



BARRATT
HOMES



DAVID WILSON HOMES
WHERE QUALITY LIVES



BUILDING FOR A HEALTHY LIFE ASSESSMENT

Hinckley North, Phase 2

Green lights	Amber lights	Red lights
12	0	0

Summary observations

The proposal for this Barratt David Wilson Homes development has been designed in line with the Design & Access Statement and the Open Space Parameters plan submitted under the approved outline planning application. Care has been taken to ensure the scheme is in line with the 12 Building for a Healthy Life factors.

Integrated Neighbourhoods

Consideration	Observations.	Light
1.Natural connections	<p>The development is part of a wider masterplan with proposed housing to the east and west of the site. The layout ensures these developments have been factored in when considering connections by continuing the east-west carriageway with dedicated 3m cycleway as well as 2m pedestrian footway to both sides. This wider carriageway is also continued down through the site, north-south, connecting to the new roundabout and A47. This provides 3 points of entry into the site for both cyclists and vehicles.</p> <p>There are no existing rights of way within the development, however a mixture of formal and informal pedestrian routes have been provided throughout the open spaces, many of which are lined with existing and retained vegetation kept within the public realm.</p>	G
2.Walking, cycling and public transport	<p>As mentioned above, a 3m cycleway has been provided east-west, north-south connecting the development with future developments as well as the existing A47 which has a segregated off-road footway/cycleway . All roads accommodate 2m pedestrian footways to both sides, as well as various formal and informal pedestrian routes within the open spaces.</p>	G



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	The nearest bus stop is located along Ashby Road, approximately 750m from the centre of the site. The nearest train station is Hinckley Railway Station located approximately 4km from the centre of the site, accessible via 10-15 minute cycle journey, 25-30 minute bus journey or a 10 minute car journey.	
3. Facilities and services	The site is situated in proximity to a variety of communal facilities with Hinckley town centre being 2.5km away. There are primary schools within 1km of the centre of the development, as well as eateries and parks. The proposed development includes a Multi User Games Area (MUGA), a Local Equipped Areas of Play (LEAP), a Local Area of Play (LAP) and two "Play on the Way" (PotW) areas to encourage car-free trips within and around the development.	G
4. Homes for everyone	The development comprises of both Barratt Homes and David Wilson Homes, with a mix of 1, 2, 3, 4 and 5 bedroom homes, providing a range of sizes from starter homes to family homes in order to meet local needs. 20% of all homes have been allocated as affordable housing with an agreed mix of affordable rent, first homes, and shared ownership tenures, including bungalows.	G

Distinctive Places

Consideration	Observations. <i>If not green, clearly specify what needs to be done to achieve a green light</i>	Light
5. Making the most of what's there	There is extensive hedgerows and trees primarily around the perimeter of the site but also throughout the site which have been retained and incorporated into the street design to enhance areas of open space and footpath links. The topography of the site allows Sustainable Urban Drainage System principles to be used, by locating attenuation basins within the western open space. Consideration has been given to the wider context, with plots facing outward around the perimeter of the site in the majority of cases, except where the development backs on to existing back gardens.	G
6. A memorable character	A large focus has been placed on the landscaping scheme within the development, in order to enhance the existing character with thoughtful planting. The primary streets	G



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	<p>are lined with trees on both sides and plots front on to existing vegetation where possible creating varying street character.</p> <p>The site frontage around the proposed roundabout has been strengthened with bespoke front gable house types to both sides.</p>	
7. Well defined streets and spaces	<p>Dual aspect house types have been used on all corners to create key focal points when navigating around the development.</p> <p>The perimeter block formation used helps provide active frontages throughout the development and rear gardens are secure and private. Existing landscaping helps add character to the various street types.</p>	G
8. Easy to find your way around	<p>Being a larger scheme, it was important that the street hierarchy was clear and defined to help wayfinding. The primary street is 6.75m wide, features a dedicated 3m cycleway, 2m pedestrian footways on both sides of the carriageway, and is lined with a green verge and street trees on both sides. Secondary to the Main Avenue are the Residential Streets that are narrower at 5.5m with Mews Streets being 4.8m with plots either side for a different character again.</p> <p>Feature plots at corners and vista ends will also aid legibility, together with various soft landscaping features.</p>	G

Streets for All

Consideration	Observations. <i>If not green, clearly specify what needs to be done to achieve a green light</i>	Light
9. Healthy streets	<p>The streets have been designed with speed control measures and changes in surfaces incorporated and there are pedestrian priority crossing points throughout.</p> <p>The proposed pedestrian routes connect homes with the vast open spaces provided, as well as the future housing developments to the east and west.</p> <p>The Main Avenue incorporates tree lined verges to both sides, as well as a dedicated cycleway alongside a pedestrian walkway.</p>	G
10. Cycle and car parking	<p>All homes will be provided with locked gates for access to the rear garden space for cycle storage.</p> <p>In addition to allocated parking spaces for plots, visitor parking bays have also been designed into the scheme</p>	G



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	<p>both off of highways and private drives to ensure cars do not inappropriately dominate the street or park in an inconsiderate manner.</p> <p>Soft landscaping has been provided as much as possible in between sections of frontage parking to soften the impact of parked cars.</p> <p>Courtyard and remote parking scenarios have been avoided to limit cars not using allocated parking bays due to inconvenience.</p> <p>All plots have been provided with electric vehicle charging points in line with Building Regulation Approved Document Part S.</p>	
11. Green and blue infrastructure	<p>Green corridors have been created to incorporate the existing retained hedgerows and connect the proposed areas of open space.</p> <p>Newly formed ponds and swales will connect and integrate with the existing blue infrastructure, contributing to the character of the place, the enjoyment of the open spaces and enhancing biodiversity.</p> <p>Where open space and landscape corridors have been provided, plots face outwards to ensure natural surveillance.</p> <p>Sports and play facilities have been designed into the open space areas with a Multi Use Games Area (MUGA), a Local Equipped Area of Play (LEAP), a Local Area of Play (LAP), and two "Play on the way" (PotW) spaces.</p>	G
12. Back of pavement, front of home	<p>Front garden spaces will be carefully landscaped, and main doors will front onto areas of public space where possible.</p> <p>All spaces will be either adopted, conveyed to plots or transferred to a management company to ensure the areas are well maintained.</p> <p>Maisonettes, where provided, have their own front doors and spaces to store bins to keep the street scene tidy. Bin collection points have been shown on all private drives for neat storage on bin collection days.</p>	G