

This is a detailed architectural site plan for a residential development. The plan depicts a cluster of houses, represented by grey footprints, arranged around a central green space with winding paths. A prominent red boundary line outlines the entire development area. To the north of the main house cluster is an area labeled "Threeways Farm". To the northeast, outside the red boundary, is a "Garage". To the east, near a road junction, is a "Master View" point. Distances are marked along the roads, such as "100.6m" and "102.7m". The plan also includes landscaping details, showing various types of trees and shrubs planted throughout the site. A blue line runs along the eastern edge of the development, possibly indicating a water feature or a specific boundary. The overall layout suggests a well-planned, integrated community environment.

Client: Jelson Homes

Proposal: Reserved Matters for residential development pursuant to outline permission 23/00673/OUT

Location: Land South of Pumping Station, Aston Flamville Road, Burbage

Introduction


BHL 2020 is a design toolkit for neighbourhoods, streets, homes and public spaces.

Building for a Healthy Life is the latest edition of Building for Life 12, written in partnership with Homes England, NHS England and NHS Improvement. Building for a Healthy Life (BHL2020) updates England's 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 and the new name reflects changes in legislation as well as refinements made to the 12 considerations in response to good practice and user feedback.

BHL recognises the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement, incorporating the principles of 'Putting Health into Place'. Many local authorities across the country have cited Building for Life 12 in their Local Plans and Supplementary Planning Documents.

Organised across 3 headings, 12 considerations are included within BHL to help those involved in new developments think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context:

Integrated Neighbourhood	Distinctive Places	Streets for All
1. Natural Connections	5. Making the most of what's there	9. Healthy Streets
2. Walking, cycling and public transport	6. A memorable place	10. Cycle and car parking
3. Facilities and services	7. Well defined streets	11. Green and Blue Infrastructure
4. Homes for everyone	8. Easy to find your way around	12. Back of pavement, front of home

BHL is foremost a design process structure, not a scoring system and a traffic light system (Red, Amber, Green - RAG) is used to assess proposals against the 12 considerations. Good practice highlighted by a green light and poor practice is highlighted with a red light. The objective is to minimise the number of amber lights and avoid red lights. 

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.	<ul style="list-style-type: none"> • Edge to edge connectivity - pedestrian and cyclist desire lines connecting Dorchester Road to Aston Flamville Road through the site. • Connected street patterns formed by the “deformed grid structure” making pedestrian routes as direct as possible. • Continuous streets or footpaths along the edges of the development where possible, allowing movement along the edges of a development. • Filtered permeability via footpaths adjacent to private drives; provides a useful technique that designs out ‘rat running’ and creates a pleasant low traffic environment around people’s homes whilst still allowing pedestrian and cycle movement. • Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature. • Existing trees and hedgerows are retained within the public open space where possible, safeguarding their future retention and management. • Streets and routes are designed so they can be extended in the future. 	
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.	<ul style="list-style-type: none"> • The site is approximately 1.1 miles from Burbage Junior School and Burbage C of E Infant School on foot via the adjoining existing street network. • Pedestrian links throughout the site wide public open space connect to Dorchester Road. A metaled surface allows all generations to walk safely. • 0.2 miles from the site is Green Acres Pre-school and Nursery on Aston Lane. • Shared street typology forms the development green edge streets, with equal priority for pedestrians, cyclists and motor vehicles. 	
3. Facilities and services		
Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.	<ul style="list-style-type: none"> • The site is approximately 1.3 miles from Burbage town centre, with its numerous essential services, shops and amenities including schools, local doctors’ surgery, places of worship and community facilities. • It is approximately 1.8 miles walk to Hinckley Railway Station, or 15 min via local bus service [every 60 min] within a 6 min walk from the site. • Node features with 45 degree cranked homes designed to promote public meeting spaces to aid social interaction helping to improve public health by 	

