



LAND OFF CHARITY CLOSE, DESFORD

DESIGN AND ACCESS STATEMENT



MANOR ROAD

BARNS WAY

LEICESTER LANE

1 INTRODUCTION

nineteen47 have been instructed by Miller Homes to prepare this Design and Access Statement in support of a full application for residential development of 83 dwellings with associated vehicular access, footpaths, public open space, landscaping, and drainage infrastructure including pumpstation.

This statement focuses on explaining the design process that has been followed during the formulation of these proposals. This report summarises the key technical considerations and design parameters that have shaped the proposals, but for specific details please refer to the relevant technical reports.

CONTENTS







2

PLANNING POLICY

2 PLANNING POLICY

Full consideration of the national planning policy context is set out in the submitted Planning Statement, but the below is a succinct summary focused specifically on design and access matters.

The National Planning Policy Framework 2024

The National Planning Policy Framework (NPPF) outlines the Government's planning policies for England. The 'presumption in favour of sustainable development' is at the heart of the document. The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

Section 12 of the NPPF specifically addresses the matter of well designed places. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 124 of the Framework states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 129 with reference to density, states that Planning policies and decisions should support development that makes efficient use of land.

Paragraph 135 states that planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136 states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

Paragraph 96 requires planning to promote healthy, inclusive and safe places by supporting social interaction, accessibility, and environments that encourage walking, cycling and community wellbeing.

Paragraph 115 promotes a vision-led approach to transport planning, prioritising sustainable modes of travel and placemaking over car-dominated or capacity-led solutions.

Planning Practice Guidance

Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development;
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.
- Access in this forum, is considered at a site and placemaking level and relates to how all prospective users will approach, enter and move to and through the development, rather than being concerned with detailed internal layouts or technical highway design.

Building for a Healthy Life

Building for a Healthy Life is the latest edition of – and new name for – Building for Life 12. The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are: -

1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social, and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy, and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.



10 Design Characteristics

Relevant Supplementary Planning Documents

Good Design Guide (SPD) 2020

This document is intended to inform every stage of design development, from initially appraising a site, through to submitting a planning application and reaching determination. With the easy to understand action points at every stage, it is intended to shape and inform all planning applications within Hinckley and Bosworth Borough.

The SPD does the following:

1. Provides details of the design development and planning application process, including clearly setting what will be required of applicants.
2. Provides Borough-wide, strategic urban design principles that all development should seek to reflect, together with introducing the key components of development as a means of describing design and highlighting how good design can mitigate potential impacts on climate change.
3. Provides place-specific understanding and principles that reflect the Borough's rich local identity.
4. Provides use-specific design principles on key development types: new and existing residential developments.

The Local Planning Policy and Guidance Context

As with the national picture, full consideration of the local planning policy context is set out in the submitted Planning Statement, but the below is a succinct summary focused specifically on design and access matters.

Site Allocations and Development Management Policies DPD

The Site Allocations and Development Management Policies Document (DPD) designates land to meet the development needs specified in the Hinckley and Bosworth Core Strategy, including housing, employment, recreation, green spaces, community facilities, and leisure uses. It also includes development management policies that apply throughout the borough and will guide the determination of planning applications. The DPD aligns with the strategic policies in the Core Strategy and the National Planning Policy Framework.

The document states that within the Core Strategy there is a minimum requirement of 110 housings to be built in Desford.

DM1: Presumption in Favour of Sustainable Development. Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

DM6: Enhancement of Biodiversity and Geological Interest. Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological

value including proposals for their long term future management.

DM10: Development and Design. Developments will be permitted where they are in keeping with the local character, would not have an adverse effect on the privacy of existing residents, a high level of landscaping is provided, and maximising opportunities for the conservation of energy and being sustainable

DM17: Highways and Transportation. This sets out the Council's support for proposals that seek to make the best use of existing public transport services, safe active travel provisions, need for travel is minimised and there will be no significant adverse effects upon highway safety.

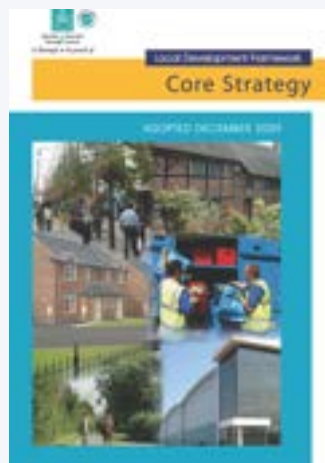
DM18: Vehicle Parking Standards. All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design.

Hinckley and Bosworth Core Strategy 2006 - 2026

The Core Strategy in Hinckley and Bosworth was adopted in 2009 to set out the policies of where and how development should take place in the borough up to 2026.

