



"Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan."

(Para. 151, NDG 2021)

A SENSE OF OWNERSHIP

6.44 The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

ADOPTION AREAS

6.45 When completed, responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared parking areas.

ADAPTING TO CHANGING CIRCUMSTANCES

6.46 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.



CONCLUSION

"Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This 'story' will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application."

(Para. 16, NDG 2021)

7.1 This Design and Access Statement has set out a clear explanation of the design process, comprehensive and thorough assessment of the site and its immediate context.

7.2 The plans and design approach together with the proposed layout design demonstrate how the vision for Land to the north of St Mary's Chase, Stanton under Bardon can be delivered to meet the three key NPPF objectives of sustainable design and meet the guidance in the NDG:

- A **social** objective;
- An **economic** objective
- An **environmental** objective.

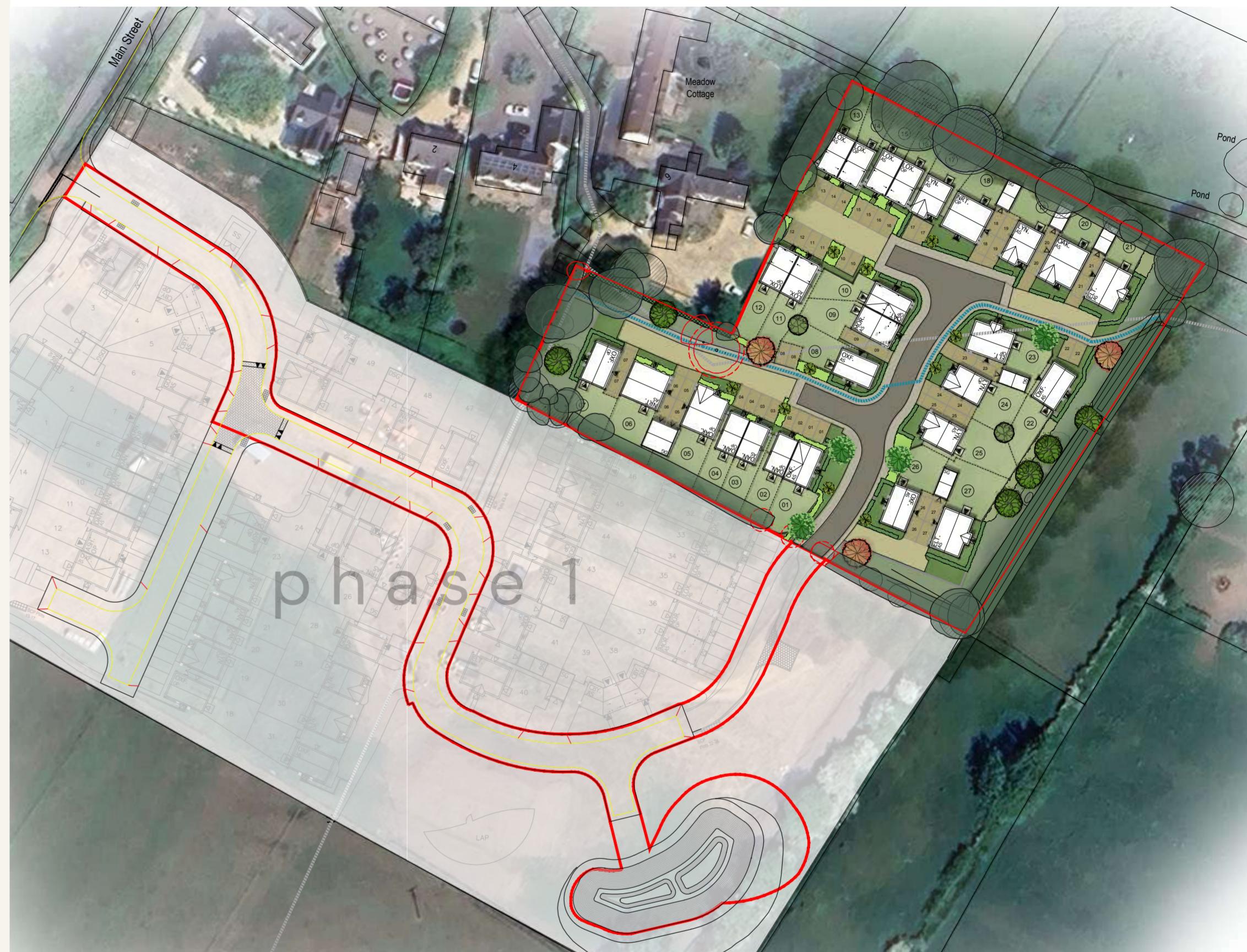
7.3 The site provides a unique opportunity to create new family homes for Stanton under Bardon, with a choice of homes and associated infrastructure, whilst improving public access across the site and connections to the wider pedestrian and cycle network.

