

DRAFT - WORK IN PROGRESS



ASHTON
GREEN

Design Guide

May 2024



Leicester
City Council

OUR vision

a place with the room to breathe

Ashton Green's unique setting places it close to the stunning Leicestershire countryside with wonderful country parks right on the doorstep.

development with community at its heart

Ashton Green will provide a new vibrant village centre and high street with shops, pubs, community facilities and primary and secondary schools all within walking distance.

freedom in a well-connected new community

Safe, convenient and direct paths and cycling routes will be provided throughout Ashton Green linking to the shops, schools and play areas.

new homes of outstanding quality

Homes in Ashton Green will have kerb appeal offering delight in detail, craftsmanship and build quality that create visually interesting streets.

an environment with space to explore

The design of Ashton Green has been carefully considered to value and support the natural features and create rich habitats for everyone to enjoy.

commitment for the long term

The City Council as principal land owner has a long term commitment to enabling high quality development at Ashton Green.

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CHAPTER 1

introduction

- 1.1. Outline & Background
- 1.2. Role of the Design Guide
- 1.3. Planning Context
- 1.4. Development Objectives
- 1.5. Reviewing the Code

1.1. Outline & Background

The present document has been prepared to assist the delivery of the infrastructure, housing, commercial and community uses within Ashton Green.

This Design Guide is submitted as part of a Section 73a application and supersedes the Ashton Green Design Guide approved in 2016 (20162454) to discharge condition 8 of planning permission 20131597. This document must be read in conjunction with the approved plans and documents attached to the original planning consent 20100969 and subsequent Section 73 applications 20131597 and 20162453, as well as other approved documents submitted and approved in 2016 as part of various discharge of conditions applications. This includes, but is not limited to the Site Wide Green Infrastructure Strategy, Cycling & Walking Strategy etc.

It includes an updated masterplan framework and parameter plans and provides guidance for the whole of Ashton Green and for the non-residential development east of Ashton Green Road, which was not previously included (see figure 1).

The Design Guide provides a further tier of design objectives and codes to prospective developers, forming a link between Ashton Green's strategic 'vision' and what this means on the ground, to deliver a high-quality environment and a well-designed place that follows best practice. It is to ensure that there is a recognisable design approach across the development that ensures each phase of Ashton Green works together to deliver a place of character and quality. It is not intended to stifle innovation, but instead sets a framework within which innovation can occur without affecting the cohesion of the overall place. Once approved, this document will be a material consideration in determining future reserved matters applications for Ashton Green.

1.2. Role of the Design Guide

The Design Guide has been prepared by the applicant (Leicester City Council) as principal landowner, master developer and site promoter with the support of urban design, highways, planning officers and other related professional disciplines across the Council.

Previous iterations of the document had undergone pre-application consultation with officers and had been subject to OPUN (now design:midlands) Design Review during its development. Development has been approved and constructed at Ashton Green and experience and learning has been considered in this revised Design Guide.

The purpose of the document is to;

- establish detailed design parameters for key streets and spaces within Ashton Green to provide clarity what constitutes acceptable design quality
- provide a degree of certainty for delivery of phases of Ashton Green for the Local Planning Authority, stakeholders, landowners, developers and future and neighbouring residents.
- provide more detail on the approved principles of the outline application and update the principles where necessary.
- review and take stock of development that has been constructed and/or is under construction understanding what has worked well, what can be improved and where greater clarity is required.
- provide the basis for pre-application discussions and the subsequent preparation of planning applications.

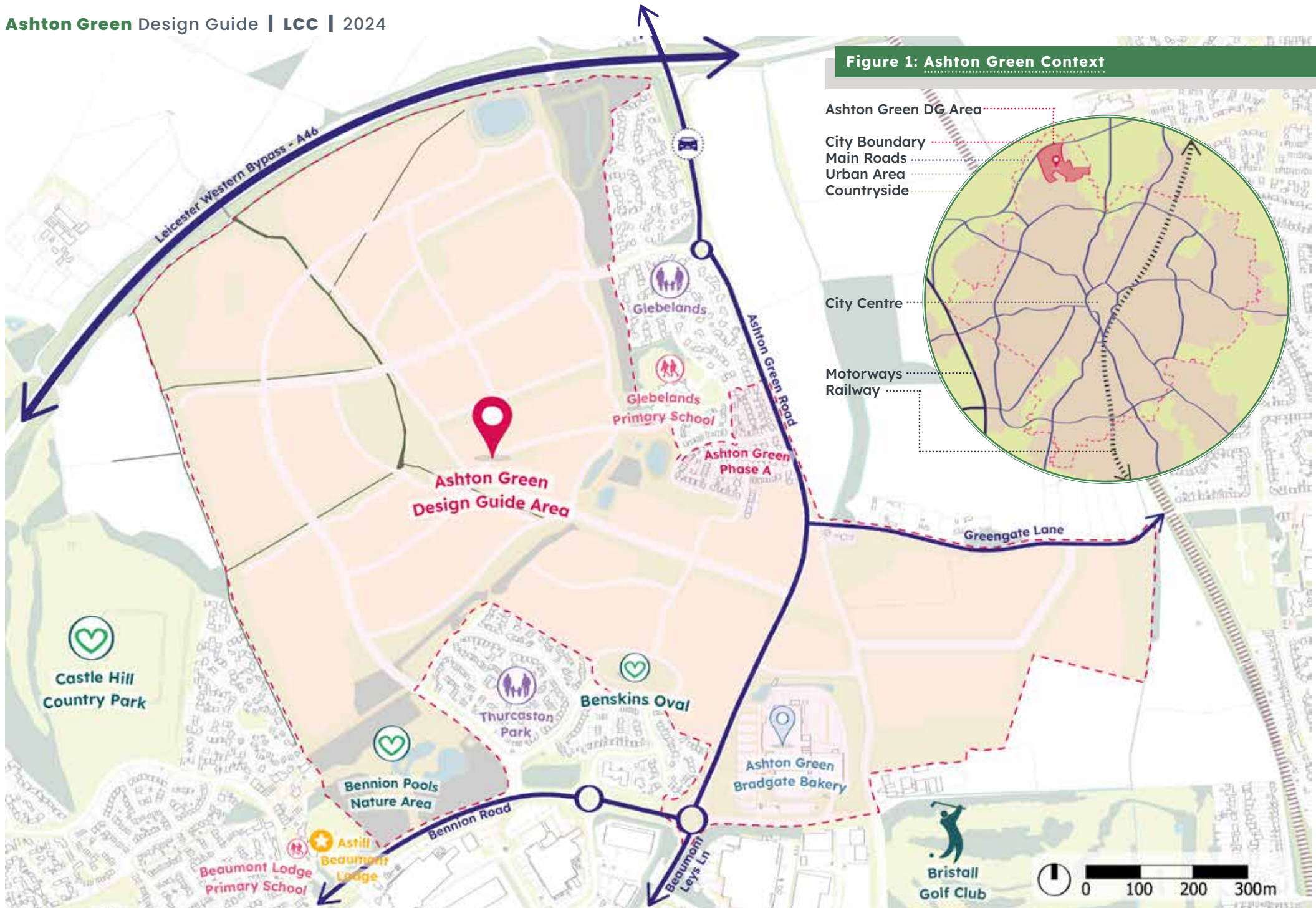


Figure 1: Ashton Green Context

Ashton Green DG Area

City Boundary

Main Roads

Urban Area

Countryside

City Centre

Motorways

Railway

1.3. Planning Context

The original consent for Ashton Green Sustainable Urban Extension was granted under reference 20100969: Outline planning application with all matters reserved for mixed use development comprising dwellings (including sheltered and supported accommodation); employment use (Class B1 or B2 or B8) retail (Class A1 or A2 or A3 or A4 or A5); education facilities and associated uses including community & health facilities (Class D1) energy centre, public open space and supporting highways and infrastructure (Environmental Statement) (subject to section 278 agreement). This permission granted consent for up to 3000 dwellings, up to 5 hectares of employment uses, 1.5 hectares of energy centre, up to 3000 sqm of retail uses, up to 2000sqm of former Use Class D2 use other than education, up to 14 hectares of education facilities and 49 hectares of open space/recreational space.

2013

A Section 73 application (20131597) was submitted for the Variation of conditions 4-12, 16-21, 24, 26-31, 33-37, 41, 43, 45-51, 68-75, deletion of conditions 11, 13, 15, 22, 32, 35, 42, 52, 53, 62, 64, 65, 66, 67, 76 and 82 attached to planning permission 20100969. The main change in this permission in relation to land uses was the approval of an increase of employment land from 5 hectares to 10 hectares.

Full planning permission was granted for the Construction of a single storey and two storey factory (Class B2) (up to 10,00sqm), associated parking and landscaping (20131457). This application, although a full application, approved 5 hectares of the employment provision for the Ashton Green allocation.

2016

Numerous applications for the discharge of conditions attached to permission 20131597 were submitted and approved. The applications approved a number of site wide strategies including the first Design Guide for Ashton Green, which this guide will supersede.

The first Reserved Matters Application for residential development was approved under reference 20160456. The proposal was a Reserved Matters application for 100 dwellings (details of access, appearance, landscaping, layout and scale in relation to outline permission 20131597).

