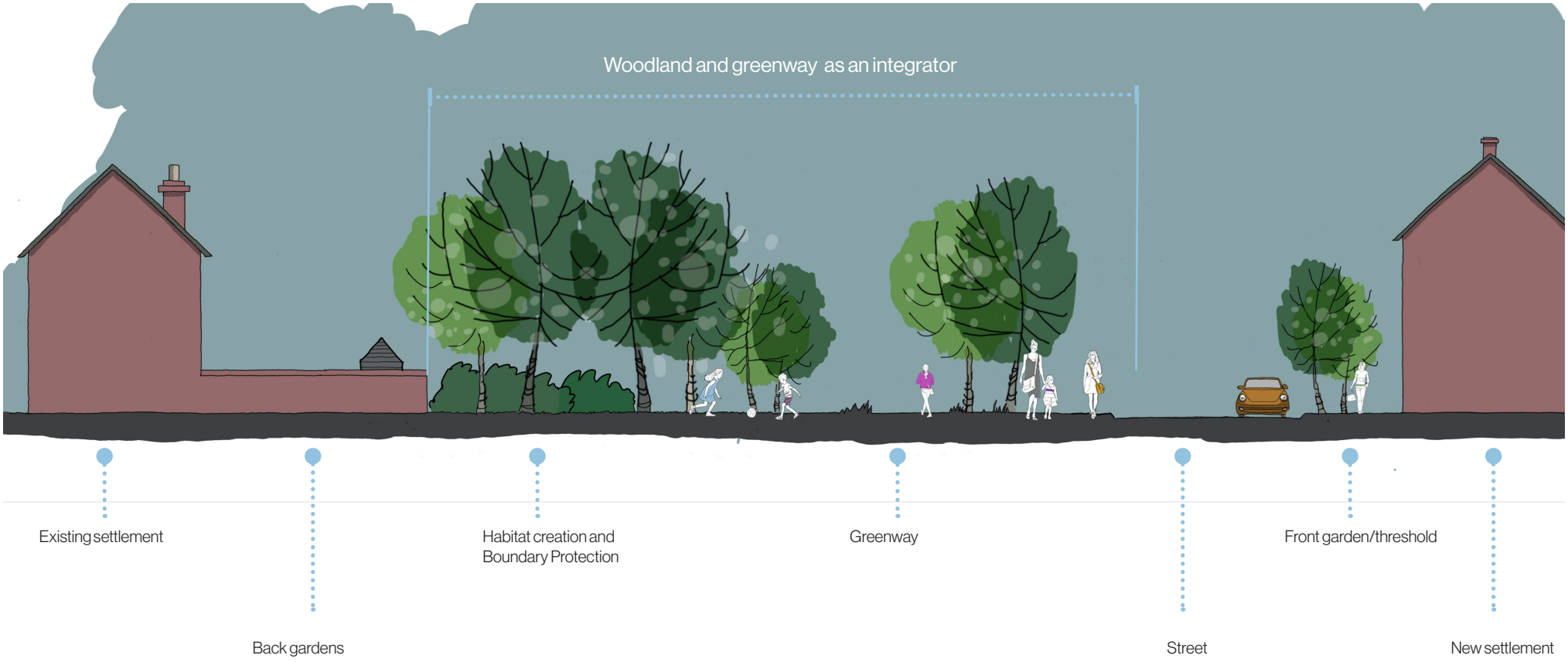
15

Allotments



16

Parkland as an integrator



17

Combined woodland / Greenway



Private Drive
3.5m wide route with access to in curtilage parking

Greenway
Extensive planting to offer a significant landscape corridor. Variations in contour and in depth will also be encouraged.

Regular visual and physical connections with the surrounding pedestrian network - private drives/roads/ crossings - will also be sought.

Private Drive
3.5m wide route with access to in curtilage parking

Front garden/threshold
Garden boundary offering defensible space

18

Greenways

LA BUILT FORM — Building line

Attractive and successful streets tend to be where careful consideration has been given to how buildings relate to the street and to each other.
A strong building line helps to provide structure to the street through the consistent arrangement of buildings and a strong interrelationship between the buildings and the road.

Relationship to street hierarchy

01. The building line and degree of set back should be considered in conjunction with the intended street hierarchy and related to the type of street being created.
Generally, larger and/or more important streets introduce a greater set back, while at the other end of the scale quieter (tertiary streets) might have a smaller set back to help create a tighter street.

Establishing the Building Line

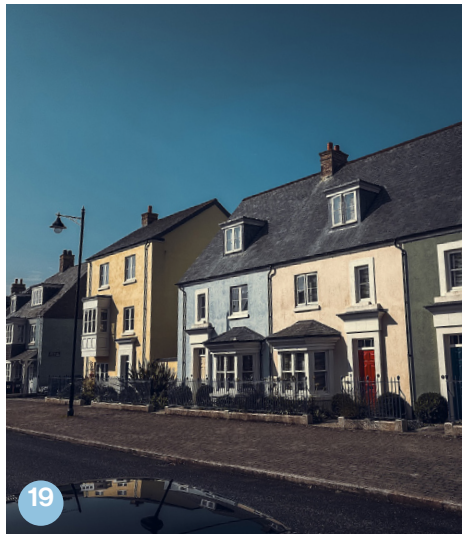
02. Opportunities should be taken to establish or reinforce a building line. Where the building line is fragmented or broken, proposals should be taken 'repair' it to introduce structure and order.

03. In certain cases it may be appropriate to 'break' from it by pulling a building forward to provide additional townscape interest. This should be done with care, and works only when a building line has already been established. Used sparingly, it can be effective way of breaking a street down, highlighting a junction or other feature and provide visual interest to aid wayfinding.

Response to street geometry

04. Buildings should generally respond to and work with the geometry of the road network.

05. Whilst a 90 degree, right angled building is appropriate for a 90 degree corner, it may not be appropriate for corners at different angles and can result in awkward spaces being created.



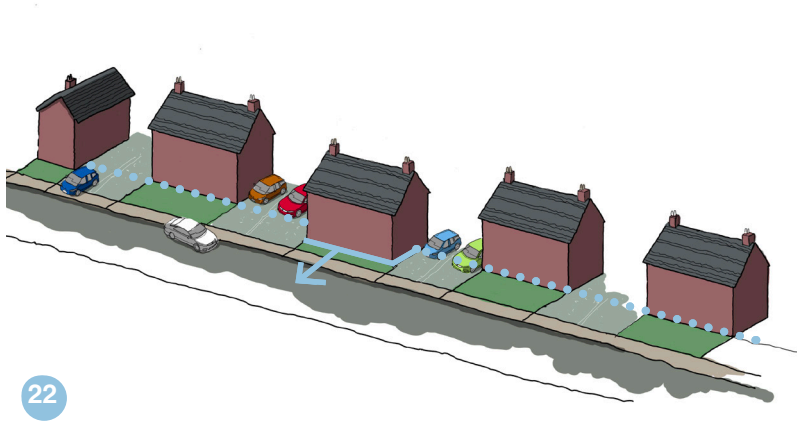
Creating a strong building line
Nansledan / Newquay



Punctuating the building line with a bay window
Upton / Northamptonshire



Projecting a building forward to 'break' the building line
Great Kneighton / Cambridge



22

Pulling buildings forward of the established building line



23

Using junctions to provide punctuation to the building line
Alconbury Weald / Huntingdon

Building line

HIERARCHY	LA-BL.1	The adoption of a building line **must** form part of a coherent approach set out in relation to different street typologies.
	LA-BL.2	This **should** correspond to the importance of the street type, with busier, more connected streets being wider, with a deeper set back building line, while 'tertiary' streets may be closer to the street.
REPAIR TO THE BUILDING LINE	LA-BL.3	To the side and rear, any boundaries to the building line **must** comprise of 1.8m high brick walls where they sit alongside the public realm or semi public realm.
	LA-BL.4	The brick and brick bond of any boundary walls **must** match the brick used in the facing material of the associated building to which it relates.
	LA-BL.5	Wherever possible, opportunities **should** be taken to repair the building line where it is evident.
BREAKS TO THE BUILDING LINE	LA-BL.6	Once a building line is established, it may be acceptable to 'break' the building line on certain carefully considered occasions to provide townscape interest. This **could** comprise 'stepping a building or group of buildings' forward or back from the building line.
	LA-BL.7	Junctions **could** offer an opportunity to offer punctuation within the streetscene and offering visual closure within the street.
RELATIONSHIP BETWEEN BUILDINGS AND THE STREET	LA-BL.8	The building line **must** follow the geometry of the road, unless there are clear and compelling reasons for them not to relate to one another.

LA BUILT FORM Enclosure

Streets need to have a strong sense of enclosure, created by the relationship between the height of buildings within a street and the width of the street. This ratio is important in helping to highlight different types of street, but also in ensuring that there is a strong connection between those using the street and the buildings framing it.

Achieving enclosure

01. Proposals should seek to offer streets with different types of enclosure, depending on their importance and scale and position in the street hierarchy. The table opposite provides a guide for the types of enclosure that will be sought.
See Figure 1 opposite.

02. For larger developments it may be appropriate to suggest additional variations, depending on the range and types of street being introduced.

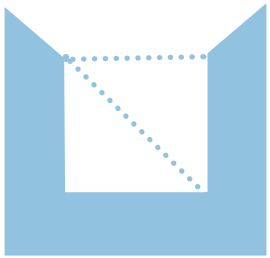
Wider streets

03. Where streets are wider than the dimensions set out in figure 1, the Council will seek measures to be introduced to offer a sense of enclosure and to break down otherwise wide streets, This might take the form of tree planting, or the introduction of other landscaping.

	maximum	minimum
Mews	1:1.5	1:1
Streets	1:3	1:1.5
Squares	1:6	1:4

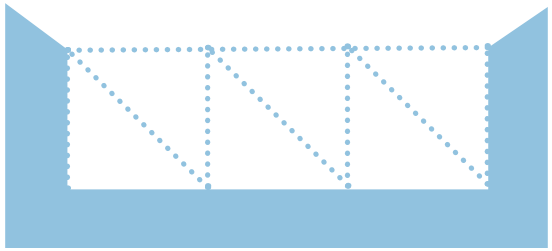
24

Height to width ratio table



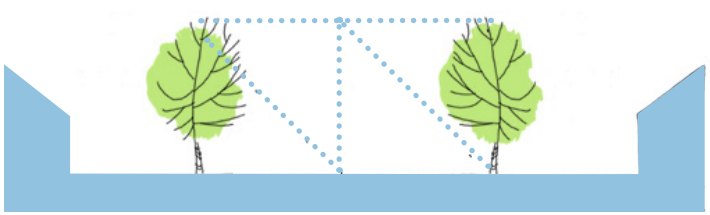
25

1:1 ratio - mews type street



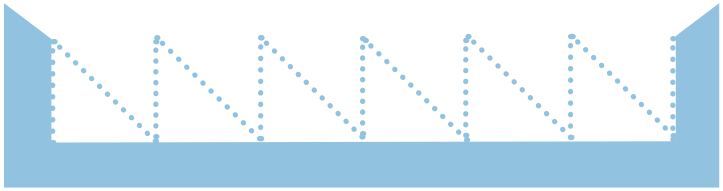
26

1:3 ratio - typical street



27

Spatial definition by tree canopy on wider streets



28

1:6 ratio - maximum width space

Enclosure

ACHIEVING ENCLOSURE	LA-ENC.1	Streets **must** offer a sense of enclosure that is appropriate to the street typology and hierarchy .
	LA-ENC.2	The guide in figure 1 (opposite) **should** form a starting point for achieving enclosure.
REPAIR TO STREET ENCLOSURE	LA-ENC.3	Trees or an alternative measure of equal quality **must** be introduced to provide spatial enclosure to wider streets.

LA BUILT FORM

The role of corners

Corners are key elements within the streetscene due to their visibility and prominence. Ensuring corners work well is important in shaping the feel of a place and providing an attractive, safe environment where the buildings offer activity, interest and natural surveillance.

Buildings that 'turn' corners poorly can result in large expanses of blank elevation and limited surveillance, which can reduce the attractiveness of the street environment and make it feel less safe.

How corner buildings respond to the street

01. In the majority of cases a corner building will have its main elevation facing the principal road, with its side elevation orientated to the secondary road.

02. Active, habitable buildings should turn corners in order to provide both strong enclosure to the street and also the potential for active surveillance in both directions. Driveways, gardens or garages should not be positioned onto a corner.

03. Successful residential properties that turn corners are 'L' shaped buildings, which provide strong elevations onto both streets. For rectangular or square buildings, the internal arrangement needs careful consideration to respond to the need to face in multiple directions.

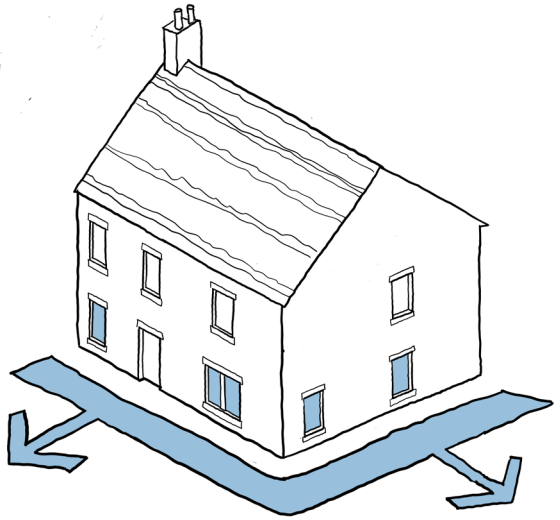
Side Boundaries

04. Side gardens that face onto the public realm need particular attention to ensure that they help to create a clear and continuous boundary, as well as a positive edge to the space. In particular, they need to be robust and should be a well detailed brick wall, employing a consistent palette that matches the facing material used on the building.



29

'L' shape corner turners providing a strong elevation to both streets



30

Corner buildings need to have a positive outlook to both streets



Excellent natural surveillance onto a corner
The Avenue / Saffron Walden



Clever planting avoiding ambiguous space along the edge of the boundary
Marleigh / Cambridge

Role of corners

ORIENTATION OF CORNER BUILDINGS	LA-RC.1	Wherever possible corner buildings **should** be orientated so that the main building elevation faces towards the principal road or feature, with the side elevation facing the secondary street or space.
	LA-RC.2	Rear gardens **should** generally be located directly behind the main elevation, as opposed to being positioned to the side.
TYPE OF BUILDING OR FEATURE ON A CORNER	LA-RC.3	Active, habitable buildings **must** form corners.
	LA-RC.4	Blank buildings such as garages or spaces such as driveways **must** be avoided.
	LA-RC.5	Retrospective addition of windows to an elevation of a building not designed to function as a dual aspect dwelling will not normally be acceptable.
RELATIONSHIP TO THE STREET	LA-RC.6	Awkward areas and pieces of land where it is unclear who is responsible for it **must** be avoided.
SIDE BOUNDARIES	LA-RC.7	Side boundaries to gardens alongside the public realm **must** be 1.8m walls. *See wall specification ppXX
CORNER BUILDINGS AT STREET JUNCTIONS OR ADJACENT TO PUBLIC OPEN SPACE	LA-RC.8	Boundary treatment **must** be low enough to allow natural surveillance.
	LA-RC.9	Threshold space **must** be defined to provide some separation and privacy.
	LA-RC.10	Corner buildings **must** have habitable ground floor windows on both street elevations to offer natural surveillance to each of the streets.

















CASE STUDY

Trumpington Meadows Phase 1

Key Inspirations

- Clear and repetitive form shaping streets
- Strong boundary treatment on key streets
- Coherent street layout and structure

Minor	Major	Makes best use of space - checklist	Page	Yes	Partial	No
●	●	Has any increase in scale been justified?	112			
	●	Has a well defined network of streets and spaces been created or reinforced?	114			
●	●	Is development outward facing and creating perimeter blocks?	114			
●	●	Does new development integrate well with existing development?	116-122			
●	●	Has a building line been established?	124			
●	●	Are boundaries against the public realm 1.8m walls?	124			
●	●	Does the building line match the geometry of the street?	124			
●	●	Has spatial enclosure been achieved that reinforces the street hierarchy?	126			
●	●	Are there active rooms on corners?	128			
●	●	Is the boundary treatment appropriate for corner buildings?	128			

SP

Eight

A strong sense of place



Nansledan / Newquay



Introduction

Places need to be, well 'places'.

