Good design for North West Leicestershire

Supplementary Planning Document for new developments

Draft for consultation

North West Leicestershire District Council

"Creating places that people and businesses are proud to call home is at the heart of what we do"

Councillor Richard Blunt with residents of David Taylor Close, Heather.

Foreword

We believe each generation is judged by the quality of the built environment that they leave behind. This Supplementary Planning Document gives us the ability to make sure we can be proud of our built environment and the developments we approve to be built.

New development offers us the opportunity to use good design to create socially and economically vibrant places that work well for everyone. Well designed buildings and spaces create places – places that people are proud of, will last for generations and help to make people's lives happier and more fulfilling.

Nine years ago, the Council adopted a new approach to development, placing a greater emphasis on good design. Prior to this the Council had witnessed some very good developments being built, though there were others that failed to successfully apply the basic principles of good urban design. The worst of these developments have created social, environmental and financial problems and have become liabilities for local communities, the Council and partners, such as the police.

In some instances, poorly designed developments simply create daily frustrations for the people that live there. For example, there might not enough parking and streets are littered with parked cars causing frustration and tension between neighbours. In other cases, residents have nowhere to store their wheelie bins, garages are too small for their cars and the quality of landscaping is mean and poor creating unpleasant streets that look out of place at the heart of the National Forest. These developments remind us that we can and must do better. They also remind us that good design can help us build stronger communities.

Within six years, we've seen a dramatic transformation in the urban design quality of new developments securing planning consent. Many of these developments are referenced within this guidance and serve to demonstrate that good design is achievable – even during the challenging post credit crunch economic climate.

This guidance is therefore not based on untested ideas but is instead based on the developments that have been recently completed, are under construction or are in the development stages. The guidance helps to explain how we define good design locally providing applicants with the clarity and certainty they have asked for. It also suggests how local communities could be involved in shaping buildings and places. This guidance promotes good, ordinary places – places that people and businesses are proud to call home.

Councillor Richard Blunt
Leader of the Council
and Design Ambassador

Councillor Trevor Pendleton
Portfolio Holder for Regeneration
and Planning Design Ambassador

Contents

Section 01

Local and national policy context

Purpose and status of the guidance

1.1 This guidance supplements policies in North West Leicestershire's emerging Local Plan and aims to provide applicants with additional information and guidance relating to the Council's design aspirations for new developments.

1.2 This Supplementary Planning Document (SPD) will initially support existing saved Local Plan policies E4 and H7. However in the long term these will be replaced.

1.3 This guidance applies to all developments within North West Leicestershire.

Policy context

1.4 The Council recognises that as this guidance is not part of the development plan, it cannot be afforded full weight in the decision making processes. However this document will be subject to public consultation and adopted as a Supplementary Planning Document (SPD). It should be noted that the design processes outlined within this document reflects best practice.

1.5 The National Planning Policy Framework (NPPF) is based on the concept of sustainable development, to which there are three dimensions: economic, social and environmental. Good design complements the social and environmental dimensions, with the social associated with, "creating a high quality built environment" (paragraph 7) and the environmental with, "contributing to protecting and enhancing our natural, built and historic environment… improv[ing] biodiversity… and adapt[ing] to climate change" (paragraph 7).

1.6 The NPPF emphasises the importance of good design in the creation of, "well-designed buildings and places [that] can improve the lives of people and communities" (paragraph 8). Furthermore, the NPPF emphasises the importance of sustainable developing, "seeking positive improvements in the quality of the built, natural and historic environment, as well as in improving people's quality of life" (paragraph 9).

To achieve this requires, but is not limited to:

- replacing poor design with better design;
- improving conditions in which people live, work, travel and take leisure; and,
- widening the choice of high quality homes (paragraph 9).

As such, the government is clearly emphasising that the need to provide more homes is not overshadowed by an equal need to provide high quality homes.

1.7 The NPPF identifies twelve core planning principles. Of these, two are of relevance to this SPD. The NPPF states that planning should:

- not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- always seek to secure high quality design (paragraph 17).

1.8 The government requires good design on the basis that:

"The Government attaches great importance to the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56).

1.9 Local authorities are encouraged to, "develop robust and comprehensive policies that set out the quality of development that will be expected for the area" (paragraph 57).

1.10 The Council's policies for good design are based upon a series of place making principles. The relationship between these principles and the NPPF is demonstrated in Figure 1.

Figure 1: The relationship between North West Leicestershire's place making principles and the NPPF.

North West Leicestershire's place making principles	Relationship with the National Planning Policy Framework
A National Forest or locally inspired identity	"establish a strong sense of place" (paragraph 58) "respond to local characteristics and history" (paragraph 58) "reflect the identity of local surroundings and materials" (paragraph 58) "promote or reinforce local distinctiveness" (paragraph 60)
Streets and spaces shaped by buildings	"using streetscapes and buildings to create attractive and comfortable places to live, work and visit" (paragraph 58)
A greener footprint	"contributing to protecting and enhancing our natural, built and historic environment" (paragraph 7)
Vibrant, mixed use communities	"create attractive and comfortable places to live, work and visit" (paragraph 58) "create and sustain an appropriate mix of uses" (paragraph 58) "achieve places which promote opportunities for meetings between members of the community who might otherwise not come into contact with each other" (paragraph 69).
Responsive to their context	"respond to local characteristics and history" (paragraph 58) "reflect the identity of local surroundings and materials" (paragraph 58)
Connected places	"address the connections between people and places and the integration of new development" (paragraph 61)
Easy to get around	"create safe and accessible environments" (paragraph 58)
Well designed and well managed public spaces	"safe and accessible environments" (paragraph 69) "high quality public space" (paragraph 69)
Architectural quality	"visually attractive as a result of good architecture and appropriate landscaping" (paragraph 58).

Manual for Streets

1.11 Manual for Streets (2007) represents a significant step change in the design of residential streets. It promotes streets as social spaces rather than as places dominated by vehicles. This requires placing pedestrians and cyclists at the top of the user hierarchy – as opposed to motorists - and considering their needs first; promoting walking and cycling; encouraging low vehicular speeds (20mph or less) and seeking to reduce speed by reducing (rather than increasing) forward visibility.

1.12 Manual for Streets encourages a collaborative design approach, bringing together a range of professionals and organisations (principally the developer, local planning authority and highway authority) at the early stages of the design process.

Building for Life 12 / Built for Life

1.13 Building for Life 12 / Built for Life (BFL) is the industry standard, endorsed by government for well designed homes and neighbourhoods in England.

1.14 The policies contained within this SPD complement BFL, as amended in 2012. BFL comprises of 12 positive indicators for new residential led development.

Section 02

The Design Process

Applicant Guidelines

2.1 The Council encourages and expects applicants to ensure that all development proposals are based upon a thorough appreciation of the opportunities and constraints of both the site and its context.

2.2 Opportunities include responding to local community aspirations for the site and their community (for example, a need for smaller accommodation to enable older residents to stay within their community), local and national planning policy and best practice, physical qualities of a site and its context and economic considerations.

2.3 The Council also requires applicants to engage with the local community, Town or Parish Councils, other stakeholders (such as Civic Amenity Groups)[1], Leicestershire County Council (Highways) and the Council at the early stages of the development of proposals to ensure that the aspirations of the local and wider community are captured, understood and reflected in proposals as appropriate.

2.4 The Council strongly recommends that applicants utilise the 'Pre-application service' it offers (fees apply).

The four stage design process

2.5 The Council strongly encourages and expects applicants of major and strategic[2] applications to follow a four stage design process[3] as detailed on the next few pages.

2.6 The Council will not support applicants who wish to initiate pre-application discussions with indicative proposals, such as elevations and/or layout plans and will instead seek assurance that the opportunities and constraints of the site and its context have been identified and understood, i.e. Stage 1

[1] Applicants are advised that the Council's 'Community Focus' Team can offer advice as to what community interest groups exist within an area.

[2] At the time of publication, major development defined as:
Residential 10 to 49 dwellings, Commercial 1,000 to 9,999sq/m floorspace. Strategic development defined as: Residential 50+ dwellings, Commercial 10,000sq/m + floorspace. For up to date guidance on fees and other matters related to submitting a planning application please visit www.nwleics.gov.uk

[3] Based on best practice guidance, CABE (2008) Design and access statements: how to write, read and use them, London.

Stage 1

Understanding the place

This stage involves assessing the site and its wider context; including involving the local community and other stakeholders to capture and understand opportunities, constraints and aspirations for a site.

The aim of this stage is to identify what a development needs to do to respond positively to local policy requirements (such as the Council's place making principles and Affordable Housing Requirements), local aspirations and best practice.

Typical opportunities include: views into, through and out of a site; existing landscape features such as mature and healthy trees and hedgerows; topography; well used paths (which may or may not be formal rights of way).

Stage 2

Development principles

Following Stage 1, a series of development principles should be established for the development site.

These development principles can be defined as qualities that a scheme will need to have (such as a certain percentage and type of affordable housing, for example bungalows and two storey houses as opposed to flats) or issues that a scheme will need to positively respond to.

These development principles should be circulated to and agreed by the Council and other involved stakeholders before work progresses on development proposals.

Once agreed, these development principles should inform the detailed proposals for the site.

Depending on the nature of the development, its size, location and local interest in the proposals, applicants may be advised by the Council to conduct a public consultation to ensure that local aspirations have been fully captured and understood.

For residential led development BFL should be used as a framework against which site specific development principles can be established.

Stage 3

Creating a vision and concept

Whilst the Council strongly encourages all applicants to consider options for developing a site in order to identify the best way of responding to the agreed development principles, the Council recognises that applicants may not wish to explore more than one option if a preferred option has already been identified.

The Council expects all developments to respond positively to agreed development principles. If a scheme is developed that responds positively to these principles is identified and supported by the Council and the stakeholders involved in the process, it may be unnecessary to go to the time and expense of developing and testing further options.

However applicants are advised that if they do not wish to develop and test a series of (concept) options against the agreed development principles and a scheme is not deemed as responding positively to these principles, they will be expected to develop an alternative scheme.

Depending on the nature of the development, its size, location and local interest in the proposals, it may be appropriate for applicants to conduct a further public consultation to offer the local community the opportunity to view and comment on proposals before work progresses to the detailed development stage.

Subject to support from the Council and stakeholders (i.e. there is agreement that a scheme has been developed that responds positively to the development principles), the applicant should progress to Stage 4.

Stage 4

Design development

At this final stage, the applicant prepares the planning application submission material.

Section 03

Creating well-designed buildings and spaces

3.1 The Council expects all development to contribute positively to the creation of well designed buildings and spaces. Through good design, practical and meaningful places can be created and sustained. Well designed developments will be more durable and more likely to stand the test of time than less well considered developments.

3.2 Good design in the built environment involves the creation of places that work well for both occupants and all users, look good, possess a sense of character and are built to last.

3.3 The Council has considered the qualities and deficiencies of both good and poor developments within the District to produce a series of locally appropriate 'Place making principles for North West Leicestershire' by which the design quality of developments can be considered. Existing well designed places perform positively against these principles; it therefore follows that by responding positively to these principles future developments will make a positive contribution to our communities.

3.4 These principles are closely related to and are reinforced by the NPPF, The National Forest Design Charter, OPUN's [4]own 'Place Making Checklist' and Building for Life 12.

3.5 Nine principles have been established. These principles reflect qualities that the Council considers consistent with well designed buildings and spaces:

1. A National Forest or locally inspired identity
2. Streets and spaces shaped by buildings
3. A greener footprint
4. Vibrant and mixed-use communities
5. Responsive to context
6. Connected places
7. Easy to get around
8. Well-designed and well-managed public spaces
9. Architectural quality

3.6 The principles will be used by the Council to structure pre-application discussions relating to design and the Council encourages applicants to use these principles through the design process and as a basis for engaging the local community and other stakeholders in the design process.

3.7 These principles will also be used to determine the design quality of all proposed developments within North West Leicestershire. Well designed schemes will be based upon a robust opportunities and constraints assessment that will consider both the site and its wider context. For larger developments, these principles will be used as the basis for design tools such as development briefs and Design Codes (a set of rules that guide the development of a scheme).

3.8 Bespoke design is often the most successful way to respond positively to the characteristics of a place. However, the Council recognises that bespoke solutions can be both impractical and inefficient for national developers that are dependent on high levels of standardisation. Bespoke design itself will not necessarily secure a good design outcome if proposals are not based upon a robust response to the site and its context and do not respond to the Council's place making principles. Particular sensitivity will be required in Conservation Areas and standardised solutions will not be acceptable in these situations.

Daybreak House, Donington le Heath draws inspiration from the National Forest through the use of natural materials and the extensive use of soft landscaping. The vertical stacks (sun tubes) reference the traditional Victorian terraces that are partly characterised by chimney stacks adding interest to the roofscape.

[4] OPUN is the architecture centre for the East Midlands. OPUN is affiliated to Cabe at the Design Council.

3.9 Standardised formats often fail to achieve positive design outcomes on the basis that they are often inflexible to local circumstances and as such often fail to respond appropriately to the characteristics of a particular site and its locality. In some circumstances, bespoke designs will be required. Developers are strongly encouraged to employ standardised components only where appropriate and where these components can be tailored to respond positively to the Council's place making principles; or combined with bespoke elements to achieve a good design solution.

3.10 All residential developments of ten units or more will be required to meet BFL standard. The Council expects developers to use either BFL (for residential development) or the Council's place making principles (for all other types of development) as a community engagement tool, involving local communities and other stakeholders at the start of, and through the duration of, the design process. In addition to meeting the requirements of BFL, residential schemes of ten or more units will be required to positively respond to Principle 9: Architectural Quality.

Figure 3: The relationship between North West Leicestershire's place making principles, The National Forest Design Charter, OPUN's Placemaking Checklist and Building for Life 12.

North West Leicestershire's Place making principles	How our place making principles relate to The National Forest Design Charter and OPUN's Placemaking checklist	How our place making principles relate to BFL
A National Forest or locally inspired identity	Creating a Forest identity and setting Inspiring places A sense of character	Character Working with the site and its context
Streets and spaces shaped by buildings	Streets and spaces shaped by buildings	Creating well defined streets and spaces
A greener footprint	Building greener Building innovation Achieving national excellence Built to last for generations	
Vibrant, mixed use communities	Inspiring places Interesting places	Meeting local housing requirements
Responsive to their context	Creating a Forest identity and setting A sense of character	Working with the site and its context
Connected places	Legibility and connectivity Easy for everyone to get around	Connections
Easy to get around	Accessibility Easy for everyone to get around	Public transport Meeting local housing requirements Easy to find your way around
Well designed and well managed public spaces	People focused Landscape design Ecological design Integrated design Well designed and well managed public spaces	Streets for all Car parking Public and private spaces External storage and amenity space
Architectural quality	Inspiring places Architectural quality Built to last for generations	

Section 04

A National Forest or local inspired identity

The National Forest provides a source of inspiration for the design and environmental performance of buildings, the design and management of green spaces and the integration of green and blue infrastructure. References for new development can also be drawn from local architectural characteristics where there is a strong and identifiable architectural identity.

4.1 All development will be required to contribute towards creating or reinforcing local distinctiveness and identity.

4.2 New development will be required to reinforce positive aspects of local distinctiveness where it exists. All development proposals must be based upon a robust assessment of the site and local context opportunities and constraints. Such an assessment will be required to identify whether or not there is a positive sense of local distinctiveness and in such cases, identify what elements afford this sense of local distinctiveness.