Planning permission was granted for a further Section 73a application for the Variation of conditions 38 (Greengate Lane improvements), 39 (Leicester Road and Beaumont Leys Lane improvements), 40 (highway and public transport infrastructure improvements), 42 (a46/a5630 Anstey Lane/ Leicester Road junction improvements), 44 (area wide traffic calming), 54 (framework travel plan), 55 (framework travel plan funding), 57 (cycle route strategy), 58 (public transport facilities strategy), 62 (extension of existing bus services) and removal of conditions 12 - affordable housing provider, condition 41 - Bennion Road and condition 59 - improvements to Beaumont Leys bus interchange attached to planning permission 20131597. This application did not change the amount of development proposed, nor land uses but did 'tidy up' the conditions following the grant of numerous site wide strategies.

2018

Reserved Matters Application (20181813) for the construction of 307 dwellings (details of access, appearance, landscaping, layout and scale in relation to outline permission 20162453) and associated infrastructure (amended plans dated 11/12/18) was approved.

2019

Application 20190796 for details of access, appearance, landscaping layout and scale (to provide highway infrastructure) being reserved matters for outline planning permission 20162453. Partial discharge of conditions 2, 6, 7, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 29, 43, 49, 53, 54, 61, 62, 63, 63 and 64 was approved. This application related directly to the provision of a new access road to unlock future parcels of the wider Ashton Green site.

2020

Application 20220711 for the Construction of Industrial Unit (Use Classes B2 and B8); associated facilities, gatehouse, parking and landscaping; access road; plateaueing of future development plot on west side (amended plans received) has been approved.



This Design Guide (2023) supersedes the previous guidance (2016) that only covered the first four parcels of development (up to 700 homes). This updated Design Guide covers the whole of the Ashton Green site including the non-residential parts.

1.4. Development Objectives

The objectives within this guide are those outlined in the Design and Access Statement June 2010 and are taken from the Ashton Green Sustainability Project Protocol - a comprehensive list of principles and objectives for Ashton Green. They are holistic and should be applied to the site as a whole, in order to ensure a consistent level of design input and quality throughout the delivery of the development.

1.5. Reviewing the Code

As is evidenced by the submission of this revised Design Guide, it is essential that the guide is consistently under review and that future amendments via addendums are allowed. As a large-scale, phased development delivered over a larger period of time, changes and variations are inevitable and the masterplan and the Design Guide need to respond and reflect those.

Reviews will examine both the process of its use, the outcomes being delivered on the ground and any significant policy changes.

Whilst compliance with the Design Guide will be assessed for each planning application, we understand that, on occasion, deviation from the Design Guide may be required. If proposals do not comply with the Design Guide, then a full justification and explanation will be required to be considered by the local planning authority. In all cases it is expected that developers engage in pre-application discussions to establish the principles being adopted for each phase of development.



CHAPTER 2

ashton green places

2.1. Introduction

2.2. Ashton Green Places

2.1. Introduction

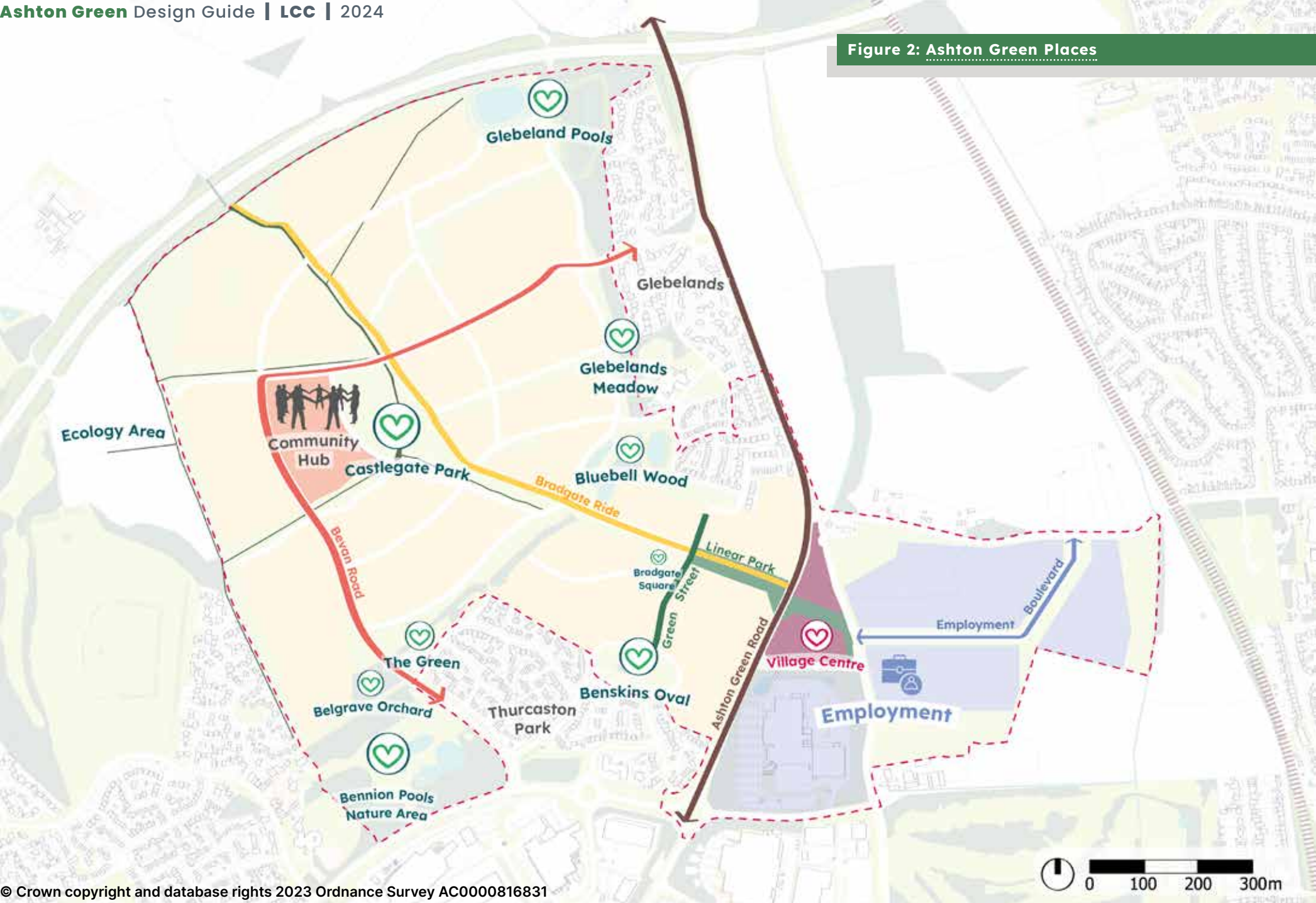
Ashton Green will be a large neighbourhood of up to 3,000 homes. Therefore, it is crucial to create recognisable and familiar streets and places designed to be distinct and unique and become long-established over time. They will be integral to creating an identity and character for Ashton Green and a well-designed neighbourhood where it is easy to find your way around.

2.2. Ashton Green Places

The places at Ashton Green are the main streets, parks, natural green spaces and the local centres. Some of these places already exist, are well-established in the area, and are important to local communities. They will be enhanced as the Ashton Green development progresses, recognising their importance to the area as a whole.

References will be made throughout the Design Guide to these places.

Figure 2: Ashton Green Places



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CHAPTER 3

the framework/ parameter plans

3.1. Introduction

3.2. Parameter Plans

3.1. Introduction

A considerable amount of work has been undertaken by the Applicant since the outline application was approved in 2010. This has included taking forward development of the employment land, the first parcels of residential land and new streets and infrastructure. The Applicant has also prepared and approved site-wide strategies alongside approval of technical matters, which have helped progress the design parameters and masterplan for the site.

As a consequence of this the approved site wide masterplan frameworks from the outline application 20131597 have been updated.

3.2. Parameter Plans

The revised parameter / framework plans are as follows:

- Land Use
- Character Areas
- Scale
- Key Building Groupings and Frontages
- Phasing
- Open Space and Public Realm*
- Ecology*
- Tree Planting Strategy and Landscape Character
- SuDS and Water Sensitive Design
- Movement and Street Character
- Walking, Cycling and Riding
- Public Transport

*Please note that these parameter plans still reflect the objectives within the approved Site Wide Green Infrastructure Strategy Document (SWGIS) 2016. There are minimal changes but updates have been made to the employment area to the east.

