URBAN DESIGN CODE

GREENHILL ROAD | **Coalville**

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This document has been prepared on behalf of Avant Homes by North Urbanism & Pegasus Design in collaboration with Ecus Consultants.

August 2017 Revision F

1.0 Introduction

1.1 Background and Context

1.1.1 This document has been prepared to support a reserved matters planning application for residential development (C3) on Land off Greenhill Road, Coalville. The production of a Design Code in association with future detailed applications for development was a condition of the outline planning consent (ref: 14/00614/001N).

1.1.2 The site has an outline planning consent which was granted on appeal in January 2016 for up to 180 dwellings with associated means of access, drainage and landscaping.

1.2 Purpose of the document

1.2.1 The purpose of the document is twofold; firstly, to explain the broad strategic proposals for development through a 'development framework' with reference to 'Building for Life' and secondly, to provide detailed design guidance for streets, built form and landscaping (both hard and soft).

1.2.2 The document forms a link between future proposals and the design principles established previously in the Design and Access Statement that accompanied the outline planning application.

1.3 Prescription and level of detail

1.3.1 The urban design code is influenced by local character but it does not prescribe reproductions of it. It draws upon common features seen locally and gives guidance on how these can be reflected in future proposals to ensure they will be grounded in the local context.

1.3.2 The prescriptions in the code - the written and the illustrated guidance - and the level of information provided overall are commensurate with the size of the site and the number of dwellings proposed.

1.3.3 Guidance on the use of codes and their content is set out by government and extracts regarding this are provided below. Given that this site and the number of dwellings consented is relatively small - and will be built by a single developer - the code leans towards the more 'concise' end of the spectrum, as opposed to a code for a larger site with hundreds of dwellings being built by multiple developers - which would be more extensive.

1.3.4 Extract from NPPF regarding the use and content of design codes:

59. Local planning authorities should consider using design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

1.3.5 Extracts from the Planning Practice Guidance (Paragraph: 036)

Design codes vary mainly according to their level of prescription (what they fix and what they leave flexible) and the scale at which they operate. They may be appropriate for use on an area basis to shape new build development.

Preparing a good code is about finding a balance between technical specificity and a succinct description of what is required. Some of the best and most effective codes are very short.'

Design codes seek to capture the specific requirements of a place and encourage interested parties to think together about each development in its entirety as a unique place.

1.4 Document Structure

1.4.1 The document is split into 2 parts;

i. Development Framework: an explanation of the wider urban design principles underpinning the code (with reference to Building for Life) including - but not limited to - relationship to context, layout, legibility, key connections and character; and

ii. Urban Design Code: which prescribes specific responses for townscape, character, highways, the public realm and public open space by the following means / sections;

- Using the Code
- Regulating Plan
- Street typologies
- Public Open Space

2.0 Development Framework

2.1 Introduction

2.1.1 A Development Framework (Figure 1) has been produced for the site upon which the urban design code (and future development) is based. This supersedes the 'Indicative Framework' included in the Design and Access Statement (DAS) ref: 14/00614/001N.

2.1.2 The principal components of the Development Framework are set out in this chapter with reference to both the outline DAS - the design vision - and a number of key urban design considerations which are closely related to 'Building for Life' 12. These are:

- Working with the site and its context;
- Connections;
- Character;
- Streets for All;
- Legibility;
- Public and private space;

2.2 The Design Vision

2.2.1 The vision for development is:

'To create a sustainable development that has a sense of place by responding to the site's context.'

This will be achieved by:

1. Creating new homes and open spaces.

2. Creating a strong landscape framework including public open space, play space, National Forest planting, incorporation of sustainable drainage features and retention of existing features including trees, hedgerows and dry stone walls.

3. Providing a high standard of pedestrian and vehicle connectivity into and through the site.

4. Using buildings to define spaces and routes, creating a secure environment with high standards of visual surveillance.

2.3 Working with the site and its context

2.3.1 The Development Framework includes the following elements which are designed to respond positively to the site and its context and the design principles set out in the DAS vision which they would achieve. The specific measures are:

- An access / egress from Greenhill Road;
- The existing dry stone wall along Greenhill Road will be retained and enhanced;
- Development will be set back from Greenhill Road behind the existing dry stone wall reflecting patterns of development;
- A visual link will be maintained between Jacquemart Close and the proposed development;
- Existing trees and hedgerows will be retained around the boundaries of the site;
- The southern and eastern boundaries of the site are defined by existing mature vegetation outside the site and this will be augmented by further national forest planting within it. Development will face outwards along these boundaries.
- Along the boundary adjacent to Greenhill Farm, development will be arranged to face outwards towards Greenhill Road and the farm itself.
- Existing dry stone walls within the site will be retained and incorporated within the layout where possible. Where this is made complex by prevailing topography and development requirements, they will be relocated close to their current alignment and incorporated within development.
- The orientation of streets and the location of open spaces within the layout (see below) are designed to respond to the prevailing topography which falls from east to west.

2.3.2 The combination of the above measures in the form of the Development Framework provides the structure for the more detailed proposals which will be controlled by the code. Further explanation of the proposals is described below.

Figure 1. Development framework (June 2017 Rev G)

- Site Boundary
- Proposed residential area
- Proposed public open space
- Proposed attenuation basin
- Proposed swale
- Existing dry stone wall retained/reinstated on current line (1210m of 1310m = 92%)
- Relocated dry stone wall (100m)
- Indicative landscape
- Street type: Avenue
- Street type: Main Street
- Street type: Lane/shared surface
- Street type: Drive
- Pedestrian route
- Keynote building
- Key focal space

N

SCALE 1:2,000

10 30
0m 20 50 100

2.4 Connections

2.4.1 The principal connection with the existing movement network is to Greenhill Road. From here, access is possible to the wider highway network and locally, to adjacent developments on foot, by bike or by car. A visual connection to Jacquemart Close is maintained.

2.4.2 There are no existing public rights of way or other pedestrian links that cross the site a pass along its edges and therefore no dedicated pedestrian links in this respect are necessary. The Ivanhoe Way can be accessed via Agar Nook Lane (to the immediate north of the site) and Romans Crescent / Vercor to the south west. Refer to Figure 2 opposite.

2.5 Streets for All

2.5.1 The Development Framework proposes an interconnected network of streets and open spaces leading off the main access from Greenhill Road. The streets will be designed to create different types of 'place' and to accommodate varying levels of pedestrian, cycle and vehicular movement throughout the site in a hierarchy.

2.5.2 The streets and spaces will have different physical characteristics - e.g. scale, enclosure, continuity of built form, landscape, surface treatments and traffic calming measures, all of which will create character and aid legibility within the development.

2.5.3 More detailed descriptions of the streets and spaces in the framework and prescriptions for development are set out in the design code.

Figure 2. Connections

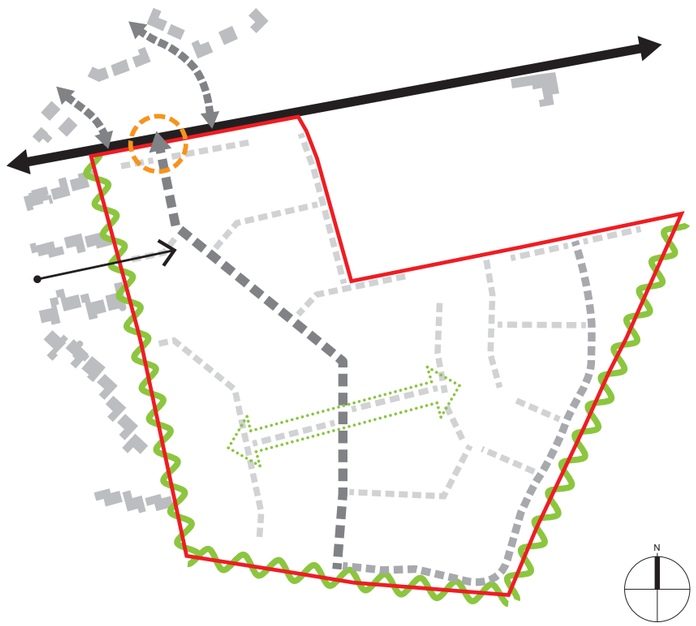
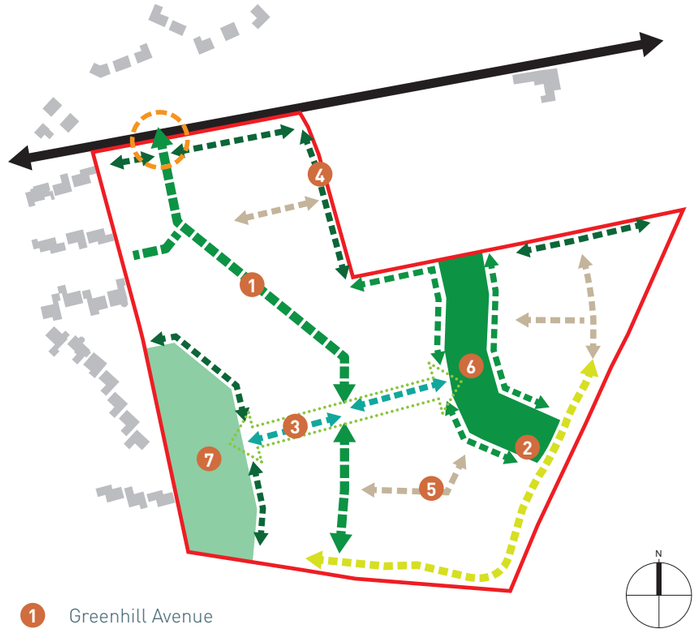


Figure 3. Streets and Spaces



1. Greenhill Avenue
2. Greenhill Lane
3. Green Lane
4. Forest View
5. Bardon Lanes
6. Forest Green
7. Bardon Vale

2.6 Legibility

2.6.1 The framework has been designed to make it easy to find your way around. The primary organising features of the layout (refer to Figures 3 & 4) are:

- A single point of access / egress onto Greenhill Road;
- Greenhill Avenue (grass verge & street trees);
- Green Lane (green edge & trees); and
- Two public open spaces: Forest Green and Bardon Vale - linked via Green Lane (stone walls, verges & trees).

2.6.2 A number of secondary features are also incorporated in the layout, these include:

1. 'Landmark' buildings (*) or groups of buildings - especially those on the alignment of key vistas;
2. Key junctions along primary and secondary routes;
3. Feature trees throughout the site; and
4. Stone walls;

2.7 Public and Private Space

2.7.1 The framework is designed to define key routes, overlook open spaces and create public and private space. The principal means of doing this is through 'blocks' of development created from individual dwellings.

2.7.2 Blocks are designed to define public space - streets / open spaces - to the front and private space - gardens or parking courtyards - to the rear. All of the blocks in the framework are designed to achieve this - refer to Figure 5 opposite.

1. Bardon Vale defined and overlooked by development.
2. Forest Green defined and overlooked by development.
3. Example of a block where development encloses private space to the rear.
4. Streets and key junctions - e.g. Greenhill Avenue - defined by development.

Figure 4. Legibility

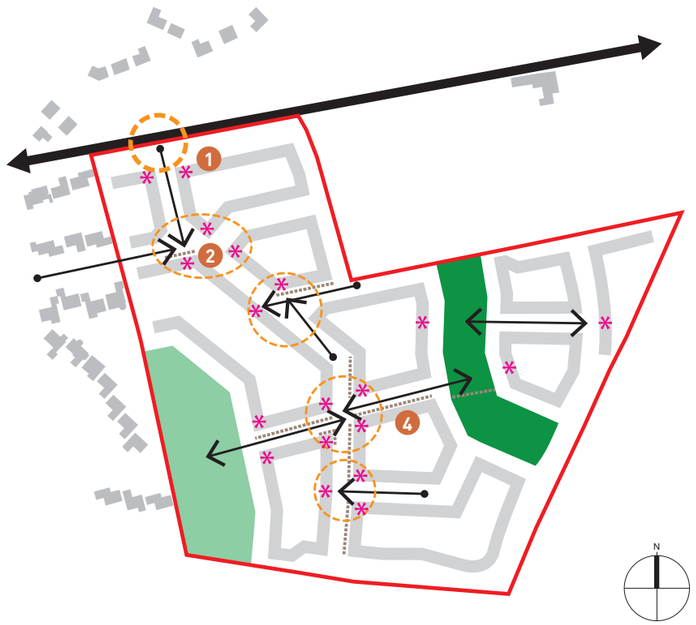
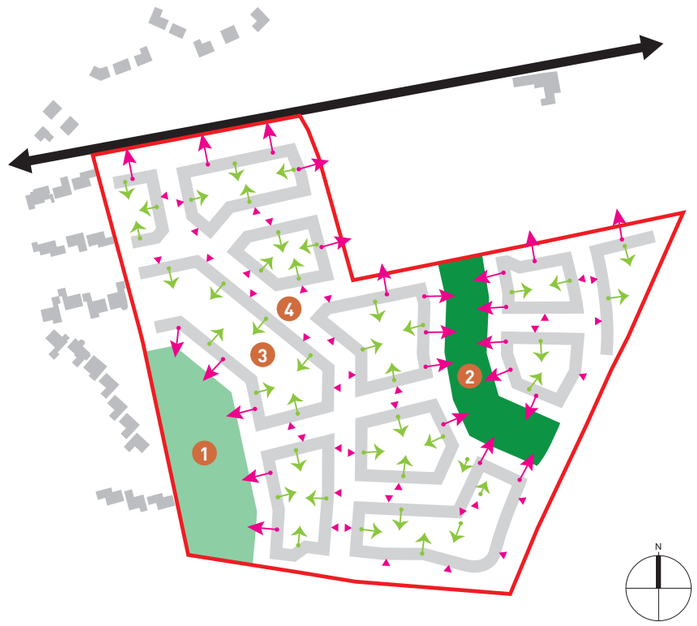


Figure 5. Public and Private Space



3.0 Urban Design Code

3.1 Introduction

3.1.1 This section sets out the prescriptions for development through a series of written and illustrated 'codes'. Some of these are place specific whilst others apply across the site. The principle means of coding development is through the use of 'typologies' used commonly to guide and control repetitious development such as housing.

3.1.2 The street typologies provide design guidance covering two key aspects of residential development:

- Townscape; and
- Highways and public realm

3.1.3 There are also written and illustrated codes for two public open spaces within the site which relate to their landscape design.