4.3 Those features that afford a place a positive sense of local distinctiveness are often more subtle than more obvious features, such as architectural detailing and materials. Local characteristics will instead exhibit themselves in ways other than just architectural detailing or materials, and are instead characterised by features such as:

- the mass and form of buildings (their height, width and depth).
- urban structure and urban grain, e.g. density, building lines, boundary treatments, the layout of buildings and plots, the relationship between buildings and the spaces around them; the relationship between buildings and the street.
- typical traditional vernacular characteristics include architectural details such as chimney stacks (appropriately scaled and positioned, for example corbelled out from gable ends) 'wet' bedded verges and exposed eaves rather than 'dry', enclosed (or boxed) verges and eaves, roof pitches, window proportions, styles, materials and arrangements, porch and door surround styles, proportions and materials, boundary treatments and landscaping. As such, he reflection of traditional vernacular characteristics is deeper than merely the use of locally appropriate materials and ad hoc architectural detailing.
- Landscaping. In some places, developments are characterised by strong landscape infrastructure, where buildings are secondary or subordinate.

4.4 Where there is a lack of local distinctiveness in the immediate locality (for example, on the edge of established settlements where the distinctive, historic core is fully or partially surrounded by modern developments that have failed to reinforce local identity) new development should seek to reinforce the positive (historic) identity in either a traditional or modern architectural style. For example, this could be achieved by combining a locally appropriate built form, locally inspired materials palette with a contemporary architectural style.

4.5 Where developments are to be of a traditional architectural style, these will be required to draw an honest and authentic reflection of the architectural style it seeks to emulate. Typical traditional vernacular characteristics include architectural details such as functioning chimneys, wet bedded verges and exposed eaves, rather than dry, enclosed verges and eaves (i.e. barge boards). Therefore, architectural references must not be limited to the use of a locally appropriate materials palette and/or the inclusion of abstract and ad hoc architectural detailing.

4.6 For development to complement a positive and distinctive local identity does not necessarily require traditional or pastiche architecture. It is possible to draw positive features and reflect these in a contemporary manner if appropriate to the site and its locality. For example, a Georgian townhouse has a highly regular window pattern that creates a strong rhythm. It is possible to replicate the fenestration pattern, rhythm and overall proportions of a Georgian townhouse without necessarily attempting to replicate original detailing and craftsmanship. The overall aim should be to exploit the qualities in the character of the local area, creating a strong link to them without necessarily resorting to creating a mirror image.

[5] For example, Garden City inspired developments.

4. A National Forest or local inspired identity

4.7 Where new settlements are created or development is proposed in settlements or areas where there is a lack of an identifiable or otherwise distinctive identity (for example, East Midlands Airport/Pegasus Business Park), the Council will expect developments to draw inspiration from more imaginative sources and/or The National Forest.

4.8 Developments located within the National Forest will be strongly encouraged to reflect the principles and ethos of the Forest through:

a) Green infrastructure,

b) Building performance (i.e. more environmentally responsible buildings) and,

c) The selection and use of materials such as timber. The Council will encourage the use of timber in creative and imaginative ways as opposed to only utilising timber for cladding. As such, the Council will encourage the use of timber in construction – in both a structural and non structural manner.

4. A National Forest or local inspired identity

4.9 All development will be expected to use green infrastructure (National Forest planting, sustainable urban drainage, open space and habitat creation) to improve the environmental performance of new development in addition to reinforcing a sense of identity.

Where development is located outside of The National Forest, green infrastructure should still be used to improve the environmental performance of new development.

4.10 Green infrastructure must be considered in a holistic manner, from the micro (streets and back gardens designed for recreation and home cultivation) to the mid (village greens, allotments, playing fields, parks and greenway connections) to the macro scale (country parks, greenways and National Forest managed land where provided).

4.11 National Forest planting is a requirement of all new developments within the Forest boundary. The Council will expect Forest planting to be provided on site.

4.12 Forest planting must be used to structure, frame and define a network of streets and spaces rather than being placed in, for example, a corner of a development site (please refer to Figure 6). As such, National Forest planting requirements must be used creatively to create and define a network of streets and spaces, for example the creation of tree lined avenues. For larger developments, the creation of a formal tree lined avenue could also contribute towards making a place easier for people to find their way around.

4.13 Where tree lined streets or avenues are planned, careful consideration must be afforded to species, species mix and space for growth.

Rills contribute towards the management of surface water and help to create a sense of identity.

4.14 Developments will be required to respond positively to the characteristics of a site, such as:

- Views from the site that in turn can be framed by the considered arrangement and placement of streets, buildings and spaces
- Existing landscape features such as mature trees and hedgerows or watercourses that can be used to create a framework for a new development and features such as focal point spaces.
- Retention of existing buildings or the reuse of materials on site from existing structures (where appropriate) in the form of building plinths or to create boundary walls.
- Topography, for example by reflecting the topography in the layout and form of buildings and utilising the topography to frame local and longer distance views where appropriate.
- Site orientation. Providing that this will not compromise other design considerations, the roofs of buildings should be orientated within 30 degrees of south to provide opportunities for the incorporation of solar panels (either as part of the development or at a later date)

Figure 4:

Concept proposals for Hastings Park, Ashby de la Zouch. Strong avenue planting, strong boundary hedgerow planting and swales create a good National Forest inspired identity.

Additional policies relating to residential led developments

4.15 The Council will strongly resist the use of standardised house types that have not been tailored to suit the positive and distinctive characteristics of an area.

4.16 The Council will not permit glass reinforced plastic porches, door canopies or surrounds as a replacement for those of timber construction.

Section 05

Streets and spaces shaped by buildings

The most successful streets and spaces are those where buildings frame and create clearly defined streets and spaces through the careful placement of buildings and the careful consideration of how buildings relate to the street and to each other.

Buildings create a strong edge to a focal point space.

5.1 Buildings must create or reinforce a well defined network of streets and spaces with a well defined building line. The degree of spatial enclosure will be related to the type of street (i.e. minor or typical) or square to be created.

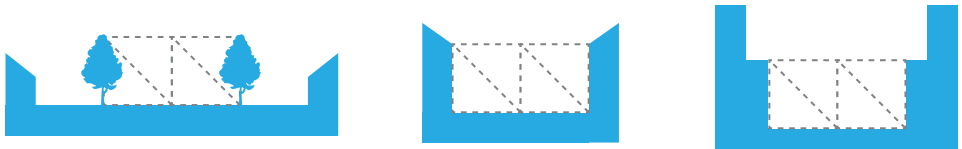
5.2 In some instances, existing streets will be wider than the guideline dimensions in Figure 6 or it will be appropriate to create streets that are wider. In such cases, the resultant loss of spatial enclosure would usually be expected to be reinforced by the planting of semi-mature trees and where appropriate and required the planting of hedgerows or the erection of other boundary treatments.

Figure 5:
Height to width ratios (illustrative)

Type	Maximum	Minimum
Minor streets, e.g. mews	1: 1.15	1:1
Typical streets	1: 3	1: 1.5
Squares	1: 5	1: 4

(Source: Urban Design Compendium 1, 2007, p.88)

Mews 1:1 ratio | Generally effective 1:3 ratio | Maximum squares (+very wide streets) 1:6 ratio



Spatial definition by tree canopy | Spatial definition by tree canopy | Spatial definition by recess line

(Source: Urban Design Compendium 1, 2007, p.88)

5.3 Development must be based upon the perimeter block principle where development faces outwards onto the streets and spaces around it. In the case of residential led developments, the formation of perimeter blocks creates an inner core of interlocking back gardens.

5.4 Developments must reinforce or create a logical street hierarchy by virtue of the following street characteristics:

a) Building height.
b) Building set back.
c) Street enclosure.
d) Breaks (or gaps) in the building line.
e) Hard and soft landscaping.

A clear street hierarchy must be established at the concept design stage, combined with a strong design concept for each street typology. For example, if a development includes a range of primary, secondary and tertiary streets, how will these look and feel different to each other? Street cross sections and illustrative street plans will be required to demonstrate that streets will have different characteristics.

5.5 Where a proposed development adjoins existing development, the new development will be required to reinforce or complete the existing perimeter block structure, for example by orientating the development so that the gardens of new homes back onto the gardens of existing homes.

5.6 Where a proposed development adjoins existing development but there is a green separator between proposed and existing development in the form of public open space (e.g. parkland, greenway, National Forest planting or flood water attenuation), new development will be expected to front onto the green separator to afford good levels of surveillance opportunity. Where existing development backs onto green separators, careful attention must be afforded to safeguarding existing residential amenity.

5. Streets and spaces shaped by buildings

5.7 **Where the urban structure and grain is broken or absent, new development will be required to begin to shape a network of streets and spaces which in turn can be reinforced by future development.**

5.8 Where buildings are located on corners they must be designed to fit the shape or angle of the corner. Whilst a right angled (90 degree) building is appropriate for a corner that turns at 90 degrees, some corners may turn at a greater or lesser angle or in the form of a curve in which case a 90 degree corner will not be appropriate for the circumstances.

5.9 Where buildings turn a corner, they must offer two strong frontages (i.e. dual aspect). Buildings must therefore be designed to offer a positive relationship with the street with windows serving to break what would otherwise be a blank wall and offer the opportunity for 'natural surveillance' whereby those within the building can see out onto the street.

5.10 Where it is appropriate to set buildings back from the street the design of the space in front of the building will be critical in ensuring that there is a positive relationship with the street. Street enclosure should be reinforced where appropriate by structural landscaping and vertical boundary treatments (for example, hedges and low walls).

Where developments ignore perimeter block principles, back gardens face onto streets creating an unsatisfactory building to street relationship, whilst also compromising the visual and social qualities of the street. The edge of the street also becomes defined by tall boundary walls or fences.

5.11 **Car parking to the front of buildings will be strongly resisted as they fail to offer a positive contribution to the street and result in a street environment visually dominated by parked cars. However parallel on street parking can help enliven places and support their economic vitality without creating an environment dominated by a mass of parked cars.**

5.12 Where there are breaks in the building line and a boundary treatment is required, 2.0m high brick walls must be erected where these face onto either the public or semi-public realm. Close boarded or 'hit and miss' fencing will not be permitted.

Additional policies relating to residential led developments

5.13 Where buildings are positioned on a corner they will be required to function as dual aspect dwellings. Dual aspect dwellings must be afforded windows to both elevations that are required to address the street to maximise natural surveillance opportunities and eliminate buildings that offer a blank or weak elevation to the street. Windows must serve habitable rooms, such as living rooms, kitchens and bedrooms to afford surveillance opportunities.

5.14 The most successful buildings that turn corners are generally those that are 'L' shaped. Where rectangular or square buildings are placed on corners, these will only turn corners successfully if the internal room arrangement has been designed to suit a building that has a dual aspect facing. The retrospective inclusion of windows on buildings that are not designed to turn corners, such as on a gable ended property, do not usually work successfully either internally or externally in terms of their architectural appearance.

The retrospective addition of windows to a side elevation to a house type that is not designed to function as a dual aspect dwelling will often result in unsatisfactory architectural proportions and/or window arrangements and will compromise internal living spaces.

Whilst this building has a side bay window, the rest of the side elevation is dominated by a blank gable ended wall.

A strong dual aspect dwelling turns the street corner wall.

5.15 Habitable buildings must be used to turn corners. The Council will not permit developments where private gardens, garages and/or driveways are used to turn corners.

5.16 Larger residential developments (for example, developments of 100 units or more) will be expected to offer a clear two or three tier street hierarchy comprising of principal, secondary and, where required, tertiary routes.

A principal route should be defined as such by visual cues such as taller buildings (which need not require the inclusion of an additional floor) than those on secondary and tertiary routes, with no or limited building set backs, and few breaks in the building line. The importance of the principal street can be reinforced by features such as structural and formal landscaping (for example, tree planting to create an avenue or boulevard). Conversely, a tertiary route may feel less enclosed, with lower buildings, more breaks in the building line and a greater building set back. For this reason, integral garage house types will not usually be supported on principal routes and will instead be preferred along tertiary routes.

Section 06

The £22m Radisson Blu hotel features a striking architectural style that draws inspiration from both aviation and The National Forest. A super efficient building it is powered and heated by an on-site tri-generation heat and power plant. The hotel is BREEAM 'Excellent' rated offering an 88% reduction of CO2 over a traditional build. Additional features such as the ability to export surplus energy to the National Grid and a 62,500litre underground rainwater storage tank have helped to make the hotel the greenest in the United Kingdom.

A greener footprint

The creation of buildings and spaces with a reduced environmental impact and that offer people opportunities to live lower carbon lifestyles, are suitable for future adaptation, conversion or expansion, and as such designed to stand the test of time will be encouraged.

6. A greener footprint

6.1 New development should be designed and located in such a way to reduce its environmental impact and offer people opportunities to live lower carbon lifestyles.

6.2 The Council will strongly encourage buildings that are capable of adapting to change. For example, homes should be designed as flexible and loose fit spaces, where internal walls can be remodelled to suit the changing needs of occupants, such as a growing or shrinking family unit. Careful consideration should be afforded to the design and integration of large format retail units, particularly within established town and village settings. Consideration must be afforded to creating building forms and layouts that lend themselves to change beyond occupation of the original occupier (retailer) thereby enabling buildings to be 'recycled' for future uses including subdivision into smaller units.

6.3 The layout and design of developments should seek to offer people a choice of walking and cycling routes that are direct, safe, attractive and easy to use. Key considerations include stitching new developments into existing street and footpath networks, avoiding the tendency to focus purely on the main vehicle route(s) into and out of a development. Consideration must also be afforded to future proofing connections to adjacent land and the location of new facilities and services. Where possible, facilities and services should be located with an 800m walk of people's homes. Walking and cycle distances can be reduced by considering street alignments and how streets can be designed to connect to one another for pedestrians and cyclists if there is a reason to prevent vehicle permeability.

6.4 The Council will strongly encourage and expect schemes to be conceived from the outset with a sustainable urban drainage network appropriate to the site and the ground conditions. The Council is particularly keen to encourage a holistic approach to sustainable drainage whereby such systems are integrated into the design of a place and contribute towards part of an accessible and integral part of both the 'hard' public realm (i.e. streets network) and the 'soft' public realm (i.e. public open space network including National Forest planting provision).

6.5 Public spaces should enhance the natural environment by incorporating features such as tree planting, new wildlife habitats and urban drainage systems to reduce water run off. The Council will strongly encourage the use of permeable paving surfaces and urban drainage systems that are integrated into the development as a whole, for example through the use of swales and rills, rather than just the creation of large balancing lagoons.

6.6 Schemes that create a strong network of car free cycle and walking routes that provide direct, safe and attractive routes between where people live and local facilities and services will be strongly encouraged particularly on larger developments, such as sustainable urban extensions. The routes should be designed in from the outset as part of the overarching design concept for a place.

6.7 Whilst a development site may have, for example, one point of vehicular access, there may be opportunities to provide additional cycle and pedestrian links to the wider area. Where these opportunities exist these links must be provided. If third party land ownership issues prevent these connections from being established (for example, the costs of acquiring land are unviable, the ownership of land is unregistered or a third party does not wish to sell the land), the potential for these links to be provided in the future must be safeguarded by the careful placement of buildings, street alignment and extent of the adoptable highway.