	<p>encouraging physical activity and helping to tackle those affected by loneliness and isolation.</p> <ul style="list-style-type: none"> • 'Play on the way' with the POS is designed to make car-free trips more fun for children making them want to walk or cycle to school. • Existing and proposed sustainable drainage schemes contribute towards an attractive and accessible network of public spaces. • Benches allow parents surveillance of the play areas and encourage social interaction. 	
4. Homes for everyone		
A range of homes that meet local community needs.	<ul style="list-style-type: none"> • A mix of housing types and tenures that suit the needs of the local community is required on any development. This includes first time buyer homes, family homes, and homes for those downsizing. Based on Jelson Homes working knowledge of the Midlands housing market and its specific demographics, the site will be a medium density residential development providing a mix of 2, 3, 4 and 5 beds homes to meet the needs of the local community. • Whilst endeavouring to make the best use of developable land, the design does not over intensify the scheme. The location is not suitable for apartments within the development; these do not reflect the character of the surrounding areas of semi-detached and detached family housing. • All proposed properties have private amenity space which achieves or exceeds Local Authority requirements. This is particularly important for people's mental health and wellbeing. • All homes have easy access to areas of public open space via footpaths and internal street network. • Tenures include Open Market homes, First Homes, Shared Ownership and homes for Private Rent. • Many of the homes will offer accommodation for individuals or families to move locally and within the development as lifestyles and aspirations change. The units will be wholly tenure-blind by virtue of making use of the same massing and landscaping together with similar design principles and criteria. 	

BHL 2 Distinctive Places		
5. Making the most of what's there		
Understand and respond.	<ul style="list-style-type: none"> • Mature trees, existing hedgerows and watercourses are retained across the site, primarily within areas of POS. • The existing site topography is relatively flat with slight undulation changes, and this presents few constraints to development. This was beneficial to the design of the site, allowing the proposed level of development to be easily accommodated in a way which enhances the existing context through several measures: <ul style="list-style-type: none"> a) Pedestrian links have been created to neighbouring developments. b) Dwellings will face onto public open space, keeping the backs of private space away from public realm. c) Promotes passive surveillance, making the public spaces feel safer and allowing potential for the community to adopt some sense of ownership over their respective spaces. • Sapcote Road has trees to front gardens which are mature and add to the character of the area. This will be replicated within the development by incorporating street trees, within a management company grass verge, to allow a pleasant street scene and boulevard effect to the primary streets. • The urban grain of the proposed development mirrors that of the surrounding area and includes similar building heights, typologies and tenures. • The habitat along the site perimeter will be retained and enhanced combining new native tree planting, ornamental landscape features and more natural, informal wildflower meadow planting which will promote wildlife along this corridor. • The palette of materials proposed further reflects those in the surrounding streets combining a mix of red or orange/red bricks, render to key properties, with grey or dark red roof tiles. 	
6. A memorable character		
Create places that are memorable.	<ul style="list-style-type: none"> • The layout has evolved over time by considering the unique opportunities and constraints offered by the site and through pre-application discussions with the Local Planning Authority. • This has produced a scheme which is permeable, connected and reflects the local character of the surrounding residential streets whilst also allowing a sense of place in its own right. 	

	<ul style="list-style-type: none"> • POS is well distributed throughout the development, incorporating existing trees and hedgerows. • The position of the eastern LEAP is located to the perimeter of the site, near the site entrance, will provide the physical conditions for an immediate perception of community and activity as well as the aesthetic qualities associated with landscaping, plus it will be accessible to existing adjacent residents. • A simple, traditional elevational theme is proposed utilising a variety of high quality materials which, when used in conjunction with variations in frontage width and height, provides the scheme with a distinctive character of its own. The layout and green infrastructure for the scheme responds well to its context and provides a distinctive character. 	
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.	<ul style="list-style-type: none"> • Active frontages mean all dwellings face onto the street, with articulation of corners achieved by additional windows to habitable rooms which ensure that blank gables to the street are avoided, and the properties are dual aspect. • Gateway symmetry house groupings frequently utilised at junctions add identity. • A comprehensive landscaping and boundary treatment scheme has been prepared, which includes ensuring that public and private spaces are clearly defined. • The design creates clear definition between the public and private realm and follows the principles of Secured by Design. • High quality landscaping between the buildings and the highway edge will complement the buildings and enhance the quality of the street scene. • Refuse and recycling storage has been considered, and all properties are provided with convenient paved bin storage areas, screened from view of the road and provided with gated access. 	
8. Easy to find your way around		
Use legible features to help people find their way around a place.	<ul style="list-style-type: none"> • The design forms a network of well-defined streets that are logical and convenient. All new routes and spaces integrate well with the existing context as this enables people to find their way around easily and it also allows better access to existing local facilities and public transport links making places more sustainable. • Key nodal areas have been positioned to create a sense of place within the development and aid legibility. Vista stop dwellings, occasional 2.5 storey houses, 	