Good design is about creating unique places that offer a distinctive identity and confer a sense of pride and belonging to those living there.

The way buildings are arranged to create streets and define spaces is important in providing structure and order to the built environment.

Legibility - how we 'read' our environment - is crucial to successful places, and can be enhanced through introducing nodes, landmarks and a memorable structure.

The roofscape also contributes through offering consistency or variety. How and when to introduce variation can be key in reinforcing character and providing memorable changes within the streetscene.

It is about feeling as though we are in a distinct place.

This section covers the following components in helping to deliver this.

p134 **Legibility** outlines how to introduce wayfinding to help orientation and navigation.

p136 **Character** outlines the expectations in relation to using different housetypes and arranging different development parcels.

p138 **Building Design - principles** outlines the considerations in relation to achieving distinctive and unique proposals.

p140 **Building Design - details** outlines the expectations in relation to materials and details.

p142 **Roofscape** sets out requirements for the form and pitch of roofs, and the disposition and location of chimneys.

SP A SENSE OF PLACE

Legibility

Well designed places are easy to understand and to find your way around. Legibility can be encouraged through providing visual clues or 'anchors' that make places memorable, enabling people to build up a mental map.

Links to surrounding features

01. Development should appreciate the surrounding context, using it where possible to make physical and visual connections.
Organising streets and spaces to make the most of these views helps to connect a development to its surroundings.

Nodes and landmarks

02. Marker buildings can promote legibility and aid wayfinding. Where to place them, and how to make them stand out, needs careful consideration. This could be through making a change to the style, form or use of a building, through changing materials or through a shift in the building line.

03. Particular attention should be given to where routes converge or centres of activity, such as market places, high streets, parks, village greens.

04. Connecting to existing landmarks, as well as introducing new ones, is a way of helping people understand and navigate their environment.

Street names/signage

05. Street names are best fixed to walls and buildings where they can be clearly seen to avoid unnecessary clutter within the street. Free-standing street furniture and statutory undertakers' markers should be kept to a minimum.



1

Wall mounted street names with a local identity
Nansledan / Newquay



2

Arranging the street to take advantage of the view to the nearby church
Trumpington Meadows / Cambridge



Change of material to emphasise a node
Trumpington Meadows / Cambridge



Marker building in a different material and angle to promote legibility
Alconbury Weald / Huntingdon

Legibility

LINKS AND CONNECTIONS	SP-LE.1	Physical connections **must** be made to important uses or streets.
STREET STRUCTURE	SP-LE.2	There **should** be a relationship between the street hierarchy and the scale and form of buildings.
NODES AND LANDMARKS	SP-LE.3	Special attention **must** be given to spaces and buildings where paths or routes interconnect.
	SP-LE.4	External landmarks **must** be identified outside the development, where applicable, and utilised to provide memorable vistas.
	SP-LE.5	Internal landmarks **must** be introduced within the development, such as feature trees, marker buildings or public art.
	SP-LE.6	The materials palette **should** vary at identified key buildings in order to promote way finding.
	SP-LE.7	Key buildings **should** be identified and an approach set out for how they will be differentiated.
	SP-LE.8	Attention **should** be given to vista ends to support place making.
STREET NAMES	SP-LE.10	Opportunities **must** be taken to introduce wall mounted street names.
	SP-LE.11	Street name plates **must** be metal.

SP A SENSE OF PLACE

Character

Well designed places stand the test of time. Although built at different times, and by different hands, places that work well tend to speak a similar language and appreciate their role in creating streets and places in harmony with one another. Character can be encouraged through the way housetypes are organised and arranged, and through how the language is transferred between different developments when they are experienced in close proximity.

For larger developments, this can also be through introducing distinctive character areas.

Using Standard House Types

01. While using standardised house types may be acceptable, the disposition of housetypes and how they are organised - both alongside one another and in terms of different streets - needs to be properly considered.

02. Pepper potting housetypes indiscriminately, and adopting a 'one of everything' approach, should be avoided.

Aligning parcels from different developers

03. The boundaries between different development parcels requires careful thought. Wherever possible, parcel boundaries should be along rear gardens.

04. Where parcel boundaries are along the centreline of the street, or surrounding an open space, then a clear relationship needs to be established to acknowledge how they will be experienced.

Character areas

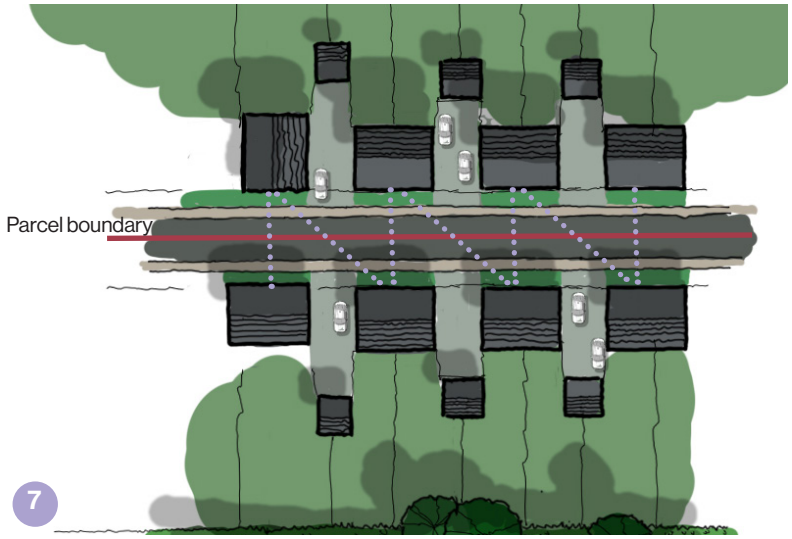
05. Providing different character areas is important, particularly in larger developments. This can be achieved through varying building types, styles as well as the approach to landscape.



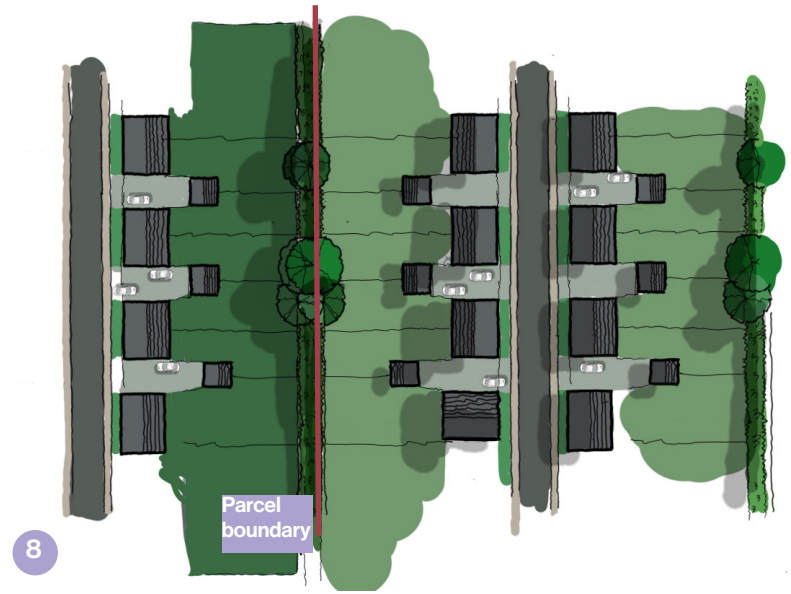
Coherent organisation of housetypes and materials
Wolvercote Mill / Oxford



A linear green space providing a buffer between different development parcels
Alconbury Weald / Huntingdon



Relationship between different parcels where boundary is within the street



Relationship between parcels where the boundary is to the rear

Character

STANDARD HOUSE TYPES	SP-CH.1	Standard housetypes, where used, **must** be organised in a coherent and logical manner.
	SP-CH.2	Extended 'runs' of different housetypes **must** be avoided.
ALIGNING PARCELS	SP-CH.3	Parcel boundaries **should**, wherever possible, be along rear boundaries.
	SP-CH.4	Parcel boundaries in visible locations* **must** both consider the following, where relevant: - Scale and Form; - Materials; - Detailing
CHARACTER AREAS	SP-CH.5	Larger developments **must** consider how to introduce character areas that can help provide distinctive identity to different parts of a development.
VISIBLE LOCATIONS*		On either side of a street. Surrounding an open space.

SP IDENTITY OF BUILDINGS

Building design - principles

The style and design approach of new buildings can have an important role in either creating or in reinforcing local distinctiveness and identity.

The approach taken needs to be in direct response to the character assessment, which set out the prevailing building style(s) in the surrounding area, together with other information relating to massing, building type, relationship to the street and materials.

Approach

01. Where a particular area is lacking in particular local distinctiveness, for example on the edge of a settlement, then justification for a particular design approach will be sought.

02. While much of the district exhibits a traditional vernacular, contemporary approaches are welcomed and can still contribute to reinforcing a sense of place and responding to local character.

Intent

03. The success of any approach relies on an attention to detail that ensures the scale, proportions and materials used are appropriate and authentic.

04. Development can complement local identity without becoming pastiche, through reflecting proportions, patterns and rhythmns of traditional architecture.

05. Any approach needs to be introduced and followed through, irrespective of tenure.



Contemporary window surround and front porch details
Marmalade Lane / Cambridge



Contemporary chimneys and window openings
Trumpington Meadows / Cambridge



Modern approach to traditional architecture
The Avenue / Saffron Walden



Modern expressed window surround and brick detailing
Franklins Gardens / Cambridge

Building design - principles

APPROACH	SP-BDP.1	The architectural approach **must** be developed in response to the character study undertaken.
INTENT	SP-BDP.2	The approach taken **must** be well executed, with appropriate details, proportions and materials.
	SP-BDP.3	The approach **must** be followed through irrespective of tenure.

SP IDENTITY OF BUILDINGS

Building design - details

The design of buildings across the district is of critical importance, to ensure that the particular design approach being sought is delivered in a convincing manner.

Materials

01. The choice of materials needs to consider durability, appearance, and the maintenance strategy over time.

02. When using bricks, the Council will expect them to be of high quality, responding to the colour, texture and appearance used across the district.

03. Where a combination of materials are used on a single building, the junctions need to be well positioned and carefully considered to bring out the best in the materials and to preempt issues of weathering.

Windows

04. Windows need to line through, particularly in the case of dormer windows, so that they correspond with the principal window on the facade below.

Details

05. Any proposed details should be informed by the character study.

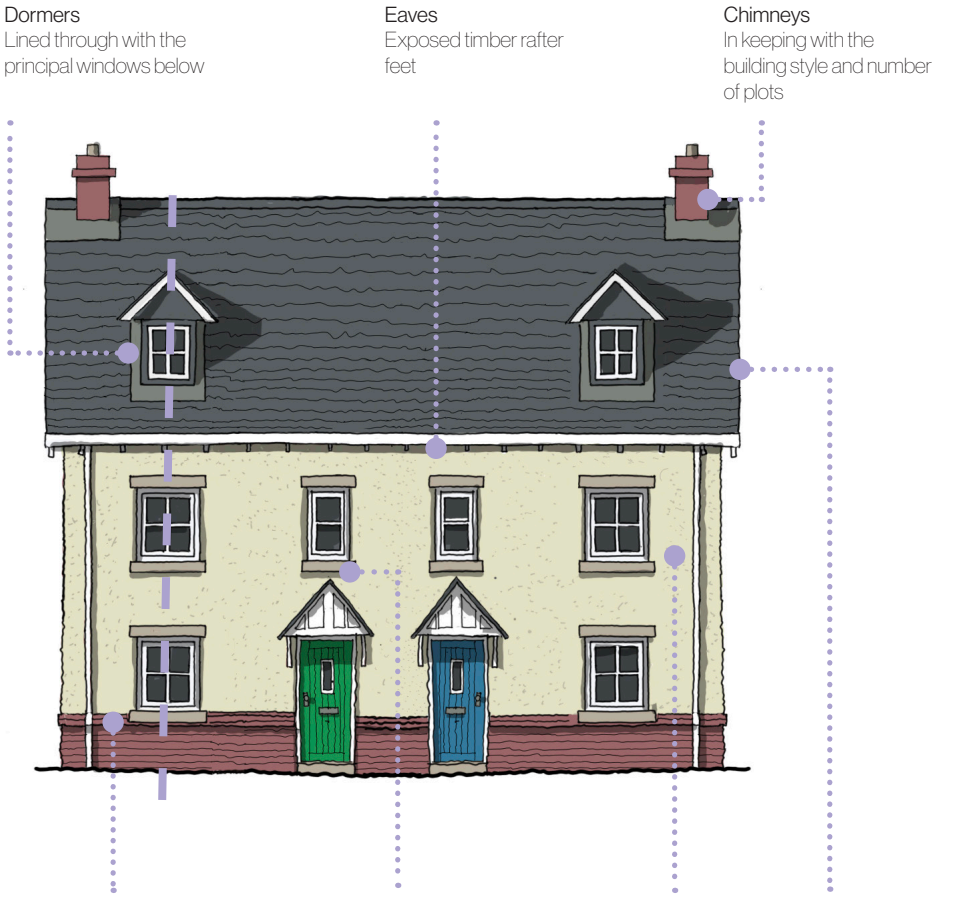
Porches

06. Porches should be in proportion with the scale for the building. In general terms a common approach - repeating a style - can work well.

Meter boxes

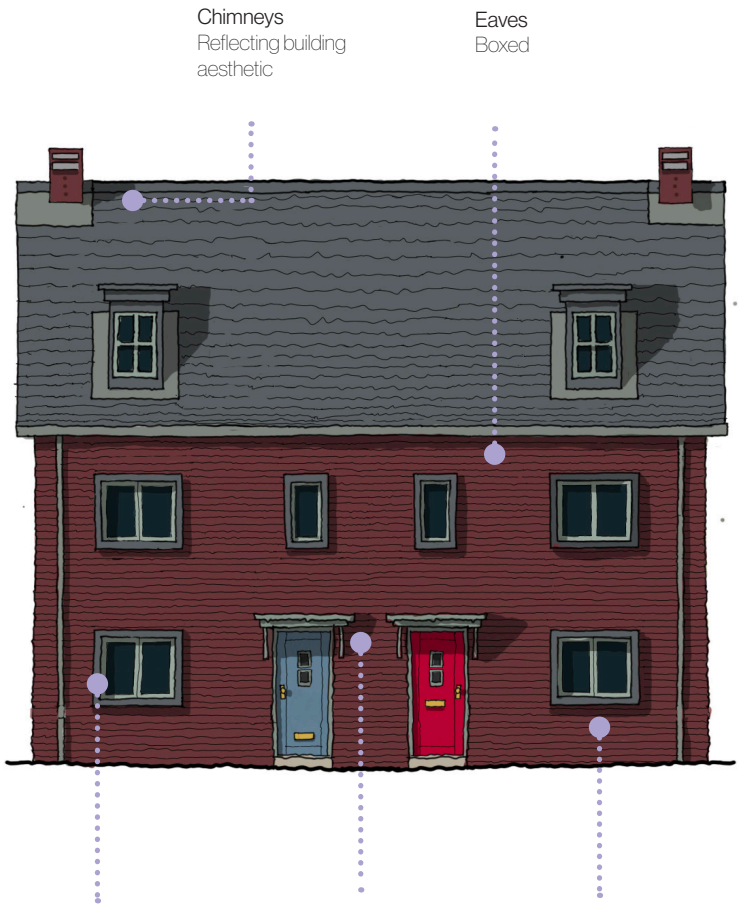
07. Meter boxes should be as unobtrusive as possible. Generally they should be located to the side elevation, if possible.