7.4 The proposed layout is founded on best practice urban design principles and sustainable development, with strong links to the wider area. The layout is a response to the site opportunities and influences, presenting socio-economic benefits for the local and regional area.

7.5 Land north of St Mary's Chase, Stanton under Bardon, will be a highly desirable place to live for the 21st Century and beyond, reflecting the desirable elements of its local vernacular. The proposals respect the local character but also move the community towards a more sustainable future. It will accord with the principles of high-quality design and best practice to create a development that is both varied, and yet sympathetic to its local context. The aim is to achieve a desirable development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

7.6 The development proposals will offer the following design benefits:

- A layout that responds sensitively to the village edge setting and surrounding landscape.
- A mix of housing types and tenures to meet a wide range of local needs, including affordable homes.
- Streets and public spaces designed to prioritise pedestrians and create a safe, walkable environment.
- Integration of existing landscape features and enhancement of biodiversity through a connected green infrastructure network.
- High-quality architecture and materials that reflect local character and reinforce a sense of place.
- Provision of sustainable transport infrastructure, including EV charging and cycle storage.
- Compliance with national housing standards to ensure liveable, accessible, and adaptable homes.
- Strong connections to the wider settlement through a legible movement network and new pedestrian/cycle links.



PROPOSED LAYOUT | Not to scale

BUILDING FOR A HEALTHY LIFE

Building for a Healthy Life is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

The following section outlines how the proposed site layout has been developed with these standards in mind and describes how the principles are either met through this process or how with further consideration proposals might be able to align with and implement the principles.

8.1 This document presents the Building for a Healthy Life (BfHL) self-assessment for the Allison Homes proposed development at Land at St Mary's Chase, Stanton under Bardon, forming chapter 8 of the full planning application. The principles contained within national policies and guidance have been closely adhered to including Building for a Healthy Life, Streets for a Healthy Life, the National Design Guide, Manual for Streets 1 & 2 and LTN 1/20.

Green – Go ahead: Shows the design of the scheme has responded positively to the question;

Amber – Try and turn to green: Cautions that an aspect of a scheme is not fully resolved and needs to be rethought and redesigned to achieve a better outcome; and

Red – Stop and rethink: A red light suggests that one or more aspects of a scheme need to be reconsidered.



Aerial Location Plan | Not to scale

Integrated Neighbourhoods		
BfHL Consideration	Applicants' Response	Score Rating
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 proposed layout at Stanton under Bardon has been carefully designed to create a high-quality place that connects naturally with its surroundings. It integrates seamlessly with the adjacent Phase 1 development, forming a logical extension to the village. Vehicular access is provided via the internal road network established in Phase 1, allowing for continuity and ease of movement. The layout maximises pedestrian and cycle permeability through a network of well-defined routes that connect to existing Public Rights of Way, nearby streets, and open spaces. These new routes are attractive, legible, and safe, encouraging walking and cycling. Development edges have been designed to, avoid any sense of isolation and ensuring that the scheme forms part of a wider, connected village structure.	Green