- Policy 8: Key Rural Centres Relating to Leicester. This allocates land for the development of a minimum of 110 new homes. Developers will be expected to demonstrate that the number, type and mix of housing proposed will meet the needs of Desford taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Policy 15: Affordable Housing. This provides the required affordable mix for development, stating that in Hinckley, developments consisting of 15 or more dwellings have a target of 20% affordable housing on site. Of this 20%, 75% will be social rented and the remaining 25% will be intermediate housing.
- Policy 16: Housing Density, Mix and Design. The council requires a mix of housing types and tenures on sites with 10 or more dwellings, based on household projections in Table 3 and local evidence, such as the Housing Market Assessment and housing needs surveys. It also identifies that a minimum net density of at least 30 dwellings per hectare should be provided unless site characteristics dictate otherwise. Policy does not explicitly state what the area used to calculate density should include.

- Policy 19: Green Space and Play Provision. This outlines the requirements for developments to contribute to Green Space and Play Provision.



Hinckley and Bosworth Core Strategy 2006 - 2026

- Policy H5 requires development proposals to provide a mixture of housing types specifically to meet identified local needs as evidenced in the Parish Housing Needs Report. The provision of dwellings of 1, 2 and 3 bedrooms will be supported.
- Policy H7 sets out the design principles that should be satisfied.

Desford Neighbourhood Plan is also formally reviewing its Neighbourhood Plan, and they published a Regulation 14 Plan in September 2025. The wording of Policy H1 remains as per the adopted neighbourhood plan, however the settlement boundary has been amended to reflect the proposed allocation in Policy H2, which proposes allocation of land off Barns Way for around 138 dwellings.

Desford Neighbourhood Plan

Desford Neighbourhood Plan was adopted in May 2021. The Site currently sits outside of the settlement boundary as defined by the Neighbourhood Plan and is classed as 'countryside'.

- Policy H1 highlights that development in the countryside will be carefully controlled in line with Local and National Strategic Planning Policies.
- Policy H4 requires 40% affordable housing, and for it to be visually indistinguishable from the equivalent market housing on site.

New Local Plan

A Local Plan Review is currently being undertaken by HBBC. A Regulation 18 Plan was published in October 2025, and consultation is taking place until 28 November 2025. The change to the Standard Method for calculating housing need has resulted in an increase for the borough from 432 dwellings per annum (dpa) to 663 dpa. As such the Council have identified further potential housing site allocations including Land off Barns Way and North of Leicester Lane, Desford which is identified as a small non-strategic development site in Policy NEW03 to deliver 94 homes.





3

UNDERSTANDING THE PLACE

3 UNDERSTANDING THE PLACE

Contextual Background

The site is situated in the north eastern part of Desford, which is roughly 6 miles (10km) west of Leicester.



Local Character

Desford is a well-established Leicestershire village characterised by a clear distinction between its historic core and more recent developments. The historic centre, focused around Main Street, High Street and Newbold Road, forms a designated Conservation Area that retains much of its original rural character. Buildings here are typically two-storey brick, stone or rendered cottages and houses.

Beyond the historic centre, the village has expanded predominantly through areas of new housing delivered throughout the twentieth century and into this one.

A recently completed residential development is located adjacent to the site. The homes here create a traditionally-inspired character, with materials used being predominantly red brick, cream render and grey roof tiles.



Movement and Connectivity

Desford benefits from good connectivity to its local area, with good transport options making it an attractive place to live.

Leicester Lane leads out of the village toward the south-east where it connects with the A47. The A47 is a major local route which provides connections to Kirby Muxlow, New Lubbethorpe and Leicester; and also ultimately leads to the M1 motorway.

Desford is served by a few local bus routes, linking the village with Leicester and surrounding towns. Routes typically run to Leicester, with buses providing access to major transport hubs like the Leicester Bus Station and Leicester Railway Station.

While Desford does not have its own railway station, there are nearby stations in Leicester, Narborough, and Hinckley. Leicester Railway Station, in particular, provides extensive rail services to major cities, including London, Birmingham, and Nottingham, making it easy for Desford residents to travel longer distances.

The village allows for easy walking access to most amenities, including the local shops, pubs, and schools. There is also a network of public rights of way in the surrounding countryside that offer residents opportunities to connect with nature.



