

Building for Healthy Life

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Residential Development  
**Land Adjacent to Lockey Farm, Desford**

For Jelson Homes Ltd.  
J127-1J1 251201 Building for Healthy Life – Revision A

December 2025



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# 1.0 Introduction

Brp Architects have been appointed by Jelson Homes to assess the proposal in relation to the guidance set out in the 'Building for Healthy Life' document for the residential development at the land adjacent to Lockey Farm, Hunts Lane, Desford, Leicestershire.

The Building for Healthy Life is a design tool to aid in prompting design considerations in relation to creating an 'integrated neighbourhood', 'distinctive places', and 'streets for all'. This document should be read in conjunction with the Design Statement, as it goes into further detail on design rationale and design development.

Overall, there are 12no. design considerations to resolve during initial stages of design, which is later revisited throughout the design's development. These are as listed below:

## Integrated Neighbourhood

- Natural Connections
- Walking, Cycling & Public Transport
- Facilities & Services
- Homes for Everyone

## Distinctive Places

- Making the Most of What's There
- A Memorable Character
- Well Defined Streets & Spaces
- Easy to Find Your Way Around

## Streets for All

- Healthy Streets
- Cycle & Car Parking
- Green & Blue Infrastructure
- Back of Pavement, Front of Home

The proposal has been assessed against the design considerations set out in the Building for Healthy Life guidance to demonstrate alignment with its core principles. The assessment includes 12no. categories in which the proposals are to be assessed against. The assessment has been completed against the proposed site layout and other associated supporting drawings / documents submitted as part of the planning application associated with the development. The assessment employs a traffic light system, as summarised below:



### Red = Stop & Rethink

Suggests that one or more aspects of the design need to be considered.



### Amber = Try & Turn to Green

Indicates a need for further discussion of refinement.



### Green = Go Ahead

Suggests one or more aspects of a scheme have been well considered and resolved.

The 'Building for Healthy Life' guidance acknowledges that there may be cases where an 'amber' rating is unavoidable. In these instances, a justification of the reasoning behind the situation and the compensatory measures have been provided.

## 2.0 Integrated Neighbourhood

### 2.1 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.*

Response	
<p>An initial analysis of the site identified key contextual areas, of which the scheme should successfully connect into. This includes:</p> <ul style="list-style-type: none"><li>• Hunts Lane Garden Allotments, located towards the north of the site</li><li>• Bosworth Academy lies approx. 1-mile from the site's entrance</li><li>• Desford Community Primary School is approx. an 8-minute walk from the site's eastern boundary</li><li>• Football and Play Park along Kirby Road</li><li>• Public Right of Way along the western boundary of the site</li><li>• Bluebell Green Play Park is the nearest park to the site</li><li>• Open fields to the north, south and west</li><li>• Existing ditches on the western boundary</li><li>• Existing residential development along the eastern and southern boundaries</li><li>• Desford town centre lies towards the east</li></ul>	<p>The following points were established as key in ensuring a proposal appropriately reacts and connects to its context:</p> <ul style="list-style-type: none"><li>• Vehicle access / egress into the site off Hunts Lane</li><li>• Strategically positioning adopted road so they permeate throughout the site</li><li>• Creating appropriate points for pedestrian access / egress</li><li>• Proposing appropriate relationships between the border and its neighbouring development(s)</li><li>• Enhance the surfacing to the existing Public Right of Way</li></ul> <p>During further design development a circular route was incorporated into the highway design to assist in travelling though the site.</p> <p>Overall, the site integrates into its surroundings and appropriately responds to its immediate context. It aims to create a proposal that is well integrated into the natural and built surroundings.</p>

## 2.0 Integrated Neighbourhood

### 2.2 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.*

#### Response



During the early stages of the design development existing infrastructure surrounding the site was identified, which is as follows:

- Bus routes that provide an hourly service to Leicester and Market Bosworth are located near Hunts Lane.
- There is an existing Public Right of Way and right of access to Lockey Farm, which will be retained and upgraded.
- Bluebell Green Play Park is within a walkable distance from the eastern boundary of the site.