Figure 3: Land Uses

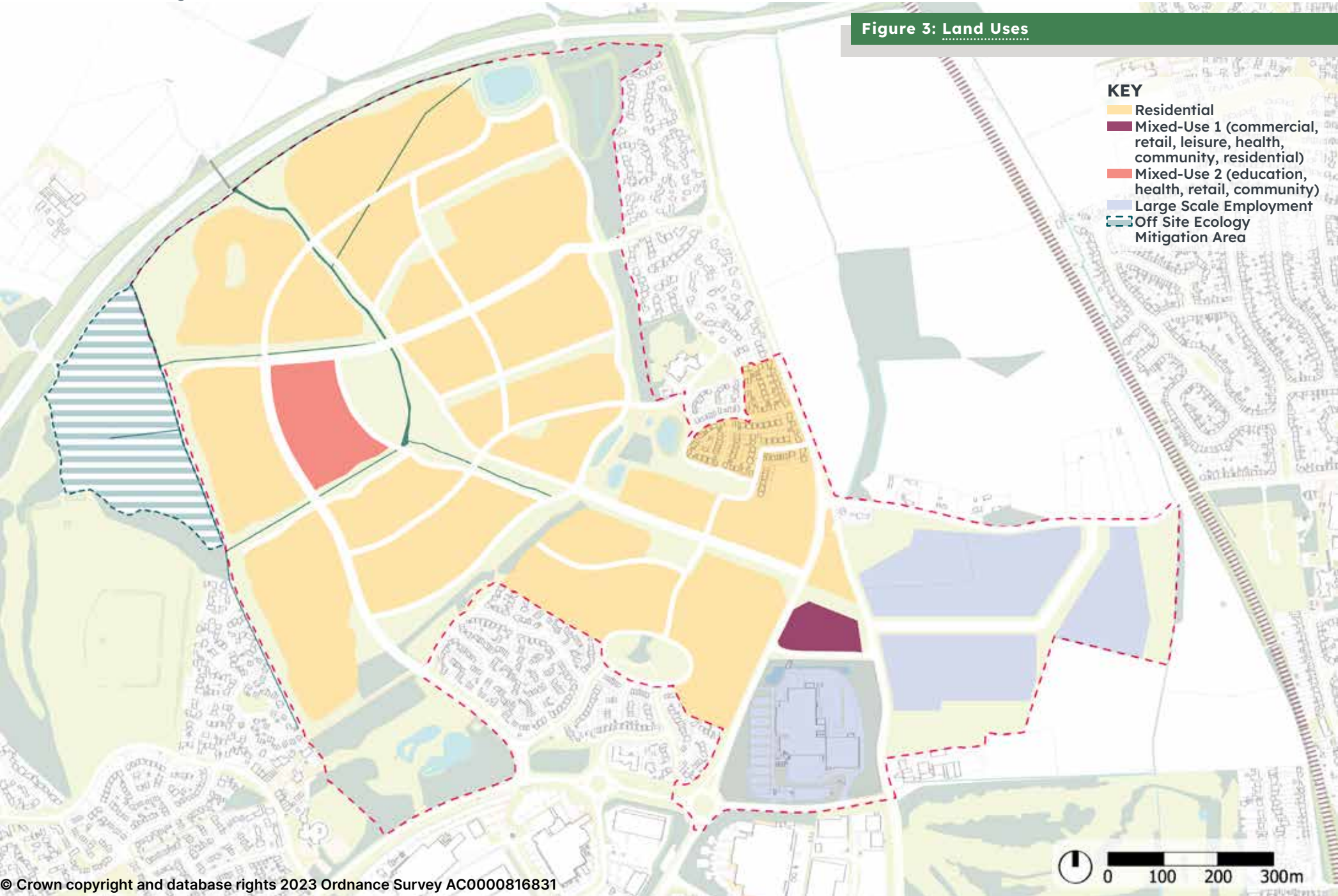


Figure 4: Character Areas

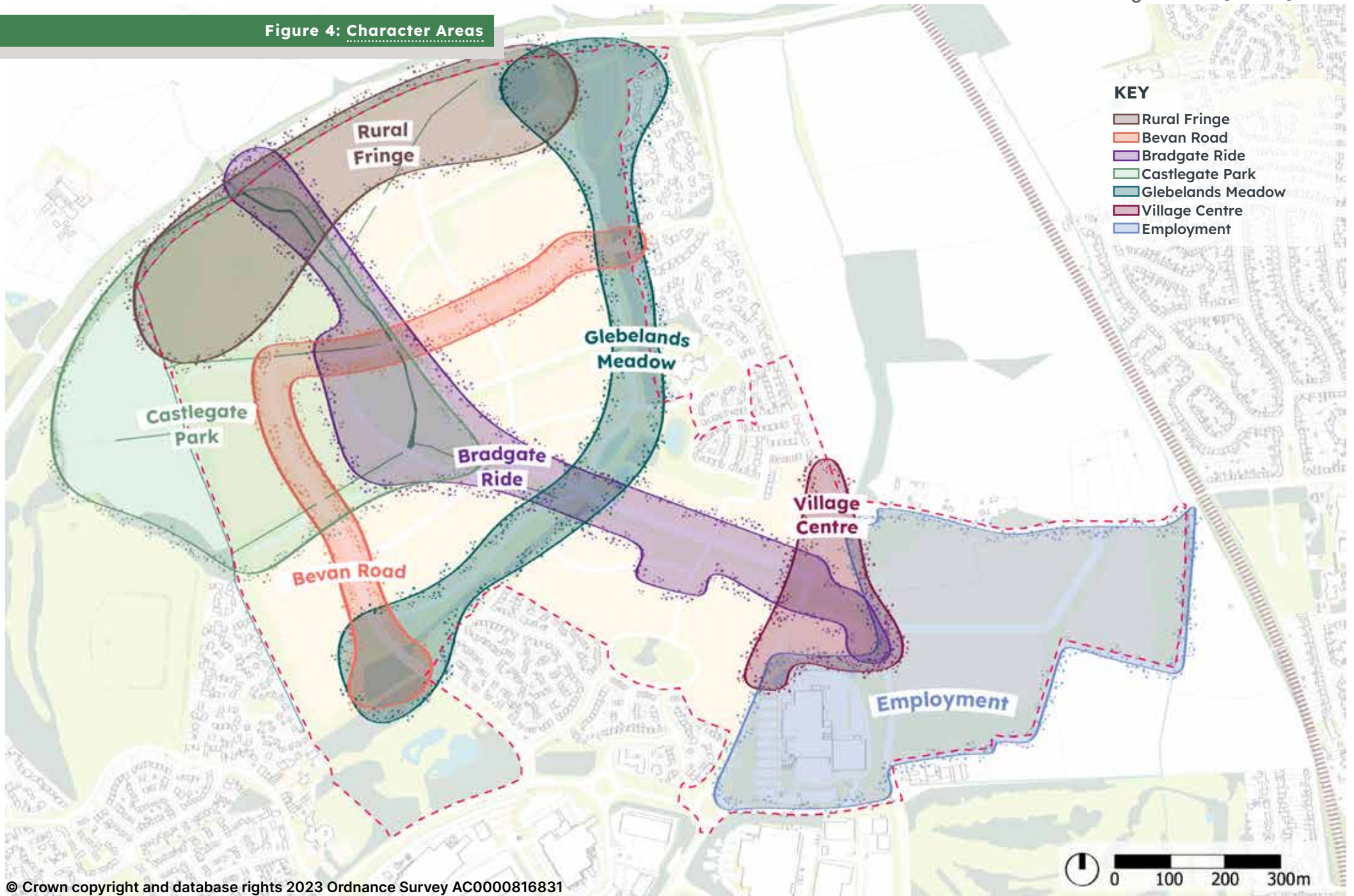


Figure 5: Scale