08. Colour should be dark, or in the case of render, a close match.



13

Typical details - traditional



14

Typical details - contemporary

Building design - details

MATERIALS	SP-BDD.1	Materials **must** be chosen to work with the local area and type of building and take into account durability and maintenance.
	SP-BDD.2	Junctions between materials **must** be carefully considered.
	SP-BDD.3	Materials **must** be high quality and any substitutions of equal quality to any approved.
WINDOWS	SP-BDD.4	Dormer windows **must** line with the principle windows placed on the main building facade.
	SP-BDD.5	The window to wall ratio **should** be between 15-35%.
	SP-BDD.6	Choice of window surrounds **must** be infored by the character study.
DETAILS	SP-BDD.7	Proposed detailing, such as stringcourse or patterned brickwork **should** be informed by the character study.
PORCHES	SP-BDD.8	Porches, door canopies or surrounds **must** be timber.
METER BOXES	SP-BDD.9	Meter boxes and any associated ducting **must** be positioned to the side, wherever possible.
	SP-BDD.10	Meter boxes **must** be colour matched to the facing material.

SP IDENTITY OF BUILDINGS

Roofscape

Roofscape - both in terms of its form and the presence of chimneys - offers a strong context and identity for development.
Historically, different ages of building across the district adopted a particular approach to each of these elements, helping to shape its character and identity. The local context should influence the rationale for the prevailing style and form of roof, the angle of roof pitch and how and where to introduce chimneys.

Roof form

01. Character can be provided through the use of repeating roof forms, which sit together to create a strong and cohesive street.

02. Where variety is introduced, such as a change from or to a hipped roof, it should be done sparingly and in a deliberate manner to provide a point of difference to offer legibility.

Roof pitch

03. Roof pitch can depend on the depth of a building but needs to be considered in relation to the character and identity of the street and area as a whole. Repeating angles can help offer a sense of continuity and different roof pitches, that would sit awkwardly against one another, should instead be positioned in different streets or on opposite sides of a street.

04. The various elements of a roof should all have the same pitch so that they sit together in a pleasing manner.

Chimneys

05. Chimneys (or modern interpretations) can have a positive contribution to the quality and interest of the roofscape on any scheme.

06. Where chimneys are introduced, they should be appropriate in terms of their scale, materials and detail to the building on which they sit.



Chimneys creating a strong sense of character
Rose Avenue / Donington le Heath

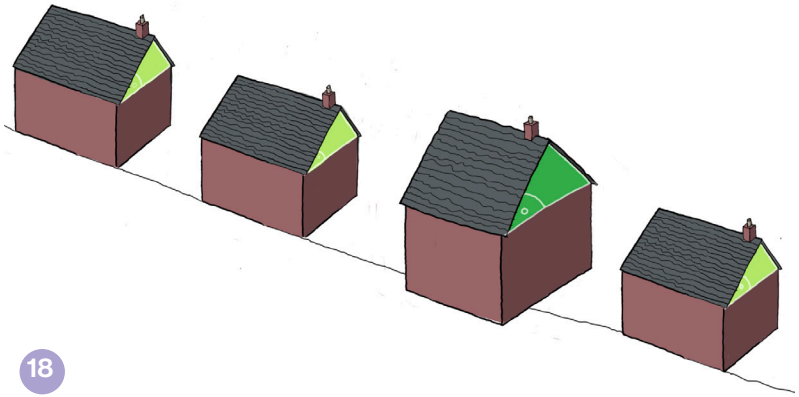


Chimneys can contribute to the skyline
Trumpington Meadows / Cambridge



17

An expressed chimney with accompanying brick detailing to the gable
Alconbury Weald / Huntingdon



18

Change of roof pitch used as a marker

Roofscape

ROOF FORM	SP-RO.1	Variation in roof form **should** be carefully considered to produce a sense of character and coherence.
ROOF PITCH	SP-RO.2	Roof pitches **must** be considered alongside one another and correspond in terms of angles.
	SP-RO.3	Angles on different elements of a roof **must** be identical.
CHIMNEYS	SP-RO.4	A minimum of **25%** of plots within each development **must** have chimneys.
	SP-RO.5	The style of chimney, its position, construction and detailing **must** be appropriate to the approach taken to the building and the local area.
	SP-RO.6	Where pots are proposed, these **must** be either clay or terracotta.
	SP-RO.7	The number of chimneys **must** correspond to the number of dwellings.
	SP-RO.8	Opportunities **could** be explored for chimneys to also offer a practical function, for example as a sun tube or for ventilation.

















CASE STUDY

Nansledan / Newquay

Key Inspirations

- Architectural approach in response to context
- Appropriate materials palette for the local area
- Wall mounted street names

Minor	Major	A sense of place - checklist	Page	Yes	Partial	No
●	●	Have physical connections been made to important destinations?	134			
●	●	Have buildings and spaces at key junctions been carefully considered and well designed?	134			
●	●	Have external landmarks been identified and incorporated into the proposals?	134			
	●	Have new internal landmarks been introduced?	134			
	●	Are wall mounted street names proposed?	134			
	●	Have housetypes been well arranged so they work alongside one another?	136			
	●	Are development parcel boundaries well located?	136			
	●	Is there a good relationship between different development parcels?	136			
	●	Have character areas been introduced?	136			
	●	Is the architectural approach in response to any context and character study?	45			
●	●	Do the materials work with the local area?	140			
●	●	Has durability and maintenance been considered?	140			
●	●	Do dormer windows line through with principle windows?	140			
●	●	Do roof pitches work alongside one another?	142			
●	●	Is there a minimum of 25% of plots with chimneys?	142			

PS

Nine

Attractive public spaces



Alconbury Weald / Huntingdon



Introduction

Places need to embrace public space.

Good design is about creating a range of public spaces where we can meet, interact and be physically active.

Our streets are our primary public spaces, the part of our public realm we use most often, although they are more often considered solely as movement corridors. Designed well, however, with pedestrians and children in mind, they can also become places that we enjoy being and where we can stop to chat or play.

Successful public space are well designed, well located and fit for purpose. Getting this right promotes use and activity.

It is about creating spaces and environments that can bring people together.

This section covers the following components in helping to deliver this.

p148

Streets considers what their character should be, how to deliver appropriate design speeds and how to achieve the best quality materials.

p150

Social Interaction concentrates on where public space should be located to make it work the best, and what should go into it to make it function as effectively as possible for everyone.

p152

Security sets out how to achieve good levels of overlooking, what to consider on routes to public spaces and the role of effective lighting.

PS STREETS Character and role

The design of our streets can have a significant impact upon how they feel and how they are used.
Streets can be social spaces, as well as methods for vehicle movement, if design speeds are controlled to make them safe and attractive places to be in.

Streets and character

01. Streets are places where people can gather and interact, as well as being about movement, and the design of streets should reflect the importance of social interaction and how this can be encouraged.

Design Speed

02. Streets that achieve design speeds of 20mph or less create safer streets for pedestrians and cyclists, while also making the street feel less threatening and vehicle dominated.
Applicants are expected to liaise closely with the Highway Authority to produce adoptable standard schemes that achieve this.

03. The Council will strongly encourage features such as raised tables, alternative surface materials, reduced forward visibility and tighter corner radii as measures to reduce intended design speeds to 20mph.

04. The introduction of 20mph zones will be supported, where appropriate, and where supported by the Highway Authority.

Shared surfaces

05. Shared surfaces may be appropriate in low traffic areas, although care needs to be taken to ensure that these spaces are easy to navigate for those with visual impairments.



Using street trees to narrow the carriageway and 'pinch' the street width to slow speeds
Abode / Cambridge



The street as a social space
Great Kneighton / Cambridge



Reducing carriageway width to slow speeds and emphasise a public space
Abode / Cambridge



Streets are excellent social spaces
Amsterdam / Netherlands

Streets

STREETS AND CHARACTER	PS-ST.1	The street network **should** be permeable and connected, offering choice of movement and encouraging activity, walking and cycling.
DESIGN SPEED	PS-ST.2	Streets **must** be designed with the aim of achieving a design speed of 20mph or less, in consultation with the Highways Authority.
	PS-ST.3	Low speeds **should** be reinforced through the use of features such as street narrowing and vertical calming.
COMMUTED SUMS	PS-ST.4	Applicants **should** check what commuted sums are payable to the Highways Authority for non-standard surface materials and features. This should include, but is not limited to, the introduction of street trees.

PS SOCIAL INTERACTION

Meeting places

Public spaces should be somewhere to enjoy and spend time in. An essential element within that is in providing opportunities for social interaction where people can meet, spend time together or simply have chance encounters and pass the time of day.

Position

01. The location of public space has a bearing on how it is used and by whom. Out of the way, poorly overlooked public spaces tend to dissuade people from the outset and in turn attract negative behaviour, creating a cycle that becomes reinforcing over time.

Edges to public space

02. Buildings need to engage positively with public space, making sure they do not turn their back on it. Buildings should seek to frame and enclose spaces.

Meeting places

03. Public space can be flexible and allow a range of activities to take place. The potential for using space in a variety of ways helps to make a space more attractive, useful and inviting, helping to bring people together.

04. Seating needs to be introduced where it will be most advantageous, offering a well observed place to sit with a good view to enjoy. The design of seating should be informed by the different needs of users, so as to encourage use.

Thresholds

05. Front gardens can offer an excellent opportunity for social interaction through chance encounters with neighbours or passers by.

06. Grouping front doors, together with appropriate definition of territory, can also promote interaction between neighbours on an ad hoc basis.



Introducing seating in public spaces
Trumpington Meadows / Cambridge



Positioning seating to enjoy the view
Houlton Meadows / Rugby



Providing communal space for activities
Marmalade Lane / Cambridge



Grouping doors to promote social interaction
Great Kneighton / Cambridge

Social interaction

POSITION	PS-SI.1	Public space **must** be well located and connected, preferably at the natural meeting point of public routes to ensure good footfall and to encourage physical activity.
EDGES	PS-SI.2	Public space **must** be framed and enclosed by buildings that provide activity, containment and overlooking.
MEETING PLACES	PS-SI.3	Meeting places **must** be designed to encourage the potential for exercise and physical activity.
	PS-S1.4	Seating **must** be provided in public open spaces.
	PS-SI.5	Seating **must** be positioned in locations where people will feel comfortable sitting, and be orientated to enjoy the best view.
	PS-SI.6	A range of seating **must** be designed to cater for different age groups and users and respond to the needs and scale of space.
	PS-SI.7	Design of public space **must** consider a range of uses and users.
THRESHOLDS	PS-SI.8	Front doors **could** be grouped to promote social interaction, subject to appropriate definition of territory.

PS SECURITY & PUBLIC SPACE

Safety

Successful public spaces across the district tend to be ones where people feel safe.
Design has a significant role to play in influencing how a space functions, how comfortable and how attractive it is to pass through and spend time within.

Different users have varying perceptions of a space, and these may alter depending on the time of day, the week or season and whether alone or in a group. These alternative experiences need to be understood and taken into account in how a space is designed.
Attention must be given to anticipating and designing out anti social behaviour.

Overlooking

01. Public spaces need to benefit from good levels of natural surveillance, afforded by the occupants of surrounding properties.
Internal layouts should seek to place more active rooms to the front of the home and to maximise glazing to the street.

02. There should be a clear distinction between fronts and backs. Fronts should correspond with transport and movement, with backs joining with other backs to define outward facing blocks.

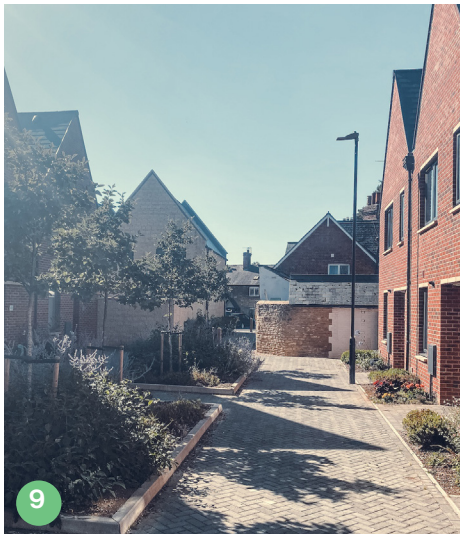
Routes

03. Where routes occur, these need to be positioned to benefit from overlooking at regular points along their length and at entrances and exits.

Lighting

04. Poorly conceived lighting can discourage users and promote disengagement or avoidance of a space. Lighting should allow good coverage of entrances, footpaths and spaces.

05. Upward glare and light pollution needs to be avoided through the use of cowls and the effective positioning of lighting columns.



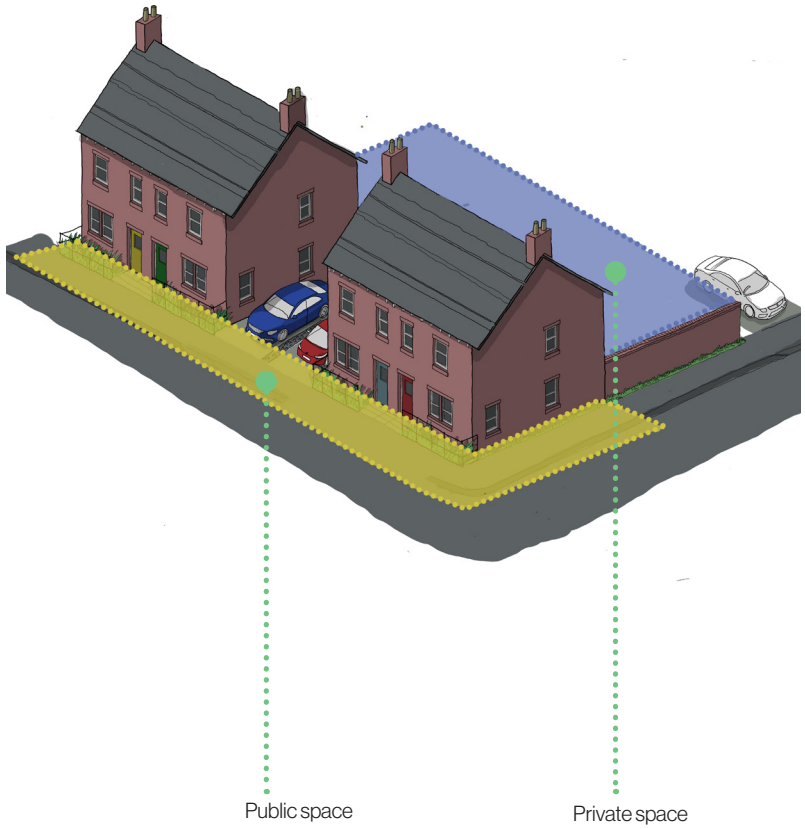
Excellent overlooking of public space
Wolvercote Mill / Oxford



Multiple windows overlooking public space
Great Kneighton / Cambridge



Good overlooking of public space and a play area in a central location
Fairfield Park / Letchworth



12

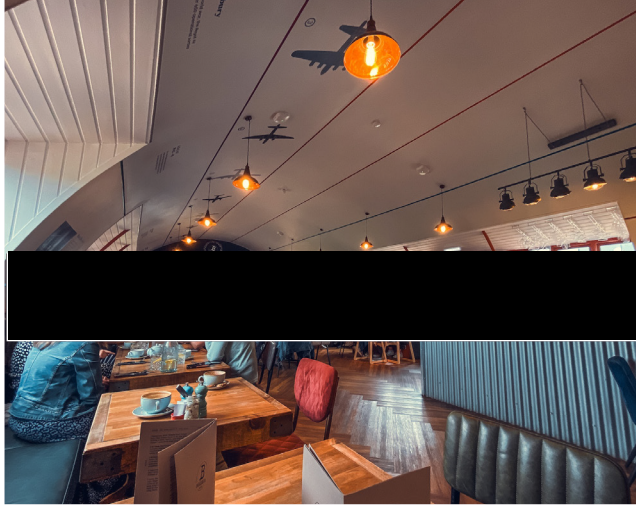
Clear definition of space

Security and public space

OVERLOOKING	PS-SP.1	Public spaces **must** be overlooked by ***active rooms**** from surrounding buildings.
	PS-SP.2	Internal layouts **must** position active rooms to the front of properties.
	PS-SP.3	Fronts and backs **must** be clearly defined, with fronts facing onto public space, streets and routes.
ROUTES	PS-SP.4	Routes **should** be positioned where they can benefit from natural surveillance.
LIGHTING	PS-SP.5	A lighting scheme reflecting the hierarchy of streets and spaces **must** be adopted that helps to ensure safety and encourages/ supports walking and cycling.
	PS-SP.6	Light pollution **must** be avoided through the careful positioning and specification of light columns and the introduction of cowls or other mechanisms.
ACTIVE ROOM *		Lounge, Sitting Room, Dining Room, Kitchen.

