This aspect has contributed to informing the development of the proposal. The key infrastructure of the site was one of the first aspects that were looked at and resulted in the following:

- The existing Public Right of Way shall be upgraded as part of this proposal, making it more accessible for users. It spans north to south and provides a link to the open fields that lie on the west of the boundary, separating pedestrian and cycle use from vehicles.
- Pedestrian and cycle links have been proposed throughout the site. This will aid in pedestrian movement within the site to the key green spaces and to adjoining locations outside the site.
- The streets have been positioned so there is easy access to the bus routes along Hunts Lane.

The development of this design considered the most appropriate types of infrastructure at an early stage to improve the user's connectivity within the site and to its surroundings. These considerations work to improve the appeal of the location and reduce traffic congestion, by encouraging more sustainable methods of travel.

An improvement to the layout would be to strengthen the site's east to west connection that links the western Public Right of Way to the eastern pedestrian link, directly connecting pedestrians and cyclists to immediate key context. This link, though physically available on this layout, may be reinforced by arranging it as a direct route and visually supported through the use of soft landscaping so that it appears as a primary pedestrian route.

## 2.0 Integrated Neighbourhood

### 2.3 Facilities and Services

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

Response	✓
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There are several recreational provisions within proximity to the site, a few examples include:

- Football pitch adjacent to Desford Community Primary School
- Bluebell Green Play Park
- The Swimming Centre at Bosworth Academy
- Stewards Play Park

In general, most of these amenities are located to the east of the site. As such, an east to west connection is fundamental in allowing users to easily benefit from the existing facilities and services the area provides. A stronger link to the existing eastern footpath would help users in accessing the recreational facilities listed above. However, the positioning of green space within the site allows users to access open space without needing to leave the development, making it more accessible for residents. A significant area of open space, which includes a Local Equipped Area of Play, has been designed, providing residents with a sizable area for play. This area is overlooked by development on three sides and along the fourth side runs the Public Right of Way, making it a prime location within the development.

The location of this development allows users to benefit from a range of services and facilities. The design of the site layout works to create connections to these important areas.

Overall, the proposal considers the local amenities available both within the development and within walking / cycling distance.

## 2.0 Integrated Neighbourhood

### 2.4 Homes for Everyone

*A range of homes that meet local community needs.*

Response	
Response	✓

Hinckley and Bosworth's Supplementary Design Guidance stipulates the type and tenure of homes that best respond to the needs of the borough. The proposal looks to meet those requirements as closely as possible.

As such, a range of housing typologies has been implemented to support local housing needs. There is a total of 100no. plots, of which, 40% are allocated as affordable.

The affordable houses have a slightly larger footprint to the market units; however, the aesthetic of each plot is the same across tenure; this includes, elevational treatments / details, size and quality of defensible spaces, the size and quality of rear private gardens, and the level of parking provisions. Affordable units are fairly well distributed, though there is a slight concentration of continuous affordable plots at the south-eastern portion of the site. It is however noted that there are limitations to how well affordable units may be distributed given the relatively small size of the site.

Overall, a broad range of design considerations have been incorporated to ensure the proposal address the needs of a broad range of potential residents.

## 3.0 Distinctive Places

### 3.1 Making the Most of What's There

*Understand and respond.*

#### Response



Prior to the start of the design process, the site and its context were assessed and analysed. From this, the opportunities and constraints of the site were identified. This process aids in making the best use of the opportunities available and provides a mechanism for resolving the site's constraints. To summarise, the main points identified were:

- Existing houses to the east and south
- Hunts Lane positioned to the north
- Existing ditches
- Site Access
- Existing planting / hedgerow

From considering the above, the key principles of the proposal were established, which are as follows:

- A main spine road permeates through the middle of the site.
- A sizeable green space, incorporating principles of the 'four pillars of sustainable drainage' is located fairly centrally within the site.
- Plot orientation allows plots to benefit from passive solar gain.
- Pedestrian links have been incorporated to connect pedestrians to important context within the site and to surrounding areas.
- Habitat buffers along ecologically sensitive boundaries help protect and enhance existing habitats.

An extensive site analysis and design development process was carried out to understand and make the most of what the site has to offer. Overall, the scheme identifies the key features of the site and its surroundings to appropriately respond to them.