3.1.4 The code is underpinned by the development framework which defines the broad spatial arrangement of streets and public open spaces. This is mandatory, but flexibility is inherent within the typologies, allowing some variation in the exact location and orientation of dwellings and definition of open spaces at key junctions within the ranges specified.

3.1.5 In terms of the overall character of the development, it should be considered as one 'place' with subtle changes in character along different streets and in conjunction with public open space.

3.1.6 How the proposals will reflect local character is discussed below. This will be achieved with a varied mix of house types and a complementary palette of building materials - the details of which are prescribed in the individual typologies.

3.2 Using the Code

3.2.1 The code is relatively simple to use which is appropriate to the size of the site and the number of dwellings planned. It consists of the following elements:

1. A regulating plan (figure 6) which shows the location of development and key spatial features;
2. 6 'street' typologies (built form / public realm);
3. Site wide specifications for highways and parking;
4. Site wide guidance on how houses turn corners and address key junctions; and
5. 2 public open spaces.

3.2.2 Therefore, dependent on the location on the regulating plan, development will need to conform to the specific codes for townscape, highways and public realm within each street typology.

3.3 Streets For All

3.3.1 The principal means of coding built form within the development is through a series of street typologies - refer to figure 6 Regulating Plan. Character is prescribed and differentiated through the arrangement and grouping of dwellings, the use of building materials, plot boundaries, surface treatments and landscaping in the public realm.

3.3.2 Street typologies are illustrated with cross sections, an illustrative layout and an aerial view showing plot boundaries, public realm treatments and the spatial arrangement of the street.

3.3.3 A descriptive vision for the intended character of development is given along with a materials palette and public realm palette.

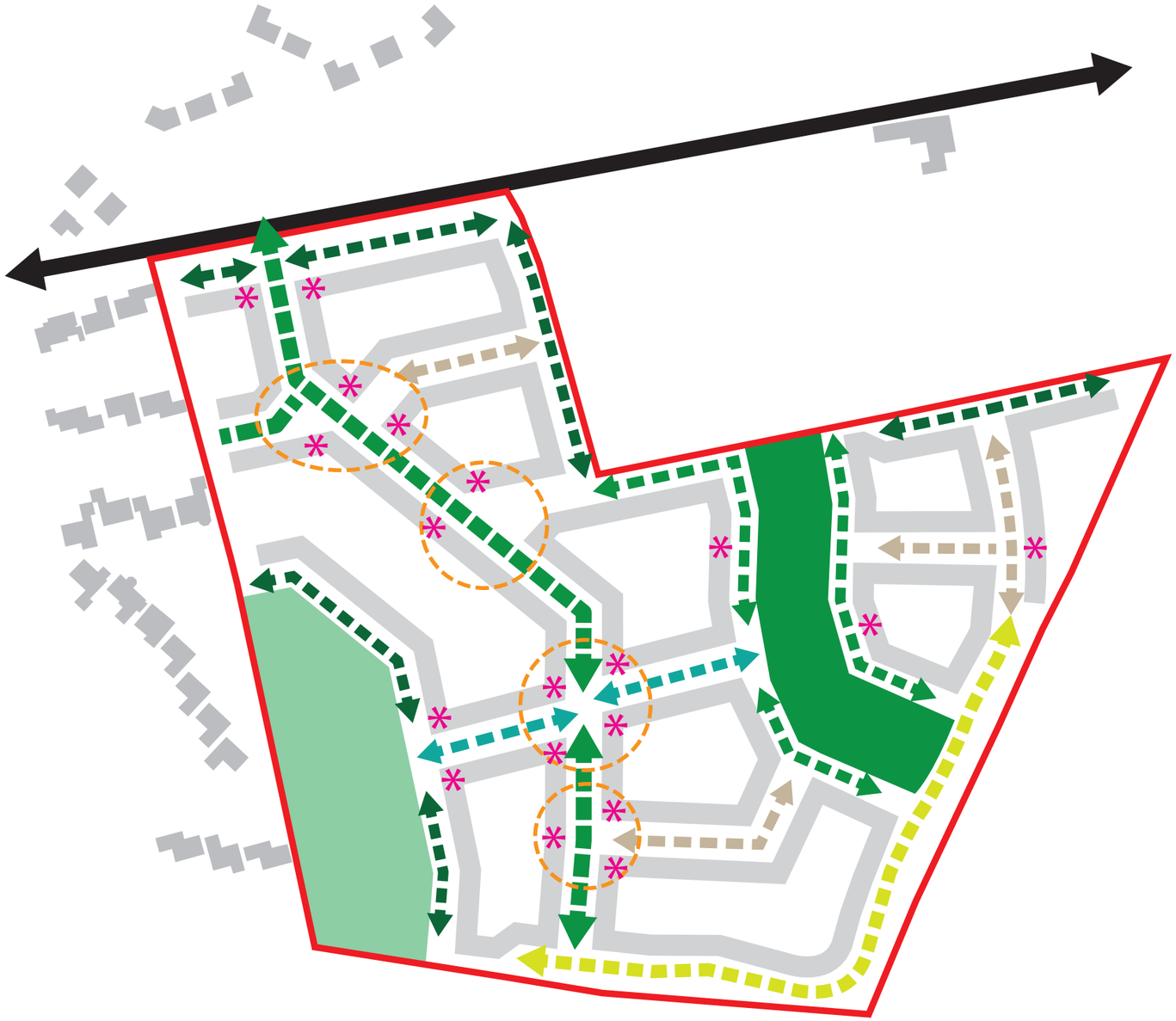


Figure 6. Regulating Plan

Key

Street Typologies

- Greenhill Avenue
- Greenhill Lane
- Green Lane
- Forest Drive
- Bardon Lanes
- Forest Green

Public Open Space

- Forest Green
- Bardon Vale

Spatial Features

- Development (block)
- Landmark
- Key Junction

SCALE 1:2,000

0m 10 20 30 50 100

N

3.4 Public Open Space

3.4.1 Two public open spaces proposed within the development, the intended landscape character and function of these spaces is prescribed and illustrated on pages 28-29. An overview of the space and surrounding development (which is coded by the associated street typology) is set out below:

Forest Green

3.4.2 This space will be characterised by national forest planting and will be defined by semi continuous development - providing natural surveillance over the space which will include a children's play area. This could be achieved with a mix of dwelling types providing set back and parking solutions are consistent across 'groups' of dwellings. Architectural style and use of building materials should be complementary, but not overly formal.

Bardon Vale

3.4.3 This space will characterised by a more open landscape and defined by a mix of dwellings with a variety of set back and space between them. Parking solutions will be varied accordingly and will influence the continuity of dwellings. More informality will be created through the use of building materials and architectural detailing on individual dwellings. This could include timber detailing, gables facing the street and a mix of brick and render as main facing materials.

3.5 Scale

3.5.1 In terms of height, development will be limited to 1-2.5 storeys across the entire site. This reflects the prevailing scale of development in the surrounding area.

3.6 Legibility

3.6.1 Landmark buildings - or pairs or small groups of buildings - should terminate key vistas (see figure 4). This could be achieved by employing the following measures:

- Varying the dwelling type - or types - from its neighbours;
- Varying the use of building materials from neighbouring dwellings, e.g. using a different brick or render or colour of render; and
- Arranging landmark dwellings around a junction on the alignment of each of its streets.

3.6.2 Landscape design should be used to frame views towards landmarks and also to enhance the spaces around them. Street trees, trees in front gardens and hedgerow boundaries can all be employed to achieve this.

3.6.3 Along Greenhill Avenue, landmarks should be orientated around key junctions where the surface treatment should vary - e.g. block paving in place of asphalt - and may be part of a raised table to reduce traffic speeds.

3.7 Turning Corners

3.7.1 In corner locations, dwellings should be designed to avoid presenting blank facades to either street.

3.7.2 There are a number of ways to turn corners, which include - but are not limited to - the following options:

1. Using detached dwellings with fenestration on both facades that address the streets. There should be a distinction between the primary and secondary facades.
2. Using a dwelling (detached, paired or end of terrace) with the same plan as adjacent dwellings that has its internal arrangement turned through 90° so the front door is on the side street.
3. Using a dwelling (or a pair of dwellings) with an angled plan which when plotted adjacent to dwellings with square or rectangular plans turns the corner either through 90° or a smaller horizontal shift along the street.
4. Adding fenestration to gables that might otherwise be blank on the end of terraces - e.g. side windows to ground and upper floors - or bay windows (usually to the ground floor only).

3.7.3 Boundary treatments should reflect the building line established by the corner turning dwelling. Curtilages and dwellings will be set back behind the required visibility splays at junctions and bends.

Figure 7. Legibility

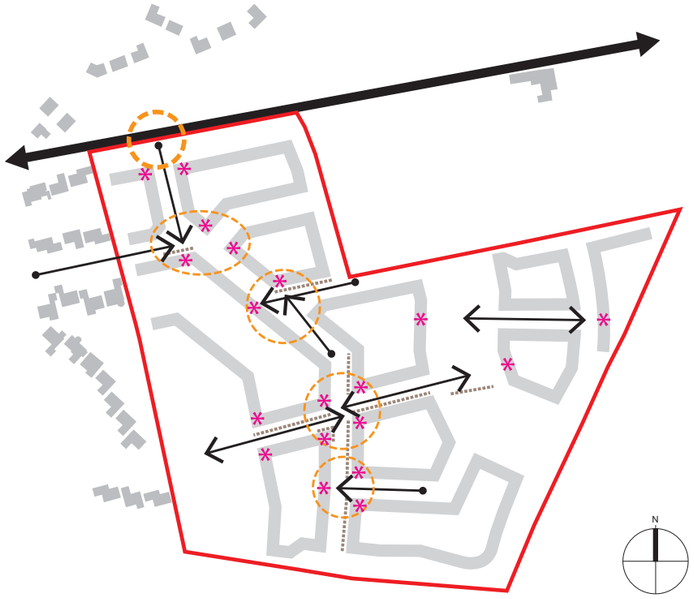


Figure 8. Landmark example

Figure 9. Turning corners (1-3)

3.8 Highways and Parking

Highway design and Surface materials

3.8.1 All roads put forward for adoption and all junctions of private accesses onto the adoptable roads are to be designed in accordance with the guidance contained in the 6Cs Design Guide.

3.8.2 Carriageway widths shall be in accordance with the 6Cs Design Guide and will be designed on the basis of the nature and function of the road. Adoptable highways will have a minimum corridor width of 7.5 metres.

3.8.3 Turning heads will be required at the end of adopted roads, unless the end of the road is within 25m of another turning head or a junction.

3.8.4 Surface treatments are to be either asphalt or block paved with materials that meet NWLDC and Leicestershire County Council (LCC) standards. Traffic calming will be required where there are straight sections of 40 metres or more for design speeds of 15 mph (access ways and shared surfaces) and of 60 metres or more for design speeds of 20 mph (access roads and other adopted internal development roads).

3.8.5 Traditional pre-cast concrete kerbs with a 125mm upstand should be the standard solution where there is a carriageway and a footway. Where the prescription is for block paving (shared surface) kerbs can be omitted and drainage channels incorporated where necessary.

3.8.6 Widths of shared private drives will be in accordance with the 6Cs Design Guide (effective widths of 2.75m for drives serving single dwellings & 4.25m for drives serving between two and five dwellings). Private drives between adopted extents should be severed.

3.8.7 Commuted Sums will be required in respect of any trees, grass verges or landscaping to be accommodated within the adopted highway. Where trees are provided within the highway, they must not unacceptably impact on visibility splays at junctions and private accesses.

Parking

3.8.8 Car parking should arranged so that it does not dominate the street. Parking should generally be provided 'on plot' of individual dwellings and in locations where residents can see their cars from within the home.

3.8.9 A minimum of two allocated spaces must be provided per dwelling, with a minimum of three spaces provided for four bedroom homes and above. There is no maximum parking threshold per plot.

3.8.10 The minimum size of a parking space is 2.4m by 4.8m.

3.8.11 The width of spaces should be increased by 0.5m where there are obstructions, such as the walls of a property or a boundary fence or wall located to the side of the parking space (1m where obstructions are present on both sides).

3.8.12 Individual allocated parking bays must be discreetly delineated and numbered when provided off-plot or as part of a group of frontage spaces. Thermoplastic markings (white lining) will not be permitted to either number or delineate individual bays.

3.8.13 Parking should be provided in one of three ways:

On plot between dwellings

3.8.14 Boundary treatments should be designed to mitigate the visual impact of parking. Half spaces in front of standard parking spaces should be avoided to prevent additional cars being parked that may obstruct the pavement.

3.8.15 Surveillance opportunities must be provided by the inclusion of at least one window from a habitable room.

On plot to front with Integral garages

3.8.16 Boundary treatments should be designed to mitigate the visual impact of parking. The garage element of the house must be recessed from the front face of the building to reduce the visual dominance of the garage on the elevation. Garages must not sit forward of the habitable part of the building.

Frontage car parking

3.8.17 Clear and direct pedestrian routes should lead from parking areas to front doors. These routes must not be able to be blocked by a parked car. Lawns, hedgerows and street trees should be used to break up areas of frontage parking and driveways.