CASE STUDY

Alconbury Weald / Cambridgeshire

Key Inspirations

- Landscape structure set within different parcels
- Range of spaces within a linear landscape
- Transplanting mature planting for immediate impact

Minor	Major	Attractive public spaces - checklist	Page	Yes	Partial	No
	●	Do the streets achieve a design speed of 20mph?	148			
●	●	Are any public spaces well located to encourage footfall?	150			
●	●	Are any public spaces well framed by buildings that offer overlooking and surveillance?	150			
●	●	Is seating provided and is it well positioned and oriented?	150			
●	●	Are fronts and backs well defined with fronts facing onto public space?	150			
●	●	Is there a lighting scheme that ensures safety and encourages walking and cycling?	152			
●	●	Has light pollution been minimised?	152			

USE

Ten

A mix of uses



Houlton Park / Rugby



Introduction

Places need to offer a range of uses.

Good design is about creating a place that can support sustainable patterns of behaviour, promoting safety and activity.

Retail development needs to be carefully considered to create or reinforce character, while also promoting active frontages.

Schools, community facilities and local services all form part of a successful place, each with particular design considerations that need to be addressed.

Industrial estates need to be well located, and particular attention needs to be paid to design and potential screening given their scale and bulk.

In all development, safety and security is of paramount importance, and proposals will be expected to demonstrate how this has been achieved.

It is about getting the right mix of uses and facilities in the right places to help promote sustainability.

This section covers the following components in helping to deliver this.

p158

Shopfronts and retail
Addresses the way shopfronts respond to the character of the building and street. Ensures active frontages to promote safety.

p162

Schools sets out requirements for the siting and location of schools.

p164

Local facilities provides details on the appropriate location and design of community facilities.

p166

Industrial Estates/Business Parks
Sets out strategic objectives, plot requirements and building guidelines for industrial estates and business parks.

Other Chapters of the document may also need to be referred to.

See table on page 35

USE

VARIETY & ACTIVITY

Shopfronts and design

Well designed shopfronts can contribute to the vitality of our high streets and local centres, helping to either reinforce character or in introducing something new and uplifting.

The Council adopted its **Shopfronts and Advertisements Supplementary Planning Document** in June 2019, and this must be followed in respect of the design approach taken and the requirements set out.
Some of the key points are summarised in the following pages.

Approach

01. Shopfronts should take their cue from the host building, responding to its detailing and its architectural language. Care needs to be taken to ensure that the approach taken responds well to both its immediate and its wider setting.

Spanning buildings

02. Particular care needs to be taken where shops span across buildings, so that the character of each building and the rhythm created by them is not lost.

Signage

03. Shop fascia need to respect and respond to the character and detailing of the building. Efforts need to be made to ensure that features and character is not lost or obscured.

04. Projecting signs usually work best when they are positioned at the level of the fascia so that they are in the eye line for passers by.



1

Typical details



2

Shopfronts within the street

Retail and design

ADHERENCE TO SPD	USE-RD.1	The proposals **must** respond to the requirements set out in the Councils *Shop Fronts and Advertisements SPD*.
APPROACH	USE-RD.2	Shopfronts **must** be informed by the style and character of the host building.
SPANNING BUILDINGS	USE-RD.3	Shopfront designs **must** recognise the individual character and features when spanning multiple buildings.
	USE-RD.4	Designs **must** preserve the vertical rhythm of individual buildings.
SIGNAGE	USE-RD.5	Fascia size and proportion **must** be appropriate for the scale and character of the building.
	USE-RD.6	Shop fascia **must not** obscure architectural features and details.
	USE-RD.7	Projecting signs **should** be positioned at the level of the fascia.

USE VARIETY & ACTIVITY

Retail & active frontage

Retail uses can contribute to making places attractive, welcoming and safe through providing interest and physical interaction at ground floor level, as well as surveillance from upper floors overlooking streets and spaces.

Transparent, unobstructed windows offer visual interest and make places feel safer through providing a connection between the building, its occupants and the street.

Orientation

01. Buildings should be arranged so they face towards streets and public spaces. Doors should open onto the public realm and there should be windows offering good levels of surveillance.

Proportion of glazing

02. The amount of glazing is particularly important in helping to ensure that there is a positive relationship between buildings and surrounding streets and spaces. Generous amounts of glazing help offer connectivity from and to the street, provide animation and interest and promote safety.

03. Glazing should not be subsequently obscured; block transfers deaden the street and remove any benefit from the glazing.

Design

04. Larger retail developments may consider 'wrapping' the building with smaller commercial units such as cafés, offices or other retail units.

05. The floor to ceiling height at ground floor should be generous to allow the fullest range of options for different users, enabling the building to be adapted over time to meet changing needs.



3

Typical elements in active shopfronts



4

Natural surveillance of the street
Nansledan / Cornwall



5

Good surveillance on the corner
Houlton Park / Rugby

Retail & active frontage

ORIENTATION	USE-AF.1	Buildings facing the ***public realm**** **must** have doors and windows facing towards it.
PROPORTION	USE-AF.2	Commercial and community buildings **must** contain **40%** active windows/doors when facing the public realm.
	USE-AF.3	Full size window graphics and/or advertisements **must not** restrict opportunities for natural surveillance of the public realm.
DESIGN	USE-AF.4	Floor to ceiling height on the ground floor within the local centre **must** be a minimum of **3.5m** to promote flexibility and adaptability.
	USE-AF.5	Larger retail units **should** consider 'wrapping' smaller active uses to reduce the amount of blank frontage.
SECURITY	USE-AF.6	Roller shutters **must** be perforated and powder coated.
	USE-AF.7	Roller shutter boxes **must** be located internally.

*** PUBLIC REALM**	Streets and spaces with public access.

USE FACILITIES Schools

Schools have an immense role within communities; for many families they become the focal point where parents and children can meet and socialise at the beginning and end of each day.
Good design can have a huge influence upon learning, health and well-being.

Location

01. Consideration needs to be given to where to locate any school building so that it supports and contributes to its local community.

Design

02. Schools are important focal buildings and should be designed to reflect this. The use of materials, the arrangement of spaces and the levels of natural light are all critical in the success of a school and its capacity to be an inspiring space in which to learn.

03. Opportunities to explore additional out of hours community uses (to sports halls for example) should be factored in at the outset.

Relationship to space

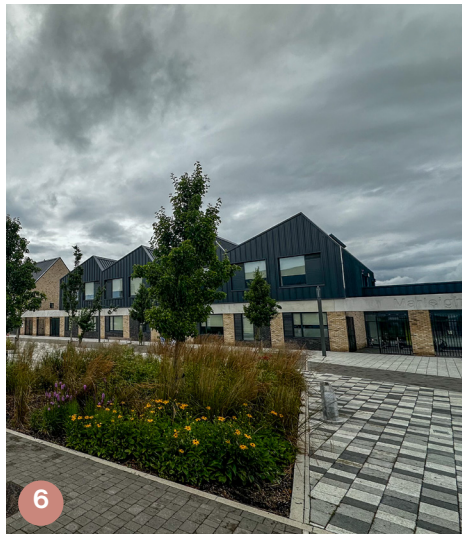
04. Nursery and infants school are locations where parents and carers gather and wait, especially at pick up time, and this needs to be considered to ensure that there is an appropriate space for this to take place.

Boundaries

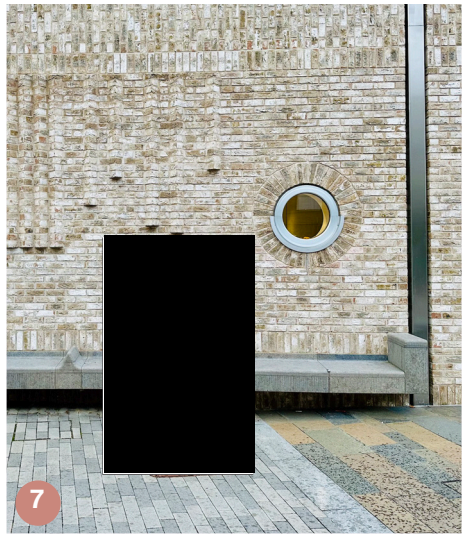
05. Boundary fencing, where it sits alongside the public realm, needs to be designed in harmony with the building.

Car parking and drop off

06. Car parking should be appropriate, justified, well located and operate well at peak capacity.



School positioned alongside a space
Marleigh / Cambridge



Seating integrated into the building
Eddington / Cambridge



School buildings onto a public space with seats
Marleigh / Cambridge



School linking with external public space
Houlton Park / Rugby



School forming the edge to a public space
Alconbury Weald / Huntingdon

Schools

LOCATION	USE-SC.1	The provision of schools **must** be carefully considered in recognition of the catchment and walkability.
	USE-SC.2	Schools **must** be considered in conjunction with other uses to maximise the potential for linked trips.
DESIGN	USE-SC.5	The choice of materials **should** reflect the location and the role of the building within the community.
	USE-SC.6	Proposals **should** explore the potential for out of hours/community uses and how these might be managed and accessed.
SPACE	USE-SC.3	Space **must** be designed to support parents, carers and children to gather around the entrance or entrances to school at the beginning and end of the school day.
	USE-SC.4	Seating or places to perch **should** be incorporated into proposals.
BOUNDARIES	USE-SC.7	Boundary fencing alongside the public realm and around entrances **must** be designed in harmony with the buildings and structures.
	USE-SC.8	Public art **should** be considered to offer a distinctive and attractive boundary.
	USE-SC.9	Extensive lengths of perimeter fencing **should** be screened with planting.
CAR PARKING AND DROP OFF	USE-SC.10	Where car parking is necessary, it **must** be located and designed to minimise congestion and disruption at peak times.
	USE-SC.11	Drop off manoeuvres **must** be anticipated wherever possible and where necessary designed out.

USE FACILITIES

Local facilities

Development should seek to connect with local facilities so that people can easily access facilities, goods and services.
It will be important to make sure that development has the appropriate facilities for its size, or that there are good links to facilities nearby.

Where new facilities are proposed, these need to be in the right location to encourage use, and the design and layout should make this an attractive destination.

Provision

01. The provision of facilities should correspond to the scale of development. Larger developments will be expected to include a range of facilities to cater for the new residents.

02. Where smaller developments do not have sufficient units to warrant local facilities, the proposals should focus on the provision of strong connections so that access to services and facilities nearby is safe, easy and attractive.

Location

03. The location of local facilities has a major impact upon how successful they are, and also how easy they are to access.
The emphasis should be on positioning them so that they are within easy walking distance of the largest number of residents.

Design

04. Design should encourage use and activity and promote footfall. Where possible uses should cluster together around a space, which might also encourage uses to spill out and other activities to take place.

05. Scale and massing should respond to the scale of the space being introduced.



Opportunities to spill out into the public realm
Eddington / Cambridge

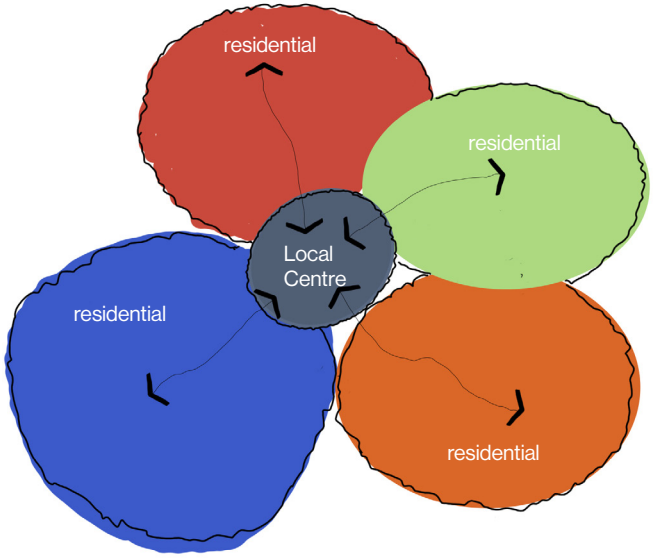


Distinctive architectural design for local facilities
Houlton Park / Rugby



13

Reuse of historic Nissan Hut and Control Tower to create cafe
Alconbury / Huntingdon



14

Desired spatial arrangement between residential parcels and local facilities

Local facilities

PROVISION	USE-LF.1	Significant developments **should** include the provision of local facilities that can serve its residents.
LOCATION	USE-LF.2	Local facilities **must** be positioned in the most advantageous and convenient location for the immediate community they serve. This will normally be at a central point that is equidistant for all.
DESIGN	USE-LF.3	Local facilities **must** be organised and arranged around a space that can act as destination and focal point.
	USE-LF.4	Scale and massing **should** respond to the size of the space.
	USE-LF.5	Flexibility and adaptability **should** be considered from the outset. e.g multiple uses/ partitioning of space/out of hours access
	USE-LF.6	Opportunities **could** be taken for local facilities to spill out into the public realm.
	USE-LF.7	Safety and security **must** be integrated into any proposals.

USE INDUSTRIAL ESTATES / BUSINESS PARKS

Strategic

Industrial Estates and Business Parks can be challenging environments in design terms, in part due to the scale and nature of the buildings and structures that comprise them.
Nevertheless, these are also places where people work, visit and spend time in, and it is important to get the strategic moves right so that buildings sit comfortably within the landscape, and are oriented appropriately with strong boundaries and landscaping. The aspiration should be to provide an attractive working environment as well as an inviting visitor experience.

Strategic character

01. Industrial Estates and Business Parks should be clearly legible, with a strong and coherent character.
Particular emphasis needs to be taken to the landscaping along the road network between buildings, which works best when it is managed independently of the plots, with associated management and maintenance.

Positive user experience

02. Gateway features can help offer a sense of arrival, in the form of sculpture, signage or a group of specimen trees .

03. Coordinated signage can also help to reinforce character. This should cater for all users with respective requirements; vehicles, pedestrians, cyclists and deliveries.

Orientation

04. Wherever possible, buildings should be organised and oriented to face the road network and present the front face to the street.