An improvement to this design would be for development along the eastern boundary to address the greenspace and SuDS pond to the east. This would enable the hedgerow to be included in public open space, enabling its future protection and enhancement. However, it is understood that a balanced approach has been taken with the primary need for a road to span north to south, which is fundamental to enabling development of the site and prevents units from addressing the neighbouring SuDS Pond.

## 3.0 Distinctive Places

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### 3.2 A Memorable Character

*Create places that are memorable.*

#### Response



The site sits adjacent to existing residential development, positioned to the east and southern boundaries. As such, it is important to create a distinctive aesthetic, whilst employing the traditional vernacular of Desford, of which the site lies within.

During the design development the context of the site was assessed, and it was concluded that red brickwork is the predominant material finish on elevations, with a few examples of render. Traditional window styles with brickwork detailing, such as arched heads, plinths, and decorative details support the traditional architectural character, whilst creating interest and distinction to the street.

Though the proposed character complements the existing vernacular, the nature of a development of this size results in a concise architectural language of the proposed houses. The primary street has been designed as a boulevard, creating a hierarchy amongst the proposed streets.

To conclude, the traditional aesthetic of the houses, paired with the high-quality landscaping and green features, shall in turn, create a distinct neighbourhood that is a memorable place.

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## 3.0 Distinctive Places

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### 3.3 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.*

<b>Response</b>	
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The proposal works to create a continuous active building frontage along all streets and incorporates established design principles to help achieve this. Examples of such include:

- Dual-aspect plots are designed to address both sides of the street, often reinforced with landscaping to better enliven the corner.
- The transition between public and private spaces shall be defined through the use of hard and soft landscaping. Though the site predominantly comprises of 2-storey domestic buildings, the use of bay windows and front porches further establishes the 'human' scale of the development.
- The site layout has been developed to address key internal vistas across the site, further aiding in defining the streets.

It is therefore conclusive that the proposal shall create well defined streets and spaces throughout the site that appropriately responds to its context and informs users on matters relating to; circulation, public / private spaces, how to get to key green spaces, and creating an active residential character.

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## 3.0 Distinctive Places

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### 3.4 Easy to Find Your Way Around

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

Response	
Response	✓

The hierarchy of streets designed aid in informally suggesting the intended circulation throughout the site and to key spaces. This has been paired with landscaping to further inform users of possible vehicle, pedestrian, and cycle circulation.

The positioning of the main adopted roads permeates evenly throughout the site, so they are easy to locate. To aid in locating specific houses, the layout has been designed so front doors are visible from the main road. At the end of adopted roads and at junctions, key vistas have been created so they may act as a 'landmark' to help users navigate across the site. The impact of vistas is typically reinforced with soft landscaping, which is then used to lead users to the key green spaces. The circulation has been designed to encourage users to pass these green spaces, which may also be perceived as focal points of the site.

The above demonstrates that a series of design strategies have been implemented to informally suggest how the site is laid out to its users to create spaces that are easy to navigate without the use of signage.

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## 4.0 Streets for All

### 4.1 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.*

#### Response



The streets in this proposal have been designed to balance the use of motor vehicles with pedestrians and cycles. The consideration given to the road hierarchy means that there is more space for pedestrian and cycle activity. Users are encouraged to travel as pedestrians or cyclists from the additional pathways incorporated throughout the site, creating strong physical links to its surrounding context and green spaces.

Raised platforms have been proposed to limit the speed of vehicles and create interest along the adopted road, to help define junctions and other key areas. The geometry of the roads also encourages reduced vehicle speeds.

The enhanced Public Right of Way helps separate pedestrians and cyclists from motor vehicles.

The principal carriageway is wider than currently needed; however, it is understood that this is to future-proof for additional development should it be needed later on.

Overall, the proposal creates an amenable balance between provisions for the use of motor vehicles with pedestrian infrastructure and aims to allow all users to safely use the site as designed.

## 4.0 Streets for All

### 4.2 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.*

#### Response



Parking provisions and its design have been informed by Supplementary Design Guidance from Hinckley and Bosworth Borough Council. In cases where plots benefit from garages, parking provisions exceed the standard requirement. However, this has only been designed in areas where it would not cause detriment to the street scene. As such, a range of parking solutions have been designed, so it reacts to the immediate needs of the design and prevents an over-reliance on one type of solution. Soft landscaping has been proposed to help reduce the visual impact of parked cars.