Integrated Neighbourhoods		
BfHL Consideration	Applicants' Response	Score Rating
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 development promotes active and sustainable travel by supporting walking, cycling, and use of public transport. The layout includes a network of well-connected and overlooked footways that link directly to existing pedestrian routes in and around Stanton under Bardon, including access to the Public Right of Way network and village facilities such as the primary school, local shop, and community buildings. The design incorporates low vehicle speeds and shared surfaces in appropriate areas to make cycling safe and convenient throughout the site. The local bus service, accessible from Main Street within walking distance of the site, connects the village to Coalville, Leicester, and other key destinations. Together, these measures help encourage short trips by foot or bike, reduce reliance on the private car, and support improved public health and lower emissions.	Green

BUILDING FOR A HEALTHY LIFE

Integrated Neighbourhoods		
BfHL Consideration	Applicants' Response	Score Rating
3. Facilities and services: Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.	The development is well located to provide future residents with convenient access to a range of local facilities and services within walking or cycling distance. Stanton under Bardon benefits from a local shop, primary school, public house, village hall, church, allotments, and accessible green spaces, all of which are within a short distance of the site. These facilities support day-to-day needs, social interaction, and opportunities for leisure and recreation. The proposed layout reinforces connectivity to these amenities through direct pedestrian routes and a permeable street network, ensuring that residents can reach key destinations without reliance on the car. This proximity to essential services promotes sustainable living and contributes to a strong sense of local community.	Green
4. Homes for everyone: A range of homes that meet local community needs.	The development will provide a balanced mix of housing types, sizes, and tenures to meet the diverse needs of the local community, including families, individuals, first-time buyers, and older residents. Affordable housing will be integrated throughout the layout using a tenure-blind approach to ensure all homes are of a consistent quality and appearance. The proposed housing mix will respond to local housing needs as identified through the Council's evidence base. Homes will be designed to meet Nationally Described Space Standards and include adaptable dwellings where required, supporting inclusive, long-term living for residents at all life stages.	Green
5. Making the most of what's there: Understand and respond.	The proposals have been informed by a clear understanding of the site's physical features, landscape character, and its relationship with the surrounding context. The development responds sensitively to the village edge setting, with lower-density housing located along the more exposed rural boundaries to provide a gentle transition to the countryside. Existing hedgerows and mature trees are retained wherever possible to reinforce green infrastructure and enhance biodiversity. The layout also builds on the established movement framework from Phase 1, integrating connections and aligning with the existing pattern of development to ensure a natural extension to the village. These considerations ensure the scheme makes the most of its setting while reinforcing local character and identity.	Green
6. A memorable character: Create places that are memorable.	The proposed development will create a distinctive and memorable character by drawing upon the village's existing architectural styles, local materials, and rural context. Variation in building types, rooflines, and detailing will help define different parts of the scheme, supported by a clear street hierarchy and landscaped spaces that create identity and legibility. Key corners and nodes will feature dual-fronted buildings or enhanced detailing to provide visual interest and aid wayfinding. The use of green corridors, retained vegetation, and public open space will contribute to a strong sense of place and ensure that the development sits comfortably within its setting while offering residents an attractive and recognisable neighbourhood.	Green

BUILDING FOR A HEALTHY LIFE

Distinctive places		
BfHL Consideration	Applicants' Response	Score Rating
7. Well defined streets and spaces:	The layout has been designed to create a clear and legible network of streets and spaces that are well enclosed by buildings and structural landscaping. Dwellings are oriented to face streets and public areas, ensuring active frontages and good levels of natural surveillance throughout the development. Principal elevations and front doors address the public realm, reinforcing a strong relationship between buildings and streets. Corner plots will include dual-aspect designs to enhance visual interest and avoid blank gables. Landscaping, boundary treatments, and tree planting will help define spaces, soften the built form, and contribute to a well-structured and cohesive environment that is both attractive and easy to navigate.	Green