Services and Facilities

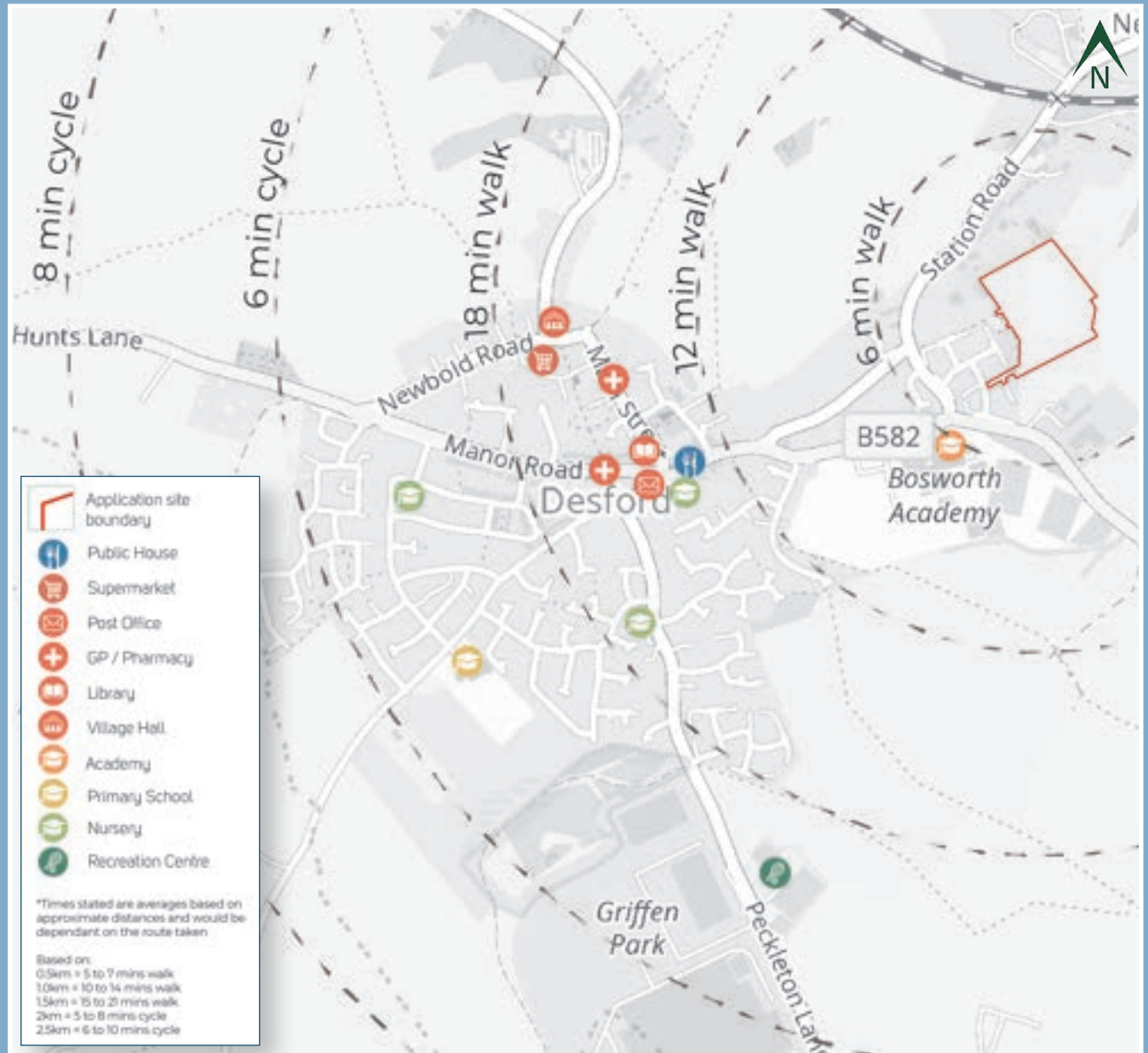
Desford offers a variety of services and facilities to cater to the needs of people that work and live in the village.

Shopping: The village boasts a variety of shops, including two Co-Op stores, a pharmacy, hair and beauty salons, and a convenience store/Post Office.

Education: Educational facilities include Desford Community Primary School for younger students and Bosworth Academy secondary school.

Healthcare: The village is served by a medical centre, ensuring residents have access to essential healthcare services.

Good connectivity with Leicester also allows for access to other uses located in the city centre such as leisure facilities, entertainment and shopping.



Services and Facilities Plan

The Site

The planning application is supported by a suite of detailed technical assessments covering topics such as Landscape and Visual Impact, Heritage, Ecology, Drainage, Transport, Flood Risk and Arboriculture. The outcomes and recommendations of this work, whilst not expressly referred to in this DAS, have informed a wide-ranging understanding of the site and its context. The following pages present this knowledge as a high-level summary using non-technical language and graphics wherever possible.

Site Description

The site is located in the north eastern side of Desford, east of Barns Way, north of Leicester Lane.

Adjacent to the recent Miller Homes development, the site sits within an arable field measuring 9.83 acres (3.98 hectares). Bounded on all side with existing hedgerows and trees, the site slopes from the north west to eastern / south eastern boundaries at c.107 AOD to c.98 AOD.

On the northern boundary, existing dwellings back onto the site. South of the site, running from east to west, there is a water course which connects to the attenuation basin for the existing residential development. The existing Miller Homes development is on the western boundary. Separated by an area of open space, it is home to an attenuation basin and a children's play area.



View from the south eastern corner of the site looking back toward the outward-facing edge of the recently completed residential development by Miller Homes



View showing a retained farm access track running through the recently completed residential area



View from the north eastern corner of the site showing the existing hedgerow and associated trees.