Figure 10. On plot between dwellings

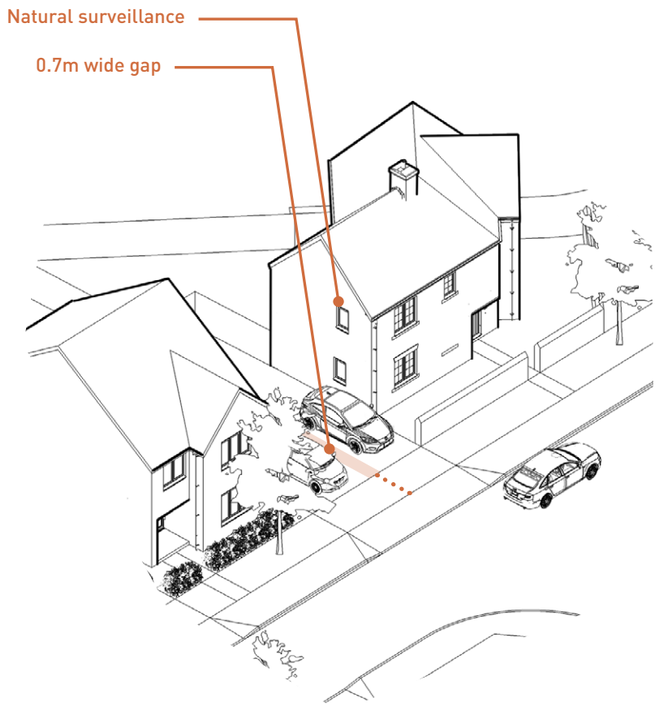


Figure 11. On plot to front with Integral garages

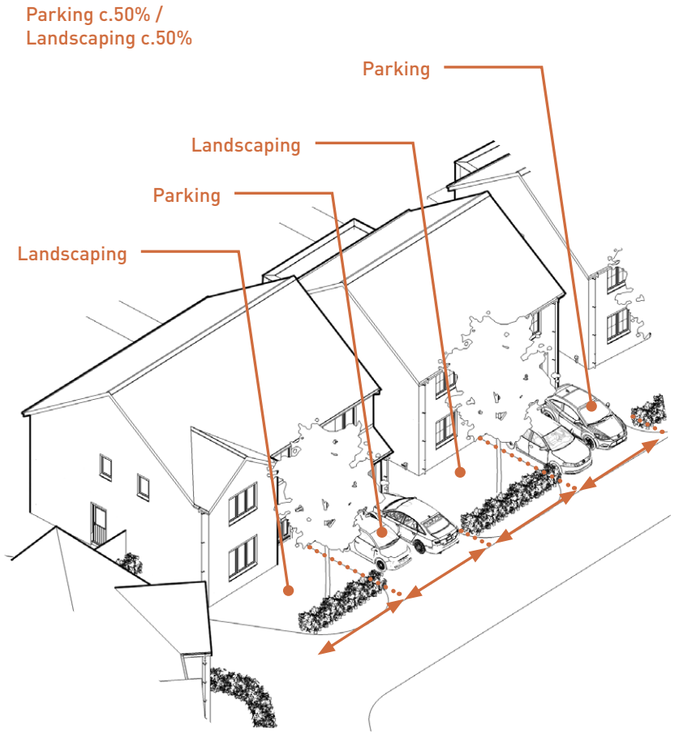
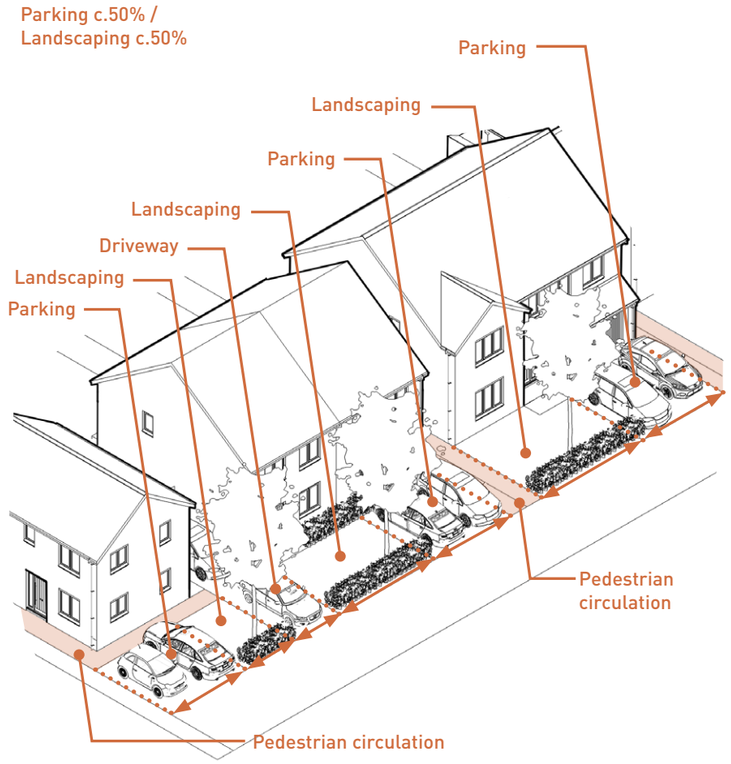
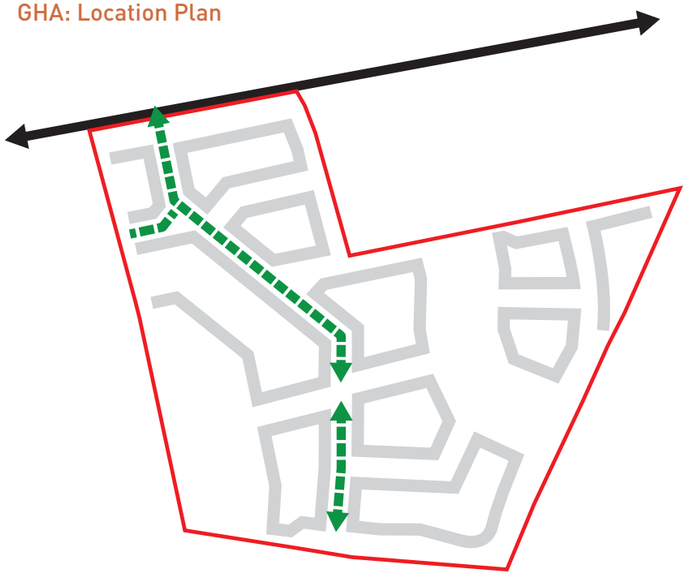


Figure 12. Frontage car parking



1. Greenhill Avenue

GHA: Location Plan



3.9 Greenhill Avenue (GHA)

3.9.1 This street will be recognisable as an 'Avenue' and will be characterised by verges and street trees planted at staggered intervals. Stone walls will also be a key feature visible in the public realm. It will be defined by semi continuous development, arranged in pairs or as individual dwellings. Building materials and architectural style will be consistent along the street.

Townscape / architectural character description

3.9.2 A formal / semi-formal character, created through the consistent use of dwelling types, set back and building materials. Symmetry, pairing and repetition will be evident along this street and will be reinforced by the use of building materials and details across dwellings and groups.

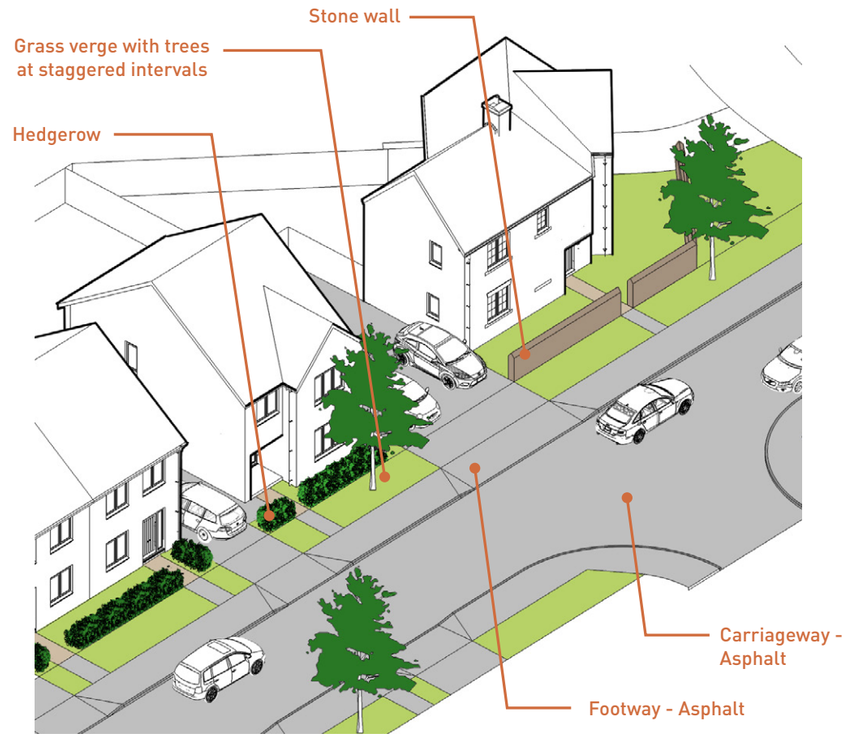
Highways / public realm description

3.9.3 This will be a 'traditional' street with a 5.5m carriageway and 2.0m footways augmented by 2.0m wide verges with street trees at staggered intervals. The verge can be substituted for street parking where space allows and is required. Plot boundaries should be hedgerows. Surfaces treatments will be asphalt and block paving at key junctions.

TOWNSCAPE CODE (BUILT FORM / PLOT LANDSCAPING)	
CRITERIA	**RESPONSE**
Building typology:	Paired / Detached
Scale:	Up to 2.5 Storey
Enclosure:	c.1:3 (height / width)
Set back:	Min: 1m - Max: 3m Consistent across groups / individual dwellings
Boundary:	Stone wall / Hedgerow

HIGHWAY & PUBLIC REALM CODE (WIDTH / SURFACE MATERIALS)	
CRITERIA	**RESPONSE**
Carriageway width:	5.5m
Footway:	Yes - 2.0m
Design speed:	20mph
Verges (yes/no):	Yes (2.0m)
Street trees:	Yes
Shared surface (yes/no):	No
Surface treatments:	Carriageway: Asphalt Footway: Asphalt
Traffic calming	Yes: raised table and change in surface treatment at specified junctions (refer to development framework).

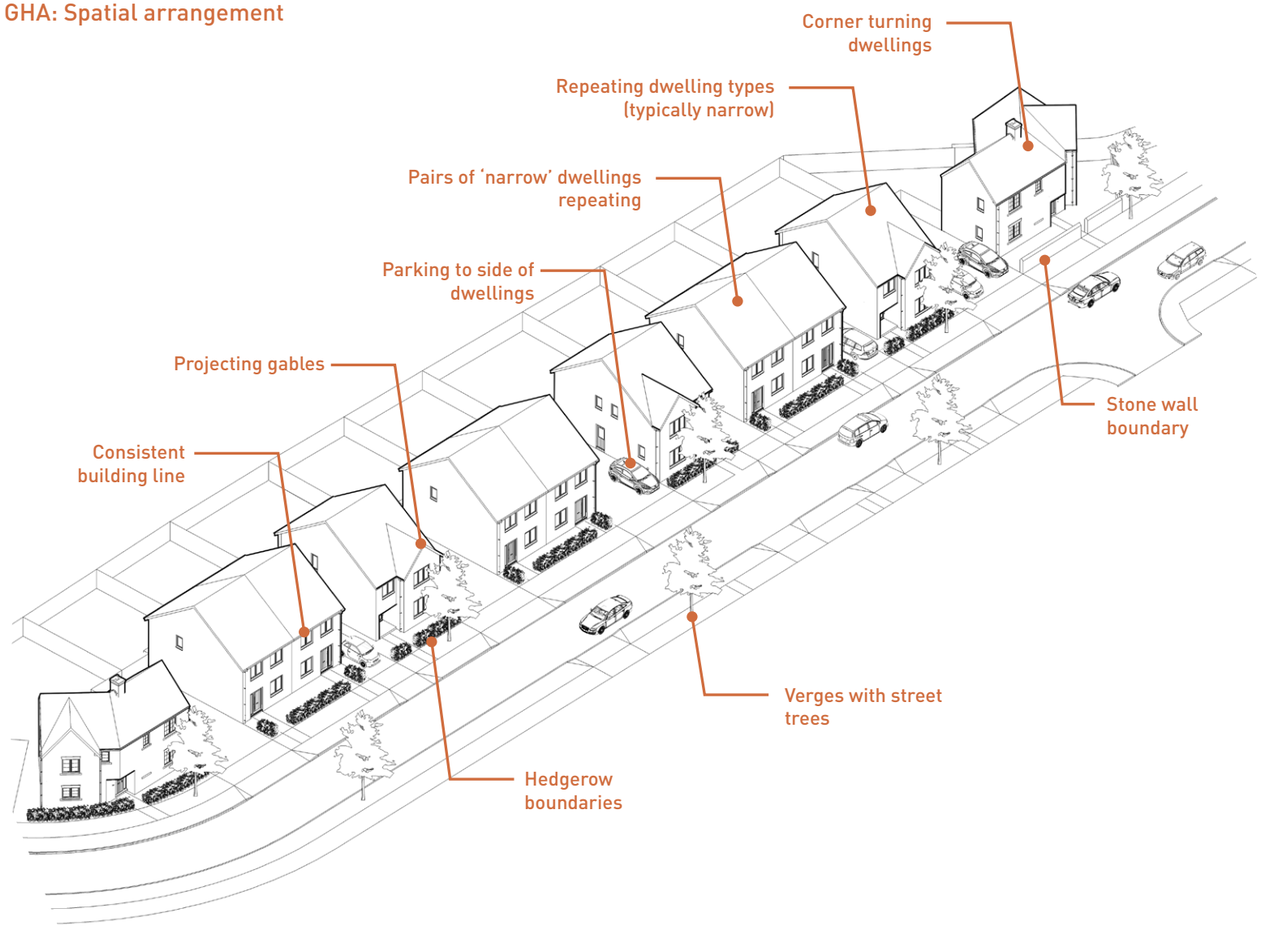
GHA: Boundary treatments and public realm

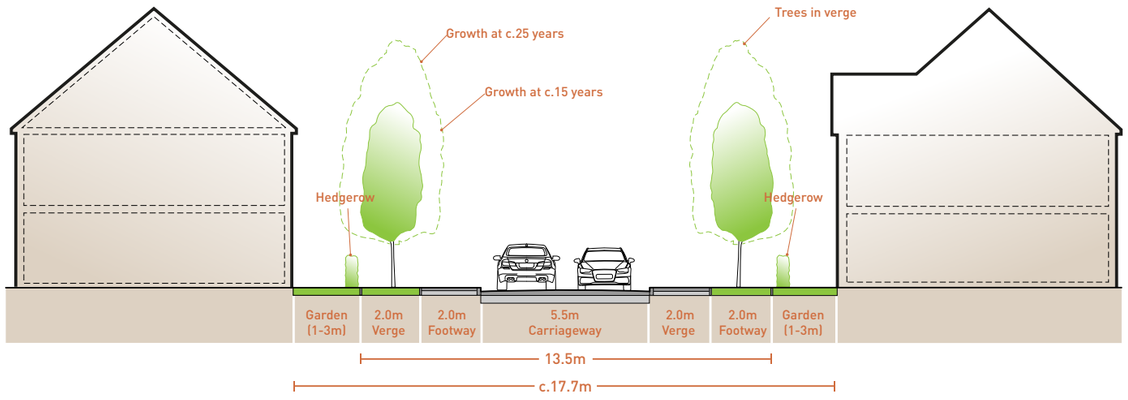


GHA: Building materials / Public realm code - photographic examples

BUILDING MATERIALS				PUBLIC REALM / BOUNDARY TREATMENTS					
Leicestershire Red Multi	Weathered Orange	Stone	Cement Render (smooth)	Street Trees	Hedgerows	Low Planting	Lawn	Verge	Stone Wall
									