Entrance signage
AMRC Rotherham © Yorkshire Post



Wayfinding signage
Great Junction Plaza / Indiana
© Bruce Mau



Strategic landscape to create a strong setting
AMRC Rotherham © AMRC Training



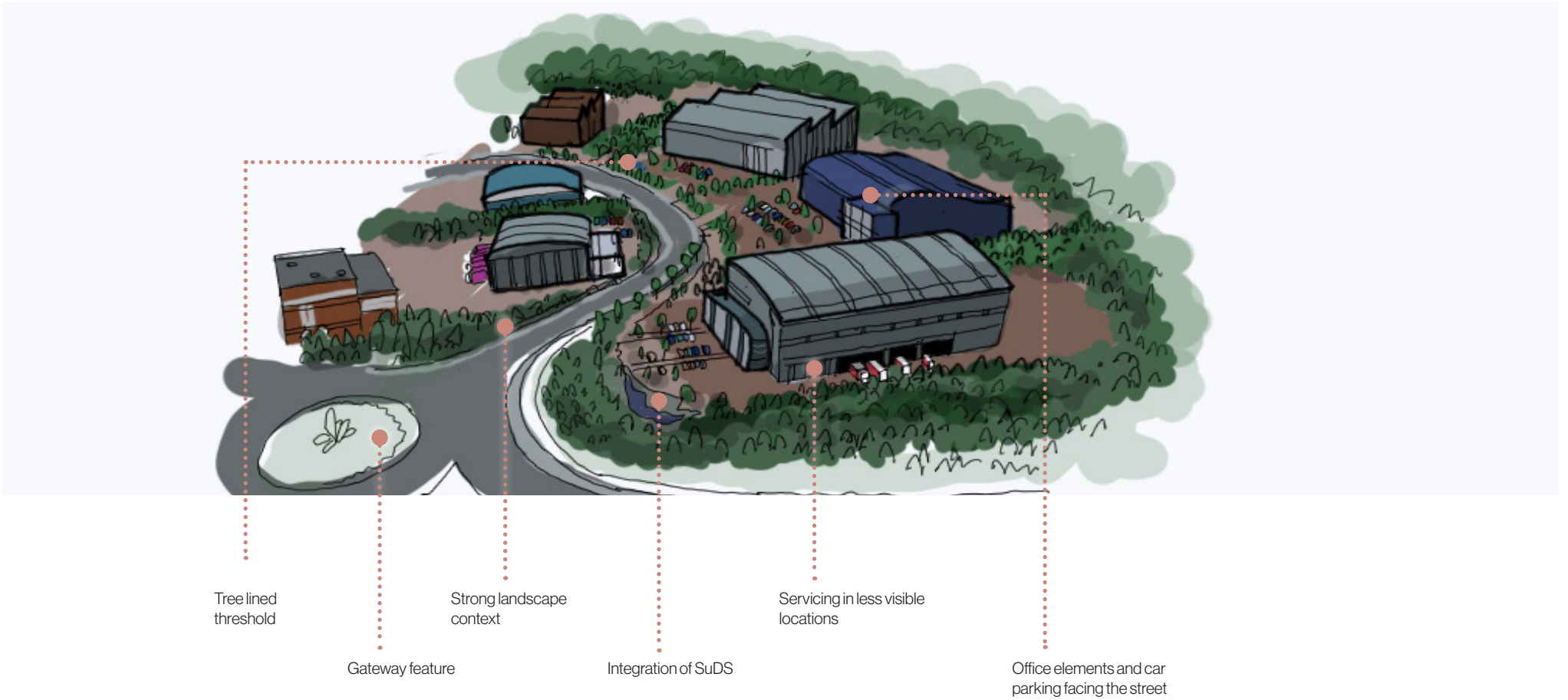
Strategic landscape along the road network
Exeter Science Park Centre / Exeter © Novaloca



Landscape within shared car parks
Swansea Bay / Swansea © Capital and Centric

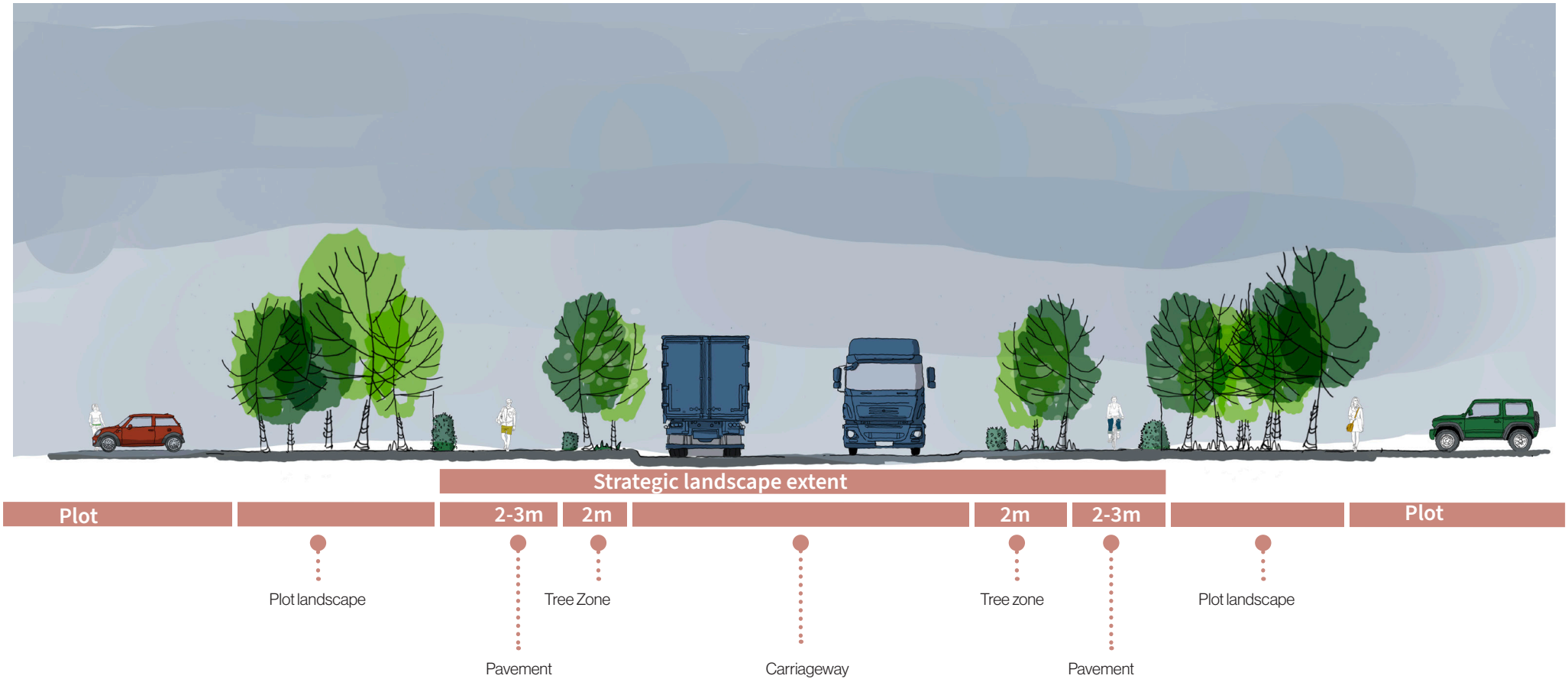
Business Parks / Industrial Estates - strategic

STRATEGIC CHARACTER	USE-IES.1	Strategic landscape **must** be introduced that offers a coherent character to the development.
A POSITIVE USER EXPERIENCE	USE-IES.2	Entrance signage **should** be considered as a gateway feature.
	USE-IES.3	Signage and wayfinding **should** be incorporated in a coordinated manner.
ORIENTATION	USE-IES.4	Buildings **must** be organised and oriented so that the entrance and any office element is visible from the road.



20

Strategic principles



21

Strategic routes - layout

USE INDUSTRIAL ESTATES Plots

Individual plots within Industrial Estates all have a role to play in working together to create an attractive, functional environment.
The organisation and orientation of individual buildings within a plot is important in ensuring a cohesive, legible building for those working and visiting.

Boundary treatment

01. Boundary approaches need to respond to user requirements while also providing a strong setting .

02. Where necessary, any fencing needs to be set back behind a landscape threshold.

Landscape

03. The specification of appropriate landscape within each plot will be important in helping to deliver the appropriate setting. Trees in particular can be effective at breaking down the mass of larger structures.

Parking

04. Reference should be made to the **Surface Parking** section within the ***Movement*** Chapter, which apply equally here.

Servicing and deliveries

05. Care needs to be taken to ensure that service areas are not unduly prominent. It will also be important that they do not create light pollution, either to any neighbouring users or to the surrounding countryside.

06. Depending on the scale of the plot and number of deliveries, separate entrances may be required.



Landscape breaking down the mass of the building
Magnitude 314 / Milton Keynes © Chetwoods



Distinctive architectural design for local facilities
Milton Park / Oxfordshire © ASA Landscape Architects



Positioning of entrance in relation to the car park
Jaguar Land Rover / Mercia Park © UMC Architects



Prominent, glazed entrance
Lightbox / Birkenhead © Capital and Centric

Business Parks / Industrial Estates - plots

BOUNDARY TREATMENT	USE-IEP.1	Approaches to boundaries **must** reflect the prominence, visibility, sensitivity and importance attached to them.
	USE-IEP.2	Plot fences **must** be no higher than 2.8m.
	USE-IEP.3	Plot fences must be set back behind a landscape threshold.
LANDSCAPE	USE-IEP.4	Plot landscape **must** be designed and specified to break down the mass of larger, dominant structures.
	USE-IEP.5	Species choice **must** consider National Forest planting guidelines where applicable.
PLOT LIGHTING	USE-IEP.6	Lighting **must** be positioned and designed to minimise light pollution.
	USE-IEP.7	Shields/cowls **must** be used to direct light where it is needed and minimise upward or outward light pollution.
PLOT PARKING	USE-IEP.8	Refer to **surface parking** in the ***Movement*** Chapter
SERVICING	USE-IEP.9	Servicing and delivery areas **must** be located so as to minimise noise and disturbance.

USE INDUSTRIAL ESTATES Buildings

Individual industrial buildings should recognise their scale and respond appropriately through creative measures to creative attractive structures. It will be important to make sure that individual industrial buildings sit positively within the landscape.

Facade treatment

01. The materials used, their composition and disposition, will have a significant bearing on how a building is appreciated, and also how it will age and perform.

Active frontage

02. Active frontage is partuclarly important in larger buildings, where they tend to be less frequent and generally smaller as a proportion of the building.

03. Careful consideration needs to be given to the design of buildings to ensure that attractive frontages are well positioned so that they can have most impact.

Lighting

04. The lighting for individual buildings should complement and work alongside the wider Estate lighting.
Feature lighting can help articulate ket elements of the building, and highlight entrances.

Signage

05. Good, attractive signage is important in making buildings legible and in helping wayfinding.



Attractive building lighting and active ground floor
AMRC / Advanced Manufacturing Park Rotherham



Distinctive entrance using high quality materials
DSV / Mercia Park

© UMC Architects



Appropriate, discrete signage
McLaren / Advanced Manufacturing Park Rotherham



Prominent, glazed entrance
IAMP / Sunderland

Business Parks / Industrial Estates - buildings

FACADE TREATMENT	USE-IEB.1	Buildings **should** generally be darker at the base and lighter at the eaves.
	USE-IEB.2	Colour pallete **must** consider how the building will be viewed in both long views and close quarters.
	USE-IEB.3	Materials **must** be chosen for their longevity, durability and weather resistance.
ACTIVE FRONTAGES	USE-IEB.4	Entrances **must** be located facing the car park and respond well to pedestrian and cycle routes.
	USE-IEB.5	Office elements **must** be designed to promote surveillance.
	USE-IEB.6	Materials for entrances **must** be at a smaller scale to respond to pedestrian experience.
	USE-IEB.7	Entrances on corners **must** have activity in both orientations.
LIGHTING	USE-IEB.8	Lighting proposals **must** minimise upward light pollution.
	USE-IEB.9	Feature lighting **should** highlight entrances.
SIGNAGE	USE-IEB.10	Internally lit sign boxes **must** be avoided.
	USE-IEB.11	Individual, halo lit letters **should** be considered.





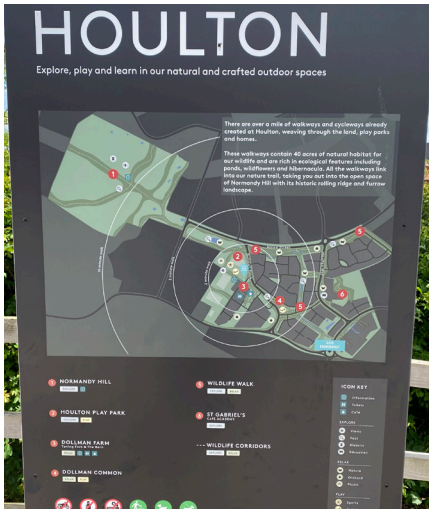












CASE STUDY

Houlton Park / Rugby

Key Inspirations

- Strong mix of uses arranged to support one another
- Distinctive design and materiality
- Attention to detail

Minor	Major	A mix of uses - checklist	Page	Yes	Partial	No
●	●	Has safety and security been well considered and integrated into the proposals?	158-172			
		Retail / shopfronts				
	●	Do shopfronts respond to the character of the building?	158			
●	●	Has the rhythm of the street been preserved when spanning across buildings?	158			
●	●	Is the fascia size and proportion appropriate?	158			
●	●	Is the shopfront sympathetic to features and details?	158			
●	●	Does the shopfront exhibit an active frontage?	160			
	●	Is the floor to ceiling height sufficient to promote flexibility and adaptability?	160			
		Schools				
	●	Is any school located to benefit from linked trips?	162			
●	●	Has a communal gathering space been designed in for children, parents and carers?	162			
	●	Are any boundary treatments well considered and in harmony with the proposals?	162			
		Local facilities				
	●	Are local facilities in the most advantageous position for walking and cycling?	164			
	●	Are local facilities arranged around a destination space?	164			
		Industrial estates / Business Parks				
	●	Are entrances positioned correctly?	166			
●	●	Is car parking well positioned and located?	166			
●	●	Is there sufficient strategic and on-plot landscaping?	170			
●	●	Does the material palette reflect how users will experience the building?	172			
●	●	Do materials work and have they helped break down the mass of the building?	172			
●	●	Has lighting and signage been handled sensitively?	172			

GH

Eleven

Great homes
to live in



Fairfield Park / Letchworth



Introduction

Places need to be somewhere that you can call home.

Good design is about providing the ingredients for us to live and thrive, to grow and to enjoy our homes.

It is about having sufficient space to grow and expand our families, have the ability to work from home without interrupting the entire household and in having enough storage space for our belongings.

It is about feeling safe, with our homes designed to offer security and surveillance and clear distinctions in the spaces around the home to offer comfort.

It is about providing sufficient gardens or balconies to allow a valuable external connection to nature. While there has always been an assumption that this is important, the last few years has comprehensively highlighted the real value of natural spaces.

It is about creating a space we can call our own.

This section covers the following components in helping to deliver this.

p178 **Space Standards** sets out the requirements to build in future adaptability and changing lifestyles and patterns.

p180 **Security** looks at how to achieve good levels of natural surveillance, well designed threshold spaces and clear boundary treatments.

p182 **Gardens & Balconies** outlines the standards for gardens to enable occupants to be able to enjoy a range of activities.

p184 **Tenure** sets out the requirements to ensure that non-market sale housing is well designed and integrated.

GH HOUSING QUALITY

Space standards

Having homes with enough internal space is an important element in realising a decent standard of living for our communities.
Sufficient living spaces, together with appropriate amounts of storage, can aid health and well being, improve family cohesion by reducing overcrowding and through not forcing families to move unnecessarily and risk losing valuable social connections.

Adaptability

01. Buildings need to be able to accommodate change. The design of new homes should make provision for changes in household size and the shifting requirements of occupiers.

Home Working

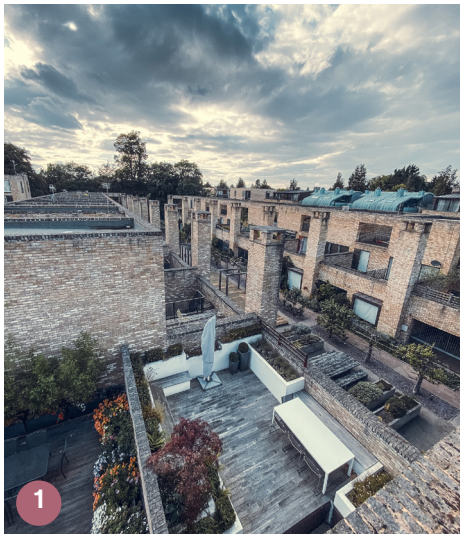
02. Home working has become increasingly essential and forms part of a positive work/life balance. Space for home working needs to be factored in so that it can take place without disturbance and without compromising the other activities that will ordinarily be taking place at home.

Storage

03. Proposals should illustrate that there is sufficient storage to enable residents to store items conveniently and out of site when not in use.

External Space

04. External space is imperative for health and well being, especially where there is limited access to green space nearby.