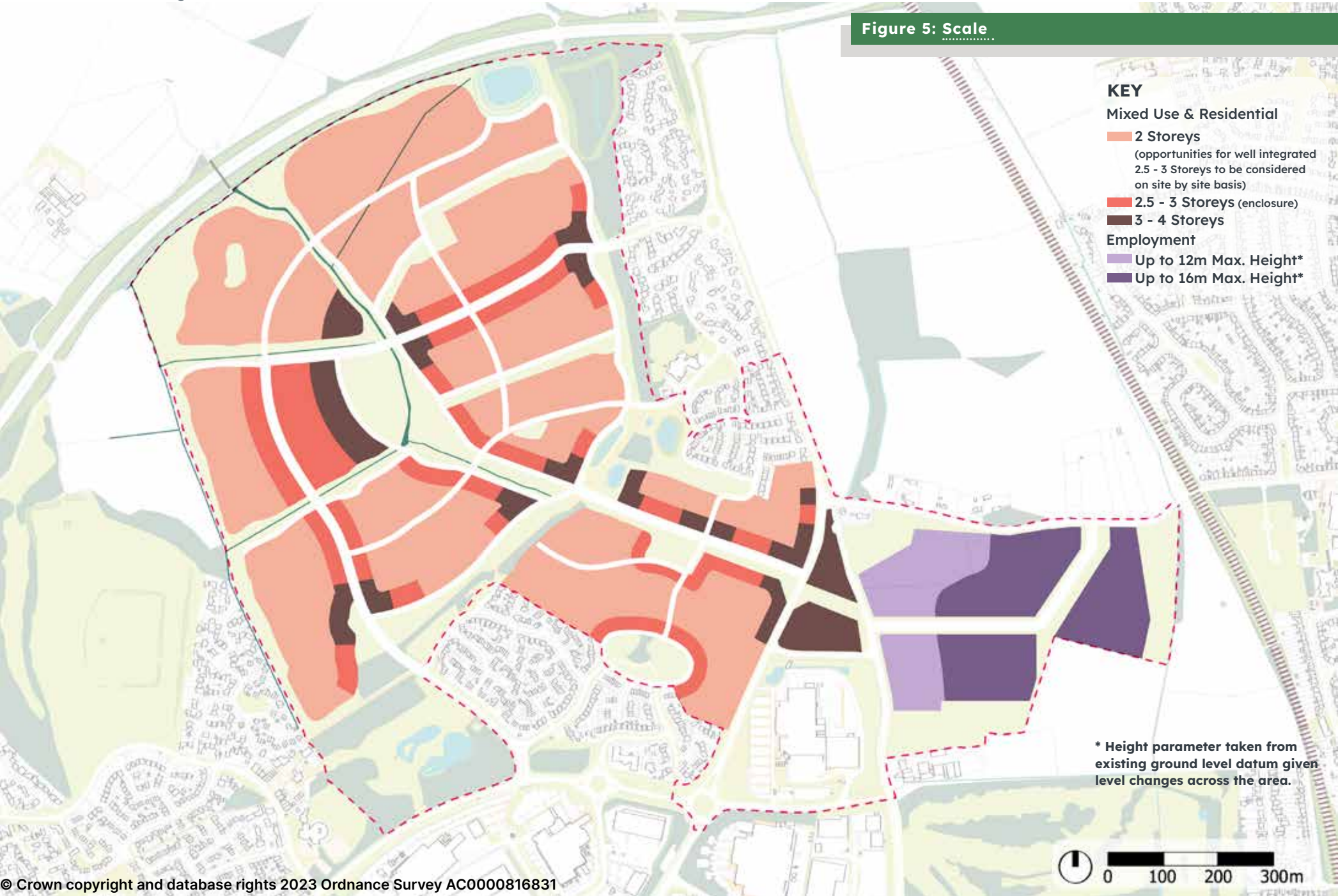


Figure 6: Key Building Groupings & Frontages

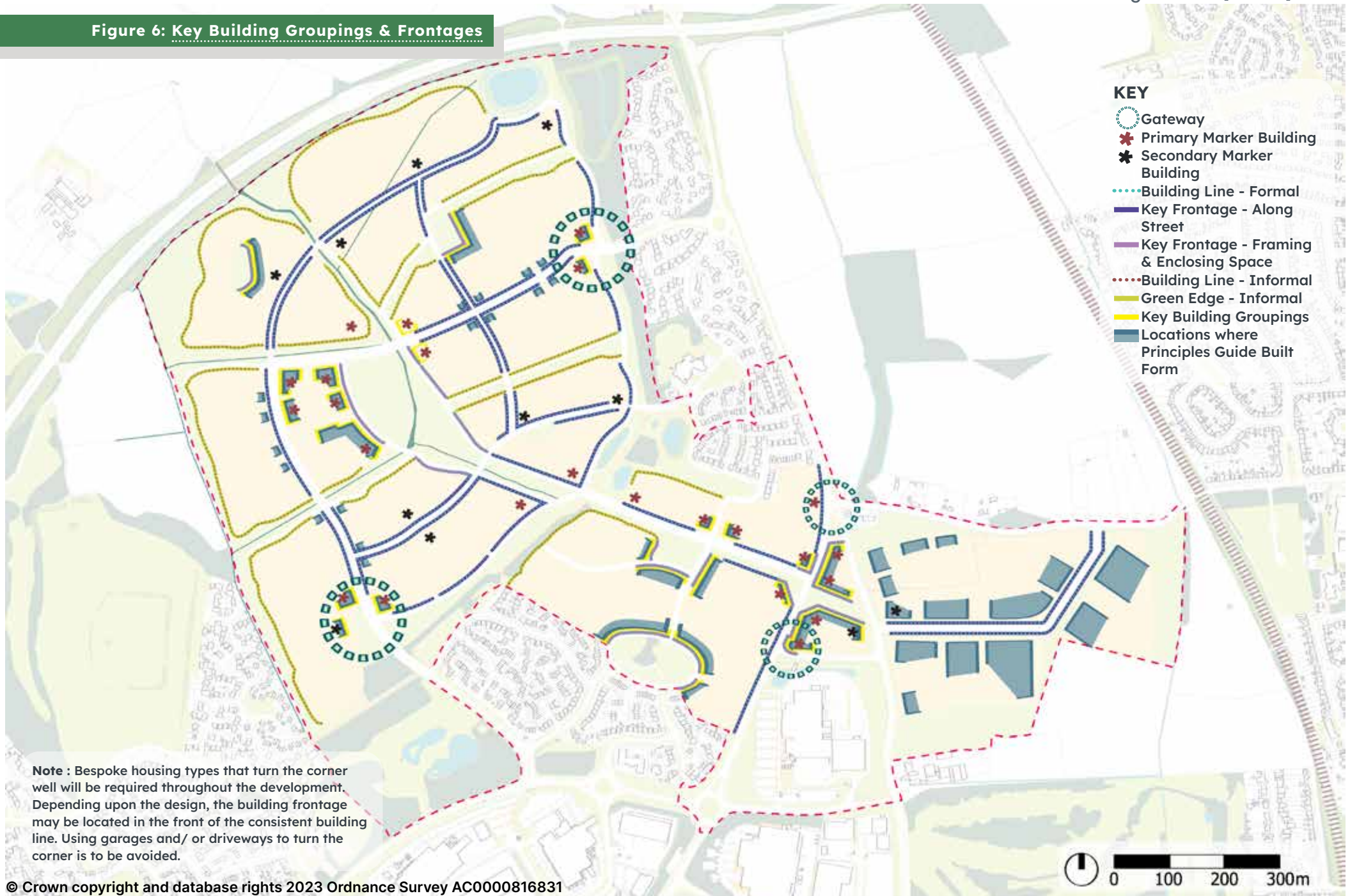
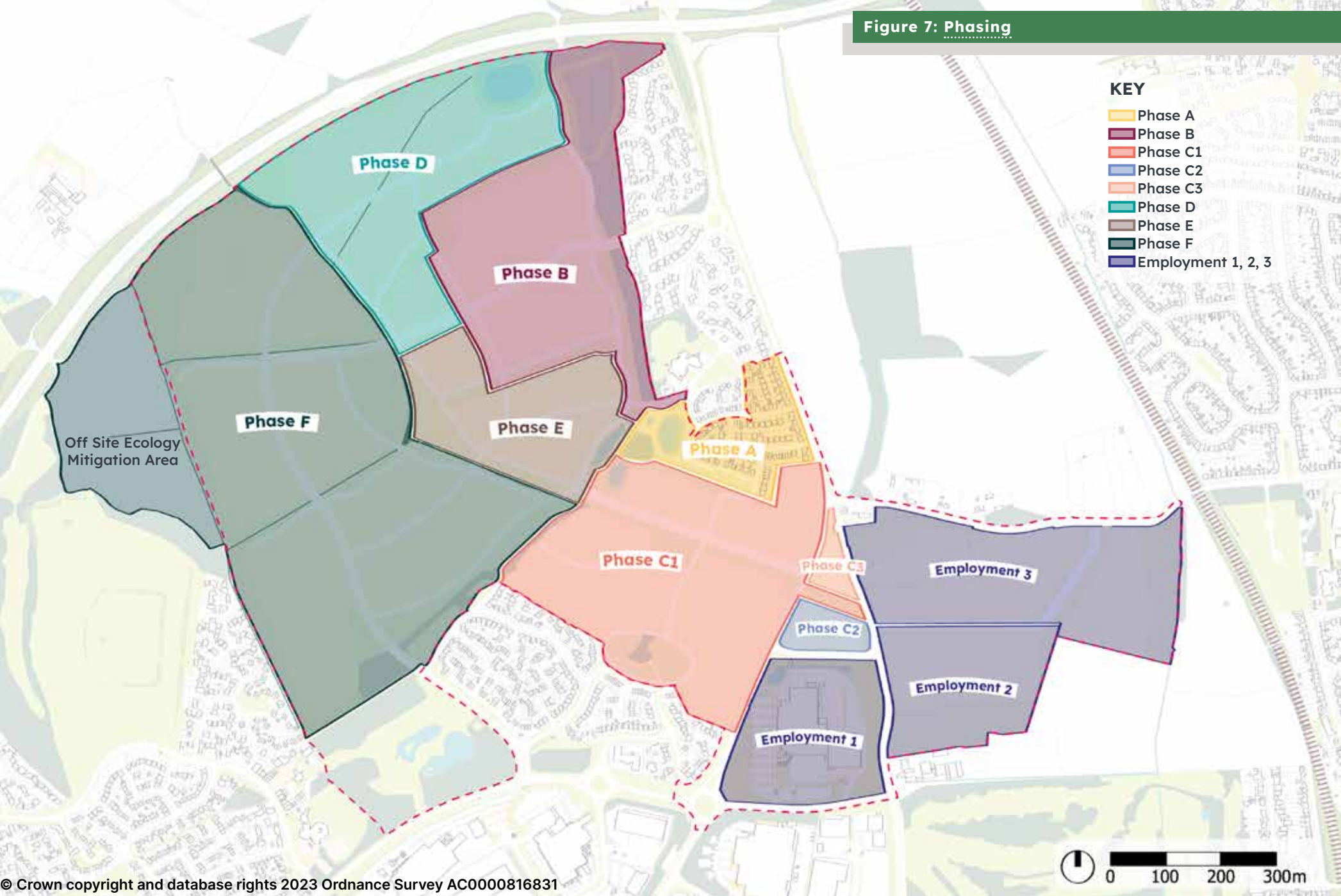