GHA: Spatial arrangement



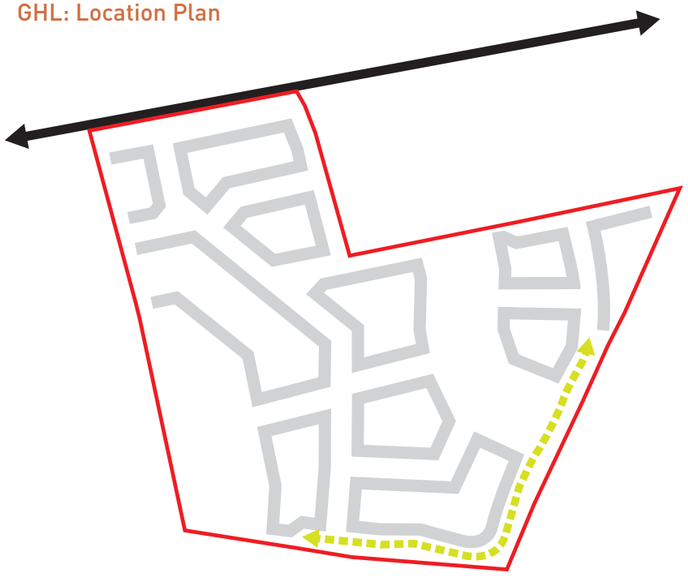


GHA: Cross Section (1:200)

GHA: Illustrative Layout / Section (1:500)

2. Greenhill Lane

GHL: Location Plan



3.10 Greenhill Lane (GHL)

3.10.1 Greenhill Lane leads off Greenhill Avenue to the south of the site and becomes more informal. Verges and individual street trees are replaced by naturalistic planting e.g. meadow grassland and small groups of trees. There will be slightly more variation in the arrangement of dwellings and the use of building materials in comparison to Greenhill Avenue but the two streets will complement one another.

Townscape / architectural character description

3.10.2 A semi-formal to informal character - related to Greenhill Avenue - created through more variation in set back and building materials. Pairing and repetition will still be evident along this street but the use of building materials and details across individual dwellings will be more varied.

Highways / public realm description

3.10.3 This will be a 'traditional' 'single sided' street with a 5.5m carriageway and a 2.0m footway on the side where the dwellings are located. Plot boundaries should be hedgerows and low planting. Informal groups of trees will be located in the 'verge' (meadow grassland) on the opposite side of the street to the dwellings

TOWNSCAPE CODE (BUILT FORM / PLOT LANDSCAPING)	
CRITERIA	**RESPONSE**
Building typology:	Paired / Detached
Scale:	Up to 2.5 Storey
Enclosure:	NA
Set back:	Min: c.1m - Max: c.5m Consistent across groups / individual dwellings
Boundary:	Granite wall / Hedgerow

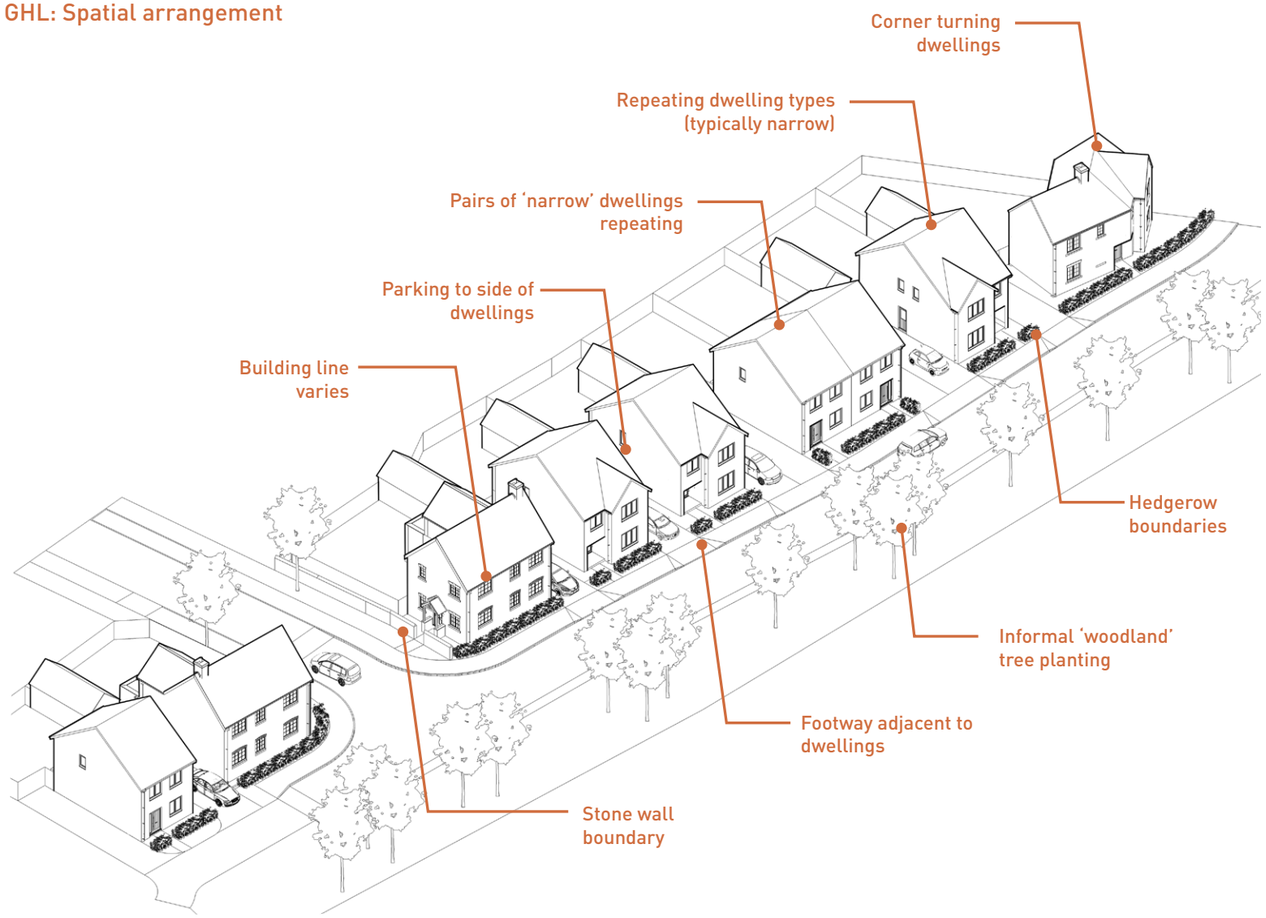
HIGHWAY & PUBLIC REALM CODE (WIDTH / SURFACE MATERIALS)	
CRITERIA	**RESPONSE**
Carriageway width:	5.5m
Footway:	Yes - 2.0m (single side)
Design speed:	20mph
Verges (yes/no):	Single side
Street trees:	Informal groupings
Shared surface (yes/no):	No
Surface treatments:	Carriageway: Asphalt Footway: Asphalt
Traffic calming	Yes: change in surface treatment at specified junctions (refer to development framework).

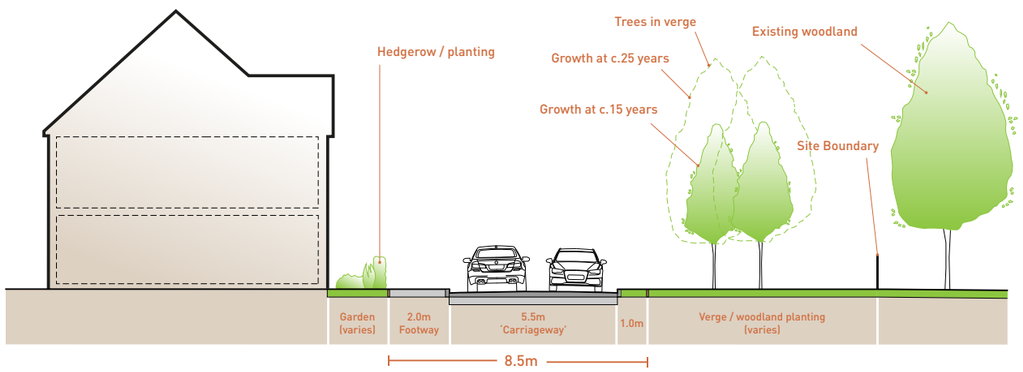
GHL: Boundary treatments and public realm

GHL: Building materials / Public realm code - photographic examples

BUILDING MATERIALS			PUBLIC REALM / BOUNDARY TREATMENTS				
Leicestershire Red Multi	Weathered Orange	Cement Render (smooth)	Informal tree groups	Hedgerows	Low Planting	Lawn	Stone Wall
							

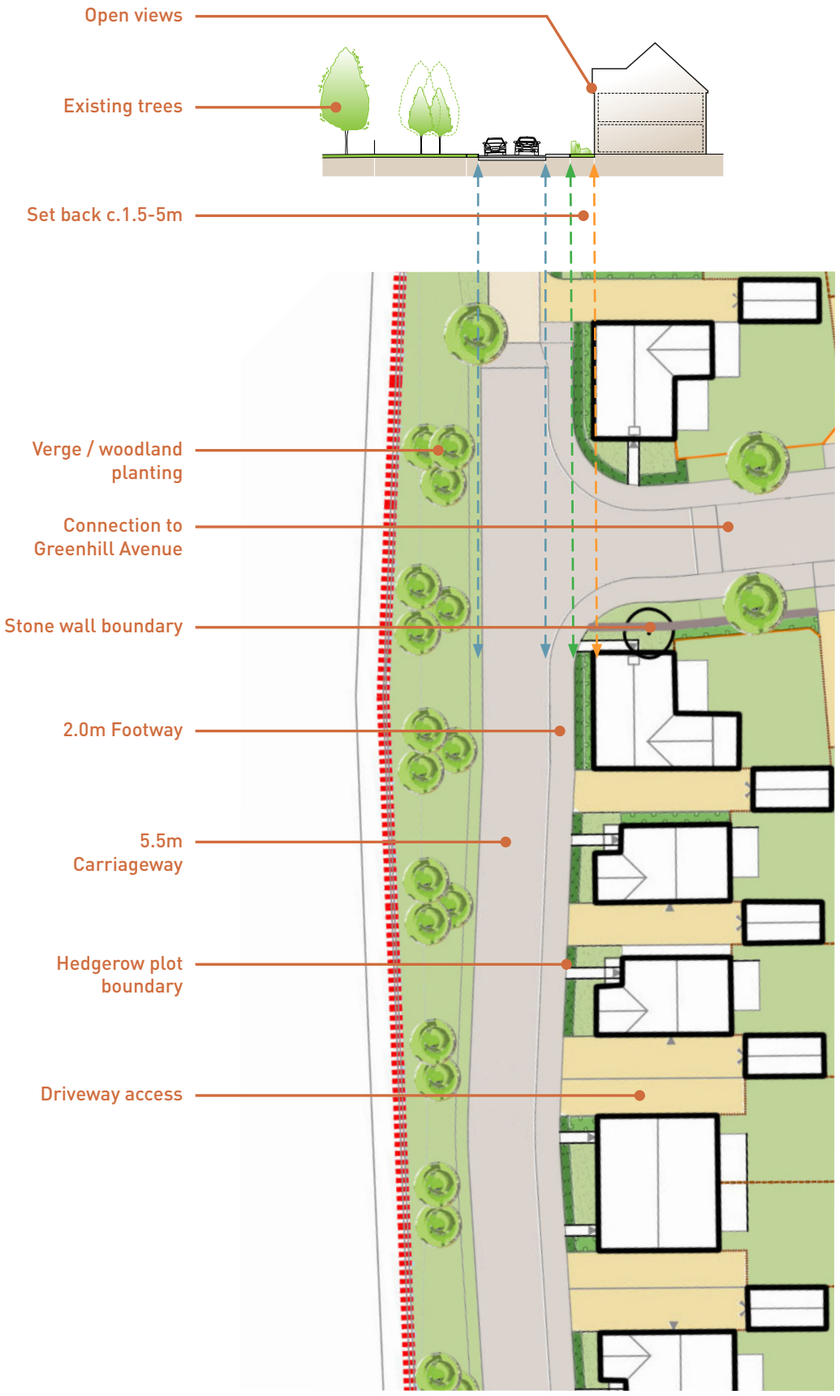
GHL: Spatial arrangement





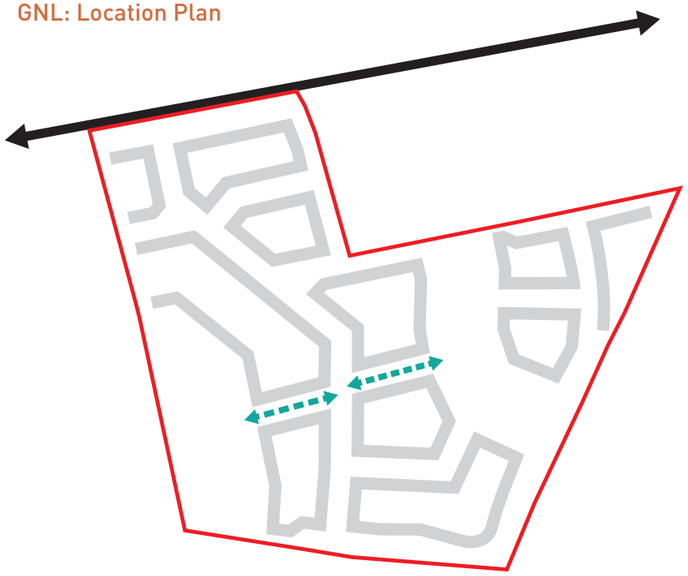
GHL: Cross Section (1:200)

GHL: Illustrative Layout / Section (1:500)



3. Green Lane

GNL: Location Plan



3.11 Green Lane (GNL)

3.11.1 A short, pedestrian friendly route connecting two open spaces. It will be characterised by a shared surface and stone boundary walls (both retained and relocated). Lawns and street trees will be present in conjunction with large set backs on one side of the street. The arrangement of dwellings, architectural style and the use of building materials will be varied but complementary.