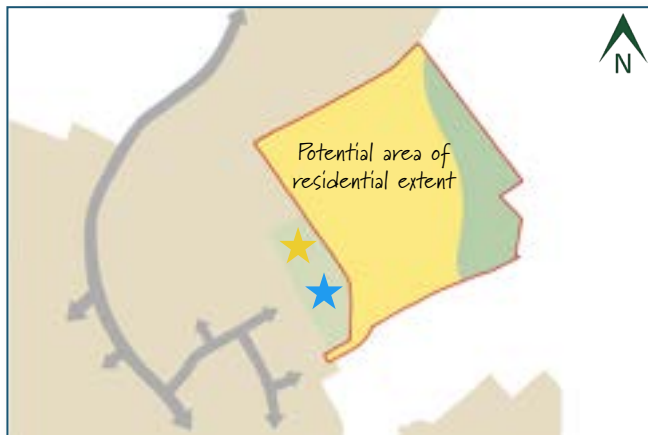


View toward the play area and attenuation basin adjacent to the western boundary of the site.



View along Charity Close toward the site.

Design Parameters



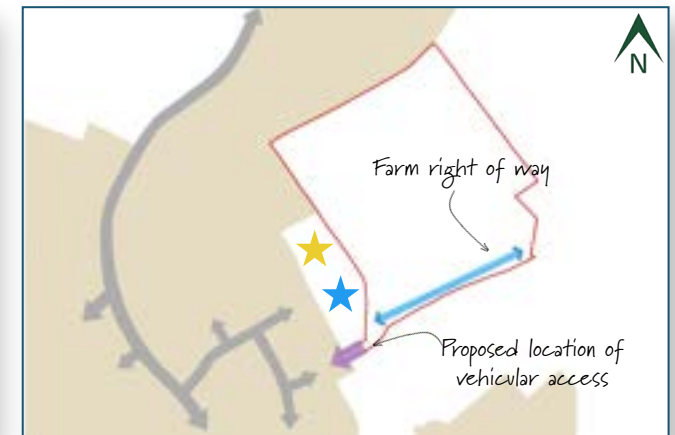
Land Uses and Edges

The areas surrounding the site to the north, west and south are dominated by residential development and a secondary school. There is an opportunity to respond positively to the play area and surface water attenuation basin adjacent to the western boundary, and consideration should be given to the amenity of existing dwellings that have gardens backing on to the northern and western boundaries. The countryside edge of the village is to the east.



Landscape

The site is defined at its eastern, western and southern edges by field boundary hedgerows and associated trees. The northern boundary is defined by a timber fence and hedge that encloses the rear garden of an adjacent dwelling. Additional planting has been recommended along the southern and eastern boundaries of the site to soften what will become the new urban edge of the village and contain it visually.

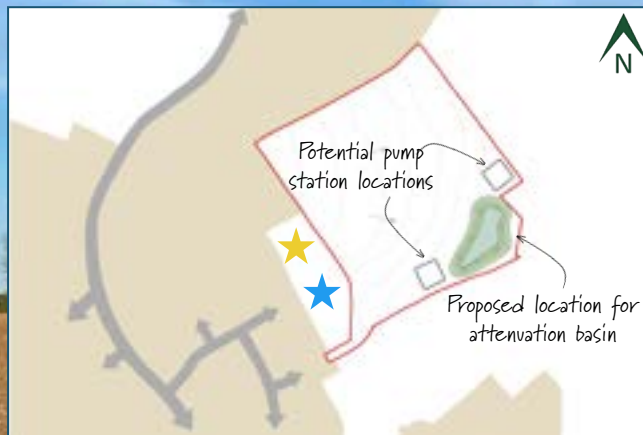


Access

Vehicular access to the site will be achieved by extending Charity Close.

An existing farm access has been retained through the recent development to the east and this should continue through the site along its southern boundary.





Permeability

Footpath links could be made across the western boundary to the provision within the open space that ultimately leads to newly adopted streets and to the services and facilities of the village.

Drainage

Whilst reasonably flat in the main, there is a fall across the site toward its south-eastern corner, where the slope becomes more noticeable. It is anticipated that this would be the most suitable location for features of a surface water attenuation strategy and also potentially for a foul pumping station.



Design Concepts

- celebrate the heritage assets
- create a primary route which visually connects Sitwell House & Swinden House
- create a focal point / heart to the scheme around Swinden House and design a layout that pushes all residents through the space
- respond to the walled garden patterns.
- character, respecting historic patterns.
- create an attractive, tree lined walking & cycle route through the scheme using the existing

... trees across the site with very removal (low value), and and extend the

deal aspect apartments to face Beaurefield Rd access and front the tree lined pedestrian route.