Figure 7: Phasing



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Figure 8: Open Space & Public Realm

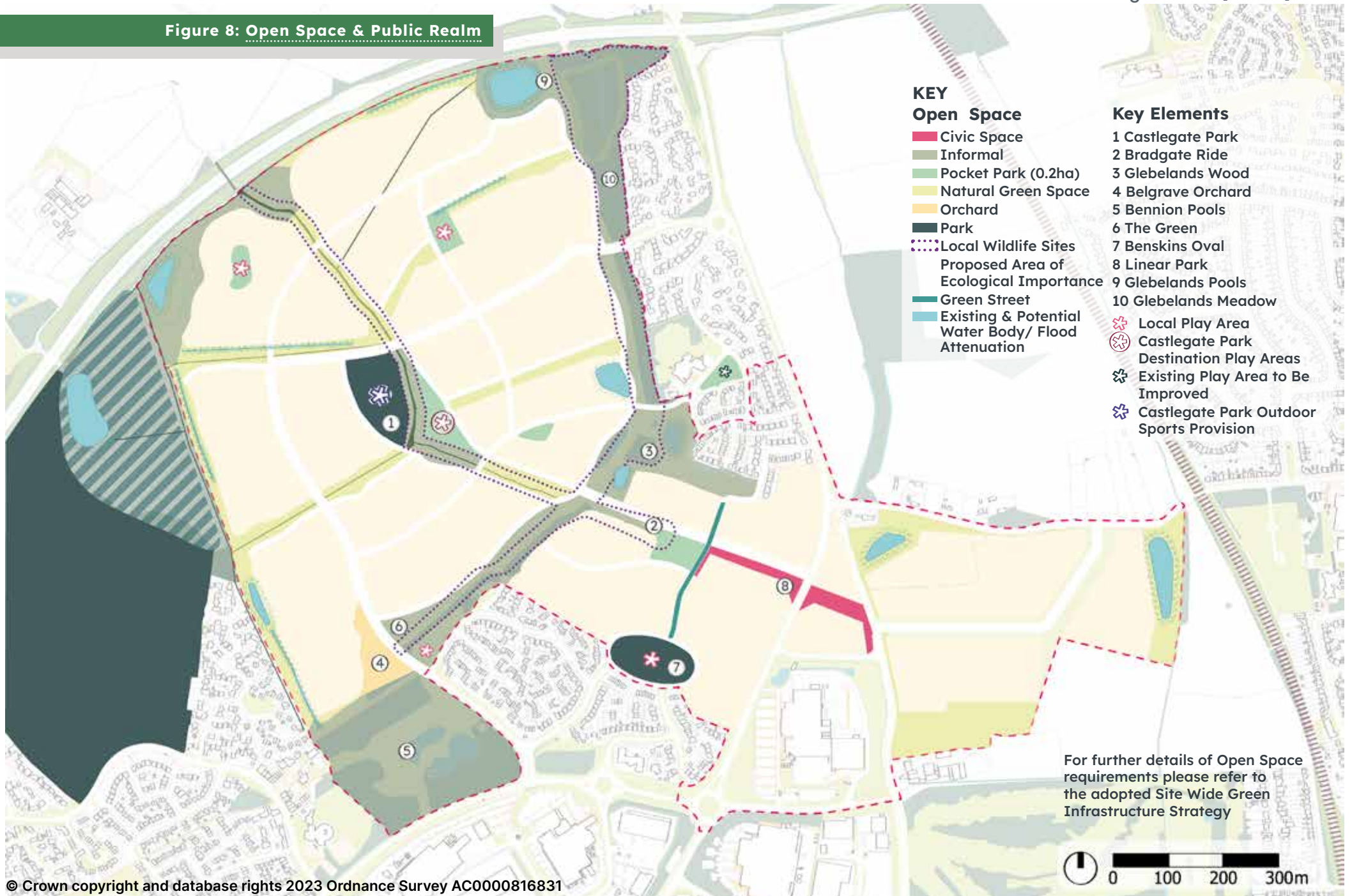


Figure 9: Ecology

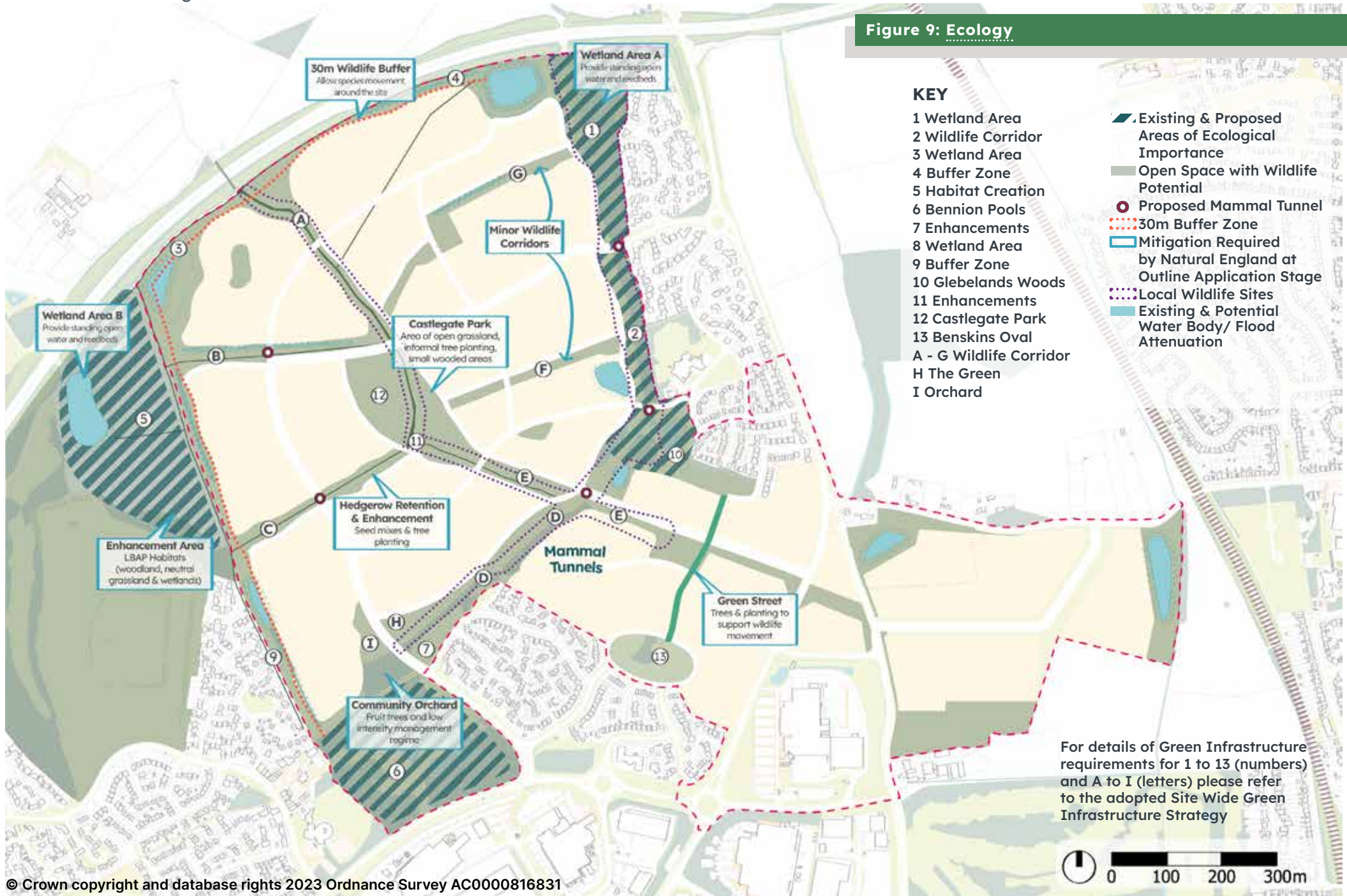
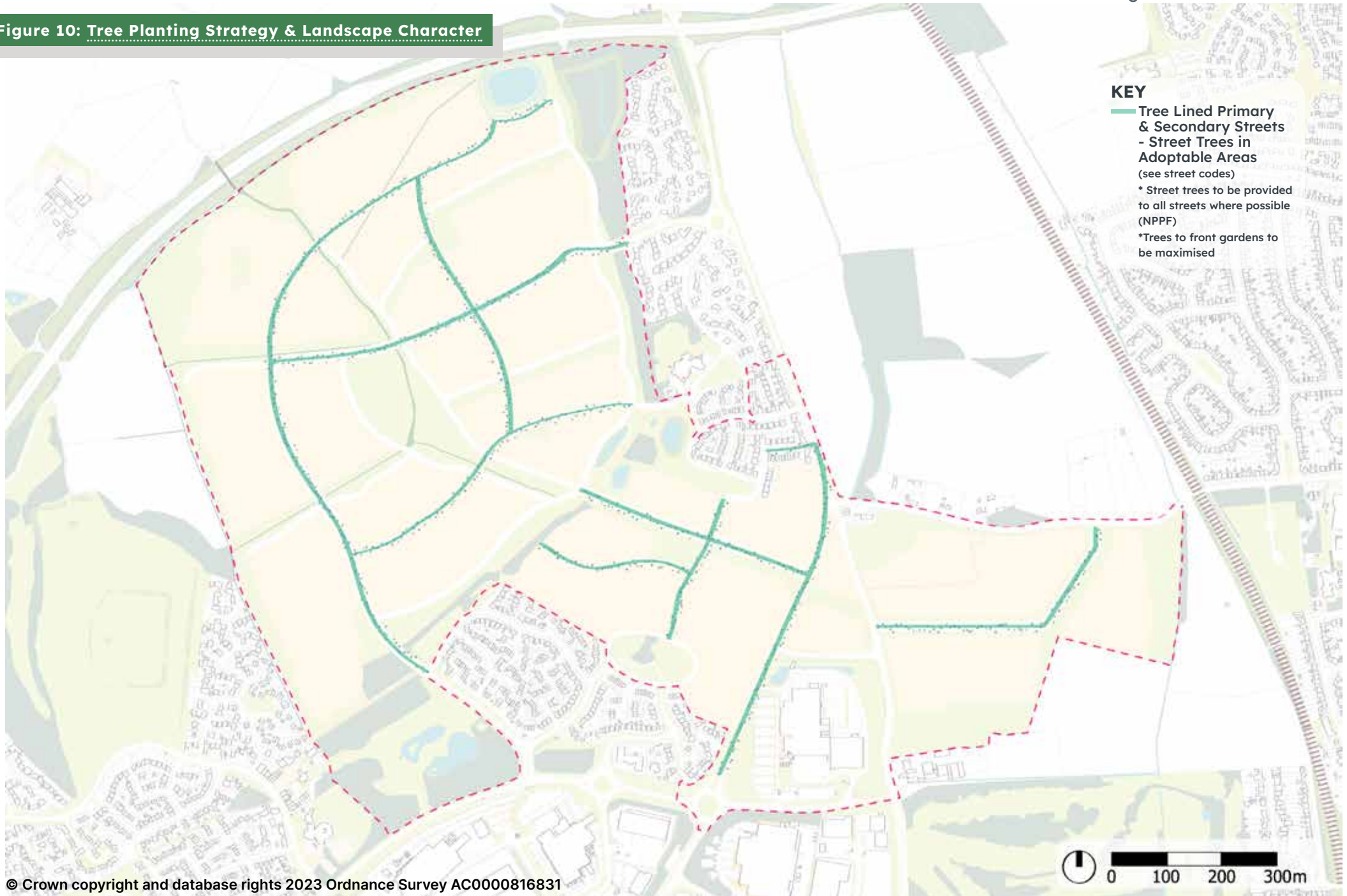