Townscape / architectural character description

3.11.2 A semi-formal character, created through the use of paired and individual dwellings - both wide and narrow types - with consistent use of building materials and architectural detailing. A key feature will be the varied set back on either side of the street, from c.1.0 to c.10m, and the inclusion of stone boundary walls in tandem with this.

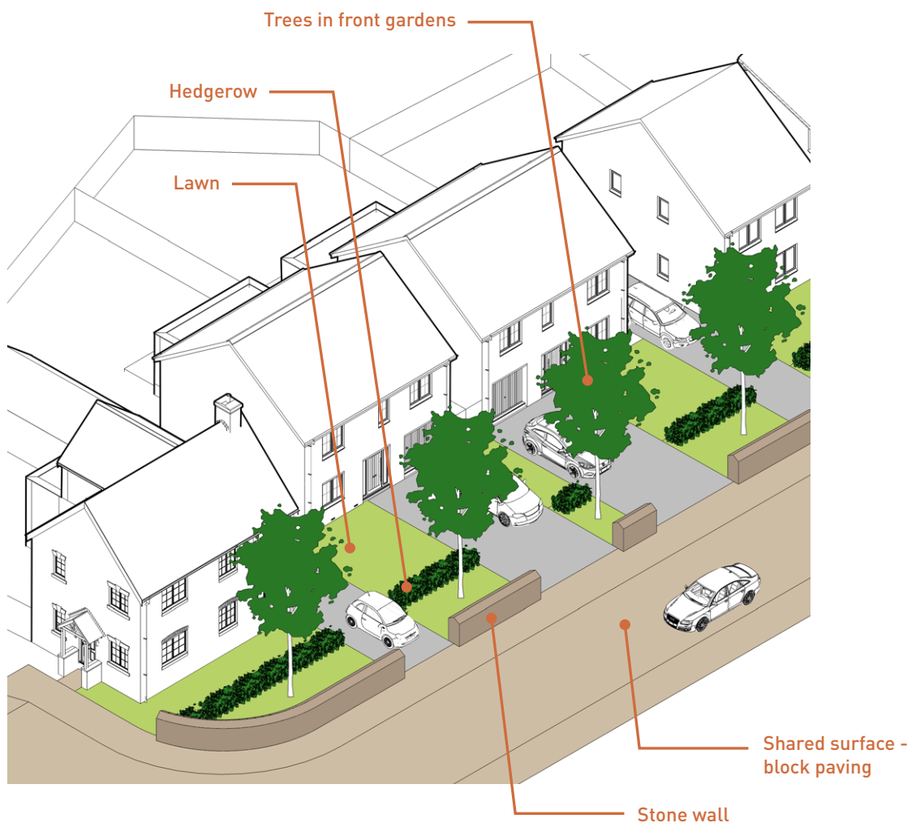
Highways / public realm description

3.11.3 Block paved route (5.5m wide carriageway / 2.0m footways) connected to the surrounding highway network by adoptable turning heads (block paved or asphalt). Stone boundary walls, hedgerows & street trees.

TOWNSCAPE CODE (BUILT FORM / PLOT LANDSCAPING)	
CRITERIA	**RESPONSE**
Building typology:	Detached / Paired
Scale:	2 Storey
Enclosure:	Varies c.1:3-c.1:4
Set back:	Min: c.1m - Max: c10m Varies across each side of the street
Boundary:	Stone wall / Hedgerow

HIGHWAY & PUBLIC REALM CODE (WIDTH / SURFACE MATERIALS)	
CRITERIA	**RESPONSE**
Carriageway width:	5.5m
Footway:	Yes - 2.0m
Design speed:	20mph
Verges (yes/no):	No
Street trees:	Yes (in front gardens)
Shared surface (yes/no):	Yes
Surface treatments:	Carriageway: Block paved Footway: Block paved
Traffic calming	Block paved shared surface treatment.

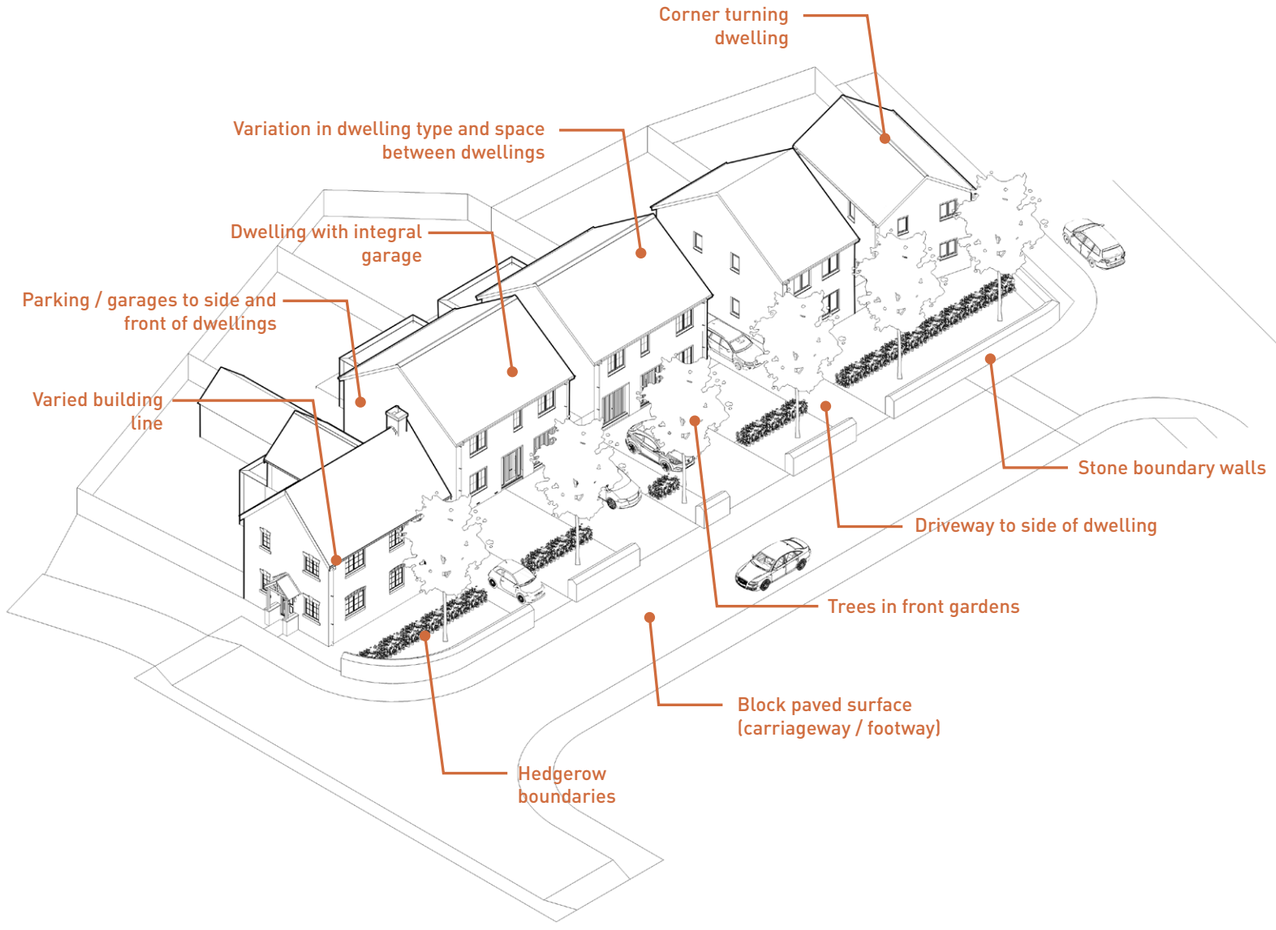
GNL: Boundary treatments and public realm

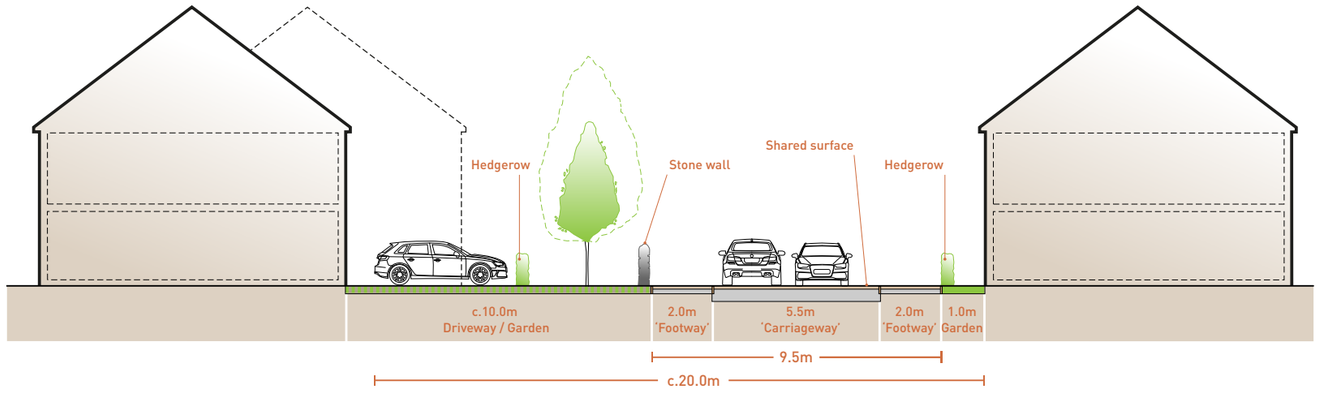


GNL: Building materials / Public realm details

BUILDING MATERIALS		PUBLIC REALM / BOUNDARY TREATMENTS				
Weathered Orange	Cement Render (roughcast)	Street Trees	Hedgerows	Low Planting	Lawn	Stone Wall
						

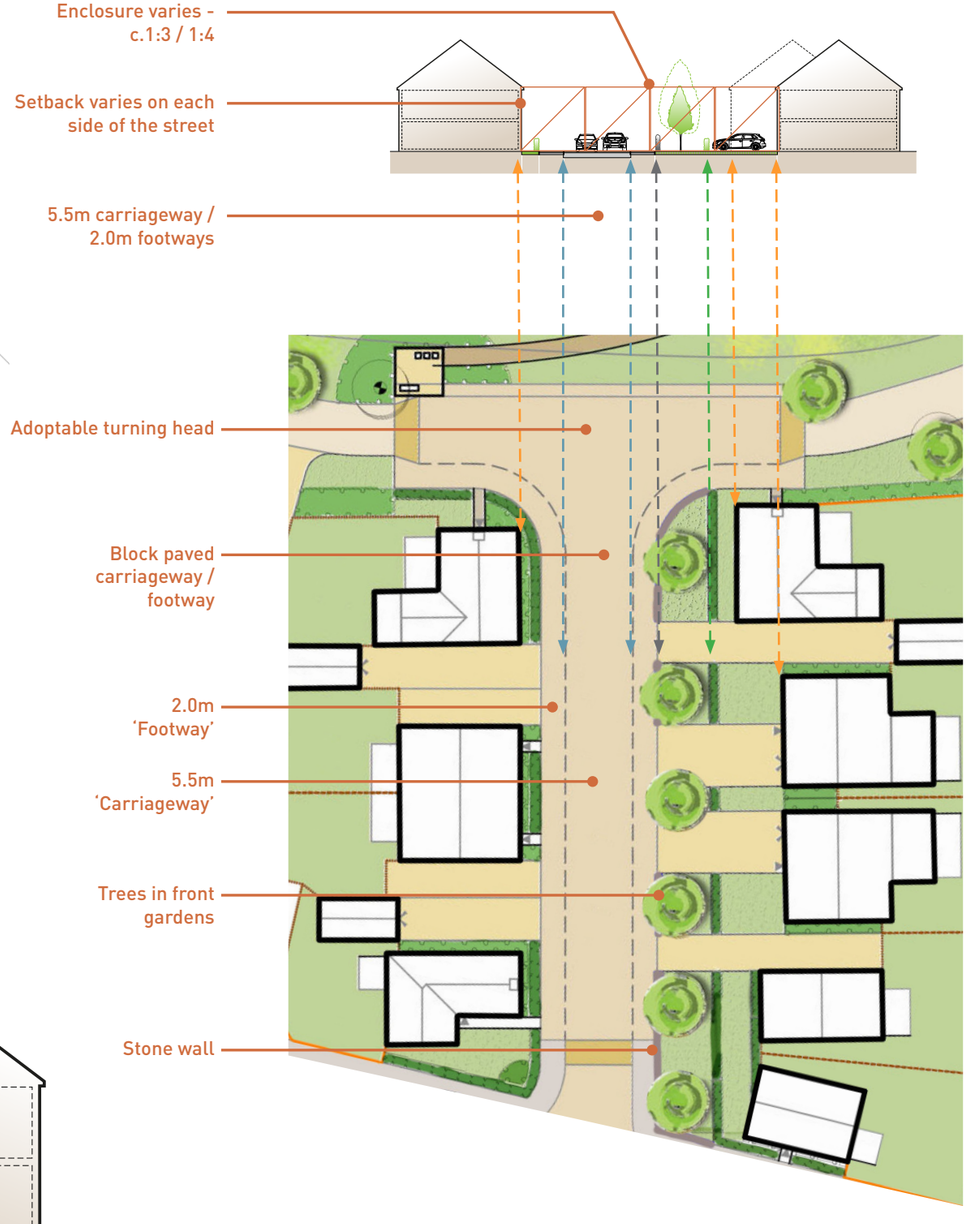
GNL: Spatial arrangement





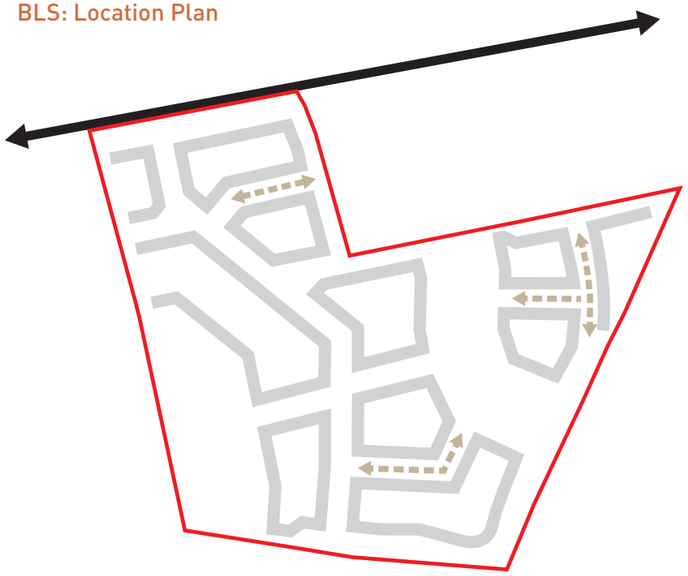
GNL: Cross Section (1:200)

GNL: Illustrative Layout / Section (1:500)



4. Bardon Lanes

BLS: Location Plan



3.12 Bardon Lanes (BLS)

3.12.1 These are short streets typically characterised by smaller dwellings arranged in pairs or individually. They will have a simple, uncluttered architectural style and palette of building materials. Building set back and boundary treatments should be consistent and related to parking solutions.