6.8 Where such routes cross the vehicular streets, careful attention must be afforded to the design of these crossings to ensure that vehicle speeds are calmed and changes in level for both cyclists and pedestrians are minimised or eliminated. Applicants will be expected to work closely with the highway authority to achieve such outcomes.

6.9 Where developments provide local facilities and services, sufficient, safe and attractive cycle storage will be expected to be provided and located in a position whereby cyclists can park closer to the entrance of facilities than those arriving by car.

Permeable surfacing contributes towards the responsible management of rainwater.

6. A greener footprint

6.10 National Forest planting and/or the use of green infrastructure should seek to provide a diverse range of environments. These should not only contribute to offsetting the impact of development but provide people with a rich choice of recreational opportunities.

Generously landscaped spaces can contribute towards the creation of wildlife habitats, particularly for native birds and insects whilst also contributing towards character and surface water management.

6.11 The environmental performance of new buildings is covered by Building Regulations. However the Council strongly encourages the use of new technologies and features that further improve environmental performance, such as rainwater harvesting and high capacity underground rainwater storage tanks. The Council is particularly keen to encourage the functional use of chimneys, for the purposes of ventilation, sun tubes or as flues for internal wood burners where appropriate.

6.12 Layouts and buildings that maximise solar orientation and potential for natural ventilation are encouraged where these do not compromise the existing or required urban framework. The use of rainwater harvesting techniques and high capacity rainwater storage will be encouraged for all developments, including residential developments.

6.13 Consideration must be afforded to the capacity and potential of buildings to accommodate change. The Council will encourage the design of new homes to accommodate changes in household size and the requirements of occupants. Commercial developments must be designed in such a way to allow the greatest opportunity for change once the original occupier has vacated the site A greener footprint requires a commitment to creating buildings that have a reduced environmental impact and also the ability to stand the test of time, thus reducing the likelihood of the need to demolish a building and remodel a site to accommodate change.

6.14 Public consultation by the Council has identified a potential growth market, with 88% of residents expressing an interest in homes that utilise new technologies that are environmentally sensitive and help to make new build homes cheaper to run.

Additional policies for residential led developments

The Council encourages developers to consider the integration of environmental 'optional extras' for residential led developments, such as features that would enable a development to exceed the environmental performance of new homes required by Building Regulations where a purchaser of a new home is willing to pay the additional costs associated with such improvements to the developer (i.e. a chargeable option extra, such as a 'Solar Panel Package'). The Council is exploring the potential of facilitating this through a proposed Local Development Order that would provide developers with enhanced permitted development rights.

Swales contribute towards surface water management and help to create a memorable place.

Section 07

Vibrant and mixed-use communities

7. Vibrant and mixed-use communities

Places need to be more that just functional, they should encourage more sustainable modes of transport and offer richness on a visual, cultural and social level. Complementary uses should be mixed to create places that are vibrant and encourage a greater sense of identity and community.

7.1 Places should be designed to create or help sustain vibrant, mixed use communities.

As such, the Council will discourage the use of retail 'zoned' areas within new developments. Instead, a vertical and horizontal mix of uses will be encouraged, with the greatest mix of uses located within the centre of new urban extensions or new settlements.

7.2 Careful attention should be afforded to the proposed use of buildings, their location and the way they relate to the spaces around them. Those uses that offer the least in terms of a vibrant street scene should be located away from the street.

Please cross refer to Figure 12 (on back cover).

7.3 The design of commercial buildings should be carefully considered to ensure that there is a positive relationship between activity inside the building and street activity. As such, the Council will resist commercial developments that fail to offer an active frontage to the street (i.e. entrances and windows). For larger scale developments such as supermarkets, this can be achieved by providing windows to elevations or 'wrapping' the larger retail unit (the supermarket) with smaller commercial units such as smaller retailers, offices and cafés.

A mixed use urban block in the centre of this development creates a concentration of activities, uses and people.

PHOTOGRAPH TO FOLLOW

A vibrant mixed use village centre.

Additional policies relating to residential led developments

7.4 Vibrant streets are those that are well used by people. Therefore in addition to encouraging people to walk between places particularly for shorter journeys by providing a choice of connected, safe, direct and attractive routes, the urban environment should also be interesting.

Interesting places are those that enrich the senses, with a variety of visually features and spaces where people can meet, relax and socialise. Therefore the Council will seek to ensure that developments help to create interesting and vibrant places that are designed to allow people to use them.

7.5 Developments should seek to provide range of housing in response to local housing needs and also enable people to stay within the community as their needs change.

7.6 Developers will be encouraged to consider how homes can be designed to create safer and more vibrant streets and encourage residents to use their front gardens (where provided) more.

For example:
Placing kitchens to the front of homes will maximise surveillance opportunities, particularly during the winter months where curtains to living rooms are drawn early. Where properties have front gardens, placing the kitchen at the front can offer the opportunity to maximise glazing and/or install French doors that can open out onto a front garden or terrace. As such, this will encourage residents to use front gardens more, particularly in the morning or evening sun (depending on plot orientation) and, in turn, create more interesting and lively streets.

Buildings must relate to the street with a good visual connection provided between the street and activity that is taking place inside the building. Careful attention must be afforded to creating active edges at ground floor level and avoiding blocking windows with solid panels.

A new bowling green provides opportunities for social interaction.

Section 08

Responsive to context

New development should respond positively to its context, respecting existing development and by using site assets, such as landscape features and views.

Sensitive retention of a historic boundary wall, the tailoring of standard elevations and the use of high quality, local materials at Towles Pastures, Castle Donington. The development was one of the first Built for Life™ Commended schemes in England.

8. Responsive to context

8.1 All development proposals must be underpinned by a thorough understanding and appreciation of the place – both the site and its immediate and wider context. This will be achieved by undertaking a site and local context opportunities and constraints assessment.

8.2 As part of this process, applicants will be expected to work with local community representatives (such as Parish Councils), the planning authority and other stakeholders to identity and discuss opportunities and constraints early in the design process. Applicants are encouraged to complete this critical stage in the design process before legally committing to a site.

8.3 Typical opportunities include, but are not limited to:

- New connections between the site and its surroundings, including pedestrian and cycle only connections.
- Retention and inclusion of existing landscape features, such as hedgerows, trees, streams and ponds.
- Utilising the landform to create a sustainable urban drainage network throughout the development, e.g. rills leading to swales through to larger balancing ponds.
- Framing views of existing buildings and/or landscape features either on or off the site.
- Creating new features that help people to orientate themselves, such as marker buildings and spaces.
- Reinforcing distinctive local architectural characteristics.
- Creating a new and distinctive character where there is no discernable local identity.
- Views into, out of and through the site.

Retained trees can become focal points within developments whilst also helping to create an identity for a place.

8.4 The relationship between existing and proposed development is a critical factor in the future success and integration of communities. Therefore, applicants are strongly encouraged to explore options with local community representatives and other stakeholders. Development should contribute towards completing perimeter blocks, for example where the gardens of existing development back onto a development site. For larger developments, it may be appropriate to explore alternative edge relationships, such as:

- Separators – such as woodland creation and fields.
- Integrators – places of amenity benefit to both existing and new residents, such as parkland, heath land, play spaces and playing fields, and allotments/community gardens.

[6] Where buildings create the outside edge of the block and interlocked back gardens and/or shared amenity spaces create the middle.

8. Responsive to context

The diagrams on the following pages demonstrate possible options for integrating existing development with proposed new development:

8.5 Where proposed development is intended to back onto existing residential development (i.e. abutting back gardens), the distance between properties should normally be no less than 20m.

8.6 New residential development must respect the height of existing residential buildings around the immediate boundaries site, though taller structures will be permitted within the development. Where development is proposed to abut an existing low density area, it may be appropriate to respect this density on the edges of the development site.

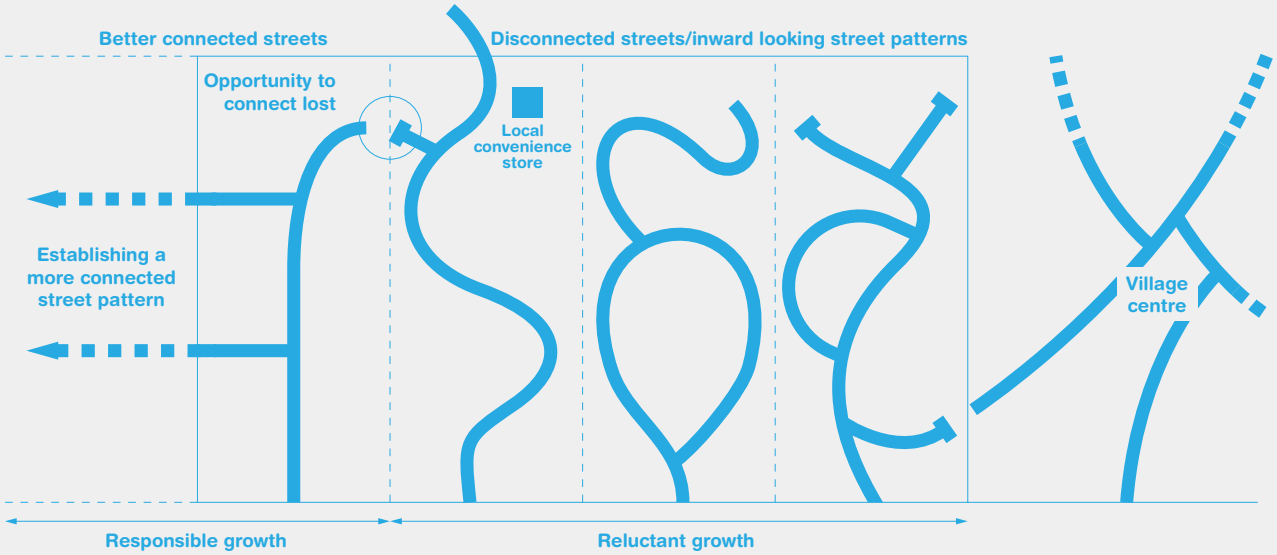


Figure 6: Connected streets and spaces

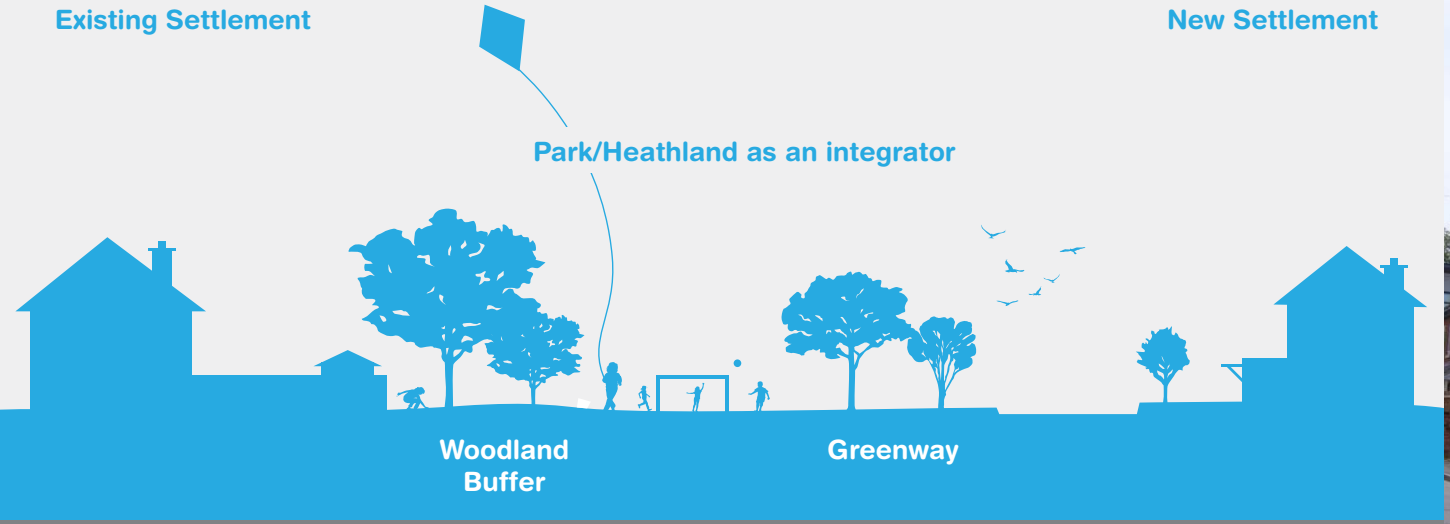


Figure 7: Park/heathland as an integrator between new and existing development.

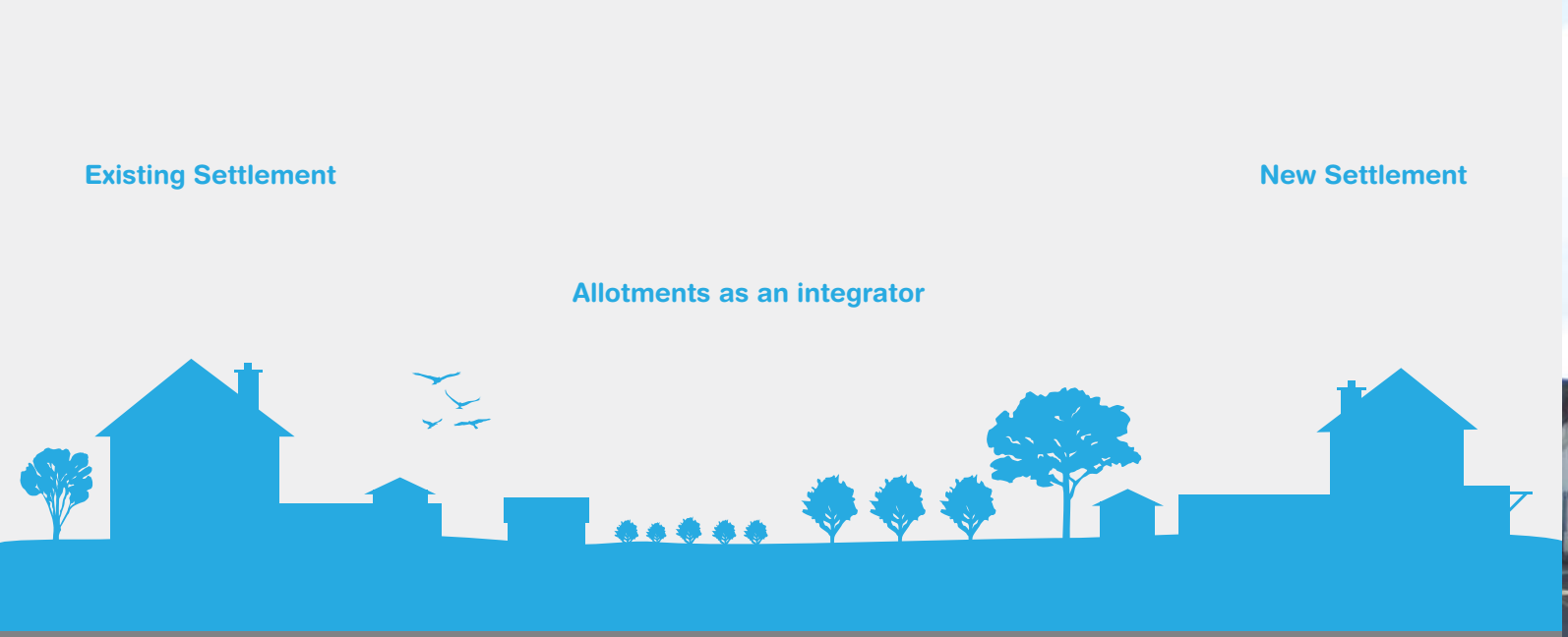
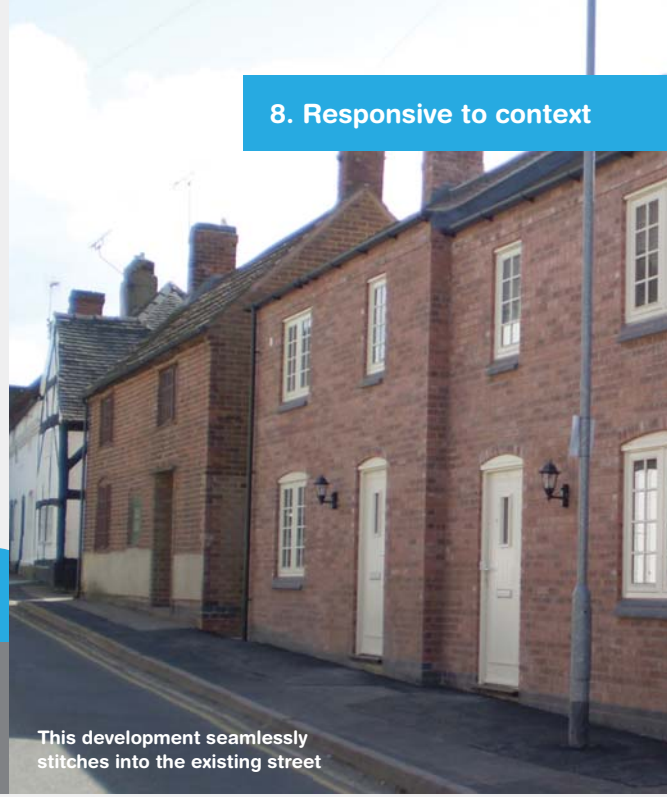


Figure 8: Option B: Allotments as integrators between new and existing developments.