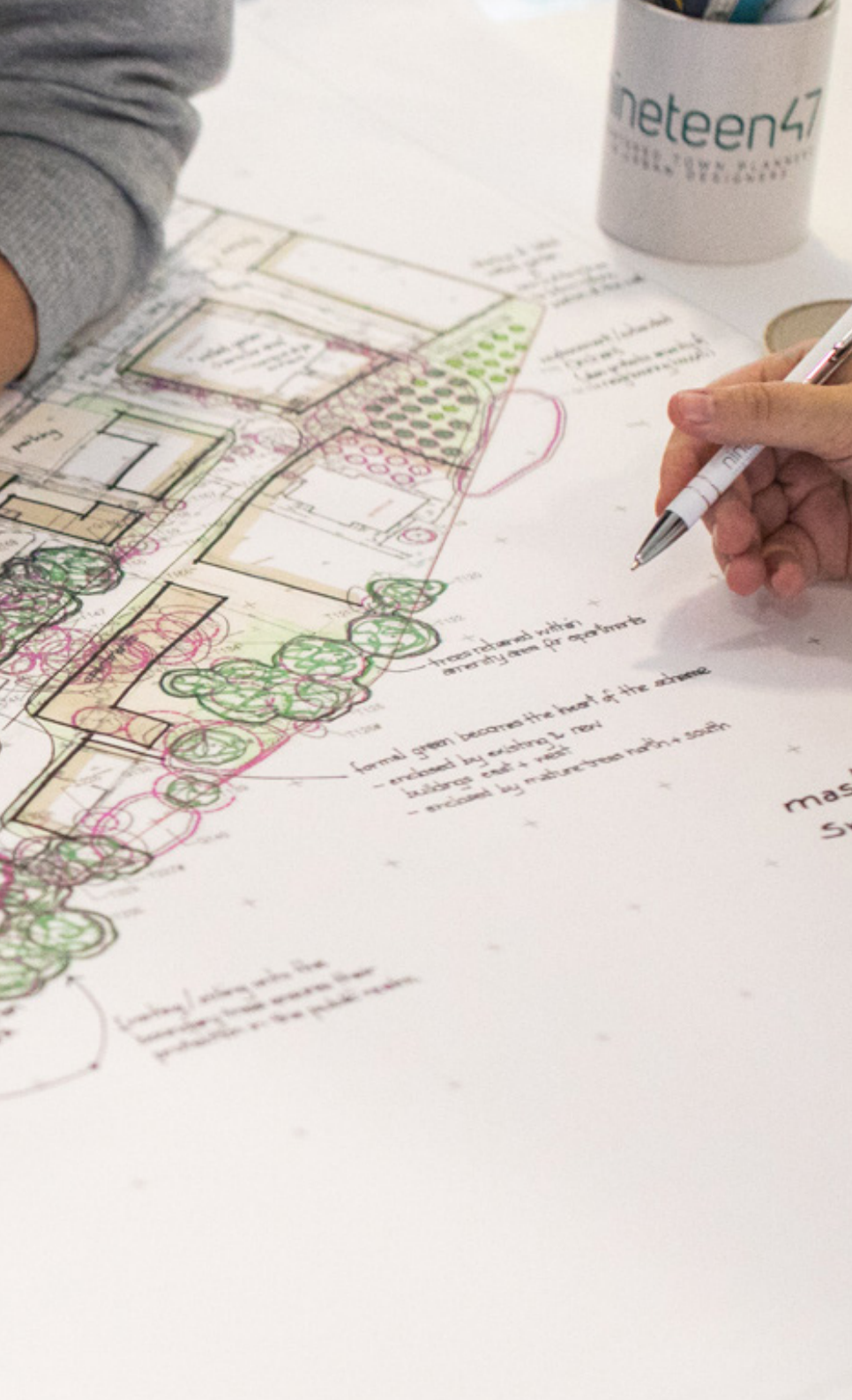
Accessed across boundary directly to the heart of the scheme

main body of site - contemporary design - green space

Beaurefield Way

Walking space with trees - green space





4

DESIGN EVOLUTION

4 DESIGN EVOLUTION

The Design Parameters presented in the previous section of this document were the starting point from which the design concept evolved. It has been informed by the constraints and opportunities of the site and its context, which are summarised below.

Opportunities & Constraints

- | | |
|--|---|
| ① Anticipated vehicular access from Charity Close; | ⑧ Potential to define an attractive and active residential frontage to the children's play area and attenuation basin, also forming an arrival space within the site from/ along Charity Close; |
| ② Existing vegetation on the site perimeter; | ⑨ Consideration of the amenity of adjacent dwellings that back on to the site; |
| ③ Potential for enhancement of the eastern and southern boundaries with additional planting; | ⑩ Existing Miller Homes development adjacent to the site; |
| ④ Direction of landfall; | ⑪ Existing urban extent to Desford; |
| ⑤ Potential to define an outward-facing edge to the development, with new homes orientated to address new areas of open space; | ⑫ Potential location for attenuation basin in the low point of the site; |
| ⑥ Existing children's play area; | ⑬ Existing farmers right of way route to remain. |
| ⑦ Potential opportunity for pedestrian connectivity to adjacent residential area and children's play; | ⑭ Existing TPO tree's in close proximity to the site |





Image of the eastern boundary hedgerow



Image of the existing access into the site



Image of the northern boundary

Concept Plan

The understanding of the site and its context gained during the assessment work that has taken place shaped an initial "Design Concept". The key elements of this approach to setting out residential development on the site are;

- Dwellings back onto existing residential areas on the northern boundary;
- Route for farmers right of way retained;
- Attenuation basin in the low point of the site;
- Outward facing scheme, taking advantage of the countryside views;
- Dwelling overlooking existing children's play space;
- Pedestrian connection to adjacent residential area / children's play space;
- A central green node in the heart of the site;
- Areas of open space to the east, providing a transition from the urban extent to the countryside.