External space doesn't need to be at ground floor
Accordia / Cambridge



Storage is always an important issue
Kings Cross / London



There should be enough space to fit the occupants comfortably
Kelham Island / Sheffield

Space standards

ADAPTABILITY	GH-SS.1	Future adaptability **must** be considered from the outset, so that changes may be undertaken as necessary to respond to changing circumstances.
HOME-WORKING	GH-SS.2	Home-working space **should** be provided that does not create undue disturbance to the main living areas, including the kitchen and living room.
STORAGE	GH-SS.3	Sufficient long term storage **must** be provided as well as storage for items to be put away conveniently and out of site when not in use, including vacuum cleaners, coats and shoes.
NATIONALLY DESCRIBED SPACE STANDARD		https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard/technical-housing-standards-nationally-described-space-standard

GH HEALTH & WELL-BEING

Security

Our homes are places where we should feel most safe and secure. The design of buildings, and the wider relationship between building components and the wider neighbourhood, can help foster a sense of security.

Natural Surveillance

01. Good levels of natural surveillance help to create an environment where people feel safe, connected with their neighbours and with their wider surroundings.

02. The design of buildings can assist this by how they are orientated and arranged, providing a strong edge with buildings overlooking public spaces and offering 'eyes on the street'.
This is also a positive way of prompting neighbourliness and social connections, through observation and interaction with passers by on a daily basis.

Defensible space

03. The provision of well proportioned front garden spaces also offers opportunities for both social interaction and natural surveillance as people spend time in these spaces, getting to know neighbours and interacting - actively or passively - with the life of the street and neighbourhood.

Boundary treatment

04. Boundary treatments shape the street and influence movement while also providing clarity of ownership and security through the definition of territory. **Table SE3** identifies a series of appropriate boundary treatments, depending on the specific character within the surrounding area.



Generous windows offering surveillance for all
Accordia / Cambridge



Continuous boundary treatment
Breedon on the Hill



Front boundaries can create a clear sense of ownership
Trumpington Meadows / Cambridge



Clear boundary treatment defining private space
Nansledan / Newquay



Clear definition of public and private space with continuous boundaries
Fairfield Park / Letchworth

Security

NATURAL SURVEILLANCE	GH-SE.1	Buildings **must** be orientated to overlook streets and the public realm.
DEFENSIBLE SPACE	GH-SE.2	Front boundaries **must** be introduced, in accordance with SE3 , which sets out options for boundary treatment, depending on the local context.
BOUNDARY TREATMENT OPTIONS	GH-SE.3	Formal railing with hedge behind
		Formal railing mounted on low wall
		Estate style railing with hedge behind
		Hedgerow
		Dwarf wall

GH HEALTH & WELL-BEING

Gardens & balconies

An important part of our well-being derives from the spaces around our homes and how they interact with the wider environment.
Successful developments provide clear definition of space and tackle how both front gardens and rear gardens work for occupants and the wider community.

Front thresholds

01. Front thresholds are often the principal experience that people have of a place and can have has a marked impact on how a street is used by those who live there and how it is perceived by those moving through it.

02. These spaces must not be left to chance and should offer scope to be used so that can become a valuable part of the street.

Boundaries

03. Strong, clear and obvious boundaries define space and offer clarity.
Front boundaries reinforce the ownership/responsibility for the space between the public footway or private drive and the front of a dwelling.
Developers should consider how homes can be designed to create safer, more vibrant streets and encourage residents to use any front gardens.

04. Vertical boundaries help demarcate public and private space. Boundary treatment should be informed by the wider character and street hierarchy.

05. Rear boundaries need to be robust, reflecting the greater vulnerability that may be experienced as this needs to feel secure to offer comfort and safety.

Apartments

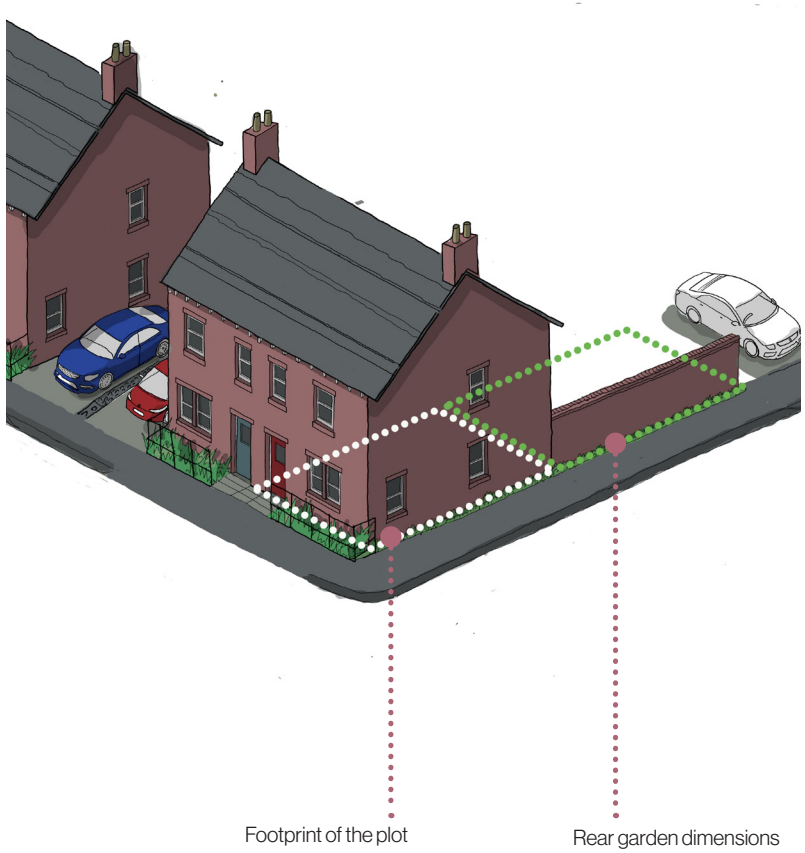
06. Apartments should offer semi-private amenity space at ground floor and introduce balconies at first floor level and above.
Ground floor apartments need to include individual front doors, which will enliven the street scene.



Narrow front gardens providing an attractive edge to the pavement
Upton / Northampton



Soft landscape in front of boundary walls
Fairfield Park / Letchworth



11

Rear garden size must at least match the plot footprint

Gardens & balconies

FRONT BOUNDARIES	GH-GB.1	Set backs greater than 1m **must** have a boundary alongside the pavement to demarcate between the public and private realm. This must be in accordance with the requirements set out in SE3.
REAR BOUNDARIES	GH-GB.2	Rear boundaries that front onto the public realm (including courtyards) **must** be 1.8m walls.
REAR BOUNDARY AGAINST PUBLIC REALM	GH-GB.3	Where the rear garden is alongside the street or other part of the public realm, they **must** be enclosed by a 1.8m high brick wall.
	GH-GB.4	Opportunities **should** be taken to soften walls with hedging, planting or foliage.
	GH-GB.5	Walls **must** be capped with a coping stone or brick, double tile crease and detail courses as appropriate.
	GH-GB.6	Where walls change direction they should be curved or angled. Where walls are angled, bricks **must** be cut and bonded.
REAR GARDEN SIZE	GH-GB.7	Private gardens **must** be at least equal to the footprint of the property, without including any space allocated for bin storage.
APARTMENTS	GH-GB.8	Front doors **must** be provided for ground floor apartments.
	GH-GB.9	Ground floor apartments **should** have semi-private spaces .
	GH-GB.10	Apartments above ground floor **should** provide private balconies for units of at least 2.0 x 1.5m.

GH HOUSING QUALITY

Tenure

Providing affordable housing is an essential component in delivering healthy, diverse and sustainable communities.
Design policies need to ensure that development is 'tenure blind' and integrate seamlessly with the wider scheme.

Location

01. The Council will encourage 'pepper potting' affordable housing throughout a development as opposed to clustering in a particular area.

Elevations and Materials

02. Associated with the location, development needs to also look tenure blind, employing the same facing brick and window proportions as the remainder of the development.

03. A paired back approach to detailing, but responding to an overall design aesthetic, may be appropriate.

Frontage areas

04. Frontage areas need to be designed well to ensure that they endure well and retain their quality over time.

05. Management plans should include peripheral areas.



Use of brick pattern as detailing
Grieve Close / Coalville



Continuity of materials
Lawley Village / Telford



Use of high quality materials
Grieve Close / Coalville

Tenure		
LOCATION	GH-T.1	Non-market sale housing **must** be integrated into the development and not clustered wholly in a single area.
MATERIALS, PROPORTIONS AND DETAILS	GH-T.2	Materials **must** match those used within the street.
	GH-T.3	Details such as patterns employed across the wider development **must** be followed through in non-market sale housing.
FRONT GARDEN SPACES	GH-T.4	Sufficient long term storage **must** be provided as well as storage for items to be put away conveniently and out of site when not in use, including vacuum cleaners, coats and shoes.

















CASE STUDY

Fairfield Park / Letchworth

Key Inspirations

- Clear framework of streets and spaces
- Strong boundary treatment
- Generous proportions and floor to ceiling heights

Minor	Major	Great homes to live in - checklist	Page	Yes	Partial	No
●	●	Has future adaptability been taken into account?	178			
●	●	Is there sufficient internal space?	178			
●	●	Is there enough storage?	178			
●	●	Do buildings orientate to overlook the streets and public realm?	180			
●	●	Are front boundary treatments appropriate and in accordance with SE3?	180			
●	●	Where rear gardens are against the public realm, are these 1.8 brick walls?	182			
●	●	Is the rear garden at least equal to the footprint of the property?	182			
	●	Is non-market housing integrated and well distributed?	184			
	●	Do materials, proportions and details remain consistent?	184			
	●	Do management plans cover the maintenance of external areas?	184			

FU

Twelve

Looks to
the future



Elmsbrook / Bicester



Introduction

Places need to be built with the future in mind today.

Good design is not just about creating places now, it is about doing it in such a way that makes the best use of resources and considers the future.

Thoughtful design can help produce developments that are resource conscious, that don't just work well now but will continue to work well for years to come.

Good resource understanding begins with thinking about lifespan and developing proposals that are mindful of what their projected resource use will be over time.

Anticipating the long term implications and requirements from day one is key. Providing a clear and robust plan illustrating these responsibilities is vital for developing a shared understanding of how the place will continue to look good and to flourish for years to come.

It is about thinking in the long term.

This section covers the following components in helping to deliver this.

p190

Energy sets out considerations for achieving greater energy efficiency, the role of solar orientation and natural ventilation.

p192

Sustainable Construction looks at construction techniques and methods and the potential to reuse resources.

FU ENERGY

Energy efficiency

An important part of our well-being derives from how we conserve resources and reduce energy consumption.
Successful developments provide a variety of measures for how the impact of greenhouse gas emissions might be mitigated.

Passive design

01. Buildings should be orientated wherever possible to maximise passive solar gain and minimise overshadowing that unduly increases energy demands.

02. Single aspect dwellings, particularly those that are north facing, should be avoided, wherever possible. Daylighting is an important ingredient for quality of life and should be maximised, subject to concerns of overheating.

Fabric first

03. Natural ventilation is important in providing a good flow of fresh air that prevents the build up of moisture as well as overheating. Materials and insulation need to be considered in order to reduce energy demands.

Renewable energy

04. Integrating renewable energy within proposals is a key component in tackling the impact of climate change. Solutions can be varied and at different scales and choices should depend on individual site conditions.

Heat Pumps

05. Heat pumps need to be located and oriented to minimise visual impact.

Solar energy

06. Solar panels will be encouraged wherever possible.
Efforts need to be made to reduce the visual impact of solar panels, through the use of a roof material in a matching colour.



Landscape providing shading
Accordia / Cambridge



Chimneys with the potential for passive ventilation
Trumpington Meadows / Cambridge



Orientation allowing solar panels
Elmsbrook / Bicester



Car port with green roof and solar photovoltaics
Elmsbrook / Bicester

Energy efficiency

PASSIVE DESIGN	**FU-E.1**	Orientation and design of buildings **must** maximise opportunities for passive solar gain.
	FU-E.2	Single aspect, north facing and south facing dwellings **must** be avoided.
FABRIC FIRST	**FU-E.3**	Materials choice, insulation and airtightness **should** be considered in helping to reduce energy demands.
RENEWABLE ENERGY	**FU-E.4**	Renewable energy **must** be considered at the outset.
	FU-E.5	Any renewable energy proposals **must** be integrated into proposals in a thoughtful and sensitive manner.
HEAT PUMPS	**FU-E.6**	Heat pumps **must** be located and oriented to minimise visual impact.
SOLAR ENERGY	**FU-E.7**	Roof tiles **must** be coordinated to match any solar panels.
	FU-E.8	Roofs and buildings **should** be orientated within 30 degrees of south to provide opportunities for solar panels or tiles, where appropriate.

FU SUSTAINABLE CONSTRUCTION

Resource efficiency

Development needs to ensure that it promotes methods that are environmentally responsible and resource efficient.
Developments should clearly demonstrate how they are reducing energy consumption, improving construction techniques and being water efficient.

Embodied energy

01. Resource efficiency can reduce environmental impact while also producing cost savings. Development will be encouraged to consider the choice of materials, including the use of recycled materials to reduce waste.

Modern methods of construction

02. The environmental performance of new buildings is covered by Building Regulations. The Council will, however, encourage the use of new technologies and features that improve environmental performance and reduce waste, such as modern methods of construction.

Sub stations

03. Sub stations, while necessary in larger developments, can often be in positions that make the unduly prominent and dominant.

04. Siting, positioning and screening need to be considered to reduce their visual impact. Facing and roof materials need to match the surrounding buildings.

Water use

05. Collecting rainwater is an important way of managing water, reducing demand and reducing stormwater runoff while also being an excellent source of chemical free water for plants and landscape.
The use of rainwater harvesting techniques and high capacity rainwater storage will be encouraged for all developments.



Well established SUDS assisting with water management
Upton / Northampton



Planting as a means of managing and reducing stormwater
Eddington / Cambridge



Positioning a sub station within the street
Northstowe / Cambridge



Rainwater gardens offering a positive management resource
Eddington / Cambridge

Resource efficiency

EMBODIED ENERGY	**FU-SC.1**	The choice of materials and how they are used **must** consider the use of reclaimed materials, wherever possible.
MODERN METHODS OF CONSTRUCTION	**FU-SC.2**	Proposals **should** explore resource-efficient construction techniques.
SUB STATIONS	**FU-SC.3**	Sub stations **must** be well located visually so as not to dominate open spaces.
	FU-SC.4	Blank sides **must** be well screened.
	FU-SC.5	Facing materials and roof materials **must** match those of surrounding buildings.
WATER MANAGEMENT	**FU-SC.6**	Rainwater harvesting **must** be considered in all developments.

















CASE STUDY

Elmsbrook / Bicester

Key Inspirations

- Significant use of photovoltaics
- Green roofs on garages

Minor	Major	Looks to the future - checklist	Page	Yes	Partial	No
●	●	Does the orientation of buildings maximise opportunities for passive solar gain?	190			
●	●	Has renewable energy been incorporated?	190			
●	●	Does the colour of the roof tiles match the solar panels?	190			
●	●	Have single aspect north and south facing dwellings been avoided?	190			
●	●	Does the proposal incorporate the use of reclaimed materials?	192			
	●	Are sub stations well located visually and any sides well screened?	192			
●	●	Has rainwater harvesting been included?	192			

LO

Thirteen

Well looked after



Marleigh / Cambridge



Introduction

Places need to stand the test of time.

Good design is not just about how a place looks from the day residents are able to move in; it is about how it develops and how those residents come to enjoy it and adopt it as their home.

Anticipating what a place is like to live in day to day is key to creating a place that makes sense, feels comfortable and offers the right structure within which people can grow and call a place their own.

This is not being unduly regulated and restrictive, nor is it necessarily allowing a free for all that may suit some at the expense of the comfort of others.
It is about providing clarity and definition where necessary; avoiding ambiguity where it is not wanted; providing space and allowing things to develop and flourish that may only be possible with the imagination of those that live there.

It is about providing the appropriate canvas.

This section covers the following components in helping to deliver this.

p198

Stewardship addresses how to create a clear plan for how the place will be managed and who will look after it. This will address adoptions, management plans and boundaries.

LO STEWARDSHIP Management plan

Proposals need to be realistic about how a place will develop and be used by residents.
Successful developments within the district have thought about use and users, as well as setting out clear management plans that clarify the responsibility for spaces.