This development seamlessly stitches into the existing street

8.7 If a decision is made in consultation with the Council, local community and other stakeholders to separate existing and new buildings by way of parks, heathland or playing fields, careful attention must be afforded to safeguarding pedestrian and cycle links between both the existing and new community.

8.8 Where development abuts open land, built form should soften or 'feather' by way of more dispersed building form, greater gaps between buildings, increased landscaping, lower buildings (i.e. no higher than two storey) and a softer, more informal building line. Part of this will involve considering whether the adjacent open land is to be permanently open or whether the adjacent land is proposed for future growth needs. In the case of the latter, careful consideration should be afforded to how the temporary edge will be eventually integrated with future development.

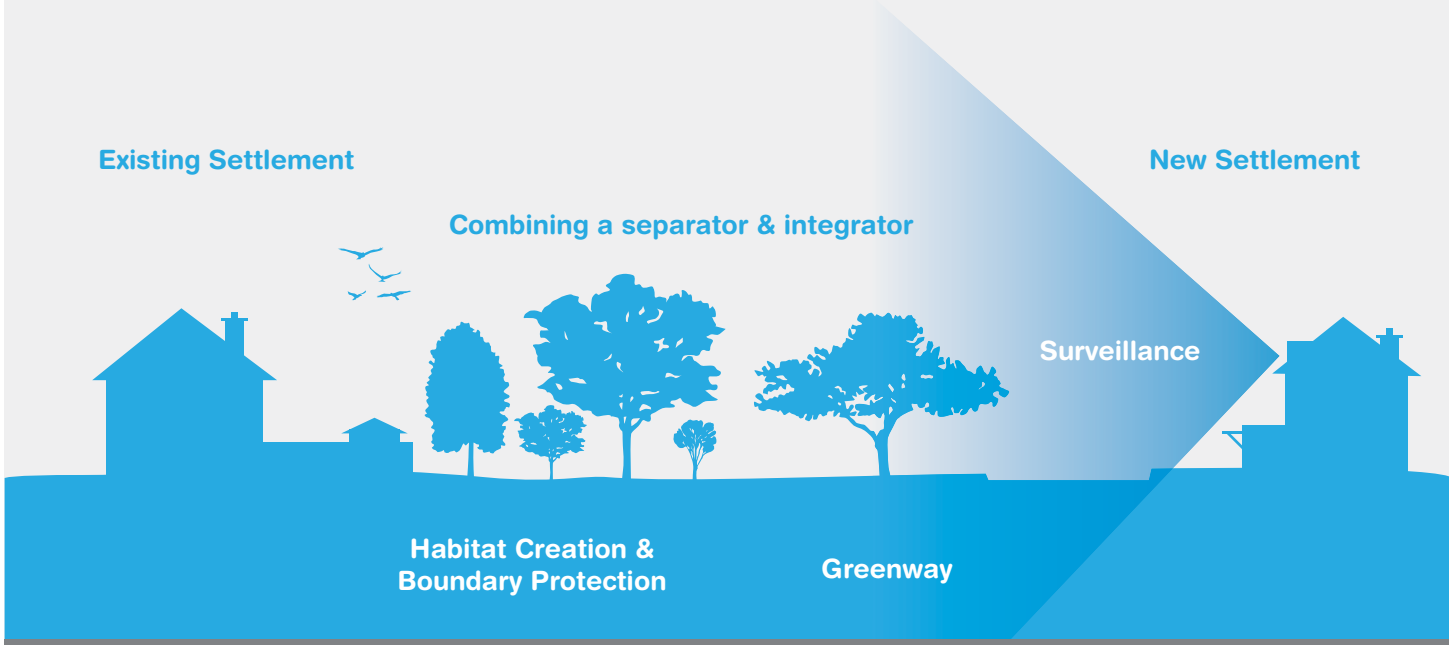


Figure 9: Option C: Parks, heath lands, playing fields and greenways as integrators and physical separators.

Section 09

Connected places

Places should offer as many connections as possible to areas around them whether these are existing adjoining developments or open space to encourage higher levels of walking and cycling, particularly for shorter local journeys.

9.1 The creation of well connected places makes walking and cycling a more practical and attractive choice for people, particularly where routes are convenient, direct, safe and attractive where people are planning shorter journeys (for example, to the local shop or post office). The creation of well connected places also offers social, environmental and health benefits to both individuals and the wider community and are therefore strongly encouraged.

9.2 New developments must carefully consider the position of access points into a development to ensure that pedestrians and cyclists are offered the shortest possible routes between new or existing facilities and services.

In some instances, where it is neither possible or desirable to provide vehicle access points in a certain location, it will be necessary to provide pedestrian and cycle only connections to offer people short and direct routes between the places where they live or work and those places they wish to visit, such as shops and restaurants.

9.3 The Council will strongly resist developments that offer opportunities to provide connections but are not included in development proposals unless the applicant can demonstrate through the provision of evidence that this is due to circumstances beyond their control, (i.e. third party land owner not wishing to sell land or requesting a non viable land value).

Where future proofed links are provided to adjacent land, the land up to the edge of the site boundary must be offered for adoption.

What is under the 'red line' boundary? Here the 'red line' boundary between two developers became a fence. This fence runs across the site and frustrates desire lines across the development.

9.4 Routes (streets, squares, greenways, alleyways, bridleways, waterways, railway lines, parks and open spaces) should be located to provide pedestrians and cyclists with a choice of direct, convenient, safe and attractive routes to and from facilities, services and employment locations.

Successful connections are those that will also offer a distinct advantage to using the private car (particularly for shorter journeys).

Car free cycle and walking routes are popular at weekends when people have more free time. In addition to help encourage healthier lifestyles, these attractive and safe routes help to reduce car usage for shorter journeys and if strategically designed can offer people a travel choice that is quicker and more convenient than using the car.

9.6 Consideration should be afforded to whether all connections need to be accessible by vehicles, or restricted to pedestrians and cyclists only. By restricting access to pedestrians and cyclists only the number of routes can be increased where it is not possible and/or desirable to allow vehicular access, in turn creating better connections across the whole community.

Disconnected street patterns frustrate people's ability to move within their communities particularly by foot and by bicycle; and can contribute towards increased car usage particularly for shorter journeys.

By ignoring opportunities to connect at the design and planning stage local residents living adjacent to this site must walk fifteen-minutes to reach the supermarket that is located beyond these railings. If a pedestrian and cycle connection was provided, residents would have be able to reach the store's entrance in a couple of minutes.

9.7 Greenways that are wide, overlooked and run across sites should seek to benefit the local community in addition to residents of a scheme by ensuring potential connections are utilised. The Council will not permit routes, which whilst direct are isolated, offer poor accessibility (e.g. narrow) and lack adequate surveillance.

9.8 For the reasons outlined in policies 9.1 to 9.7, the Council strongly discourages the use of dead ends or cul de sacs unless there is a strong justification for employing dead ends (for example, valid concerns relating to crime and/ or anti-social behaviour). If there is a need to restrict through vehicle access, pedestrian and cycle access should be retained.

Well connected pedestrian and cycle routes across developments can have a major impact on people's travel choices, street activity and levels of physical activity.

Section 10

10.1 Pedestrian and cycle routes should be predominantly located so that they pass in front of buildings, rather than behind them. All routes must be well overlooked and lit, with opportunities for natural surveillance provided from adjacent buildings.

Easy to get around

Routes should be both physically and psychologically accessible, recognising the impact of urban, landscape, highways and architectural design have on the creation of places that are and feel safe. Subtle cues in the environment can affect people's perceptions of safety, in turn affecting their transport choices particularly on shorter, local journeys.

By prioritising pedestrians and cyclists countries such as the Netherlands, Denmark and Sweden have higher levels of physical activity.

10.2 Where pedestrian and/or cycle routes pass between buildings, these must be designed so that sight lines are clear (i.e. straight routes rather than curved routes where people may be hidden from view), opportunities are provided for good levels of natural surveillance from neighbouring buildings and are well lit.

A well designed pedestrian connection: well lit, well overlooked, wide and clean.

10.3 Routes must be designed to be accessible by those with both full and restricted mobility. Careful attention should be afforded to the use of street clutter that can block or impede routes for those in wheelchairs, or those pushing prams or pushchairs.

10.4 Clear pedestrian paths will be provided across car parks, with the orientation of the path reflecting the most direct route to the destination(s).

Village greens can be very effective marker spaces, helping people to navigate their way around places.

10.5 Well designed places are easy to find your way around. Often referred to as 'legibility', well designed places offer visual cues or 'anchors' that are memorable and help people to create a mental map of a place. The Council requires all new developments to be legible (for larger developments) or contribute towards the legibility of the wider area (for smaller developments [7]).

[7] A smaller development may contribute towards wider legibility by providing, for example, a gateway building if located at the entrance or prominent position within a village where appropriate.

10.6 Legible places comprise of a variety of orientating features and careful consideration must be afforded to their frequency and distribution. Generally the larger the development, the more legible features it will require.

- **Memorable spaces** – are places where routes converge or are centres for activity, such as market places, high streets, parks, town gardens, urban squares, village greens, bowling greens, cricket or football pitches and pocket parks. The size and location of a scheme will impact on the number and type of focal points that will need to be created. These may range from a large village green through to smaller places where streets and paths converge.

- **Street network** – a clear hierarchy of streets, ranging from principal or main streets through to smaller, more intimate lanes (secondary) and mews (tertiary). The hierarchy of streets should be reinforced by building heights, building lines, building set backs and the use of landscaping. For example, a principal route should be defined by taller buildings than secondary and tertiary routes, with no or limited building set backs, and few breaks in the building line. The importance of the street could be reinforced by street trees. Conversely, a tertiary route may feel less enclosed, with lower buildings, more breaks in the building line and a greater building set back.

- **Paths** – the network of routes through a space should have a clear hierarchy with principal routes; defined by stronger built forms. Secondary and tertiary routes will have a different character to principal routes, for example, they may take the form of mews streets or home zones, with a smaller, more intimate scale of development.

- **Town or village landmarks** – these are buildings that act as visual anchors within the townscape, either by virtue of their appearance, physical size and/or use. Examples of town and village landmarks are structures that can be seen for some distance by virtue of their height, such as a church or school bell tower. Such landmarks are most effective when their physical attributes (or presence) are complemented by a social or cultural use.

- **Local landmarks** - complement town or village landmarks and provide a network of smaller scale features within the street scene. Such features include: marker buildings, public art, feature or 'champion' trees.

- **Edges** – edges are often formed by existing landscape feature such as canals, rivers, streams or field boundaries, such as hedgerows.

- **Character areas** – these serve to break down larger settlements into more distinct sections or pieces. Character areas may be identified by the density of place, uses within it, its form and/or physical appearance (such as a distinctive architectural style or by the particular materials used).

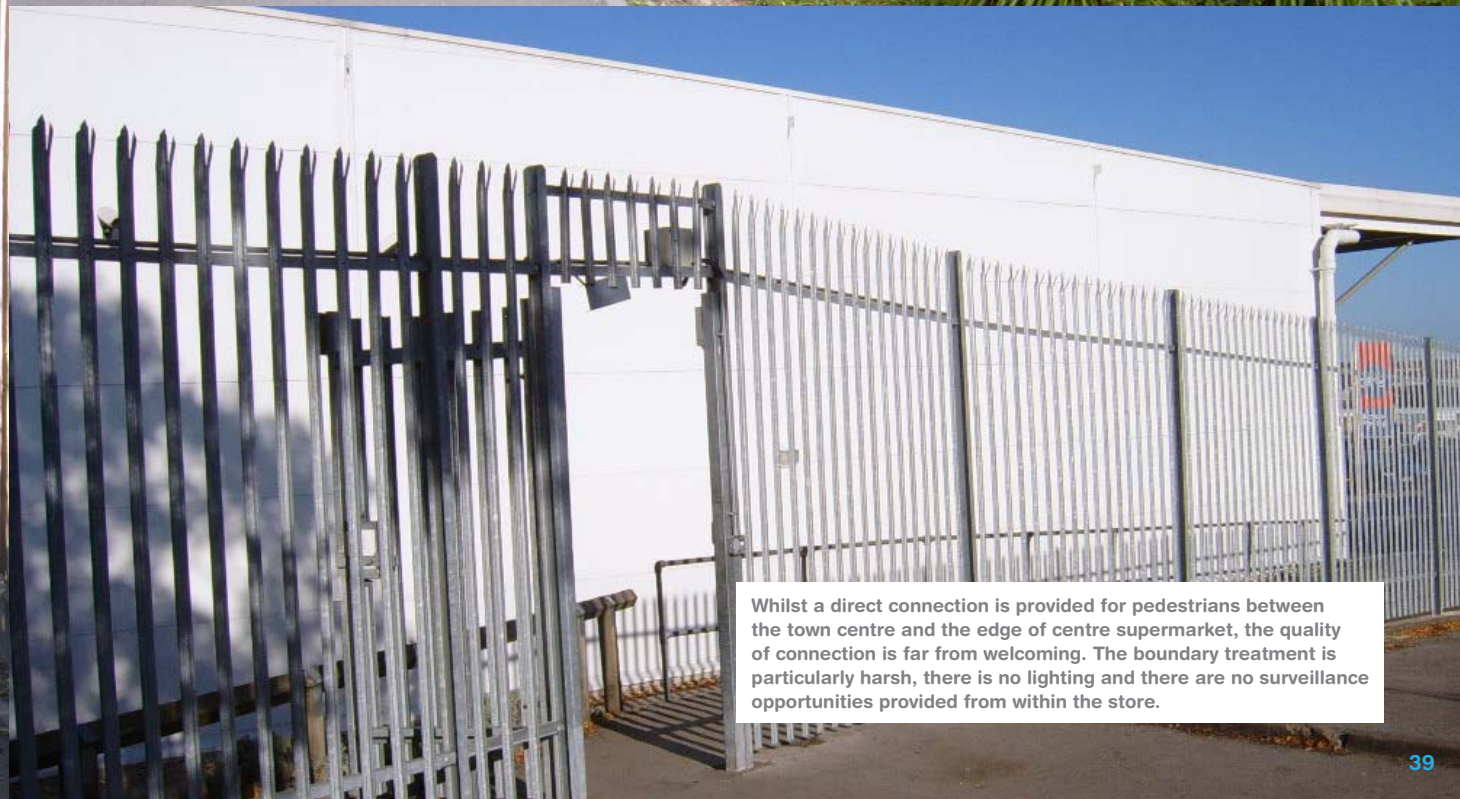
A tower feature on the mixed-use commercial building at the heart of this development is visible from various vantage points and helps people to find their way around.