Concept Plan

Pre-Application Consultation with LPA

Two Pre-Applications were held with officers from Hinckley and Bosworth Borough Council. The comments highlighted in the Pre-Application have been taken into consideration with the final layout. Below is a list of some of the key areas of consideration:

- A suitable buffer of green landscape between the development and the LWS grassland should be shown;
- Recommended that the density of the development is reduced;
- Development should be redesigned to include additional pedestrian and cycle links to promote further and better integration with the existing Cortanis Lane Residential Estate;
- Shared surface should not exceed a maximum length of 40m.

A full summary of the Pre-Applications can be found in the Pre-Application Response letters.



Revised Concept Plan





5

DESIGN PROPOSALS

DESIGN PROPOSALS

Use and Amount

Gross Site Area (GSA)

The red-lined application site boundary measures 3.98ha.



Open Space

The proposals include 1.35ha of Open Space which includes proposed landscape buffers, surface water attenuation basin and pedestrian routes.

Of the 1.38ha of Open Space, 0.61ha sits within Public Open Spaces which doesn't include the proposed landscape buffer and surface water attenuation basin. The overall quantity of Public Open Space proposed is beyond the total requirement of Core Strategy Policy 19: Green Space and Play Provision (0.5ha).

The proposals also include links to the adjacent play area which will allow new residents to access this facility.

Residential

The Land Use Plan identifies 2.63ha of land for residential development within which 83 dwellings are proposed. The residential density is therefore 32 dwellings per hectare, which is considered appropriate for the site and makes efficient use of the land available. At this density, car parking can be successfully accommodated, and attractive and appropriate street scenes can be defined within and at the edges of the site.

The proposed housing mix is broadly in accordance with policy housing mix requirements. Affordable housing is provided at 40% of the overall total, with 24% shared ownership and 76% affordable rented tenure and a mix of 1-3 bedroom maisonettes and houses proposed across the tenure splits.

The mix of market housing includes 2-5 bedroom houses.



Use and Amount Plan

Access and Movement

Street Hierarchy

Within the site, a simple hierarchy of streets is defined which will create a legible place, form the basis of a permeable movement framework and contribute to a recognisable character. The hierarchy of streets consists of;

The Primary Street consists of a 5.5m carriageway with 2m footpaths either side. Street trees follow the Primary Street throughout the site, allowing for the buildings to be set back with areas of front parking.

The Secondary Streets follows the same principles of the Primary Street which allows for areas of frontage parking and street trees. The street typology would consist of a 4.8m carriageway with 2m footpaths either side.

Access

The scheme proposes a vehicular access point from Charity Close. The access will look to increase the existing carriageway width of Charity Close from 4.8m to 5.5m, and increase the northern footpath from 1.2m to 2m wide.



Street Hierarchy Plan

Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

National Design Guide



Parking

A variety of car parking typologies are proposed across the scheme, including on-plot parking beside houses and front parking areas separated by landscaping. This approach to using various parking typologies will create well-balanced street-scapes where cars do not overpower the overall environment.

Allocated car parking is provided in accordance with the recently revised Leicestershire Highways Design Guide, with tandem parking scenarios restricted to a maximum of two spaces.

Visitor car parking spaces are accommodated across the scheme at a rate of 0.25 spaces per dwelling in accordance with the Leicestershire Highways Design Guide. The 21 spaces are provided within the carriageway and parallel to shared private driveways and have been tracked to ensure safe vehicle movements.

It is proposed that the required cycle storage is met through space within garages or, where a garage is not proposed, by space in a rear garden for the installation of a shed or cycle store.



Refuse Collection, Emergency Services and Deliveries

Shared private driveways have been designed to accord with building regulations requirements for fire tender access and refuse collection. In some instances, driveways are linked with access restricted by demountable bollards.

Bin collection points are proposed along shared private driveways, where bins can be presented by residents for collection. Bin storage points are also shown for each dwelling within their private curtilage.



Pedestrian and Cycle Connectivity

Footpath connections are proposed across the western boundary of the site to the existing routes in the adjacent area of open space. This allows new residents to access and use the children's play area, which may lead to new and existing residents interacting and becoming one community.

Footpath routes are also proposed in the new areas of open space in the eastern part of the site that link through streets to the adjacent area and form the basis for a short walking route that could be attractive for leisure use and dog walking.



Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Building for a Healthy Life

Key Principles

The key elements of the layout structure and distribution of uses across the site are a result of the analysis of the site and its context presented in Sections 2 and 3, of the input received through the consultation that is explained in Section 4 and also by the design concept that evolved across that period.

Connection to existing play spaces

Pedestrian links from the new to the existing development, integrating the existing play space.