The provision for allocated cycle parking results in the 'amber' rating of this design consideration. The guidance explains that where an amber rating is achieved, this is acceptable when adequate justification is provided. As previously mentioned, each plot benefits from a rear private garden, where secure external cycle stores may be placed.

Although cycle stores will not necessarily be provided to residents as part of the development, there is scope for these to be included should future residents wish to do so. An improvement to the scheme would be to include dedicated cycle storage suitable for at least one bicycle in the rear garden of each plot. It should be noted that providing all cycle storage in sheds and garages are not considered suitable according to Building for Healthy Life guidance.

Regarding the houses type 1B2P, either private garden space or secure cycle storage should be provided so the residents have somewhere to store bicycles.

Unallocated visitor parking has been provided fairly evenly across the site, reducing the likeliness of on-street parking.

Overall, it is considered that the level of vehicle parking provision is sufficient for the intended use of the site. However, there is scope for future improvement to provisions for secure cycle storage, particularly to the 1-bedroom units.

## 4.0 Streets for All

### 4.3 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.*

Response	
Response	✓



Though landscaping does not form part of this Reserved Matters application, several general principles are proposed to enhance the biodiversity value of the site. This is as summarised below:

- Retain and maintain existing ditches.
- Retain existing hedgerows and propose new hedgerows.
- Areas of tree-lined streets and the green space alongside the public right of way will help these areas perform as green 'movement' corridors for wildlife.
- Both the land surrounding the Public Right of Way and the proposed open greenspace form large areas that contribute to improving biodiversity.
- A Local Equipped Area of Play is included.

An improvement to the layout would be to include the existing hedge along the eastern boundary within the public realm, to help protect and enhance the hedge as a habitat. Though this aspect is compensated for by the addition of a 5m development buffer, some of the hedges are included in rear private gardens, making them difficult to control.

Overall, the site employs a range of design aspects that create and enhance green and blue infrastructure. The ability to fully assess this aspect is limited as Landscaping shall be retained as a Reserved Matter to be considered in detail at a later stage.

## 4.0 Streets for All

### 4.4 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.*

#### Response



Each plot will be allocated approximately a 2m deep area of defensible space in most instances. There are several areas across the site where this distance has been increased. It is most obvious at street corners, which has been used as an opportunity to design a pocket of landscaping to visually soften and demarcate the change in direction.

Hard and soft landscaping shall be designed to create a visual separation between public and private spaces, giving residents a better sense of ownership and safety. The landscaped pedestrian routes help further separate houses from motor vehicles, creating a more peaceful and domestic environment.

Houses sited off private drives will gain a higher level of privacy, due to the lower traffic frequency in that area.

Overall, it is reasonable to conclude that the level of defensible space is adequate in providing residents with a suitable level of privacy, and a space for them to personalise, improving their sense of ownership. The above further demonstrates that careful consideration has been given to the relationship between the front of the house to the back of the pavement.

## 5.0 Conclusion

The above assessment has responded to the design considerations set out in the 'Building for Healthy Life' guidance for the residential development at Hunts Lane, Desford. The 'Building for Healthy Life' document has been used as a design tool to aid in prompting design considerations in relation to creating an 'integrated neighbourhood', 'distinctive places', and 'streets for all'.

Overall, there are 12no. design considerations which have been resolved during initial stages of design. 9 out of 12 aspects have been categorised as 'green', with the 3 remaining aspects considered as 'amber'. Overall, it is reasonable to conclude that the scheme appropriately responds to the design considerations set out in the 'Building for Healthy Life' guidance and makes a proportionate attempt to move the 'amber' aspects to 'green'.

A summary of the proposals results is scheduled below:

Integrated Neighbourhood	Distinctive Places	Streets for All			
Natural Connections		Making the Most of What's There		Healthy Streets	
Walking, Cycling & Public Transport		A Memorable Character		Cycle & Car Parking	
Facilities & Services		Well Defined Streets & Spaces		Green & Blue Infrastructure	
Homes for Everyone		Easy to Find Your Way Around		Back of Pavement, Front of Home	