	<p>gateway properties, landscape features both retained and created further promote the uniqueness of these spaces and can be seen from a number of viewpoints within the development.</p> <ul style="list-style-type: none"> • Vehicular access is proposed via a new roundabout on Aston Flamville Road. 2m wide footpaths will be provided on both sides and will tie into the existing footway networks, thus providing a safe continuous walking route for residents. • The layout design demonstrates a well-connected and free flowing, accessible by all users, which helps ensure that all areas of the development are easy to navigate, safe and secure. • A clear street hierarchy assists way finding; with street trees, in manco verges ensure tree retention, define the primary streets. 2m footpaths either side in the “Residential Core character area”. Shared surface streets define the development “Green Edge” abutting the public open space “Linear Park”. 	
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BHL 3 Streets for All		
9. Healthy streets		
<p>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.</p>	<ul style="list-style-type: none"> • A clear street hierarchy aids to reinforce the 3 character areas. • All streets have been designed to accommodate the requirements of the local highway authority and with due consideration of Manual for Streets. Primary streets have footpaths on either side and street trees are incorporated where possible, to help facilitate the boulevard effect and provide additional aesthetics to the street scene. Secondary streets provide footpaths both sides. Tertiary streets utilise shared surface streets, particularly along the POS. • The POS areas will incorporate benches where people will be able to sit and chat and watch over their children. • The pedestrian pathways which link to off-site areas are positioned on natural desire lines providing direct routes for pedestrians and cyclists and integrating the development with the surrounding neighbourhood. • Variations in plot frontages along the spine road assist in natural traffic calming to slow traffic speeds, which enhances the environment for pedestrians and cyclists. Streets are well lit and benefit from natural surveillance, promoting social interaction. 	
10. Cycle and car parking		
<p>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.</p>	<ul style="list-style-type: none"> • Parking is on curtilage and follows the principles of Manual for Streets. • Parking provision has been designed at 200%, which meets the requirements of Hinckley and Bosworth Borough Council in terms of quantum and size. • Areas which feature more frontage parking bays are split by gardens and landscaping where possible. • Rear courtyard parking is avoided thereby addressing any potential for anti-social behaviour. • Many of the properties include garages for cycle storage and those which do not have rear access to private amenity space where bicycles can be stored securely. • All properties will have provision for electric car charging facilities. • There is a range of parking solutions. Including occasional shared and unallocated on street visitors car parking located close to smaller semi-detached and terraced homes. • Small and overlooked parking areas, with properties within these area with ground floor habitable rooms for good natural surveillance. 	

11. Green and blue infrastructure		
<p>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.</p>	<ul style="list-style-type: none"> • Landscape plays a fundamental role in the development of the scheme, enhancing the quality of the space and creating strong distinctive character. Pedestrian links are conceived as natural walking routes whether along the streets or within the POS. There is an opportunity to strengthen the habitat for a range of flora and fauna; creating the opportunity to enrich the public realm, improve the sense of wellbeing and offering a direct interaction with nature. Features such as orchards, allotments and wildflower meadows could contribute to the creation of a network of different but integrated spaces. • Opportunity for biodiversity net gain through features such as species rich grasslands. • Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate. • Footpath network provides circular walking routes to encourage physical activity and social interaction. • SUDs on site are to be designed to capture and manage water close to where it falls. Careful consideration needs to allow people to connect with water safely. Surface water management by way of a large, steep sided and fenced holes in the ground ought to be avoided. • The site is designed to create a habitat network, providing residents with opportunities to interact with nature on a day to day basis. • All dwellings face onto the street and blank gables facing into the public realm are avoided. This helps create a safe environment and promotes natural surveillance, plus this outward facing development provides natural surveillance to all public areas. • Connected and accessible network of paths link the various POS areas throughout the site. • Green and blue infrastructure needs well-considered management arrangements whether public or privately managed. 	

12. Back of pavement, front of home		
<p>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.</p>	<ul style="list-style-type: none"> • The private spaces are well defined by planting, landscape features and attractive boundary treatment. This demarcation helps people to personalise the private space in front of their houses, which are large enough for homeowners to take an active interest, and in turn improves the aesthetic quality of external space and the overall street scene. External spaces to the front of properties are not distanced nor segregated by high boundaries thereby encouraging social interaction between neighbours. • Appropriate bin storage / collection areas are provided to ensure all bins are presented neatly for collection. All properties have defensible spaces and strong boundary treatments, to secure the private rear garden space with gated side access. • Areas of public open space which are not overlooked in some form are avoided, dual aspect properties on corner plots and all properties orientated to face the public realm. 	