10.7 Where squares are used and intended to reinforce the legibility of a new development, squares must be discernable and clearly defined as such. Whilst true squares may be either regular or irregular in shape, a common feature relates to their spatial enclosure.

Spatial enclosure is afforded by the placement of buildings in a way in which they define a clear space (i.e. the square) and reducing people's ability to see out of the square (often termed as space 'leakage') by virtue of the way in which streets lead into a square.

Whilst a pedestrian and cycle connection is provided a blind spot is created by the use of high fencing.

It is not enough to just to provide pedestrian and cycle links. They must be attractive and safe to use. How safe and attractive will this connection be after dark with no lighting and the soft landscape edge providing opportunities for criminals to hide and ambush people.



Whilst a direct connection is provided for pedestrians between the town centre and the edge of centre supermarket, the quality of connection is far from welcoming. The boundary treatment is particularly harsh, there is no lighting and there are no surveillance opportunities provided from within the store.

Section 11

Well-designed and well-managed public spaces

Public spaces need to be well managed, physically and psychologically accessible, with uses designed to support the creation of vibrant and safe places. National Forest planting requirements should be used creatively to provide a range of natural spaces and green infrastructure with useful functions and meanings.

Public and (semi-) private spaces need to be clearly demarcated whilst also having a practical public or (semi-) private function.

11. Well-designed and well-managed public spaces

11.1 Public spaces must be clearly defined and serve a clear public function. Whilst larger developments will require their own open space network, for smaller developments it may be more desirable to invest in improving existing open spaces within the area. In such instances, developers should explore options with the local authority, where applicable, the local parish or town council.

11.2 Public spaces should be designed to be inviting, safe and attractive to use, offering opportunities for informal social interaction. The potential for streets to function as social spaces must not be forgotten.

11.3 Public spaces should be well overlooked and, where desirable, with buildings fronting onto them offering opportunities for natural surveillance. The placement of full sized window graphics and/or advertisements in the windows and/ or glazed entrances of commercial buildings restrict opportunities for natural surveillance of the public realm and will be strongly resisted.

11.4 The design speed of streets must be 20mph or less. The Council will seek to achieve this within new developments primarily through 20mph speed designations, Home Zones and Quiet Lanes [8]. Lower speeds can be reinforced through the use of features, such as street narrowing and vertical calming (with or without in built pedestrian crossings) [9].

Whilst horizontal calming is often used this regularly results in:

- Curvilinear street patterns with pedestrians and cyclists forced to travel further (rather than following a direct path).
- Irregular shaped building plots that can be difficult to resolve.
- The creation of small pieces of land with no practical public or (semi-) private function, thereby wasting land.
- Frustrating the ability of designers to frame views of features such as landscape features or buildings (short to long distance).

As such, the Council will seek to resist curvilinear street patterns unless they are:

- In response to topographical or other site constraints.

- Part of a design concept that based upon reflecting the traditional characteristics of an organic settlement. In such cases, an irregular and winding street pattern will also be reflected in features such as plot and built form characteristics. Please cross reference to paragraph 4.3.

Shared surfaces may be appropriate in low traffic areas however careful attention must be afforded to how spaces will be navigable by those with visual impairments.

11.5 Streets should be designed as social and play spaces, where the pedestrians and cyclists come first, rather than simply as routes for cars and vehicles to pass through.

11.6 Although all spaces should have a principal purpose, public spaces should be flexible and allow a range of activities to take place within them. Spaces 'left over after planning' rarely offer places that lend themselves to any meaningful public or private function. Careful attention must be afforded to anticipating anti-social behaviour and how such behaviour can be designed out through good design.

11.7 Public spaces proposed for adoption by the local authority (county, district or parish) or a community body must offer public value, as otherwise the cost of maintaining them at public expense cannot be justified. Equally, private space proposed for transfer to owner occupiers or private/social landlords must offer private value.

[8] In consultation with the Highway Authority

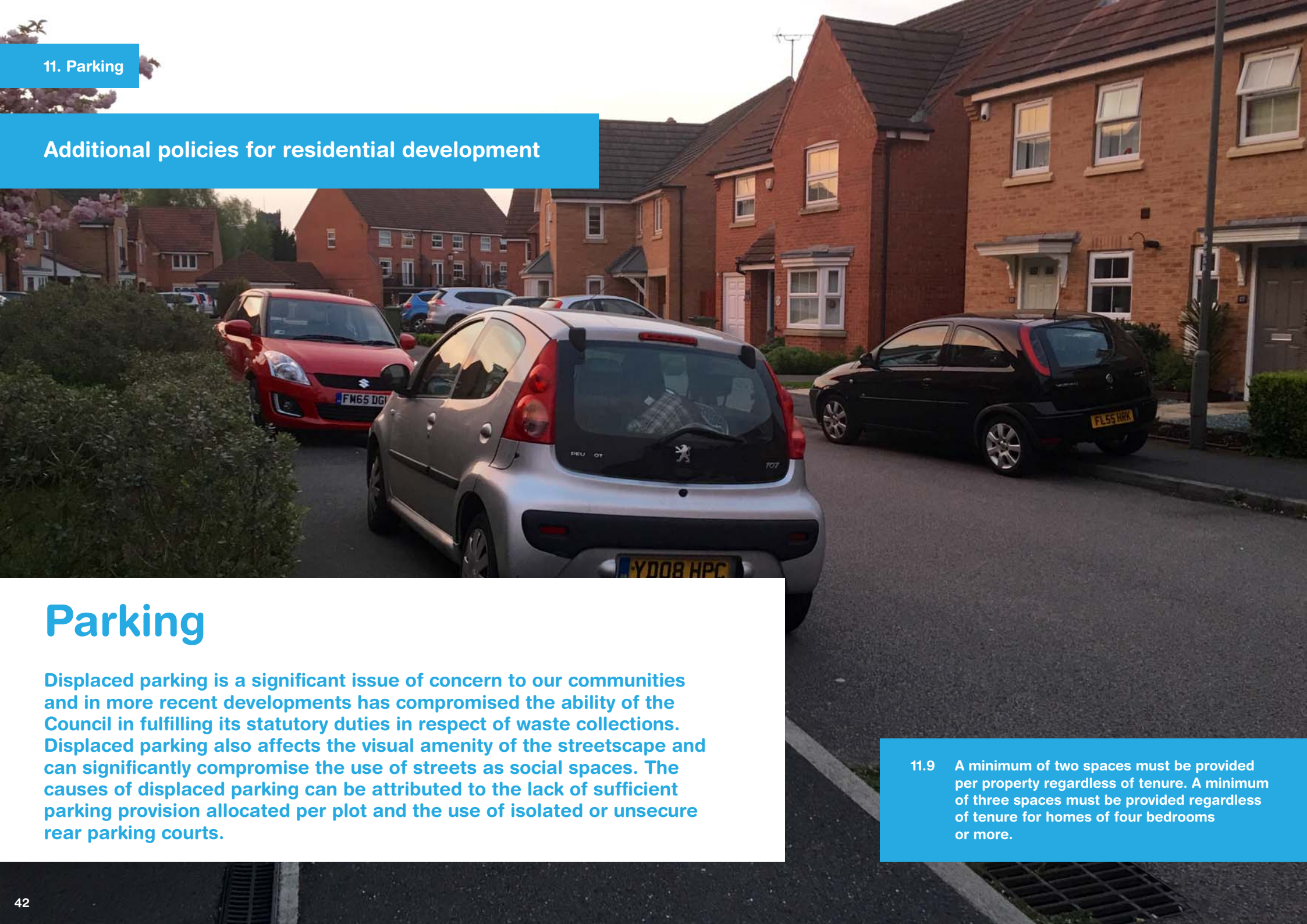
11.8 The integration of parking within public space (i.e. the public realm) must be carefully considered in order to avoid car dominated environments.

A low wall or hedgerow will provide a clear demarcation between public and semi-private spaces.

The land between the fence and the pavement has neither a public or private function and as such should have been designed out of the proposals for this development.

[9] Refer to Manual for Street (2007).

Additional policies for residential development



Parking

Displaced parking is a significant issue of concern to our communities and in more recent developments has compromised the ability of the Council in fulfilling its statutory duties in respect of waste collections. Displaced parking also affects the visual amenity of the streetscape and can significantly compromise the use of streets as social spaces. The causes of displaced parking can be attributed to the lack of sufficient parking provision allocated per plot and the use of isolated or unsecure rear parking courts.

11.9 A minimum of two spaces must be provided per property regardless of tenure. A minimum of three spaces must be provided regardless of tenure for homes of four bedrooms or more.

11.10 The Council's preference is to provide parking on the plot of individual dwellings and where residents can see their cars from within the home. To achieve this without creating a street environment dominated by parked cars, the Council will strongly encourage parking behind the building line, i.e. between individual dwellings and/or drive through units. Where parking is provided fully or partly in front of the building line, at least an equal amount of space must be provided as green, landscaped space.

For example, a semi-detached building could be designed to meet this requirement by providing two in front of plot parking spaces for one of the two properties, with two further spaces provided in tandem fashion to the side of the other property.

11.11 Individual households must be able to see their parking spaces from within their home.

11.12 Where parking is located between plots, surveillance opportunities should be provided by the inclusion of windows to habitable rooms (i.e. excluding bathrooms and WCs but potentially including a window to a hallway space.), of at least one window per floor of the property.

Therefore a two storey property should have at least one window on the ground floor, e.g. serving a living room, kitchen, dining room, hallway or study, and a second window at the first floor, e.g. serving a bedroom, study or hallway.

Bay or oriel windows afford stronger surveillance opportunities and will therefore be encouraged.

11.13 Careful attention must be afforded to prevent overlooking between the side elevations of neighbouring properties whilst still ensuring good levels of surveillance opportunity.

11.14 Developers will be strongly encouraged to provide additional unallocated parking for visitors and overflow, in the form of parallel or herringbone parking bays in consultation with the Highway Authority.

11.15 Where parking for adjacent plots is provided next to each other, a 1m landscape band should separate the driveways to help reduce the visual impact of parked cars within the street.

The use of tandem, triple width parking bays (i.e. 6 car parking spaces) in one location will not be permitted unless each of the tandem spaces is separated by a 1m landscape band.

The minimum size of a parking space is 2.4m wide and 4.8m long.

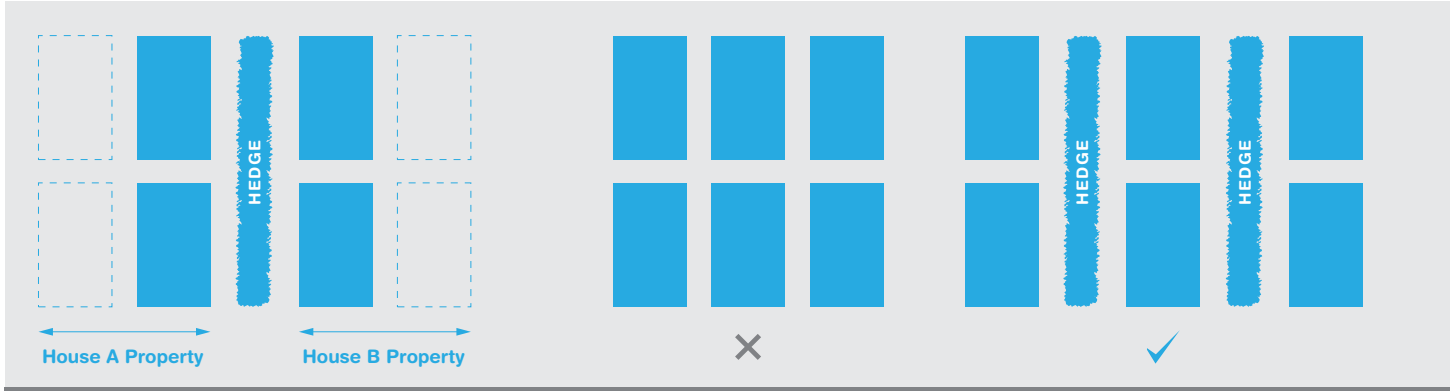


Figure 12: Parking spaces

11.16 The minimum size of a parking space is 2.4m wide and 4.8m long. This excludes circulation space which is required if a parking space is bounded on one of both sides by a vertical obstruction such as a wall or fence. In such instances an additional 0.5m must be provided each side of the vehicle where there is an obstruction.

The size of spaces increases where, for example, herringbone spaces are proposed. Applicants are advised to refer to the 6Cs Design Guide (www.leics.gov.uk) for further details. Please note that there must be space to allow residents to open their garage door whilst their car(s) is/are parked on their drive, therefore clearance space must be provided.

The clearance space varies according to the type of garage door used:

Garage door type	Clearance required
Roller-shutter, sliding or inward opening	0.7m
Up and over	1.3m
Hinged, outward opening	1.7m

11. Parking

11.17 If an applicant intends that a garage to be counted as a parking space, the following three criteria must be adhered to:

11.17.1 Clear internal dimensions of 3m x 6m per single garage space (including integral garages where provided).

11.17.2 The developer will be required to demonstrate that there is suitable storage provision for items that are usually stored within a garage, i.e. bicycles, DIY and garden maintenance equipment. The developer could do this by providing a garage that is longer in length, i.e. in excess of 6m or providing an additional storage building such as an outhouse.

11.17.3 The applicant accepts planning conditions or other restrictions that control the use of the garage and prevent it from being converted into a room that can be lived in.

If these criteria are not met, the Council will not count the garage as a parking space.

Parking courtyards are often unpopular and unattractive spaces.

Thinking differently. Visually permeable garage doors can be effective in ensuring garages are used for parking rather than for storage purposes as residents will be less inclined to store items within the garage space when they can be seen from the street.

The visual effect is also visually softer than a solid garage door. However this design approach will only be effective where homes have sufficient alternative storage space within the home and for items normally stored within garages (for example, garden equipment and cycles) and where Permitted Development Rights have been removed.