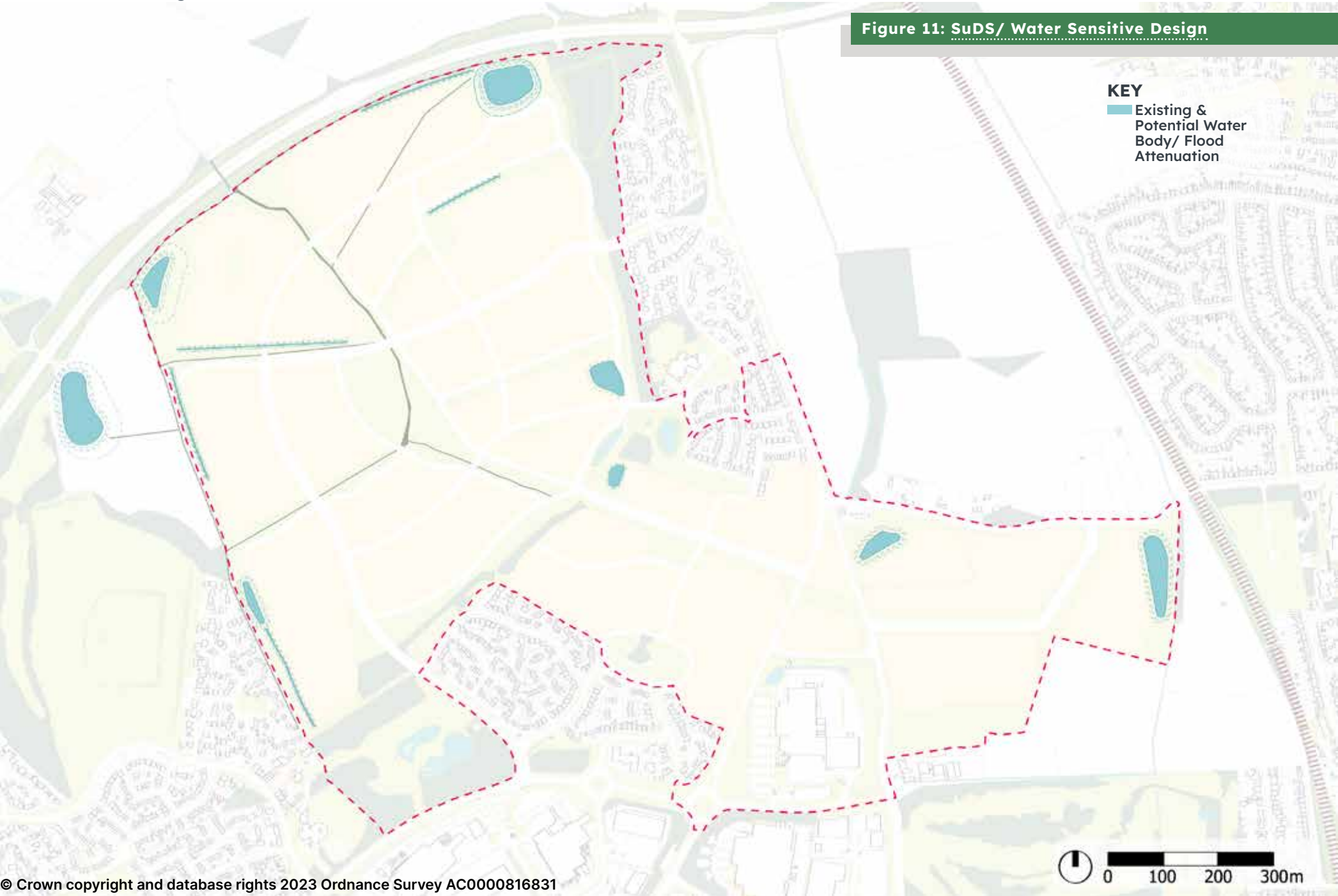


Figure 10: Tree Planting Strategy & Landscape Character



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Figure 11: SuDS/ Water Sensitive Design



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Figure 12: Movement & Street Character