BUILDING FOR A HEALTHY LIFE

Streets for All		
BfHL Consideration	Applicants' Response	Score Rating
8. Easy to find your way around: Use legible features to help people find their way around a place.	The proposed layout incorporates a range of legible features to help residents and visitors navigate the development with ease. A clear street hierarchy, distinctive building forms at key junctions, and variation in materials and landscaping will create visual cues that support wayfinding. Dual-fronted and landmark buildings will be positioned at corners and focal points to enhance legibility and reinforce the identity of different character areas. The arrangement of streets, open spaces, and pedestrian routes has been designed to provide a logical structure, ensuring that movement through the site feels intuitive, safe, and well connected to the surrounding village context.	Green
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.	The development has been designed to create people-friendly streets that prioritise the experience of pedestrians and cyclists while accommodating necessary vehicle movement. Streets will be designed as shared social spaces rather than simply transport corridors, with low traffic speeds, clearly defined pedestrian routes, and attractive landscaping to encourage walking and informal interaction. The use of street trees, varied surfacing, and active frontages will enhance the public realm and support a safe, comfortable environment. By balancing vehicle access with the needs of non-motorised users, the layout promotes healthier lifestyles and contributes to a well-used and inclusive neighbourhood setting.	Green
10. Cycle and car parking: The parking arrangement shown in the Illustrative Masterplan has been carefully considered to ensure that sufficient parking spaces are made available for future residents while seeking to promote a reducing dependency on the car and avoiding a car-dominated street scene.	The parking strategy has been carefully designed to ensure that sufficient and convenient provision is made for both cars and cycles, while minimising the visual impact of parking on the streetscape. Car parking will be provided through a mix of on-plot spaces, side driveways, with frontage parking limited to avoid visual dominance along primary streets. Garages and secure garden sheds will provide dedicated cycle storage for each home, supporting active travel. Electric vehicle charging points will be provided for all dwellings, aligning with sustainability objectives. The approach balances practical parking needs with a desire to promote walking, cycling, and an attractive, well-landscaped public realm.	Green



BUILDING FOR A HEALTHY LIFE

Streets for All		
BfHL Consideration	Applicants' Response	Score Rating
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 development integrates green and blue infrastructure as a core part of its layout, contributing to both visual amenity and environmental performance. A network of public open spaces, retained hedgerows, and new planting will support biodiversity, enhance local character, and provide opportunities for informal recreation. These features will help foster a connection with nature, support the wellbeing of residents, and contribute to the biodiversity net gain objectives set out in national policy. Green infrastructure will be designed to be multifunctional, delivering ecological, recreational, and drainage benefits.	Green



BUILDING FOR A HEALTHY LIFE

Streets for All		
BfHL Consideration	Applicants' Response	Score Rating
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 design ensures a clear and attractive transition between public and private spaces by incorporating front gardens, planting, and boundary treatments that reflect the village character. The space between the pavement and building frontage will be used to create defensible space, allowing for soft landscaping, bin and cycle storage integration, and personalisation by residents. This approach reinforces the sense of ownership, enhances the visual quality of the streetscene, and helps define a strong public realm. Where level changes are required, they will be sensitively managed through terracing or planting, ensuring accessibility and maintaining a cohesive, characterful environment.	Green

Summary:

The proposed development at Stanton under Bardon Phase 2 has been designed in accordance with the principles set out in Building for a Healthy Life, ensuring the creation of a well-connected, sustainable, and high-quality living environment. The layout prioritises natural integration with its surroundings, walkability, access to local services, and a varied mix of housing to meet local needs. Streets and public spaces are clearly defined, safe, and inclusive, supported by green infrastructure and sustainable drainage features that enhance biodiversity and wellbeing. The careful treatment of boundaries, parking, and public realm contributes to a distinctive sense of place, while the overall design encourages community interaction, sustainable travel, and long-term adaptability. The scheme demonstrates a strong commitment to placemaking and delivering a neighbourhood that supports the health, safety, and quality of life of its future residents.