11.18 Driveway gates can reinforce street enclosure and character. Applicants should note that the requirement to recess driveway gates 5m from the back of the highway boundary only applies to heavily trafficked routes.

Reducing car parking does not reduce car ownership. Instead, it results in high levels of displaced and at times, anti-social parking that can frustrate the needs of other street users.

Integral garages

11.19 Where integral garages and/or in front of plot parking is proposed, these house types/plot arrangements must be used sparingly (no more than 20% of the total number of plots) and in a manner that does not compromise the spatial enclosure of the street. Integral garage house types will generally not be supported on principal routes and/or in prominent locations.

In addition the following five criteria must be adhered to where integral garage house types are proposed.

11.19.1 The garage element of the home must not sit forward of the habitable part of the home and is therefore not the dominant feature of the home.

11.19.2 The garage door should be recessed from the face of the building (approximately 0.9 – 1.0m). This will help to reduce further the visual dominance of the garage on the elevation (this feature also allows for utility meter boxes to be located in a more discreet position).

11.19.3 The surface area of the driveway space must be at least equal in width to the front garden (unless integral mews type housing is proposed with no in front of plot parking).

11.19.4 To reduce the visual dominance of parked cars and the hard surfacing of driveways within the street scene[11], the front garden must be enclosed and defined by a hedgerow planted to at least 0.6m high. Acceptable species include privet, hornbeam, box and beech.

11.19.5 A clear and direct path must lead from the pavement to the front door. This path must not be able to be blocked by a parked car and therefore must be physically separate from the space allocated for parking.

Parking space dimensions do not include the space required to move around a vehicle.

In front of plot parking without integral garaging

11.20 Policies 11.19.3, 11.19.4 and 11.19.5 will apply to plots without integral garages but where in front of plot parking is proposed.

[11] Hedgerows also serve to clearly demarcate public and private space and reinforce a National Forest identity for new development.

Parking courtyards

Where parking courtyards are not designed to a good standard, they become places that appear neglected and unsafe. In such cases, residents will prefer to park their car on the street rather than leave their car within such a courtyard. This in turn creates high levels of displaced parking and compromises the creation of successful streets.

A well-designed parking courtyard that features good levels of surveillance opportunity, low-level bollard style lighting, good quality hard and soft landscaping. Parking spaces are softly demarcated and the surface of the courtyard is a permeable surface.

Design code for rear parking courtyards

11.21 The Council strongly discourages the use of rear parking courtyards due to the cost of quality implementation (often resulting in poor quality, unattractive and unsafe environments) and the widespread preference of residents to park as close to their front door as possible.

11.22 The Council will permit the occasional use of parking courtyards subject to a series of design criteria being fully adhered to. The design principles are designed to ensure that attractive and safe places are created.

11.23 Applicants are strongly advised to factor the costs associated with these design requirements prior to committing legally to a land purchase, particularly where courtyards are intended to provide parking for affordable housing. The Council will strongly resist efforts by applicants to reduce the design quality of parking courtyards through the discharge of condition process.

11.24 Unless enclosed by automatic gates that only permit access to those residents that require access, courtyards will be considered part of the public realm. These courtyards must therefore be designed as good quality public spaces, with the following design features required.

11.24.1 Courtyards must be limited to a maximum of ten spaces (including any garage and/or car port/parking barn spaces) and must serve no more than five properties.

11.24.2 Clear sightlines must be provided into and within the courtyard. Hidden corners or recessed parking bays must be avoided. The number of access points should be afforded careful consideration, balancing the need for strong pedestrian connectivity through and within the site with community safety.

11.24.3 A property must be located at the entrance to the courtyard to offer surveillance opportunities. The principal elevation of this property must be orientated to face towards the route by which the courtyard is accessed.

11.24.4 At least one property is to be located within the courtyard to offer opportunities for natural surveillance.

11.24.5 In order to ensure good levels of surveillance opportunity, properties located at the entrance to and within the courtyard must include ground floor windows serving habitable rooms. Therefore a flat over garage unit may complement but must not substitute the need for a dwelling in the form of a house or bungalow.

11.24.6 Block surfacing with parking bays in either: the same block, contrasting block or tarmac. Individual parking bays must be discreetly delineated with blocks and individual bays discreetly numbered with a metal plate affixed to either the kerb face, wall or bay surface. Thermoplastic markings (white lining) will not be permitted to either number or delineate individual bays.

11.24.7 All boundaries facing the courtyard to be 1.8m high brick walls with coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

11.24.8 Low level bollard or street lighting must be provided (movement sensor lighting attached to individual dwellings may complement but must not be used to substitute low level bollard or street lighting). Developers may opt to connect lighting to appropriate plots but will be required to demonstrate to the Council that covenants place a responsibility on appropriate plots to ensure lighting is kept in good working order and in use after dark, in perpetuity.

11.24.9 Appropriate and robust landscaping to help soften the environment, such as trees and hedgerows will be required. Planting must be carefully placed in a way that does not restrict sightlines.

11.24.10 Where pedestrian footpaths are provided that connect courtyard parking spaces with the front door of people's homes these must be afforded good, clear sightlines and be well lit.

11.24.11 Residents must be able to gain direct access from their allocated parking spaces to the front door of their home.

To achieve this, developers may be required to integrate ginnels between plots to provide this access. Where such ginnels are provided, attention must be afforded to securing ginnels to prevent crime and anti-social behaviour.

11.24.12 If it is not possible to provide all residents with direct access from their allocated parking spaces to the front door of their home, rear access into the home must provide access into either the kitchen, hallway or utility room. Rear access that requires residents to access their home directly into a living room, dining room or (downstairs) bedroom will not be acceptable.

Streets as social spaces

All streets within residential developments must be designed as social spaces, rather than as simply places for vehicles to drive through and park within.

11.25 Streets must be designed to design speeds of 20mph or less to create safer streets for pedestrians and cyclists, whilst also offering the opportunity for people to utilise the street space for social activities.

11.26 Applicants are expected to liaise closely with the Highway Authority to produce schemes that offer design speeds of 20mph or less and are designed to an adoptable standard. The Council will support the introduction of 20mph zone where appropriate and supported by the Highway Authority.

11.27 The Council will strongly encourage the development of adoptable standard schemes where features such as raised tables, alternative surface materials, reduced forward visibility and tighter corner radii serve to reduce intended design speeds to 20mph.

11.28 Applicants will be required to produce Safety Audits to demonstrate the validity of design speeds where features such as restricted forward visibility are employed.

11.29 Public spaces must benefit from good levels of natural surveillance, afforded by the occupants of properties. Internal layouts should seek to place more active rooms at the front of the home and integrate features such as balconies, verandas or French doors that provide access onto front gardens to encourage residents to use spaces in front of their homes more. Applicants are encouraged to consider maximising the amount of glazing to ground floor street facing rooms to maximise surveillance opportunities and support a more vibrant, safer and interesting street scene.

11.30 Where apartment buildings create open spaces at ground floor level these should be designed as semi-private garden spaces assigned to individual ground floor apartments rather than left as communal spaces that serve no practical function.

Garden sizes and balconies

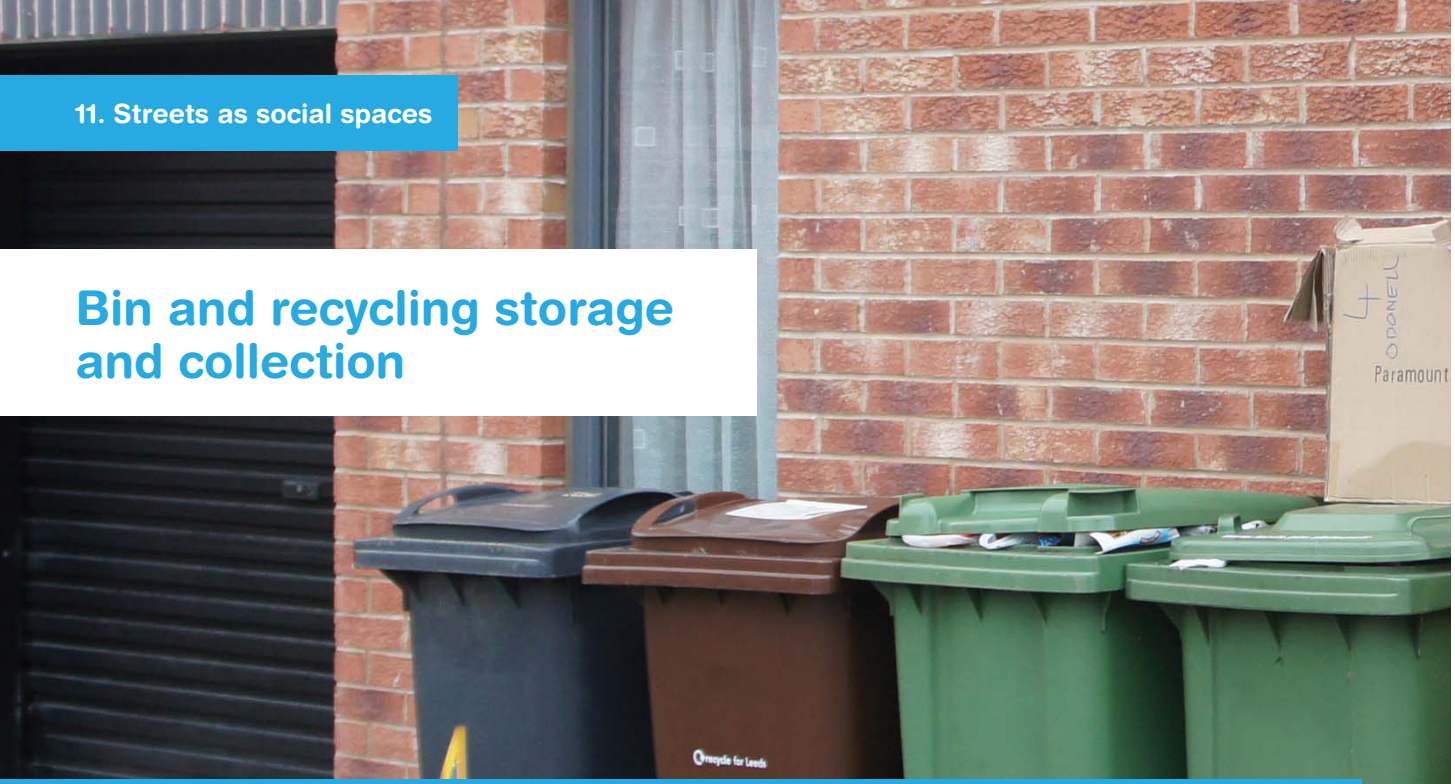
11.31 The rear private garden spaces must be at least equal to the footprint of the property. This is a minimum required standard. If bin storage is provided within the rear garden, this will not be counted as garden space (a deduction of 2.11sq/m will be made – see 11.36)

11.32 In instances where rear gardens back or side onto the street or other part of the public realm, they will be enclosed by a 1.8m high brick walls with coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

11.33 Where market sale apartments are proposed, individual units above ground floor will be expected to be afforded private balconies to offer residents some semi-private amenity space. The minimum useable size expected is 2.0m x 1.5m. Ground floor apartments should be designed in such a way to enable semi-private spaces to be created at the base of the building at street level.

Ground floor apartments must be afforded their own individual front doors to help enliven the street.

Bin and recycling storage and collection



11.34 Homes must be provided with convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight. The distance between storage areas and collection points must be kept to a minimum. Where terraced housing is proposed, consider providing integral stores to the front of the property (such as within an enclosed section of a recessed porch) or by providing secure ginnels between properties that provide direct access to the rear of properties[12].

11.35 Due to the negative impact of bins and recycling crates on the amenity of the street scene applicants must design bin and recycling storage into their schemes from the outset. The Council will therefore expect applications to demonstrate how storage meets these policies rather than seek to secure compliance through planning condition.

11.36 Each home (unless communal bin storage is provided) must be provided with 2.11sq/m of bin and recycling storage. Where provided, enclosed stores should be designed to a minimum height of 1650mm allow the lid of bins to be lifted.

11.37 Where bin and recycling stores are provided within rear garden spaces these will be appropriately screened from view so that bins and crates are not seen from within the home.

[12] If storage is provided within the rear garden, bins and containers should be able to be discreetly stored out of sight, for example by providing a fenced enclosure.

11.38 An area of hard standing must be provided of at least 2.11sq/m and a hard surfaced path must provide a clear 0.6m wide route from the storage area to the street. This route should not include any steps or require residents to drag bins or carry crates either through the home, car port or garage.

11.39 Applicants should ensure that a clear 0.6m corridor is provided to allow residents to drag bins or carry crates alongside cars parked on a driveway easily.

11.40 Where private drives are proposed (i.e. un-adopted highways to which refuse vehicles will not access) these must be limited to no more than five dwellings. A dedicated bin and recycling collection point must be provided adjacent to the highway.

11.41 Each collection point must provide 1.25sq/m per unit served. The collection point must be clearly demarcated, for example by different surfacing. Collection points must be clearly marked by a metal plate affixed to the surface material or adjacent wall.

The metal plate will state:

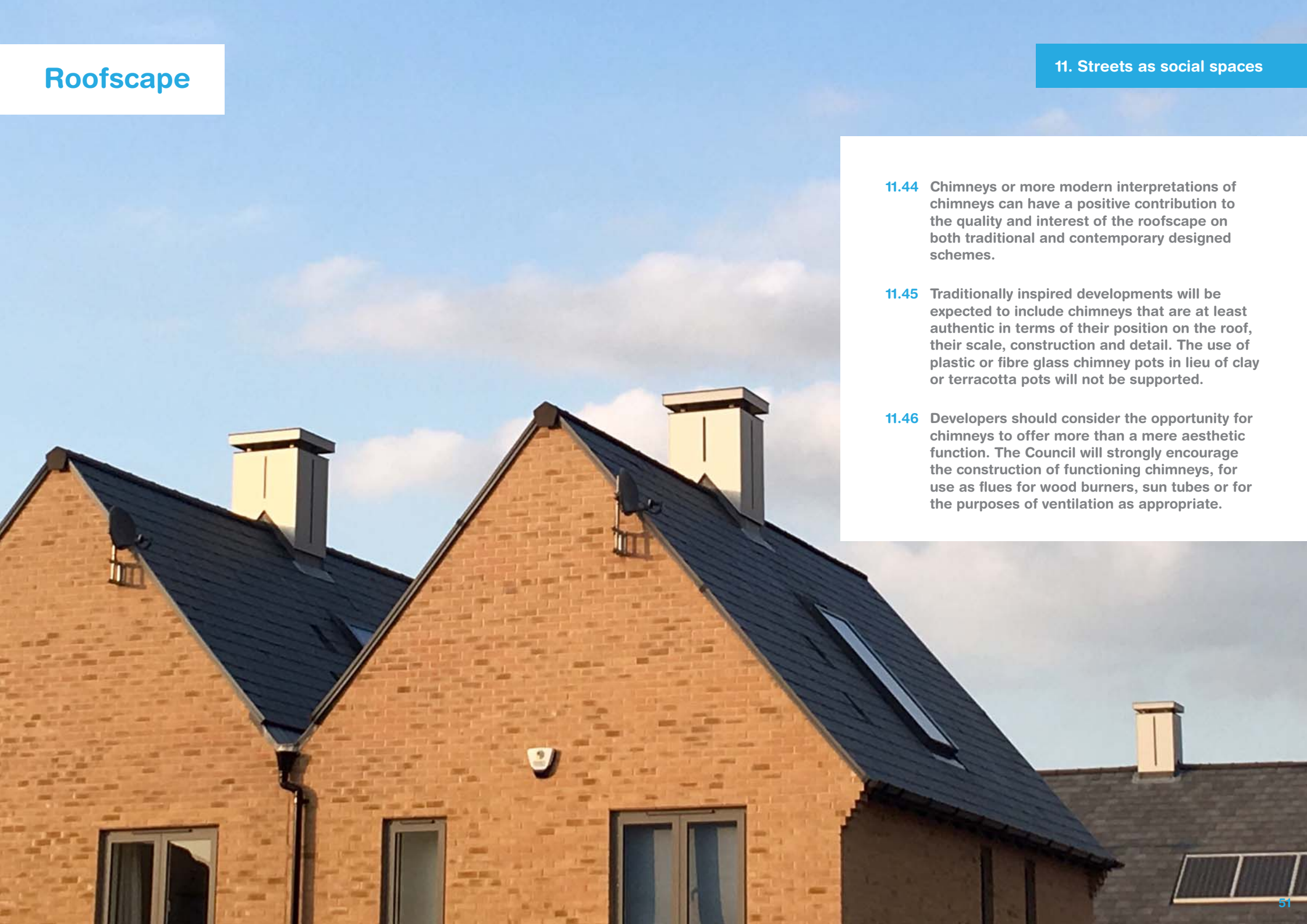
BIN & RECYCLING COLLECTION POINT

Please remove bins and recycling containers the same day as collection

11.42 Where communal bin and recycling storage is provided these must be designed to accommodate the required number of containers (please contact Waste Management for further details).