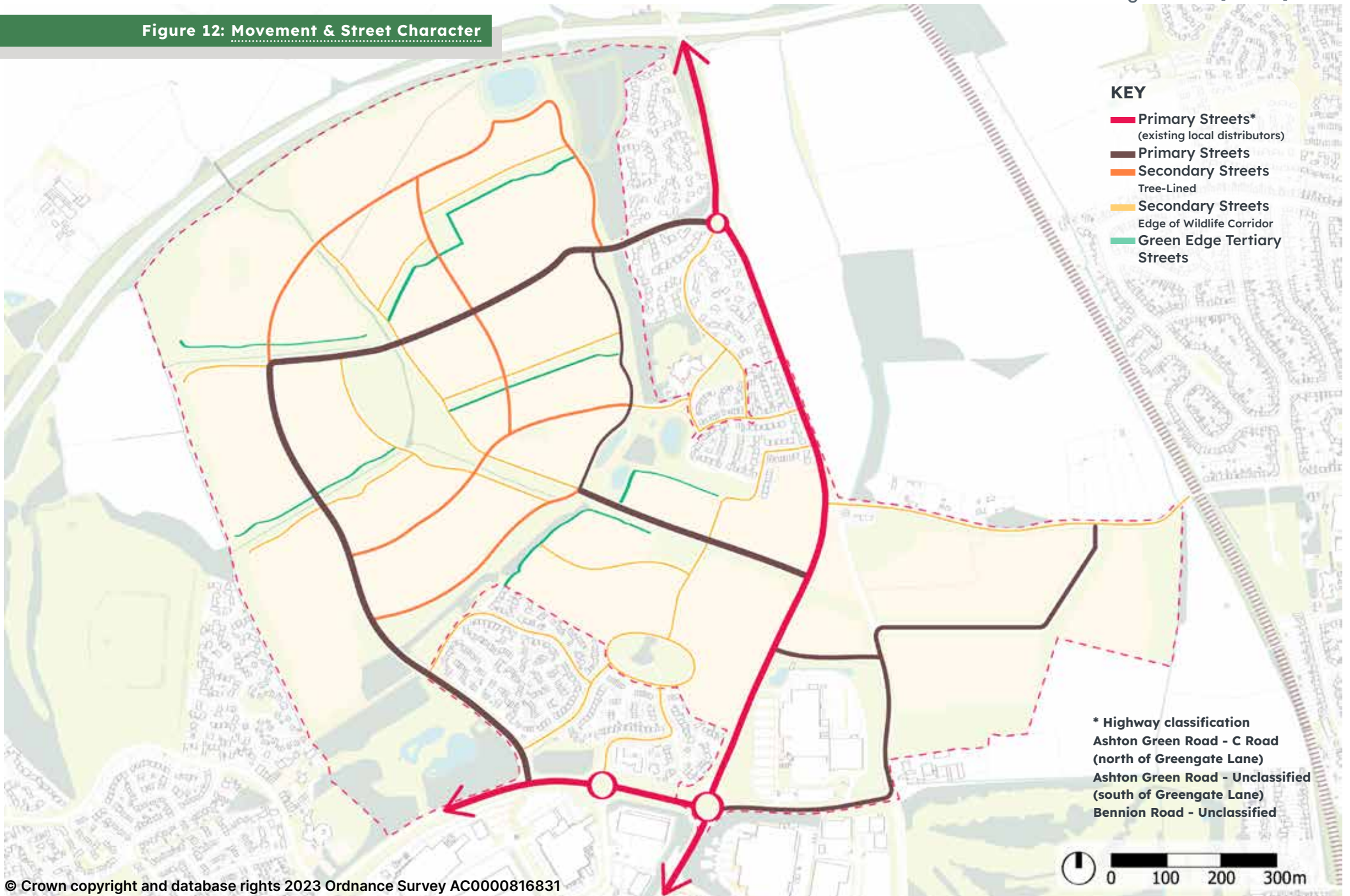
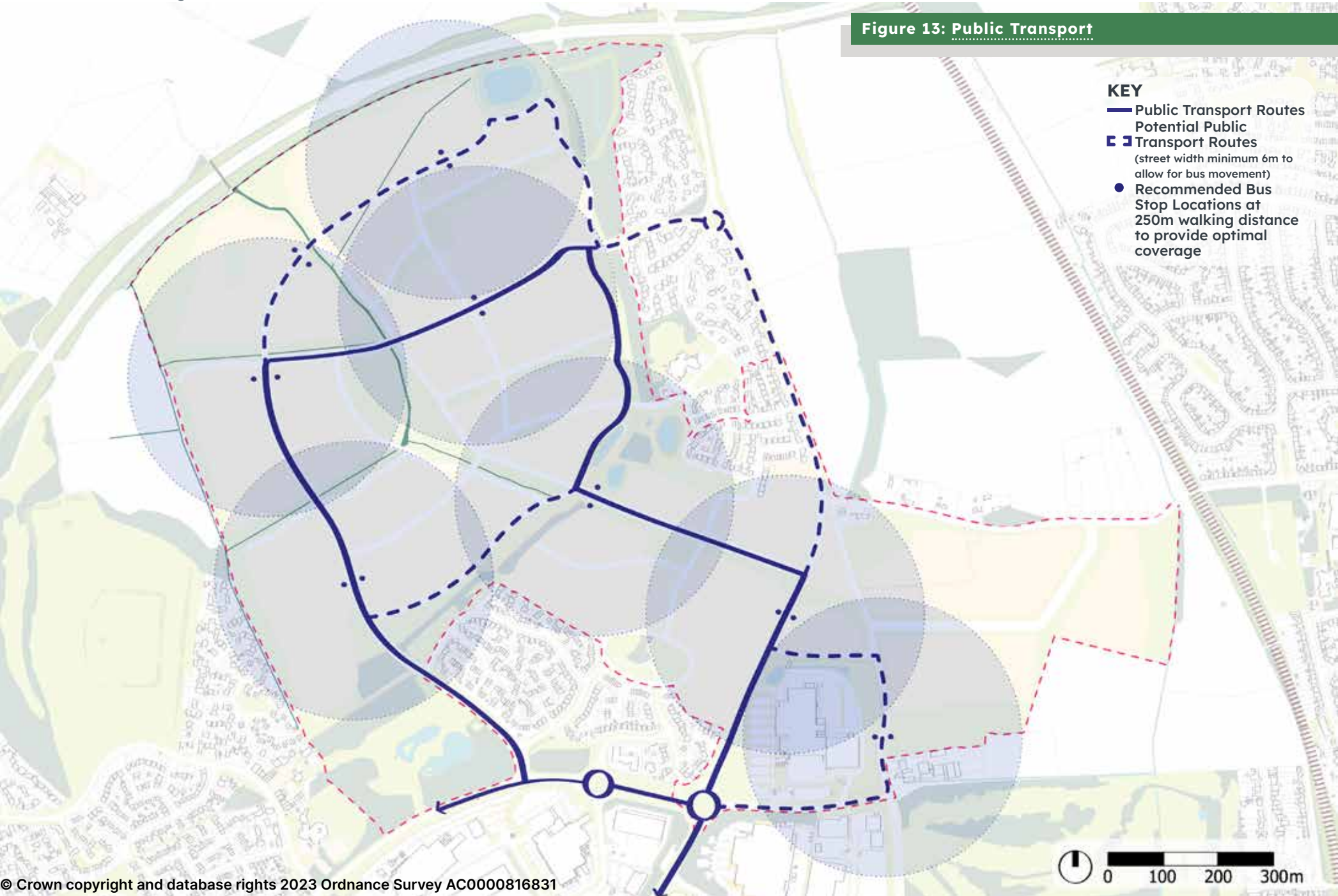


Figure 13: Public Transport



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Figure 14: Walking, Cycling & Horse Riding 1

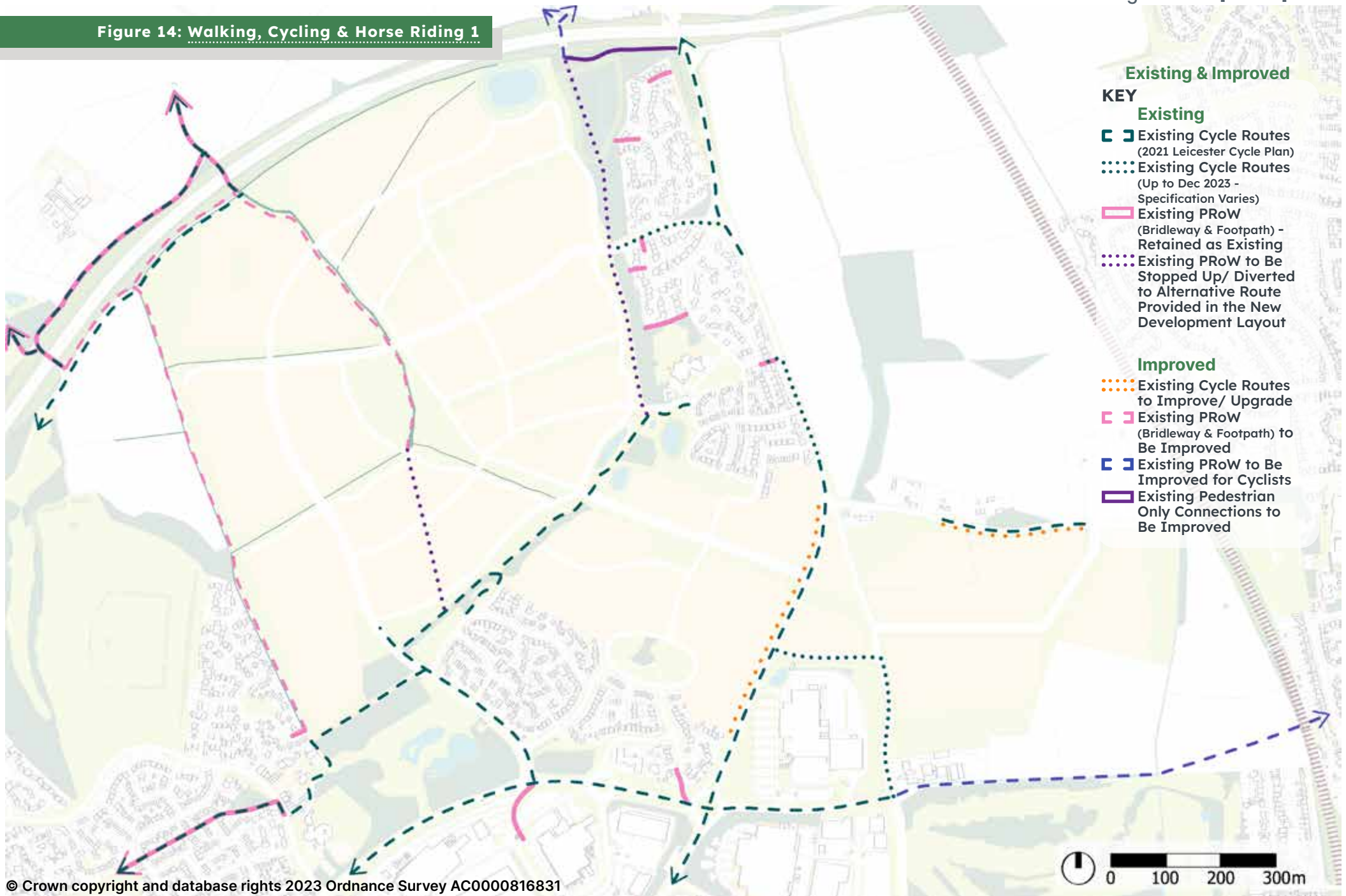
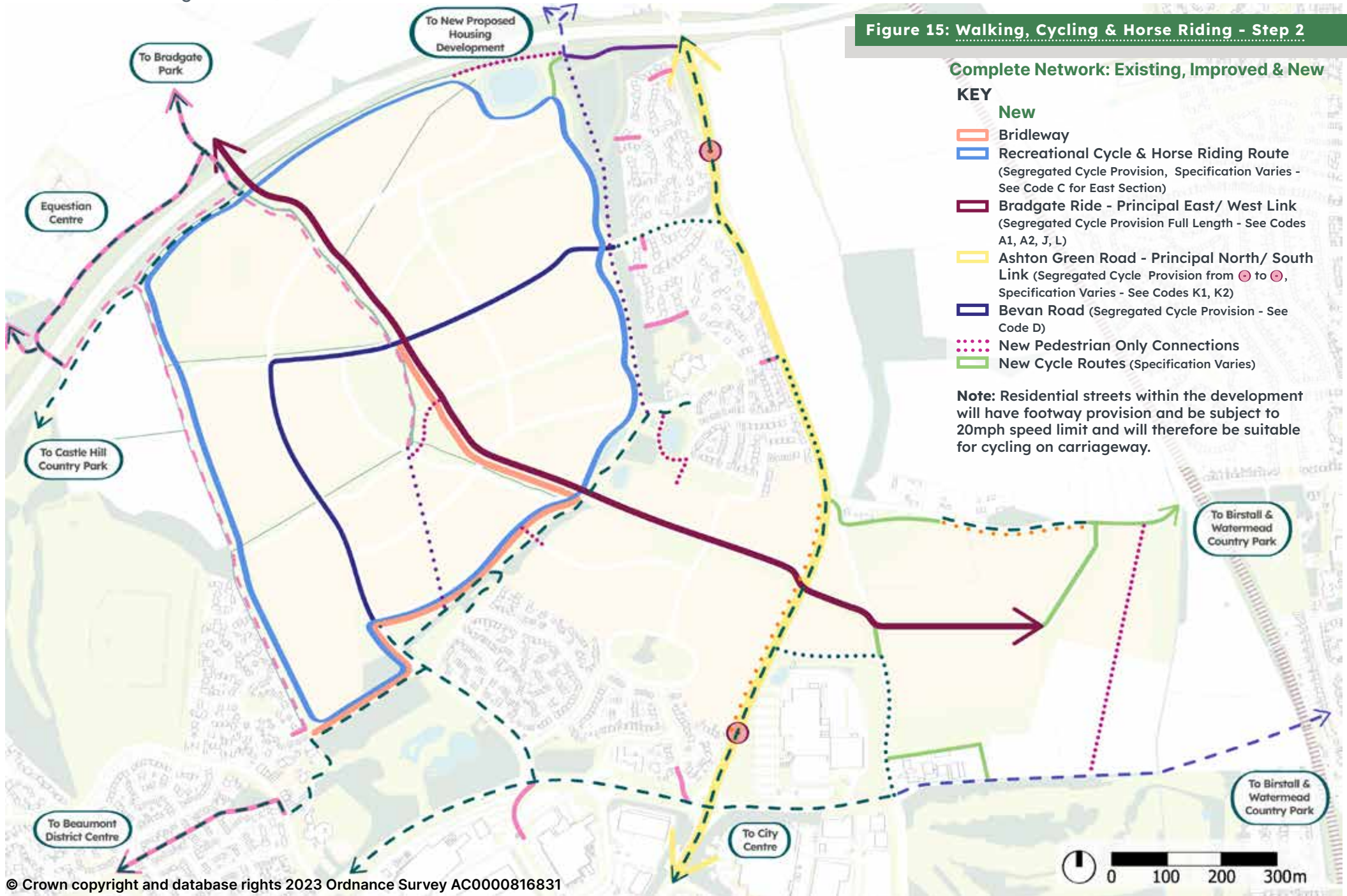