Enclosing spaces

Dwellings have been carefully positioned to face onto the existing POS from the adjacent scheme, enclosing the space.



Arrival and green nodes

Green nodes feature within the site, creating legibility as you arrive and through the site as you approach the eastern POS.





Enhancing landscape edges

On the eastern and southern boundaries, new landscaping is shown to enhance the edges of the site creating a distinct boundary between the countryside and Desford.



Outward facing edge

An outward facing scheme, creating a definitive edge to the settlement, whilst maintaining safe and secure perimeter blocks.



Layout

Layout Structure

The layout responds positively to the constraints and opportunities of the site. Reinforcing the approach outlined at concept planning stage, the layout structure includes the following measures that combine to create a characterful place;

- Dwellings are set out in a perimeter block formation that ensures front doors address and enliven streets and overlook areas of open space. Rear garden areas are then secured within the block. Separation distances are broadly in accordance with the requirements of the Good Design Guide;
- Dwellings have been set out along the northern boundary so that they generally back on to it. This sets buildings away from the boundary as a positive response to the amenity of the adjacent dwelling;
- A group of dwellings are arranged to address the vista along the extended Charity Close, acting as a recognisable feature of the legible movement framework;
- A strong and attractive frontage is proposed at the western edge of the site, enclosing the existing play area and children's play area;
- Space has been allowed along the eastern and southern boundaries for enhancement of the existing hedges with additional planting;
- The existing farm access is retained parallel to the southern edge of the site.



Features of the Layout

Space and Amenity

The layout has been designed with reference to both space and amenity guidance set within the Good Design Guide.

The majority of the scheme broadly accords with this guidance such that most gardens achieve or surpass the recommended sizes. Separation distances between dwellings also largely adhere to the guidance.

Turning Corners and Addressing Views

A series of “events” are defined by the layout structure that contribute to legibility and to the character of the place.

As the primary street meanders through the development zone houses (or groups of houses) are set up to address vistas experienced on the journey. These events are highlighted on the plan opposite.

Buildings are located so that views along streets are terminated at the main elevation of a dwelling rather than at a blank side gable, garage, or parking area; or are intentionally left open to allow views out into areas of open space. Streets leading to the eastern edge of the development zone are “open” at their ends, allowing for views out to the new area of open space and planting.

Buildings are shown that have corner-turning plan forms to provide dual-aspect outlooks at external corners of the perimeter blocks.

Designing Out Crime

The perimeter block formation shown by the Layout ensures that front doors address the street and rear gardens are secure and private. It also allows homes to be arranged to overlook areas of open space and the footpath network, providing natural surveillance, and making people feel safe. The integration of existing dwellings at the northern edge of the site into the perimeter block formation also secures previously exposed rear garden fences within blocks and so improves their security.

Allocated car parking is provided on-plot, with spaces located close to the front door and such that people can see their car from their home.

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

Building for a Healthy Life



Appearance

Two subtly different elevational treatments are proposed across the site that compliment the approach of the adjacent recently completed development. Smaller homes adopt an un-fussy traditionally-inspired approach that includes the use of brick soldier course window heads with stretcher course window cills.

Larger detached dwellings include a little more detail to enhance their status in the street scene, such as arched window heads, apex canopies over front doors, contrasting brickwork courses and elements of render.

Hipped roofs are used across the site, creating a roofscape that allows space between buildings. This has been used to soften the views towards the skylines, opening up spaces between dwellings and reducing the overall visual impact of the development. The occasional front and side gable has been used throughout the site to create variety in the street scenes.

A clear strategy is proposed for the distribution of materials throughout the site, with the specific specification of bricks and tiles reserved for agreement at a later date. The strategy reinforces the route of the primary street through the consistent use of one brick and root tile, other than for feature buildings where a contrast is proposed to aid legibility. Additional brick types and roof tiles are then used on the edges of the site bringing variety to development whilst enhancing the primary street strategy.

Garages and brickwork screen walls will use bricks and tiles that match the associated dwelling.



Materials, construction details and planting are selected with care for their context. They are attractive but also practical, durable and affordable.

National Design Guide





Nature contributes to the quality of a place, and to people's quality of life, and it is a critical component of well designed places.

National Design Guide

Landscape

Landscape Strategy

Landscape & Visual Appraisal (LVA) accompanies the planning application. In summary, it states the following.

The site and immediate area is not covered by any landscape quality designations. The site does not contain any rare, unusual or irreplaceable landscape features and comprises of a single arable field that is defined boundary hedgerows and trees. The site's landscape character is influenced by the adjacent built-up area of new housing off Barnes Way, which overlooks the site.

Key design and mitigation measures from a landscape and visual perspective include the following:

1. Retain boundary hedgerows and mature trees.
2. Create a broad arc of landscape habitats within the eastern part of the site. This will comprise new broadleaved copses, trees and hedgerows which will reinforce and strengthen the existing boundary hedgerows
3. Include open area areas of natural and accessible green space.
4. Planting, alongside retained vegetation, to integrate built development into the landscape.
5. Provide a variety of new landscape habitats that can deliver long term benefits for local landscape character as well as benefits for biodiversity and recreation.