11.43 Communal bin and recycling stores must be fully enclosed and sheltered from the elements. Timber enclosed, open roof structures will not be permitted. Lighting may be required.

Roofscape



11.44 Chimneys or more modern interpretations of chimneys can have a positive contribution to the quality and interest of the roofscape on both traditional and contemporary designed schemes.

11.45 Traditionally inspired developments will be expected to include chimneys that are at least authentic in terms of their position on the roof, their scale, construction and detail. The use of plastic or fibre glass chimney pots in lieu of clay or terracotta pots will not be supported.

11.46 Developers should consider the opportunity for chimneys to offer more than a mere aesthetic function. The Council will strongly encourage the construction of functioning chimneys, for use as flues for wood burners, sun tubes or for the purposes of ventilation as appropriate.

Boundaries

11.47 Where boundaries front onto the public realm (including courtyards) these must be formed by 1.8m high brick walls. Timber close boarded or hit and miss fencing will not be permitted. Walls will be capped with a coping stone or brick, double tile crease and detail courses as appropriate. Where walls change direction, they should be either curved or angled. Where walls are angled, bricks must be cut and bonded.

11.48 Where a wall is set back from the edge of the pavement, the dividing space must be either hard or soft landscaped. Where the area is soft landscaped, this must take the form of structural landscaping such as a hedgerow rather than a narrow grassed strip.

11.49 Where properties are set back from the footpath by no more than 1.0m, a change in hard surface material should demarcate the distinction between public and private space. Particular attention must be afforded to avoiding turfing small or steeply sloping areas that are both impractical and difficult to maintain.

11.50 Where properties are set back by more than 1.0m, a vertical boundary demarcation will be required to clearly demarcate between public and private space. The following boundary demarcations will be acceptable.

Figure 13: Front boundary types for properties set back by 1m or more.

Type	Description
01	Formal railing with hedging behind.
02	Formal railing mounted on low wall.
03	Estate style railing with hedging behind.
04	Painted timber picket fence with/out hedging behind.
05	Hedgerow only

11.51 Hedgerows will be required to be planted to at least 0.6m high. Acceptable species include privet, hornbeam and beech. The Council will seek to protect boundary schemes through planning controls.

11.52 The type of boundary treatment will be dependent on the context and the desired character of the scheme in addition to the street hierarchy. The use of certain boundary types may help to reinforce the street hierarchy, and in turn provide a distinction between different areas of a development thereby helping people to find their way around a development.

11.53 Boundary demarcation plans should be provided at a scale of 1:250. Simple colour coding should be used to help convey the nature of soft boundary treatments, i.e. informal shrub planting or more formal, hedgerow planting.

Non market sale housing

11.54 Non market sale housing will be required to be designed as tenure-blind, so that it is not easy to differentiate between homes that are private and those that are shared ownership or rented.

11.55 Where apartment accommodation is provided, to avoid the costs associated with maintenance of internal communal areas, individual apartments must be designed to have their own front door to the street.

Threshold design quality

If small patches of grass are provided they are unlikely to be well maintained.

11.56 Careful attention must be afforded to the quality of threshold design, i.e. the spaces between the building and the street or those spaces around the dwelling visible from the street. In many instances, such spaces are left to chance and often areas unsuitable for cultivation or lawns are unsuccessfully landscaped. Through the production of plans to a suitable scale, applicants will be expected to demonstrate that the quality of thresholds will be of a good standard and robust.

Section 12

Architectural quality

Buildings must be designed to be functional, attractive and long lasting.

Internal architectural quality

12.1 Buildings must be designed in a way that ensures that they are functional, attractive and durable. Consideration must be afforded to aesthetic considerations such as building proportions, building hierarchy, the appropriateness of materials and detailing and solid to void ratios.

12.2 Buildings should be designed internally to ensure that spaces are fit for their intended purpose with adequate internal space for their intended purpose.

12.3 In the absence of either national internal space standards or the requirement for sales material to state that surface area of a property, the Council will expect applicants to provide furnished internal floor plans as part of the planning application to demonstrate that homes and the rooms within them are fit for purpose. Rooms will be furnished with those items of furniture that would be reasonably expected to be found within a particular room to enable it to fulfil its intended purpose.

For example, a single bedroom would be expected as a minimum to accommodate:

- A single bed
- A bedside table
- A wardrobe
- Space to dress and move around the aforementioned items of furniture (often called an ‘activity zone’).

These items and spaces must be clearly shown on internal floor layout plans.

12.4 Homes should be designed to suit the needs of the maximum number of occupants that could live within a home. For example, a home with two double bedrooms and one single bedroom would be deemed as having a maximum of five occupants.

Internal layout plans must demonstrate that there is sufficient space within the home for the following activities:

12.4.1 (The maximum number of) occupants to sit together in the living room.

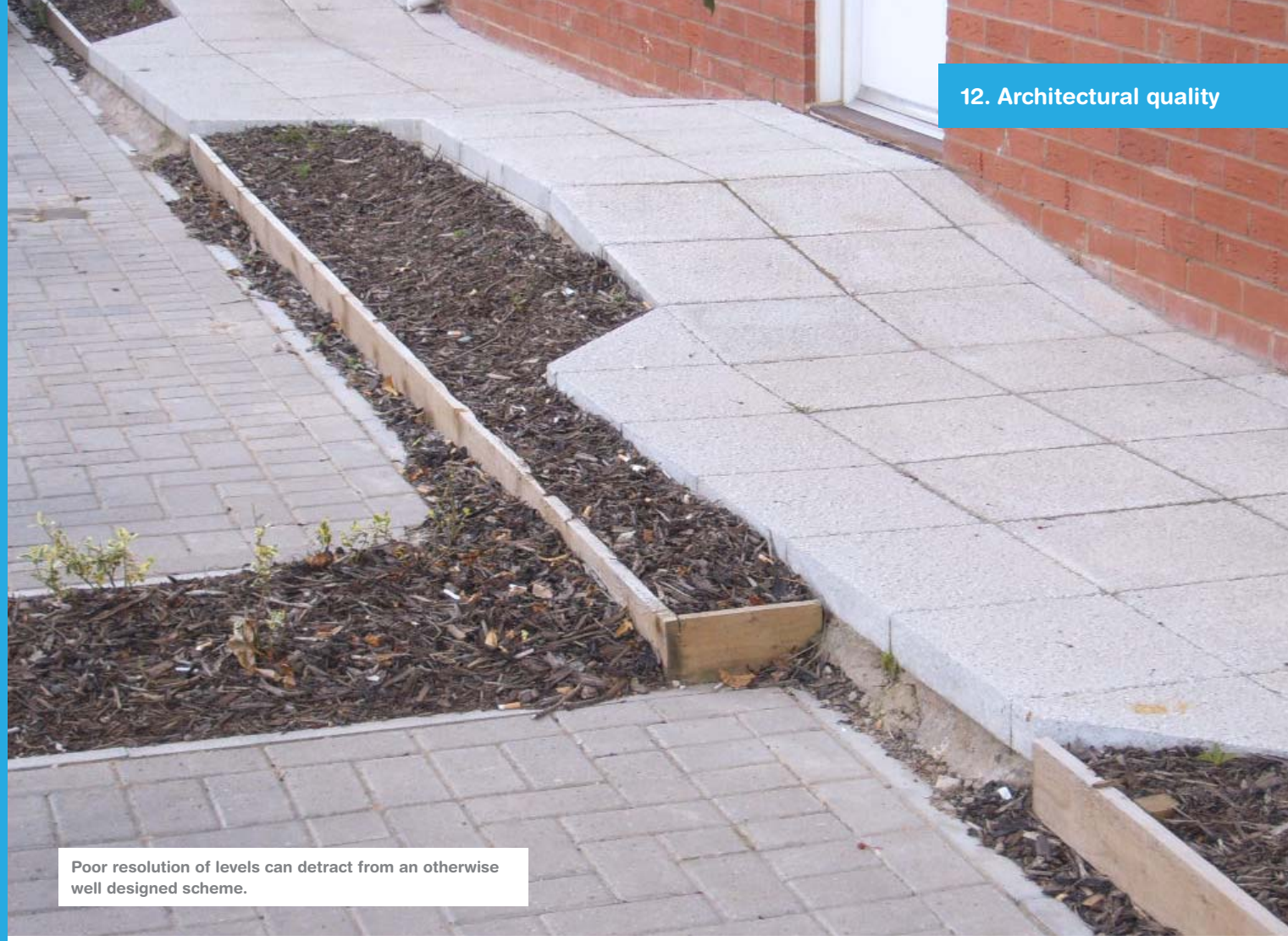
12.4.2 (The maximum number of) occupants to sit around a table together.

12.4.3 A space to allow work at a desk to be undertaken without disturbance, i.e. located away from the kitchen or living room. This may be provided by creating space for a desk and chair on a first floor landing or providing space within a bedroom or separate dining room (if provided).

12.5 Applicants must demonstrate that homes offer sufficient internal storage space to enable residents to store items conveniently and out of sight when not in use, for example and as a minimum, one vacuum cleaner, one bucket and mop, shoes and coats.

For family homes it is considered appropriate to consider where a pushchair or pram could be stored.

12.6 The Council will require applicants to consider carefully the impact of building orientation and the provision/location on the penetration of natural light into the home. For example, the Council will not permit single aspect north facing flats or apartments or window-less habitable rooms.



Poor resolution of levels can detract from an otherwise well designed scheme.

12.7 The Council will encourage homes that can be remodelled internally to suit the changing needs of house holds and will encourage developers to provide a percentage of homes to meet the Lifetime Homes Standard.

12.8 The Council will encourage major developments to include a proportion of self build plots.

Section 13

Additional Guidance for:

- The relationship between new and existing development
- Extensions

13.1 The purpose of this guidance is to provide clear and practical design advice to supplement the Council's Local Plan and for use in the determination of planning applications. Appendix 1 provides guidance on the relationship between new and existing development whilst Appendix 2 provides advice for homeowners on the design of extensions.

PHOTOGRAPH TO FOLLOW

Application of this guidance

13.2 Whilst this document provides guidance on the relationship between new and existing development and on the design of extensions, the strict application of this guidance will not be appropriate in all circumstances.

13.3 The following list are some matters which would also have to be taken into account and which may allow for development which is not strictly in accordance with this guidance:

- Topography;
- Building heights and roof form;
- Plot character;
- Orientation;
- Existing and proposed boundary treatments;
- Existing and proposed landscaping;
- Garden size;
- Permitted development rights;
- Existing relationship between built development in the surrounding area;
- Type of room affected and number of windows serving each room.

13.4 In all cases, the Council will take into account the relevant planning considerations and assess each application on its own merits.

PHOTOGRAPH TO FOLLOW

The relationship between new and existing development

Principal Windows

13.5 Where a principal window of a habitable room faces the blank wall of an adjacent dwelling, the distance between the dwellings should be at least 12.0 metres. This is to allow sufficient outlook and the prevent unreasonable over dominance. Where one or both dwellings have fewer or more storeys then reduced or additional distances may be permissible.

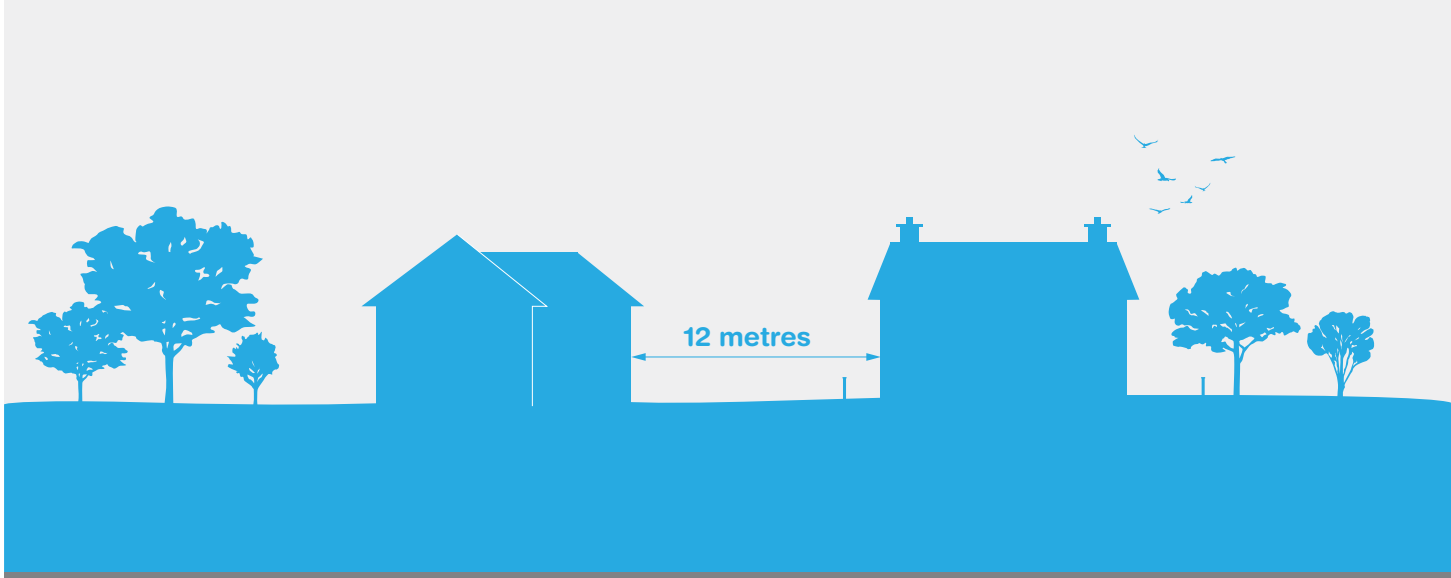


Figure 14: the relationship between dwellings (proposed new to existing).