Townscape / architectural character description

3.12.2 A semi-formal character, created through the consistent use of dwellings (a mix of detached and paired types) set back and building materials. This will be reinforced by the use of building materials and details across dwellings.

Highways / public realm description

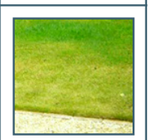
3.12.3 Typically 5.5m carriageway with 2.0m footway and asphalt surface. Block paving as an alternative. Minimal kerb. Hedgerow plot boundaries with street trees between parking bays - where these are to front of dwellings - or trees in front gardens / threshold strips.

TOWNSCAPE CODE (BUILT FORM / PLOT LANDSCAPING)	
CRITERIA	**RESPONSE**
Building typology:	Detached / Paired
Scale:	Up to 2.5 Storey
Enclosure:	Varies c.1:2-c.1:3
Set back:	Min: c.1m - Max: c6.0m (greater set back with frontage parking)
Boundary:	Hedgerow

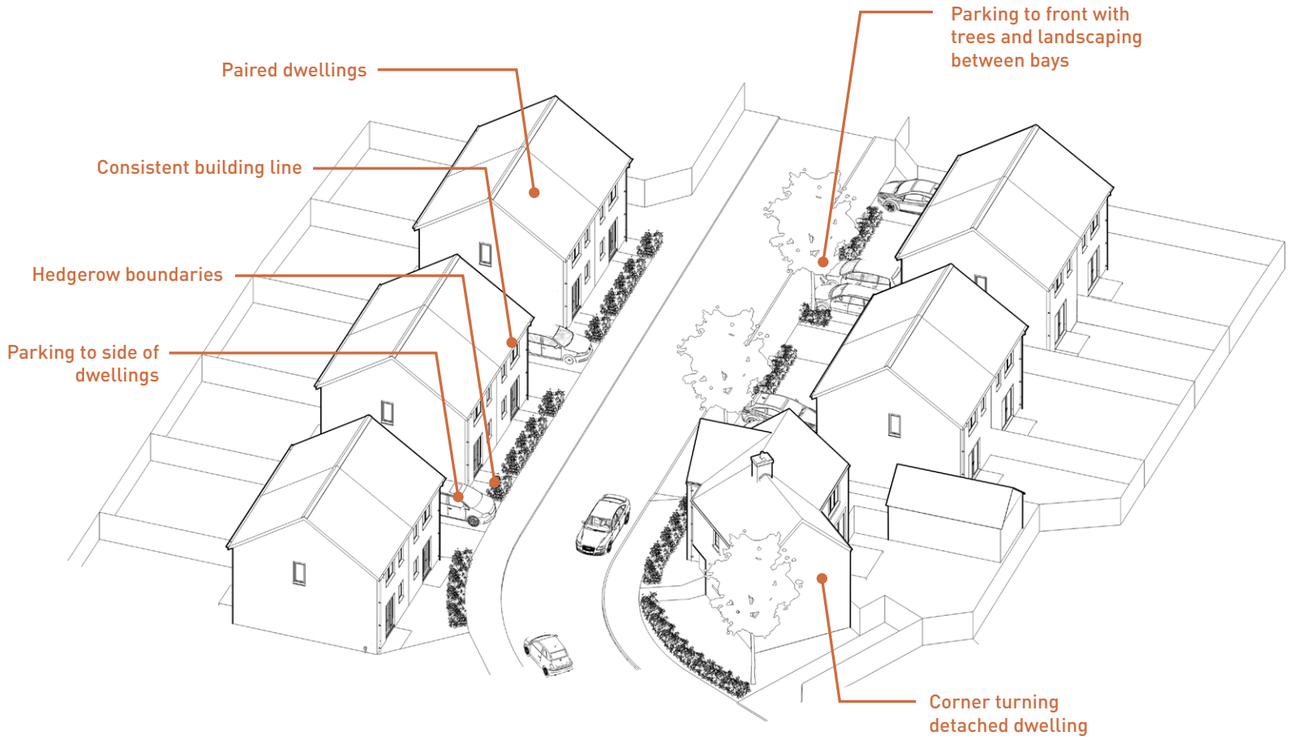
HIGHWAY & PUBLIC REALM CODE (WIDTH / SURFACE MATERIALS)	
CRITERIA	**RESPONSE**
Carriageway width:	5.5m
Footway:	Yes - 2.0m
Design speed:	20mph
Verges (yes/no):	No
Street trees:	Yes (between parking bays to front of dwellings)
Shared surface (yes/no):	No
Surface treatments:	Carriageway: Asphalt / Block paved Footway: Asphalt / Block paved
Traffic calming	Block paved shared surface treatment.

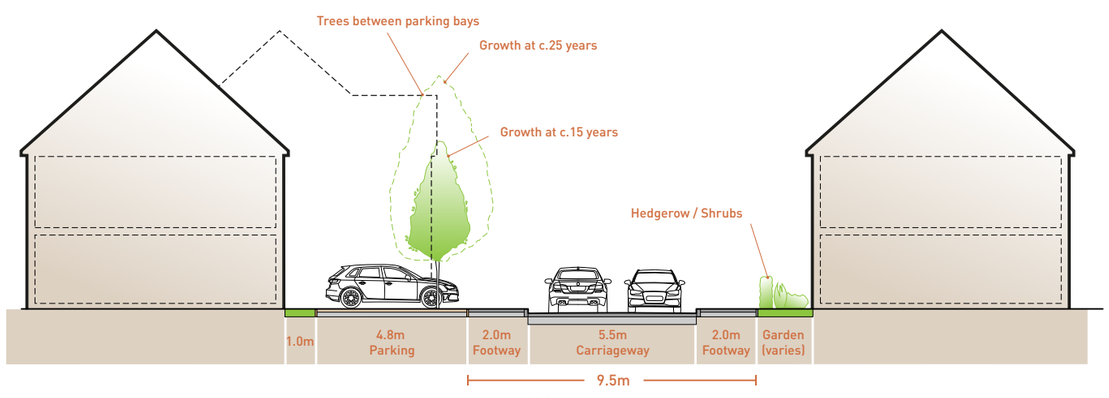
BLS: Boundary treatments and public realm

BLS: Building materials / Public realm details

BUILDING MATERIALS		PUBLIC REALM / BOUNDARY TREATMENTS			
Leicestershire Red Multi	Weathered Orange	Street Trees (with parking)	Hedgerows	Low Planting	Lawn
					

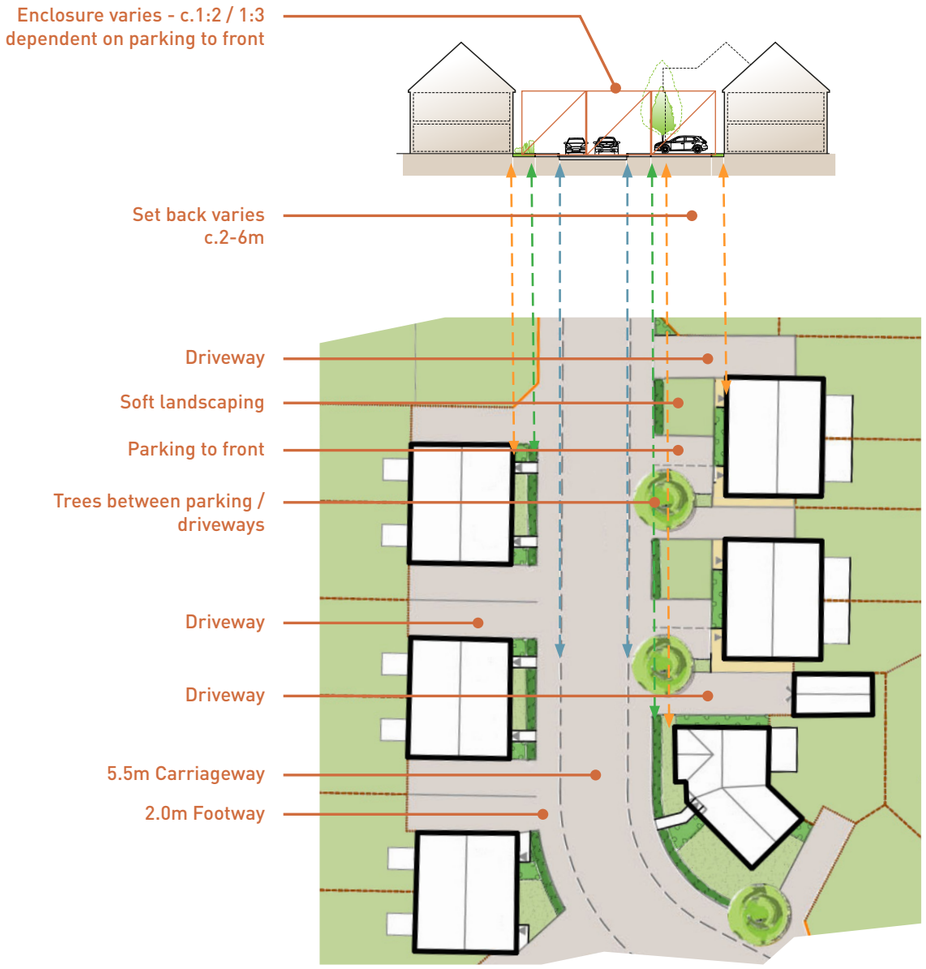
BLS: Spatial arrangement





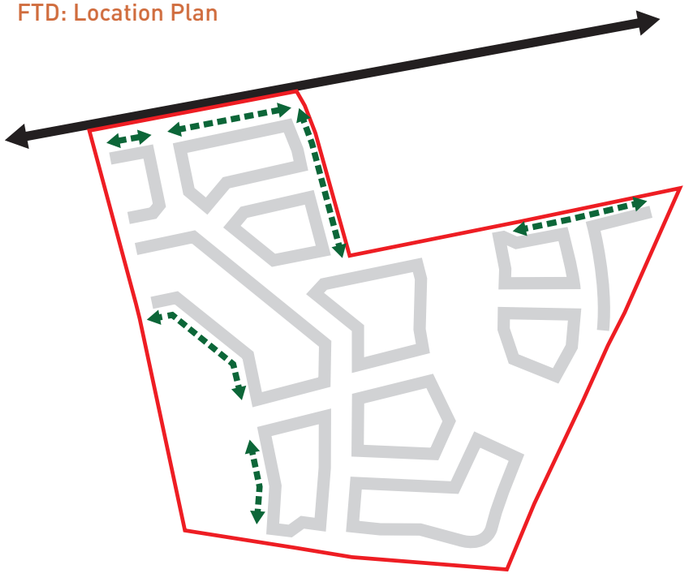
BLS: Illustrative Cross Section (1:200)

BLS: Illustrative Layout / Section (1:500)



5. Forest Drive

FTD: Location Plan



3.13 Forest Drive (FTD)

3.13.1 These streets have a strong relationship with the surrounding countryside in the Charnwood Forest and typically face outwards from the site - e.g. across Greenhill Road (facing the open space associated with the neighbouring development) towards Warren Hills / Bardon Hill and overlooking open spaces within the site itself.

Townscape / architectural character description

3.13.2 An informal, semi 'rural' character - influenced in part by the arts and crafts movement - created through the use of a mix of dwelling types architectural detailing, building set back, orientation and building materials.

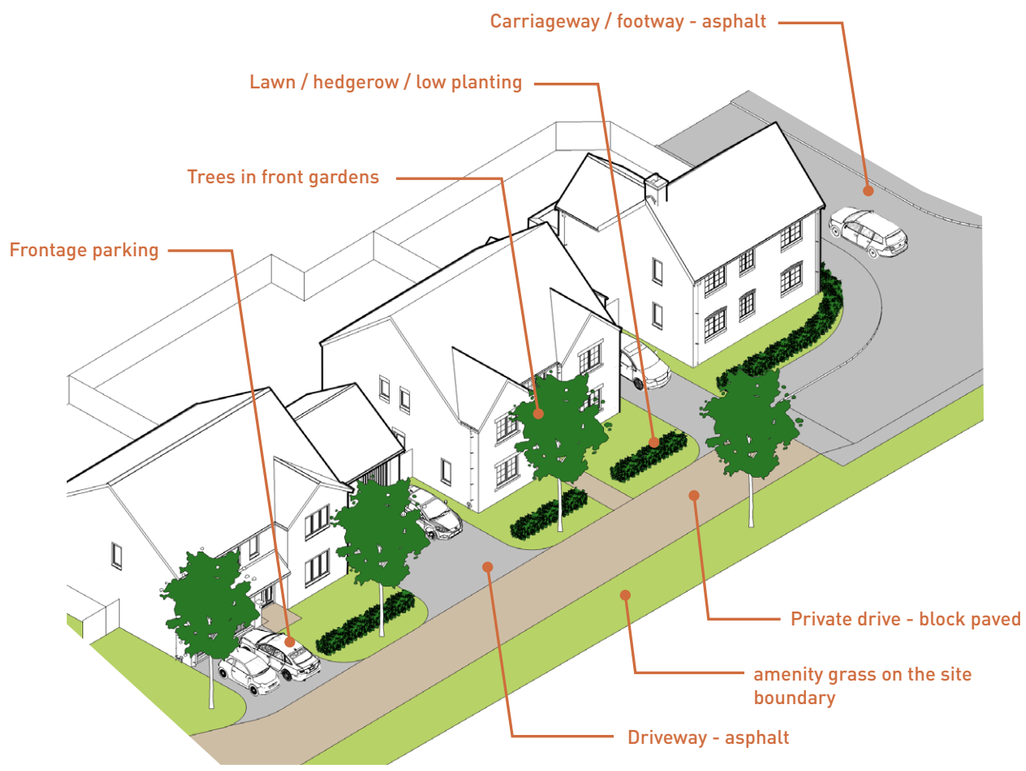
Highways / public realm description

3.13.3 Typically short private drives (min 4.25m wide, block paved or asphalt) connected to the surrounding highway network by adoptable turning heads (5.5m wide carriageway / 2m footway, block paved or asphalt).