Adoption

01. Public space proposed for adoption by the local authority (county, district or parish) or a community body must offer public value, as otherwise the cost of maintaining them cannot be justified. Equally, private space proposed for transfer to owner occupiers or private/social landlords must offer private value to residents.

02. For highways proposed for adoption, materials used must accord with the LHDG's Materials palettes.
Use of alternative materials must be submitted to LCC for approval for use in the highway.

Management plans

03. Management plans are important elements of proposals that help to identify who is responsible for different parts of a development and specify how they will be looked after.

Clear boundaries

04. Overly ambiguous areas that may present a challenge or issue through creating uncertainty about who is responsible for them should be avoided and 'designed out' at an early stage.
Clear and obvious boundaries should be introduced to articulate this on the ground.



Definition of responsibilities
Houlton Park / Rugby



Managed trees within a shared surface
Elmsbrook / Bicester



Adopted street trees in a clearly defined zone
Fairfield Park / Letchworth



Managed play area
Sage Street Play area, Elmsbrook / Bicester



Clear demarcation of public and private space
Timekeepers Square / Salford

Stewardship

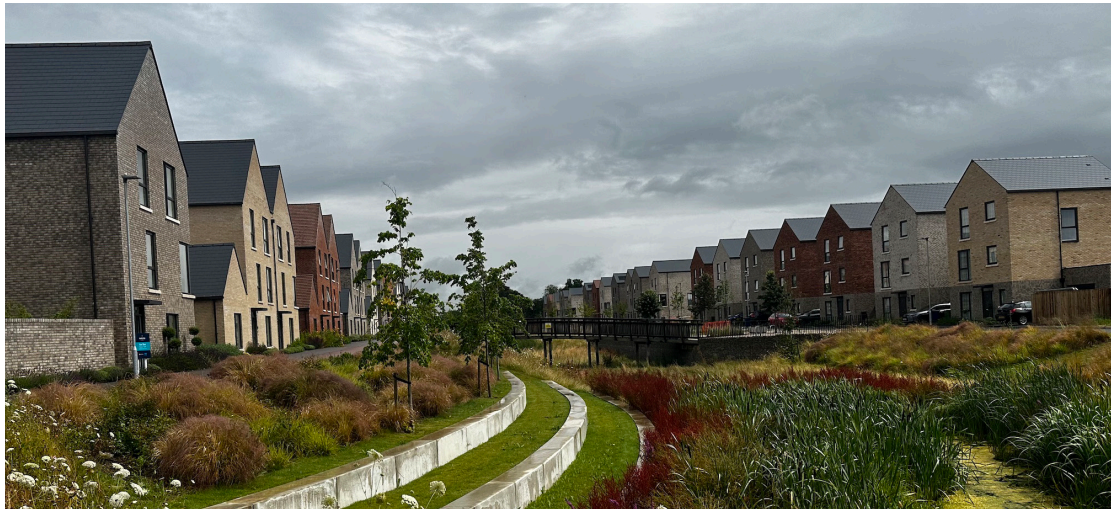
ADOPTIONS	LO-STE.1	Highways submitted for adoption **must** be designed to adoptable standards.
	LO-STE.2	Materials for highways proposed for adoption **must** accord with LHDG's Materials palettes.
	LO-STE.3	Alternative materials, where proposed, **must** be submitted to LCC for approval.
MANAGEMENT PLANS	LO-STE.4	Coloured Management Plans **must** be provided at an appropriate scale that depict those areas that will be under the responsibility of a Management Company. Clear details of how these areas will be managed **must** be submitted.
AREAS OF CONTROL	LO-STE.5	The layout 'on the ground' **must** clearly articulate who is responsible for each area.
	LO-STE.6	Clear and obvious physical boundaries or demarcation **must** delineate the extent of private ownership. This **must** be unambiguous and easy to understand and adhere to.

















CASE STUDY

Marleigh / Cambridge

Key Inspirations

- Clear definition of space
- Ongoing management and maintenance

Minor	Major	Well looked after - checklist	Page	Yes	Partial	No
	●	Do highways materials accord with LHDG palettes?	198			
	●	Do coloured management plans show how the areas will be managed?	198			
●	●	Is it clear who is responsible for each area?	198			
●	●	Are areas in private ownership clearly demarcated?	198			



Fourteen

Householders

Towles Pastures / Castle Donington



Introduction

This section of the document covers guidance for people wishing to extend or alter their property.
It is intended to provide advice on how to design sympathetic, high quality development that responds to the 'host' building and that respects its surroundings.

Each site is unique, and the scope for development may well vary depending on the particular circumstances in each case.
The following pages provide guidance on what will usually be acceptable, but should not be seen as a rule book that can be applied everywhere.

In all cases, the Council will take into account the relevant planning considerations and assess each application on its own merits.

The following list are some matters which would have to be taken into account and which may allow for development which is not strictly in accordance with this guidance:

- Topography;
- Building heights and roof form;
- Plot character;
- Orientation;
- Existing / proposed boundary treatments;
- Existing and proposed landscaping;
- Garden size;
- Permitted development rights;
- Existing relationship between built development in the surrounding area;
- Type of room affected and number of windows serving each room.

The diagrams on the following pages highlight how to achieve sympathetic extensions and dormers, and what to avoid.

HO HOUSEHOLDERS

Distance and measurement

Often, new development will sit alongside existing properities and it is important that this relationship works well, that residential amenity is safeguarded and that buildings do not become too overbearing or dominant.

These distances are a guide. They do not take account of all factors on a site (such as land level) and compliance with them does not guarantee an approval.

45 degree rule

01. Any proposals need to take account of of any potential impact upon the windows of neighbouring properties. Extensions **should not** project beyond a 45 degree line taken from the centre line of the nearest habitable window of any adjacent house. **See Figure 1 opposite.**

02. A habitable room is a space for living, sleeping and eating. This includes:
- Sitting rooms / Lounge;
- Kitchen when including dining;
- Studies;
- Bedrooms.

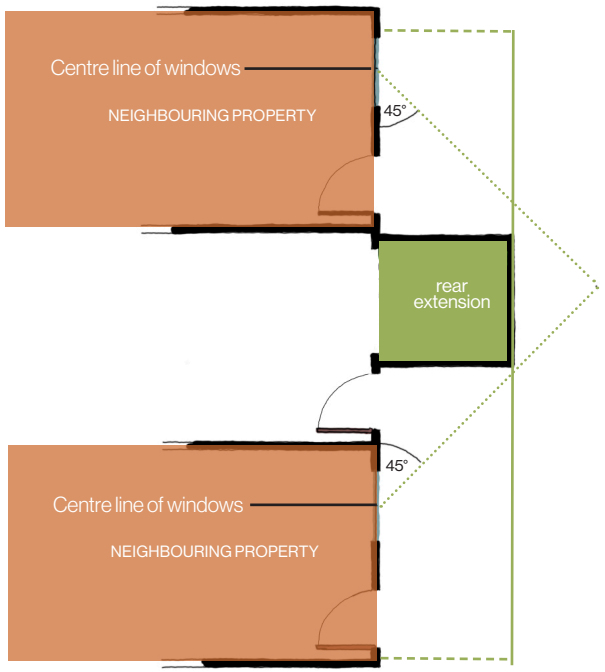
Back to back distance

03. For two storey development, there should be a **20m** distance between properties. **See Figure 2 opposite.**

Windows to side distance

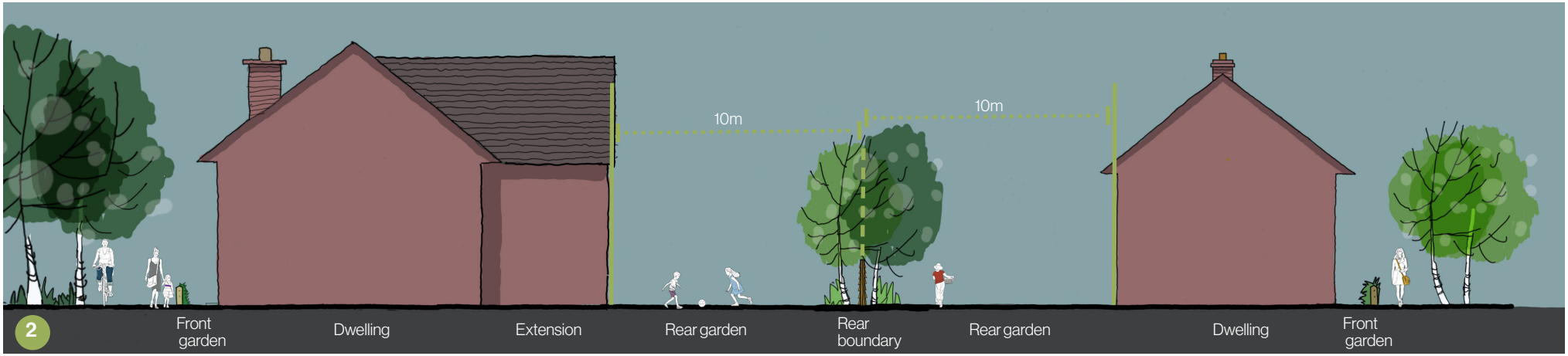
04. Where a principal window of a habitable room is directed to face the blank wall of a neighbouring building, there should be a minimum of **12m** distance between the two buildings. This is to allow sufficient outlook and to prevent unreasonable over dominance. **See Figure 3 opposite.**

05. This may need to be greater if there is a difference in height between the buildings.

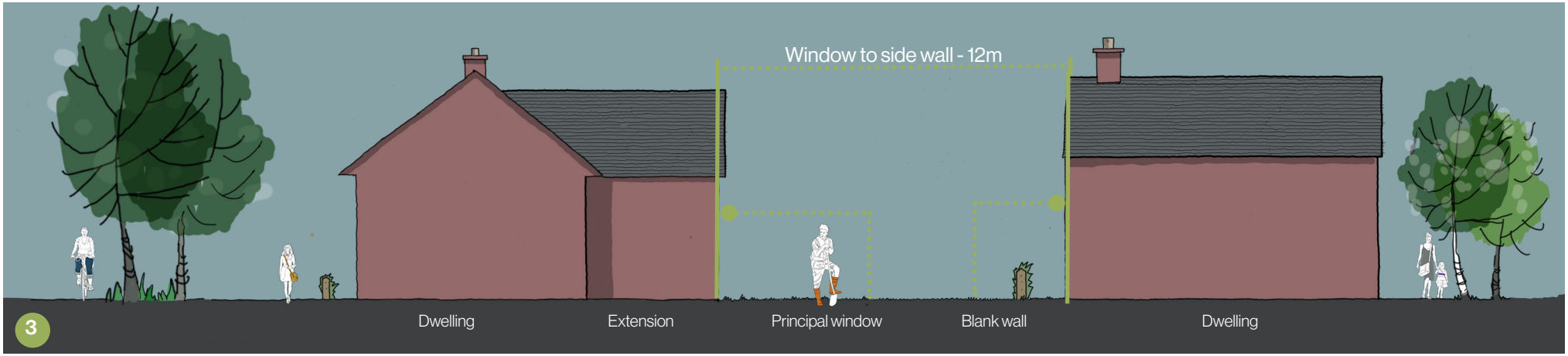


1

45° rule for rear extensions



Back to back distance



Principal window to wall of neighbouring property



4

Street design principles



Looking after trees and other features

Boundary treatment should respect the character of the street

Spacing between buildings

Matching or complimentary materials

Dormer in line with windows below

HO HOUSEHOLDERS Dormers

Dormer windows can be a way of providing more useable space and light into a roof, which can offer residents more flexibility over their living space.

The roof is an important element in defining the character of a building, so particular care is needed in deciding how to site and design a dormer. Smaller, more discrete dormers help to retain the character of the orginal roof.

01. Attractive dormers support the 'host' building and respond to the broader character of the building and the street. Poor schemes tend to be too dominant and overbearing, lacking sympathy with the elements of the building and not being subservient to it.

02. Normally, dormers should be subservient to the original 'host' building, and seen as a sympathetic addition.

03. The following points should be considered to ensure that they combine to create an end product that is well designed, subservient and respectful of the original building and the wider character of the area.

Points to consider:

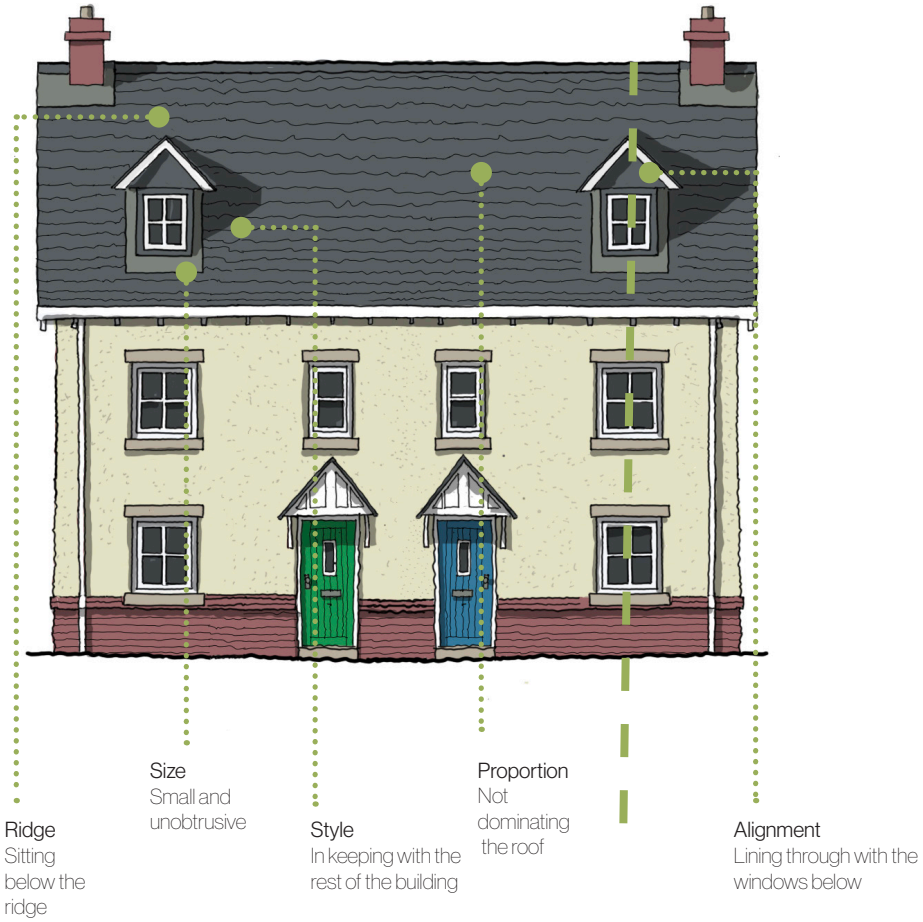
Style
The style of the dormer should follow the style of the original 'host' building in terms of the roof type (flat or pitched) and how this is designed and detailed.

Scale and position
The dormer should be smaller than the main windows of the building, and not dominate the roof.
The dormer should not extend above the ridge of the main roof, be set in from the sides of the roof and up from the eaves.

Materials
Dormer materials should either match or compliment the materials used on the original 'host' building.

Proportions
The style of windows, their shape and size, should take its influence from the original building.
This needs to consider the size, proportions and reveal depths, as well as any details such as heads, cills and glazing bars.

The diagrams on the following pages highlight how to achieve sympathetic extensions and dormers,
and what to avoid.



5

Dormers - What to do



6

Dormers - What not to do

HO HOUSEHOLDERS Extensions

Extensions can be positive elements for residents and can respond to changing needs and circumstances while not needing to undergo the upheaval of moving house.

01. Attractive extensions support the 'host' building and respond to the broader character of the building and the street. Poor schemes tend to be too dominant and overbearing, lacking sympathy with the elements of the building and not being subservient to it.

02. Extensions should normally be subservient to the original 'host' building, and seen as a sympathetic addition.
Normally, extensions should be narrower in width, shorter in depth and lower in height than the existing property.

03. The following points should be considered to ensure that they combine to create an end product that is well designed, subservient and respectful of the original building and the wider character of the area.