In conclusion, it is assessed that the site and its immediate context has the ability to absorb change through the introduction of the Proposed Development. The proposals have been designed in line with policy and the relevant character assessments and will be appropriate to the local landscape and settlement context. Overall, it is judged that the impacts an effects, as result of the proposed development, will not give rise to any unacceptable landscape or visual harm.







Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion. Well-designed places are based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design...

National Design Guide

6

SUMMARY

Building for a Healthy Life

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

In addition to the assessment of the proposals against the National Design Guide, the following reviews the proposals against the BHL considerations.

On design grounds we believe the application accords with policy requirements. The BHL questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.





Integrated Neighbourhoods

1. Natural Connections.

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

The site provides three points of access, with two being pedestrian only. These points of connectivity integrate the existing residential area to the west to the proposed development.

Private drives are located to the edges of the site with pedestrian footpaths linking the streets that penetrating into areas of open space allowing for unrestricted movement throughout the site.

3. Facilities and Services.

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes

The development is located within a well-established community that already offers nearby facilities, including schools, retail services, and local employment opportunities.

Pedestrian connections and active frontages are proposed between the development and the existing play space, providing a means of safe social, leisure and recreational opportunities.

2. Walking, Cycling and public transport.

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

The proposed footpaths provide ample opportunities for people to walk within and around the outskirts of the site through green spaces and quiet streets. All streets pass in front of dwellings to provide a sense of safety and activity.

Long runs of carriageway has been reduced throughout the site, allowing the curvature of the streets to act as a natural means of speed calming

4. Homes for Everyone.

A range of homes that meet local community needs.

A mix of 1 - 5 bedroom properties are split between affordable and market tenures offering a range of dwellings that has been positioned throughout the site, not clustering too many of the same typology in one space.

Distinctive Places

5. Making the most of what's there.

Understand and respond.

The proposed layout demonstrates a positive response to both the site constraints and its contextual opportunities. Dwellings have been positioned to integrate the existing open space from the new development to the west to the proposed site, whilst also providing a sufficient area of open space between the layout and the open countryside to the east.

Street types are defined by selective design features, including the distribution of brick type, window detailing, render features and landscaping.

6. A memorable character.

Create places that are memorable.

Character areas are created through the use of building styles, materials and boundary treatments.

Within the centre of the site following the Primary Street, trees, hedgerows and brick types has been used to establish the heart of the site, whilst mixture of other materials have been used on the outward facing dwellings.

7. Well defined streets and spaces.

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

A strategy identifying brick and roof types has been adopted to reinforce the street hierarchy and create a legible difference between the different street typologies. Dwelling style, size, and design features have been distributed to provide variety. Street corners are carefully designed with dual aspect frontages and the ends of roads frame notable views and vistas as a wayfinding strategy.

The layout sets out a network of well overlooked streets and spaces using perimeter blocks with clearly defined public frontages and private backs.

8. Easy to find your way around.

Use legible features to help people find their way around a place.

The layout structure defined at Concept stage has allowed the detailed proposals to deliver several interesting spaces on the journey through the site.

An arrival space has been proposed as you enter the site acting as a recognisable gateway feature. Active building frontages are then carefully positioned to address views experienced on the journey along the Primary Street, with dwellings pulled back to allow for street trees and planting.

Buildings are located so that views along streets are terminated at the main elevation of a dwelling. Dwellings are proposed that have corner-turning plan forms and provide dual-aspect outlooks at external corners of the perimeter blocks.

Streets for All

9. Healthy streets.

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

Within the site, a simple hierarchy of streets forms the basis of a permeable movement framework.

Street typologies have been created that are intentionally different, so that residents and visitors are able to understand where they are.

Dwellings have been positioned so their front doors address the streets and areas of Public Open Space. Where streets interconnect, dual aspect dwellings have been proposed to provide surveillance on all areas within the development.

10. Cycle and car parking.

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion, and the quality of the street scene. Well- designed streets will also provide sufficient and well- integrated car parking.

Space has been allocated for Cycle Storage making it as easy to access the bike as it is the car. A mix of car parking typologies in front and to the side of the dwellings are shown throughout the site, making sure streets aren't dominated by cars. On-plot car parking is proposed in accordance with Leicestershire Highway Design Guide.

11. Green and blue infrastructure

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

The proposal has been designed to retain the existing perimeter landscape features. Additional areas of landscape is proposed throughout the site, with street trees and hedgerows throughout the site and large areas of planting on the eastern and southern boundaries. Blue infrastructure in the form of an surface water attenuation basin is shown at the low point of the site.

12. Back of pavement, front of home.

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

The site presents active frontages and well overlooked streets with front doors facing the public realm creating a safe environment. On one side of the street, houses with deeper private frontages have space for on-plot landscaping. A diverse range of boundary treatments including hedgerows and estate railings denote the boundaries and add variety. Allocated bin storage areas are provided to protect the quality of space and public realm.

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