TOWNSCAPE CODE (BUILT FORM / PLOT LANDSCAPING)	
CRITERIA	**RESPONSE**
Building typology:	Detached / Paired
Scale:	Up to 2.5 Storey
Enclosure:	NA
Set back:	Min: 2m - Max: c6m Varies across groups / individual dwellings
Boundary:	Hedgerow / planting

HIGHWAY & PUBLIC REALM CODE (WIDTH / SURFACE MATERIALS)	
CRITERIA	**RESPONSE**
Carriageway width:	4.25m-5.5m
Footway:	Varies - shared surface private drive or 2.0m.
Design speed:	20mph
Verges (yes/no):	One side only
Street trees:	Yes - in verge or front gardens
Shared surface (yes/no):	Yes - private driveways
Surface treatments:	Carriageway: Asphalt / block paving Footway: Asphalt / block paving
Traffic calming	Shared surface

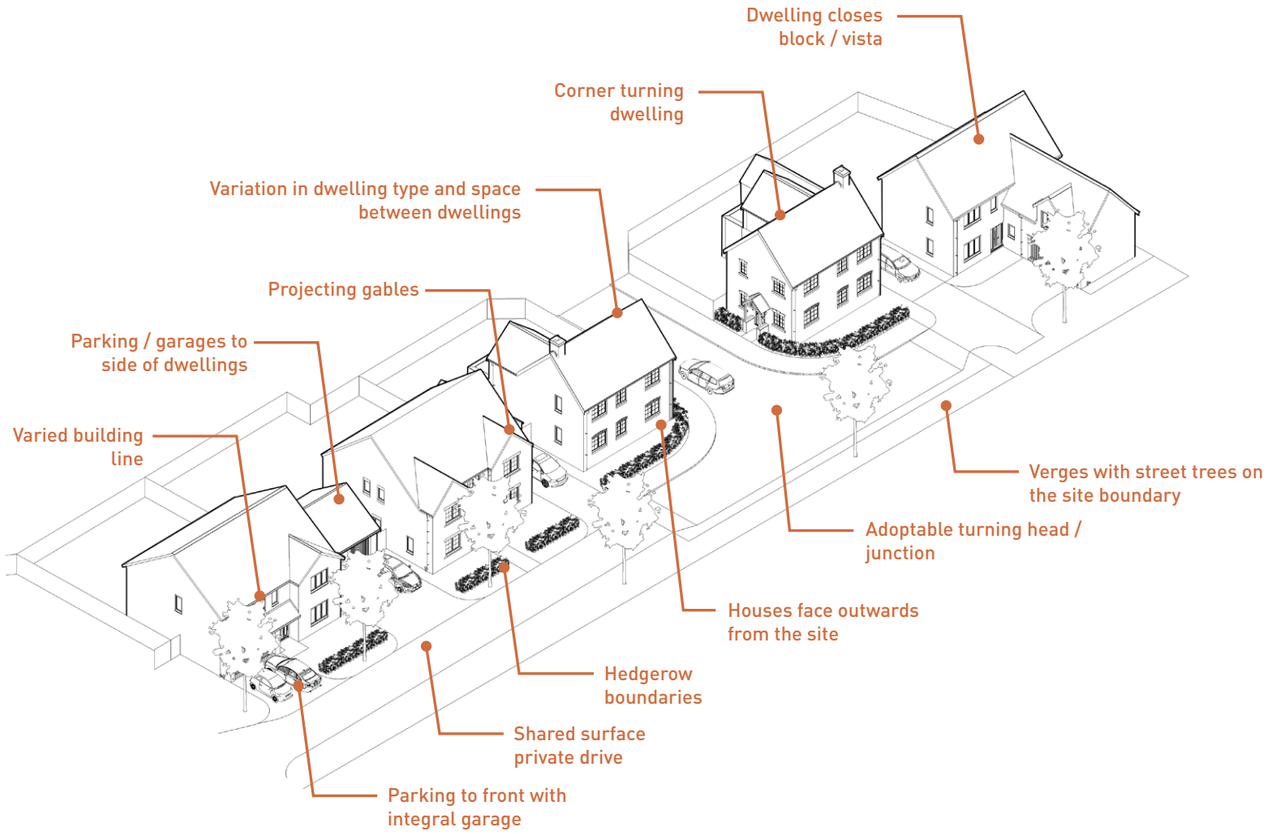
FTD: Boundary treatments and public realm

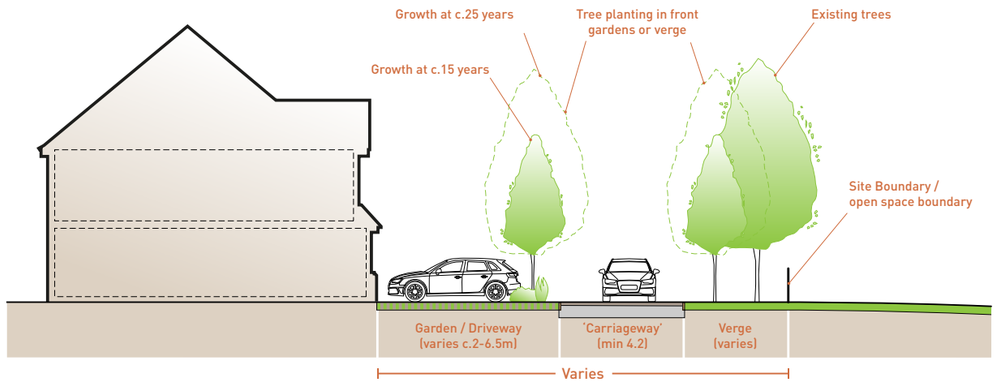


FTD: Building materials / Public realm details

BUILDING MATERIALS			PUBLIC REALM / BOUNDARY TREATMENTS				
Leicestershire Red Multi	Stone	Cement Render (roughcast)	Street Trees	Hedgerows	Low Planting	Lawn	Stone Wall
							

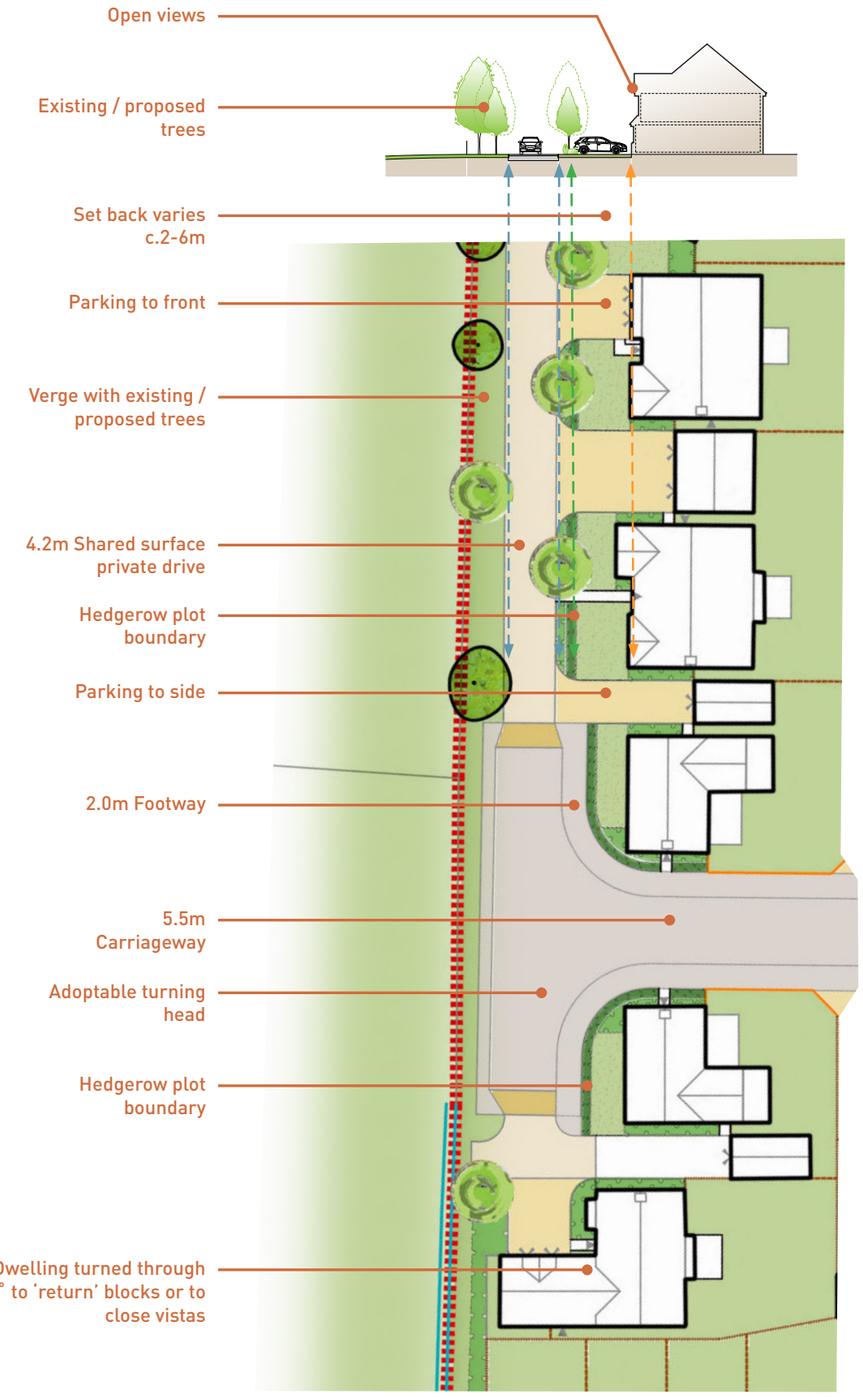
FTD: Spatial arrangement





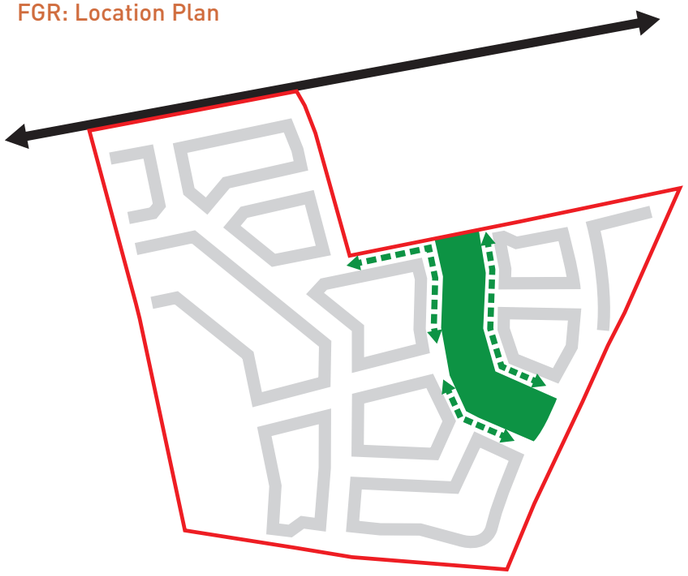
FTD: Cross Section (1:200)

FTD: Illustrative Layout / Section (1:500)



6. Forest Green

FGR: Location Plan



3.14 Forest Green (FGR)

3.14.1 These streets define and overlook the Forest Green open space or are closely related to it. They will be characterised by continuous built form (achieved with a mix of paired and detached dwellings) in tandem with parking to the front of dwellings.

Townscape / architectural character description

3.14.2 A semi-formal character, created through the consistent use of dwellings (a mix of detached and paired types) set back and building materials. This will be reinforced by the use of building materials and details across dwellings.

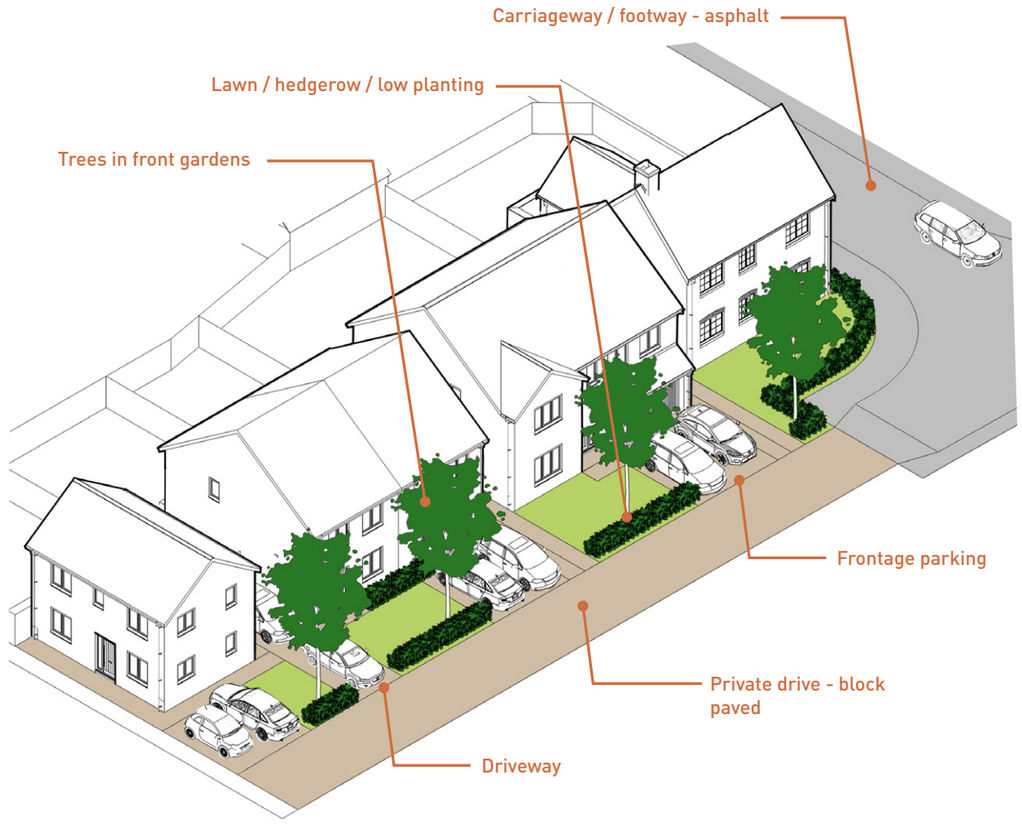
Highways / public realm description

3.14.3 Typically 4.25m block paved shared surface (private drive) Hedgerow plot boundaries with street trees between parking bays - where these are to front of dwellings - or trees in front gardens / threshold strips.