Points to consider:

Roof form and materials
This should follow the style of roof (gable ended or hipped), the roof pitch (angle of pitch) and the materials (types of material, the colour, texture and size) from the original building.

Size
Extensions should generally be no wider than 2/3rd of the existing dwelling, and not extend closer than 1m to the boundary.

Subservient
The roof should generally be lower, with the eaves running through, usually with the extension being set back from the original building.

Materials
Wall materials should either match or compliment the materials used on the original 'host' building.

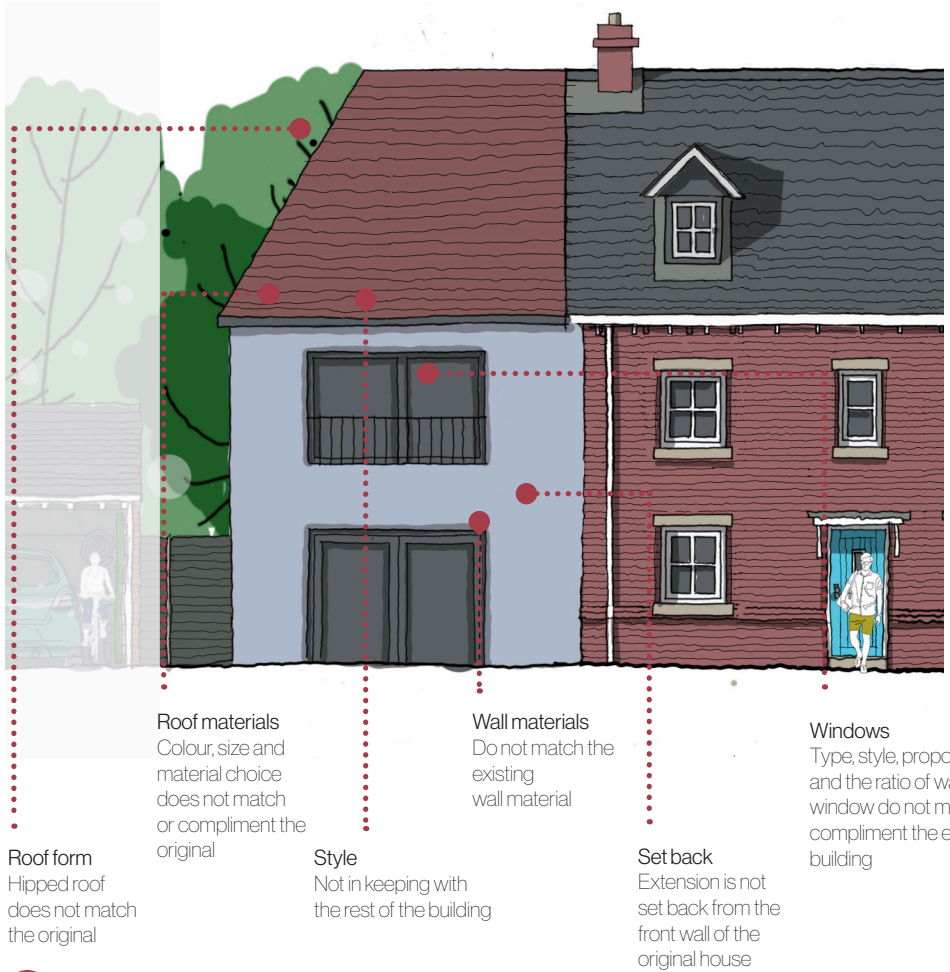
Proportions
The style of windows, their shape and size, should take its influence from the original building.
This needs to consider the size, proportions and reveal depths, as well as any details such as heads and cills.

The diagrams on the following pages highlight how to achieve sympathetic extensions and dormers,
and what to avoid.



7

Extensions - What to do



8

Extensions - What not to do



Dunbar Way / Ashby de la Zouch

Householder - checklist	Page	Para	Figure	Yes	Partial	No
Is the back to back distance no less than 20m?	204	3	2			
Is the principal window to side flank wall distance at least 12m?	204	4	3			
Dormers						
Does it sit below the ridge?	208	3	5&6			
Does it dominate the roof?	208	3	5&6			
Does it line through with the windows below?	208	3	5&6			
Is it in keeping with the remainder of the building in terms of style?	208	3	5&6			
Extensions						
Does it meet the 45 degree rule?	204	1	1			
Is there a consistent roof form?	210	3	7&8			
Is the extension set back from the main elevation?	210	3	7&8			
Do the eaves line through?	210	3	7&8			
Is the width no more than 2/3rds of the existing dwelling?	210	3	7&8			
Are wall and roof materials in keeping with the existing dwelling?	210	3	7&8			
Are the window proportions and style in keeping with the existing dwelling?	210	3	7&8			
Parking						
Does the parking meet the guidance set out in the Movement Chapter?	74-84					

Appendix 1

Assessment summary



Breedon



Introduction

The delivery of the council's Design Vision will be a critical element in continuing the step change in design across North West Leicestershire.

The Code and Guide elements outlined in the preceding pages are summarised here. This checklist is included to allow design and development teams to quickly review their proposals and highlight if any aspect of their scheme is likely to fail and therefore take the necessary action.

The pages have been laid out with boxes beneath each checklist question, for notes or comments.

Some of the criteria may not be relevant to all proposals. If this is the case the applicant must clearly state why the particular criterion is not relevant.

CO

Minor	Major	Responds to context - checklist	Page	Yes	Partial	No
●	●	Has a robust character appraisal been undertaken?	40			
		RESPONSE TO CHARACTER STUDY				
●	●	Have views and landmarks been responded to?	42			
●	●	Have landscape features been respected and integrated into the proposals?	43			
●	●	Do proposals respond well to the landform?	44			

CO

Minor	Major	Responds to context - checklist	Page	Yes	Partial	No
●	●	Have local materials, details, textures and colours been incorporated?	45			
●	●	Have connections been introduced and/or reinforced?	46			
●	●	Does the grain and uses respond to the local area?	47			

CO	Minor	Major	Responds to context - checklist	Page	Yes	Partial	No
			NATIONAL FOREST				
	●	●	Have National Forest planting requirements been incorporated?	48			
	●	●	Does planting help reinforce National Forest character?	48			

CO	Minor	Major	Responds to context - checklist	Page	Yes	Partial	No
			NATIONAL FOREST				
	●	●	Does development reflect the principles and ethos of the National Forest?	50			
	●	●	Have opportunities been taken to introduce the use of timber?	50			
	●	●	Does street furniture or play equipment reflect National Forest character?	50			

MO

Minor	Major	Attractive movement - checklist	Page	Yes	Partial	No
●	●	Do pedestrians and cyclists have the best routes to facilities and services?	56			
●	●	Have links to adjacent land been future proofed?	56			
●	●	Are culs de sac part of the connected pedestrian network?	56			
●	●	Do shared private drives include pedestrian connections alongside them?	56			
●	●	Is there a clear, logical and identifiable street hierarchy?	58-66			

MO

Minor	Major	Attractive movement - checklist	Page	Yes	Partial	No
●	●	Is there good lighting and natural surveillance to encourage walking?	68			
●	●	Does development stitch in to existing footpath networks?	68			
	●	Are cycle routes well designed and linked to the wider network?	70			
●	●	Has cycle parking been well located with good surveillance?	70			
	●	Is there colour delineation between kerbs and carriageways?	72			

MO

Minor	Major	Attractive movement - checklist	Page	Yes	Partial	No
●	●	Has sufficient parking been provided?	74-76			
●	●	Is frontage parking limited and only on one side of the street?	78			
●	●	Has the 50:50 rule been met?	78-80			
●	●	Does the management strategy support the retention of planting and landscaping?	198			
	●	Are garages well arranged within the streetscene?	82-84			

MO

Minor	Major	Attractive movement - checklist	Page	Yes	Partial	No
	●	Are integral garages limited to short sections and not in prominent locations?	82-84			
	●	Do parking courtyards meet design criteria?	86			
	●	Do surface car parks have good lighting, tree planting and landscaping?	88			
●	●	Is bin storage and the location of any bin collection points well considered?	90-92			

NA	Minor	Major	Embraces nature - checklist	Page	Yes	Partial	No
	●	●	Has green space been considered at all scales?	98			
	●	●	Are open spaces well positioned and designed with good levels of natural surveillance?	100			
	●	●	Do designs reference the Green and Blue Infrastructure Study, and Fields in Trust Standards?	100			
		●	Has sustainable drainage been well incorporated into the design and layout?	102			
		●	Do any balancing ponds meet CIRIA guidance?	104			

NA	Minor	Major	Embraces nature - checklist	Page	Yes	Partial	No
		●	Is the gradient of any balancing pond sufficiently shallow?	104			
		●	Are headwalls carefully positioned and designed?	104			
	●	●	Are street trees well positioned and adequately protected?	106			
	●	●	Are tree species appropriate to offer a range of sizes and species?	106			
	●	●	Is there a clear management plan for street trees?	106			

LA

Minor	Major	Makes best use of space - checklist	Page	Yes	Partial	No
●	●	Has any increase in scale been justified?	112			
	●	Has a well defined network of streets and spaces been created or reinforced?	114			
●	●	Is development outward facing and creating perimeter blocks?	114			
●	●	Does new development integrate well with existing development?	116-122			
●	●	Has a building line been established?	124			

LA

Minor	Major	Makes best use of space - checklist	Page	Yes	Partial	No
●	●	Are boundaries against the public realm 1.8m walls?	124			
●	●	Does the building line match the geometry of the street?	124			
●	●	Has spatial enclosure been achieved that reinforces the street hierarchy?	126			
●	●	Are there active rooms on corners?	128			
●	●	Is the boundary treatment appropriate for corner buildings?	128			

SP

Minor	Major	A sense of place - checklist	Page	Yes	Partial	No
●	●	Have physical connections been made to important destinations?	134			
●	●	Have buildings and spaces at key junctions been carefully considered and well designed?	134			
●	●	Have external landmarks been identified and incorporated into the proposals?	134			
	●	Have new internal landmarks been introduced?	134			

SP

Minor	Major	A sense of place - checklist	Page	Yes	Partial	No
	●	Are wall mounted street names proposed?	134			
	●	Have housetypes been well arranged so they work alongside one another?	136			
	●	Are development parcel boundaries well located?	136			
	●	Is there a good relationship between different development parcels?	136			

SP

Minor	Major	A sense of place - checklist	Page	Yes	Partial	No
●	●	Have character areas been introduced?	136			
●	●	Is the architectural approach in response to any context and character study?	45			
●	●	Is the architectural approach in response to context?	138			
●	●	Do the materials work with the local area?	138			

SP

Minor	Major	A sense of place - checklist	Page	Yes	Partial	No
●	●	Has durability and maintenance been considered?	138			
●	●	Do dormer windows line through with principle windows?	140			
●	●	Do roof pitches work alongside one another?	142			
●	●	Is there a minimum of 20% of plots with chimneys?	142			

MO

Minor	Major	Attractive public spaces - checklist	Page	Yes	Partial	No
	●	Do the streets achieve a design speed of 20mph?	148			
●	●	Are any public spaces well located to encourage footfall?	150			
●	●	Are any public spaces well framed by buildings that offer overlooking and surveillance?	150			
●	●	Is seating provided and is it well positioned and oriented?	150			

MO

Minor	Major	Attractive public spaces - checklist	Page	Yes	Partial	No
●	●	Are fronts and backs well defined with fronts facing onto public space?	150			
●	●	Is there a lighting scheme that ensures safety and encourages walking and cycling?	152			
●	●	Has light pollution been minimised?	152			

USE

Minor	Major	A mix of uses - checklist	Page	Yes	Partial	No
●	●	Has safety and security been well considered and integrated into the proposals?	158-172			
	●	Do shopfronts respond to the character of the building?	158			
●	●	Has the rhythm of the street been preserved when spanning across buildings?	158			
●	●	Is the fascia size and proportion appropriate?	158			
●	●	Is the shopfront sympathetic to features and details?	158			

USE

Minor	Major	A mix of uses - checklist	Page	Yes	Partial	No
●	●	Does the shopfront exhibit an active frontage?	160			
	●	Is the floor to ceiling height sufficient to promote flexibility and adaptability?	160			
	●	Is any school located to benefit from linked trips?	162			
	●	Has a communal gathering space been designed in for children, parents and carers?	162			
●	●	Are any boundary treatments well considered and in harmony with the proposals?	162			

USE

Minor	Major	A mix of uses - checklist	Page	Yes	Partial	No
	●	Are local facilities in the most advantageous position for walking and cycling?	164			
	●	Are local facilities arranged around a destination space?	164			
	●	Are entrances positioned correctly?	166			
●	●	Is car parking well positioned and located?	166			
●	●	Is there sufficient strategic and on plot landscaping?	170			

USE

Minor	Major	A mix of uses - checklist	Page	Yes	Partial	No
	●	Does the material palette reflect how users will experience the building?	172			
	●	Do materials work and have they helped break down the mass of the building?	172			
	●	Has lighting and signage been handled sensitively?	172			

HO

Minor	Major	Great homes to live in - checklist	Page	Yes	Partial	No
●	●	Has future adaptability been taken into account?	178			
●	●	Is there sufficient internal space?	178			
●	●	Is there enough storage?	178			
●	●	Do buildings orientate to overlook the streets and public realm?	180			
●	●	Are front boundary treatments appropriate and in accordance with SE3?	180			

HO

Minor	Major	Great homes to live in - checklist	Page	Yes	Partial	No
●	●	Where rear gardens are against the public realm, are these 1.8 brick walls?	182			
●	●	Is the rear garden at least equal to the footprint of the property?	182			
	●	Is non-market housing integrated and well distributed?	184			
	●	Do materials, proportions and details remain consistent?	184			
	●	Do management plans cover the maintenance of external areas?	184			

FU

Minor	Major	Looks to the future - checklist	Page	Yes	Partial	No
●	●	Does the orientation of buildings maximise opportunities for passive solar gain?	190			
●	●	Has renewable energy been incorporated?	190			
●	●	Does the colour of the roof tiles match the solar panels?	190			
●	●	Have single aspect north and south facing dwellings been avoided?	190			

FU

Minor	Major	Looks to the future - checklist	Page	Yes	Partial	No
●	●	Does the proposal incorporate the use of reclaimed materials?	192			
●	●	Are sub stations well located visually and any sides well screened?	192			
●	●	Has rainwater harvesting been included?	192			

LO	Minor	Major	Well looked after - checklist	Page	Yes	Partial	No
		●	Do highways materials accord with LHDG palettes?	198			
		●	Do coloured management plans show how the areas will be managed?	198			

LO	Minor	Major	Well looked after - checklist	Page	Yes	Partial	No
	●	●	Is it clear who is responsible for each area?	198			
	●	●	Are areas in private ownership clearly demarcated?	198			

HO

Householder - checklist	Page	Para	Figure	Yes	Partial	No
Is the back to back distance no less than 20m?	204	3	2			
Is the principal window to side flank wall distance at least 12m?	204	4	3			

HO

Householder - checklist	Page	Para	Figure	Yes	Partial	No
Dormers						
Does it sit below the ridge?	208	3	5&6			
Does it dominate the roof?	208	3	5&6			
Does it line through with the windows below?	208	3	5&6			
Is it in keeping with the remainder of the building in terms of style?	208	3	5&6			

HO

Householder - checklist	Page	Para	Figure	Yes	Partial	No
Extensions						
Does it meet the 45 degree rule?	204	1	1			
Is there a consistent roof form?	210	3	7&8			
Is the extension set back from the main elevation?	210	3	7&8			
Do the eaves line through?	210	3	7&8			

HO

Householder - checklist	Page	Para	Figure	Yes	Partial	No
Extensions						
Is the width no more than 2/3rds of the existing dwelling?	210	3	7&8			
Are wall and roof materials in keeping with the existing dwelling?	210	3	7&8			
Are the window proportions and style in keeping with the existing dwelling?	210	3	7&8			
Does the parking meet the guidance set out in the Movement Chapter?	74-84					

North West
Leicestershire
District Council