Back to Back Distances

13.6 With regard to two storey development, proposals should ensure that a minimum back to back distance of 20m is provided in order to preserve residential amenity.

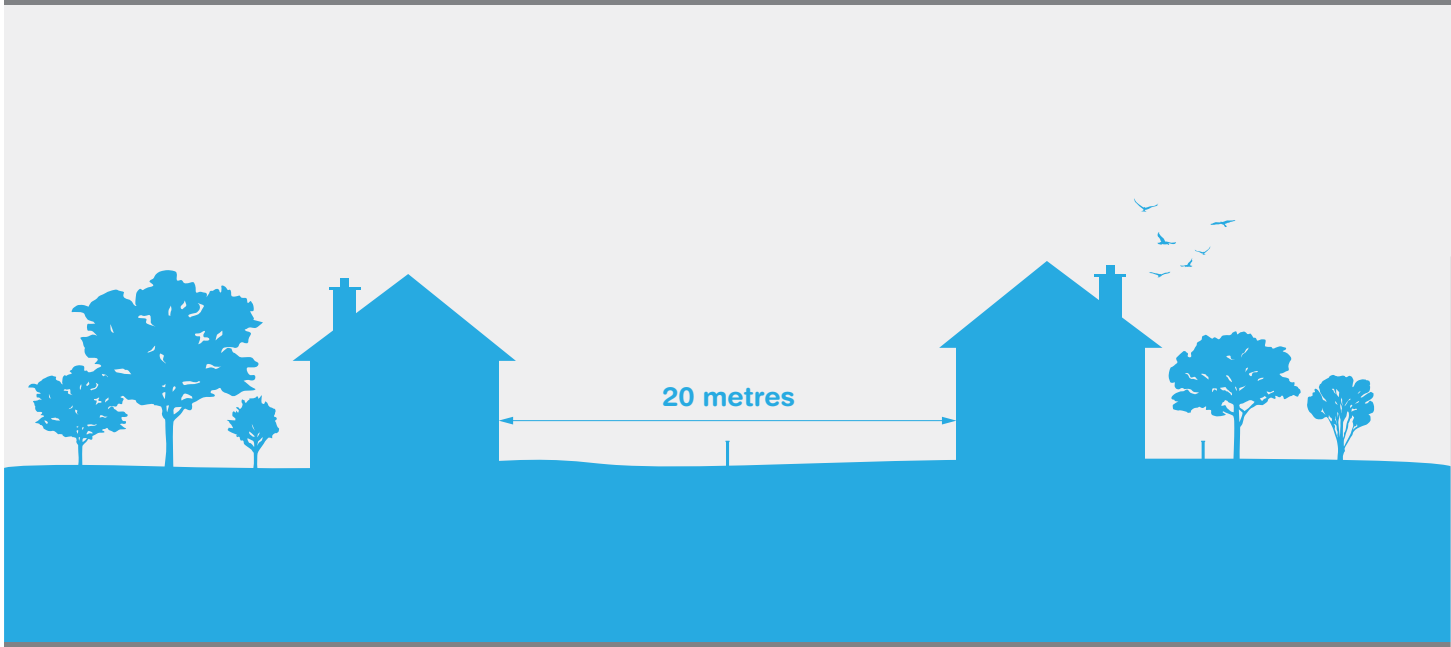


Figure 15: Back to back distances

The Forty Five Degree Rule

13.7 New development next to an existing residential property should not normally project beyond a 45 degree line taken from the centre line of the nearest habitable window of any adjacent house.

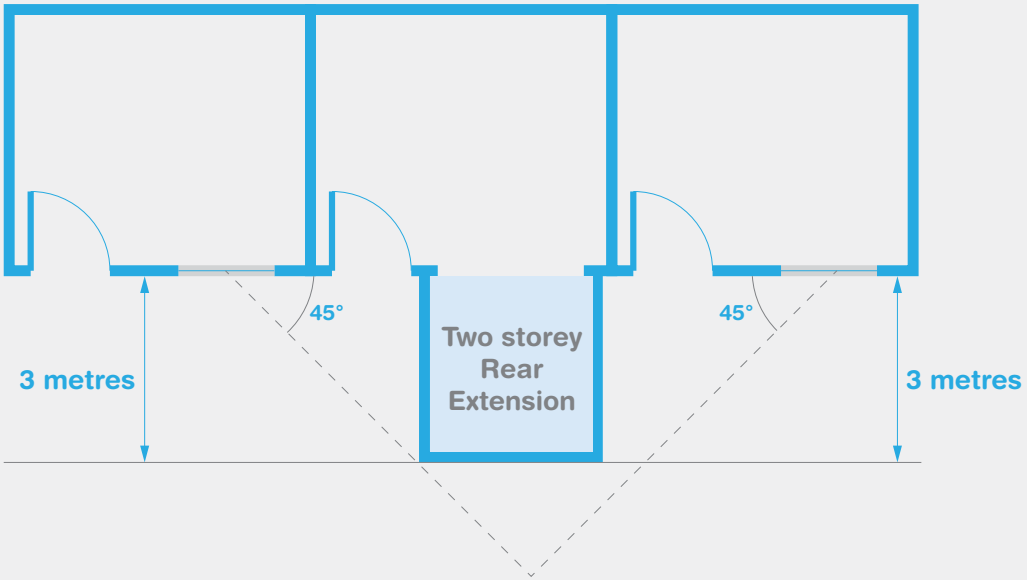


Figure 16: Applying the 45 degree rule

PHOTOGRAPH TO FOLLOW

PHOTOGRAPH TO FOLLOW

Extensions

General Design Principles

13.8 The size, position and form of extensions should maintain or improve the character and quality of the original house and the wider area.

13.9 Extensions should be subservient to the main dwelling house and consideration should be given to street character.

13.10 The proposed materials should be similar to the existing materials. In Conservation Areas it will be necessary to select materials which preserve or enhance the character or appearance of that area.

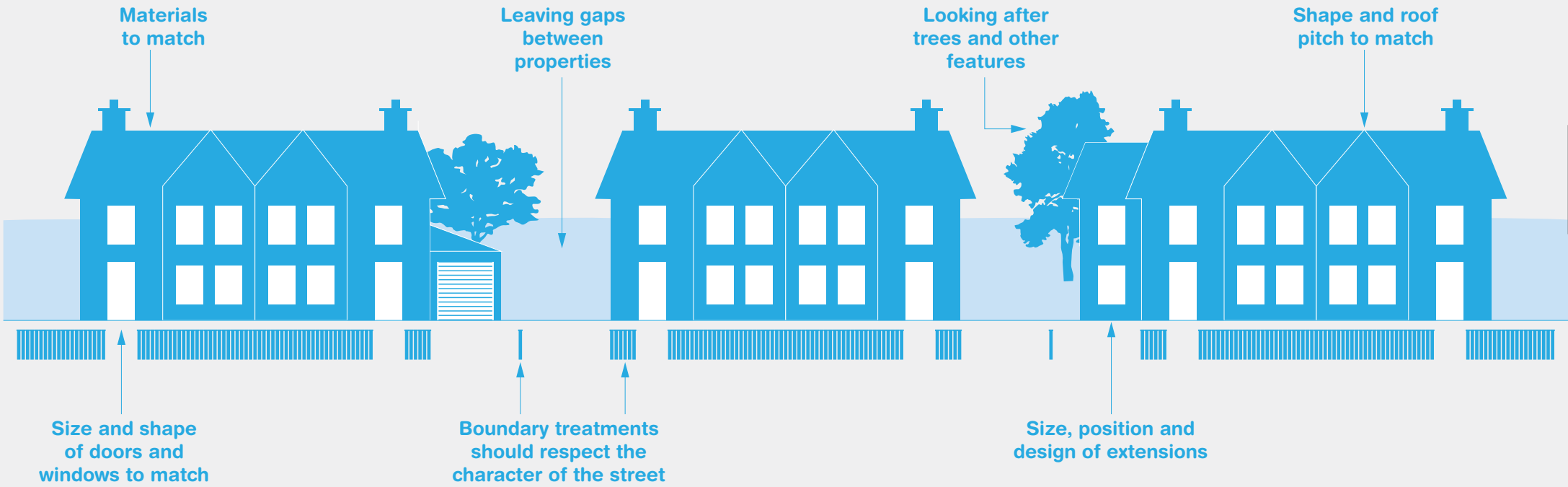


Figure 17: Applying the design principles.

Extensions to Dwellings

13.11 Extensions should normally be subservient whereby the original house should be dominant and all other extensions should appear as sympathetic additions.

13.12 Normally extensions should be narrower in width, shorter in depth and lower in height than the existing property. A well designed subservient extension will help to maintain the original appearance of a house and the wider area.

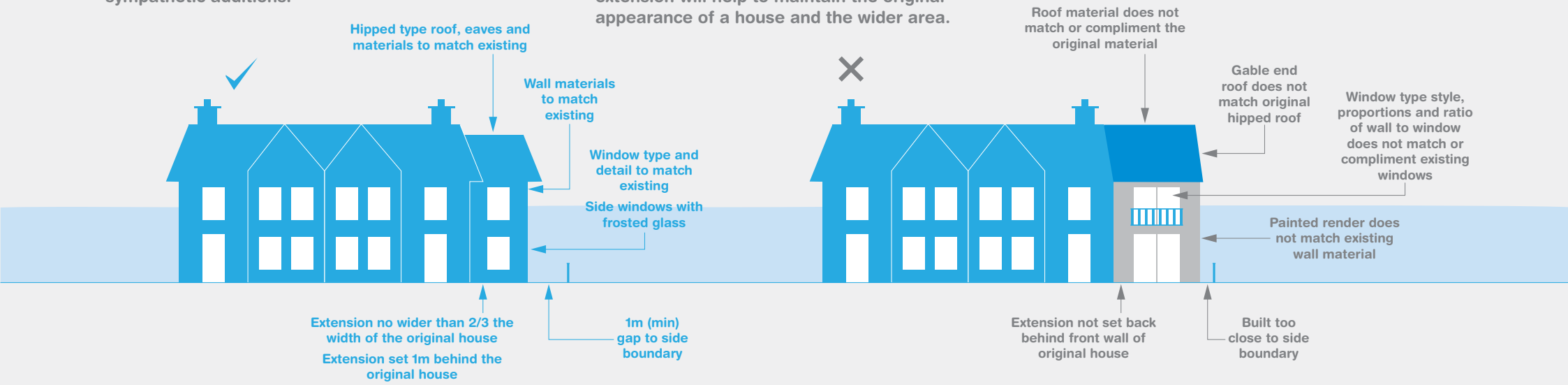


Figure 18: Creating an extension that is subservient to the original house.

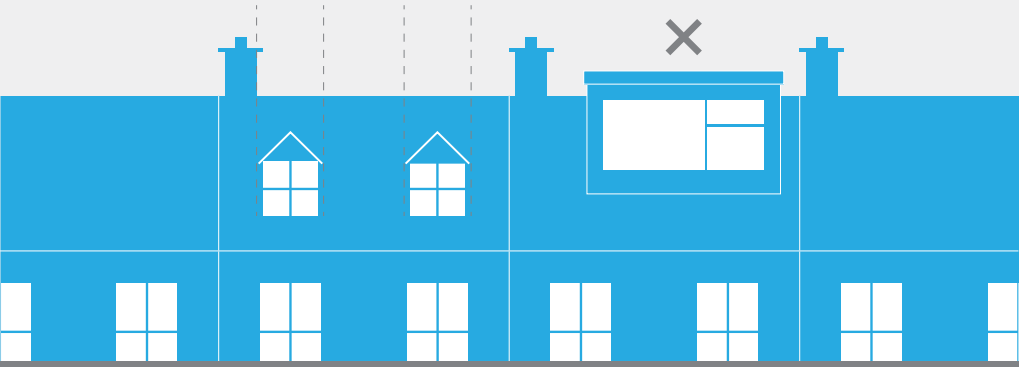


Figure 19: Dormer windows

Dormer Windows

13.13 Large 'box' like dormer windows which cover the majority of the roof will not normally be acceptable on frontages.

13.14 Dormers should be kept small and unobtrusive and should reflect the style and materials of the building in question.

13.15 Dormers should not exceed the height of the ridge line and should either be located centrally/symmetrically on the roof or be aligned with the windows below.

Section 14

Appendices

Understanding local distinctiveness

When considering how local distinctiveness can be developed and/or enhanced, it is useful to consider what contributes towards eroding local distinctiveness. Developing an understanding of what erodes local distinctiveness in turn develops an appreciation of what contributes to and build local distinctiveness.

What contributes to eroding local distinctiveness?

- Inappropriate layout, scale and form.
- Inappropriate boundary treatments and landscaping,
- Failing to capitalise on opportunities to frame views and vista to, from and within a development;
- Failing to consider the principles of inclusive design from the outset and including these as integral design features, resulting in 'after-thought' retro-fit measures;
- Demolition of buildings (including those non-listed) suitable for re-use/conversion;
- Designing for the car, placing this ahead of pedestrians and quality street environments;
- Standardised and poorly located street furniture;
- Failing to respect established and positive plot sizes;
- Failing to respect established and locally distinctive plot sizes;
- Utilising non-local vernacular materials;
- Using poor design in the locality as an excuse for further poor design – instead of using development as an opportunity to introduce developments with positive urban design and character qualities;

Please note that this list is not exhaustive.

Section 15

References

Bentley, I et al. (1997) Responsive Environments: a manual for designers, Architectural Press, Oxford.

Birkbeck, D. and Kruczkowski, S. (2014) The sign of a good place to live: Building for Life 12, Nottingham Trent University.

Communities and Local Government (2012) National Planning Policy Framework, HMSO, London.

Communities and Local Government and Department of Transport (2007) Manual for Streets, HMSO, London.

English Partnerships and the Housing Corporation (2000) Urban Design Compendium 1, London.

MacCormac, R. (1983) Urban Reform: MacCormac's Manifesto, Architects Journal, 15 June 1983, pp.59-72.

Green footprints challenge

ourplace™

BUILT FOR LIFE

Figure 20: Uses supportive of an active street

(adapted from MacCormac, 1983, p.59-60).

+ Uses most supportive of an interesting and vibrant public realm

- Streets
- Crossroads
- Supermarkets wrapped with smaller scale units and uses
- Small scale offices (including health centres)
- Apartments
- Small scale shops
- Civic buildings (Schools, Council offices, libraries, Police Stations)
- Restaurants
- Public houses
- Live/Work units
- Public squares and markets
- Apartments above shops

— Uses least supportive of an interesting and vibrant public realm

- Roads/Bypasses
- Roundabouts
- Car parks/car parking/garaging
- Petrol stations
- Warehouses
- Loading bays
- Large scale office developments
- Supermarkets
- Changing rooms/toilets
- Staff areas/back of shop areas

North West Leicestershire District Council

www.nwleics.gov.uk
E development.control@nwleicestershire.gov.uk

Urban Design
Planning and Development
North West Leicestershire District Council
Council Offices
Coalville
LE67 3FJ