TOWNSCAPE CODE (BUILT FORM / PLOT LANDSCAPING)	
CRITERIA	**RESPONSE**
Building typology:	Detached / Paired
Scale:	2 Storey
Enclosure:	NA
Set back:	Min: c.1m - Max: c6.0m (greater set back with frontage parking)
Boundary:	Hedgerow

HIGHWAY & PUBLIC REALM CODE (WIDTH / SURFACE MATERIALS)	
CRITERIA	**RESPONSE**
Carriageway width:	4.25 - 5.5m
Footway:	In adoptable areas - 2.0m
Design speed:	20mph
Verges (yes/no):	No
Street trees:	Yes (between parking bays to front of dwellings)
Shared surface (yes/no):	Yes
Surface treatments:	Carriageway: Asphalt / Block paved Footway: Asphalt / Block paved
Traffic calming	Block paved shared surface treatment.

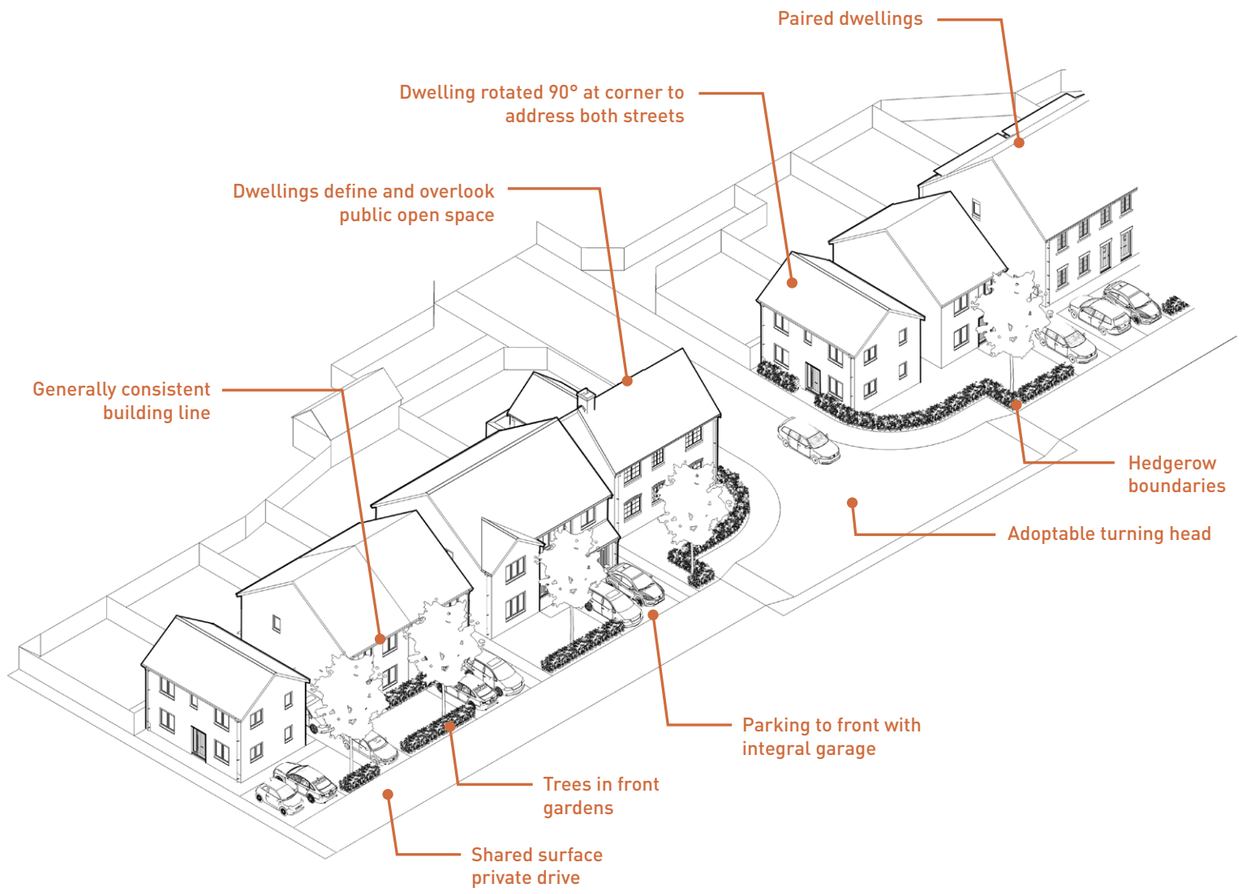
FGR: Boundary treatments and public realm

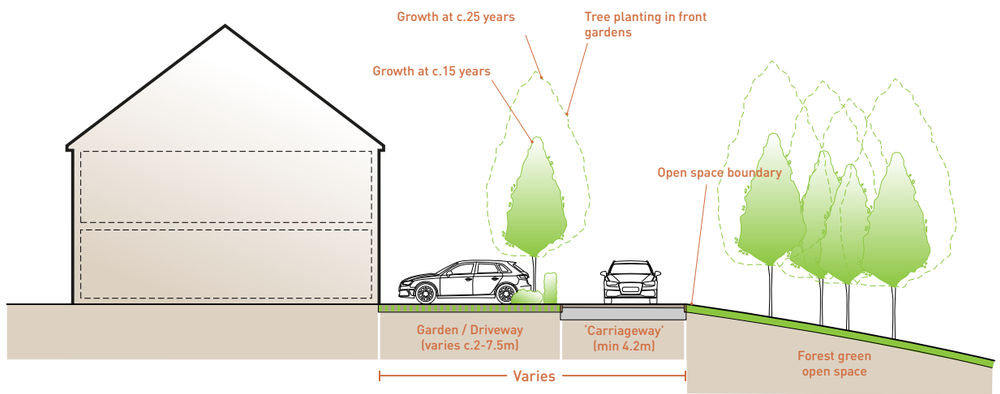


FGR: Building materials / Public realm details

BUILDING MATERIALS			PUBLIC REALM / BOUNDARY TREATMENTS			
Leicestershire Red Multi	Weathered Orange	Cement Render (roughcast)	Street Trees	Hedgerows	Low Planting	Lawn
						

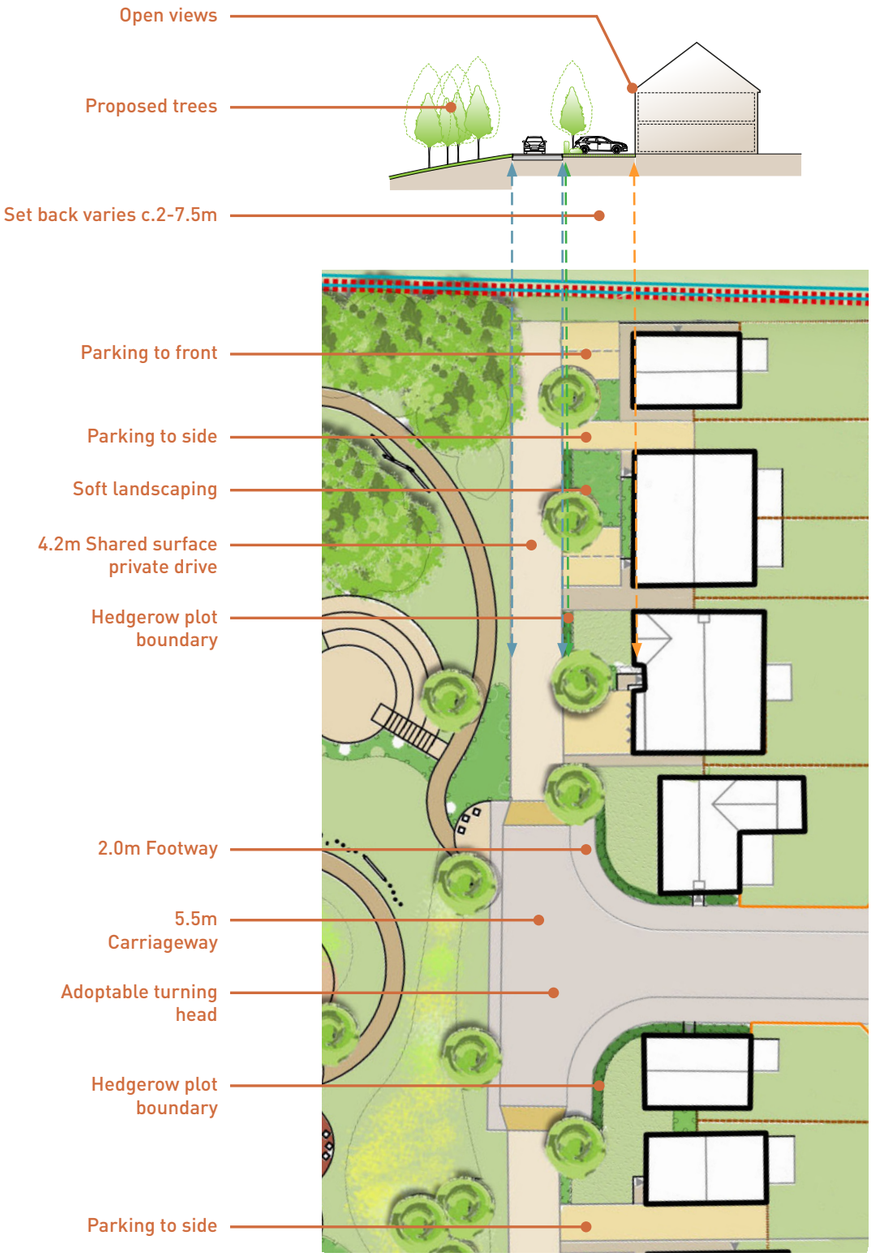
FGR: Spatial arrangement





FGR: Cross Section (1:200)

FGR: Illustrative Layout / Section (1:500)



7. Public Open Space

3.15 1. Bardon Vale Open Space

Suds attenuation area - Key Objectives and design specification

3.15.1 The attenuation basin will be divided into two levels. The north section will be designed to be deeper and generally damp, which would allow a variety of wetland species to be planted, providing ecology benefits and habitat creation. The south are of the attenuation area would be designed to allow an informal kick-about space. It may flood occasionally, but during the dry seasons, it could be used for amenity purposes. Gradients of the sides of the attenuation are range between 1:3 to 1:6.

Recreation kick about space - Key Objectives and design specification

3.15.2 Gentle gradient of 1:15 in and out of the southern area allow access into the basin.

3.15.3 To mark this recreational area a paved seating area would be located at the end of the turning head at the south of the attenuation basin, and also at the central T-junction of the roads. This marks the space, inviting site users to stop, rest and view the landscape. This also allows for the viewing of any sports activities within the amenity space.

3.15.4 Further simple enhancements to this space will be provided by gentle grass tiers to the entry point of the basin, which provides a warm south-facing aspect in a sheltered environment, overlooking this key amenity space.

3.16 2. Forest Green Open Space

Key Objectives

3.16.1 The key objectives of this space are to create a green heart for the development and provide formal and informal recreational opportunities in a naturalistic setting. These should reflect the National Forest design principles of the surrounding context. Changes in level will need to be integrated within the design - e.g. into a series of spaces.

Design Specification

- Paths with natural hoggin surface to blend into the natural surroundings.
- Maximum 1:21 path gradients.
- South facing amphitheatre.
- Central play space with timber play equipment and rubber safety surface.
- Natural surveillance over the play spaces provided by surrounding housing and the amphitheatre.
- Woodland planting at the ends of the space, to ensure that the views of the central area remain open.
- Open meadow planting with small groups of trees within the central area to create a seasonally diverse parkland.
- Informal, low-key timber play elements located along the paths to encourage incidental play.
- Existing stone wall to be rebuilt in the existing location, crossing through the play area. The wall is celebrated within the landscape as the key routes into the space are located along the wall, emphasising its significance within the space.
- 10m buffer zone between dwellings and play area.
- Shrub planting to top of embankment adjacent to play area to prevent access down steep 1:3 slope.

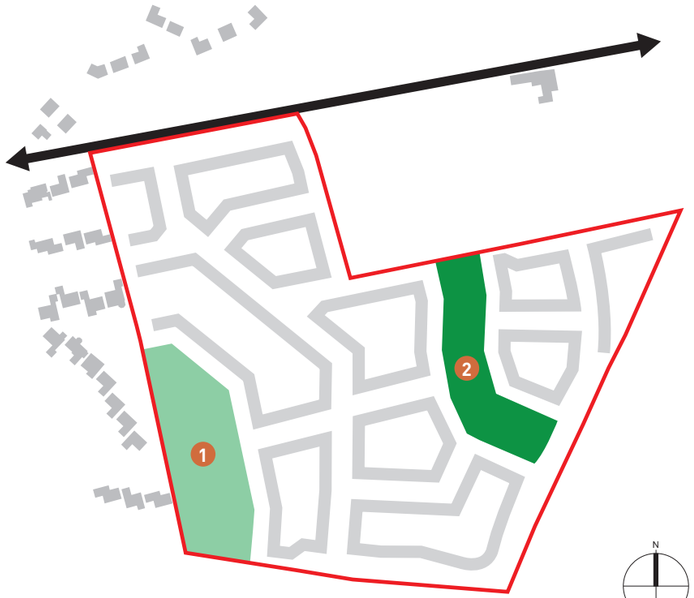


Figure 13. Public Open Space

1. Bardon Vale
2. Forest View

Figure 14. Bardon Vale: Illustrative Layout (1:500)

1. Existing trees
2. Attenuation area
3. 'Kickabout' area
4. Proposed trees
5. Seating area
6. Path (1:21)

Figure 15. Forest Green: Illustrative Layout (1:500)

1. National Forest planting
2. Play area
3. Stone walls
4. Paths (1:21)