Figure 15: Walking, Cycling & Horse Riding - Step 2



CHAPTER 4

achieving design quality

4.1. Introduction

4.2. National Design Guide

4.3. Building for a Healthy Life

4.4. Streets for a Healthy Life & Manual for Streets 3

4.5. Leicester Design Guides

4.6. Design Review

4.7. Design Champion

4.1. Introduction

The Applicant intends to continue the programme of a phased release of development parcels to individual development partners for the delivery of homes, facilities and supporting infrastructure.

Through all stages of development, design quality will be assessed using tools, guidance and national and local planning policy and by establishing commitments to design quality at key points in the process. Design Quality will be assessed at the procurement stage, including a completed projects review.

Details of tools, guidance and policy are outlined below.

4.2. National Design Guide

The Ministry of Housing, Communities and Local Government (MHCLG) (now the Department for Levelling Up, Housing and Communities) published the National Design Guide in October 2019, which expands upon the NPPF and seeks to clarify what the Government considers to be ‘well-designed places.’

The National Design Guide recognises that well-designed places have individual characteristics which work together to create an identity, sense of place and community. The guide outlines 10 characteristics of a well-designed place that all contribute towards the cross-cutting themes for good design set out in the NPPF. They are:

- Context – enhancing the surroundings
- Identity – attractive and distinctive
- Built Form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

The National Design Guide will be used to assess the quality of development from early discussions at the start of the design process to the determination of planning applications

4.3. Building for a Healthy Life

Building for a Healthy Life is a design toolkit for neighbourhoods, streets, homes and public spaces and is used to help people improve the design of new and growing neighbourhoods. BHL considerations are embedded in local and national planning frameworks and will be used to assess the quality of development from early discussions at the start of the design process to completion.

The aspiration is for each parcel of development to achieve 12 'green lights' across the three headings of Integrated Neighbourhoods, Distinctive Places and Streets for All.

In considering future development partners and the disposal of land parcels at Ashton Green, Leicester City Council will use the 12 considerations of BHL as part of its evaluation process to assess the quality of concept proposals and completed developments.

The masterplan for Ashton Green, in 2010, was subject to an independent Building for Life assessment undertaken by Design Council Cabe and was well received, scoring 13 out of 15 for the Building for Life criteria assessed at the time.

4.4. Streets for a Healthy Life & Manual for Streets 3

Streets for a Healthy Life (2022) is a guide to best practice in street design for highway authorities and housing developers. Produced by Homes England, it is a technical companion to Building for a Healthy Life. Streets for a Healthy Life provides examples of UK streets of various types and contexts that meet the requirements for 'healthy streets' set out in Building for a Healthy Life.

The Manual for Streets 3 is currently in development and is expected to be published in 2023. It will provide guidance on the design of streets, particularly in built-up areas where the need for healthy streets and places should be balanced with vehicle movements. Manual for Streets 3, alongside the Leicester Street Design Guide, should be used to inform street design at Ashton Green.



Figure 16. Extract from National Design Guide, DLUHC 2023

4.5. Leicester Design Guides

There are a number of adopted Leicester-wide design guides that will need to be understood, referenced and complied with for all development at Ashton Green. This includes current versions (2023) and any subsequent updates capturing new policy and technical requirements. They are primarily topic based and include;

- Leicester Street Design Guide (June 2020)
- Leicester SuDS Design Guide (February 2015)
- Leicester SuDS Technical Guide
- Achieving Well Designed Homes (October 2019)

These documents are publicly available and should be considered at the very start of the design process. Compliance with these documents will be assessed.

4.6. Design Review

The purpose of design review is to provide, constructive, impartial and expert guidance to applicants as they develop their proposals to ensure high standards of design. Design/ place review if considered appropriate will be undertaken by the architecture centre for the Midlands, design:midlands. Prospective development partners will be asked to 'sign-up' to the principle of design review. Design review will be undertaken at the earliest stages of pre-application.

The masterplan for Ashton Green was well supported and received positive and constructive guidance by Design Council Caba following a design review in 2010. Further, a workshop with OPUN (now design:midlands) and a design panel was undertaken in 2014 on the Design Guide, site wide green infrastructure strategy and village centre development.

4.7. Design Champion

Prospective development partners will be asked to nominate a design champion as part of their team. Their role will be to promote good design and the value of good design and be responsible for ensuring their development team delivers the vision for Ashton Green as outlined in this, and other approved guidance.



CHAPTER 5

design guidance

5.1. Introduction

5.2. Development Principles

5.3. Character Areas

5.4. Key Building Groupings & Street Frontages

5.5. Street Types & Street Character

5.6. Boundary Treatment

5.7. Block Principles

5.8. Homes & Housing

5.9. Recycling & Waste Collection

5.10. Landscape Character & Tree Planting Strategy

5.11. Character & Appearance

5.1. Introduction

This chapter outlines the main design principles for the delivery of high-quality design at Ashton Green. The individual sections, for simplicity, will focus on particular 'elements' but should all be considered together as they interlink. The Design Guide has been informed by a significant level of testing, review and refining of designs and key principles and the review of development completed and under construction.

The level of prescription of the elements therefore varies but all the principles and codes included within this chapter should be considered mandatory unless an alternative solution which achieves the desired design objectives can be justified. It is recommended that how these mandatory elements are met, are outlined in planning applications and any deviation should be highlighted and justified. Where elements are less prescriptive and are more 'high-level', it is acknowledged that there are various alternatives to how the principles can be achieved, and again it is recommended that a clear rationale of how these have been achieved is included within planning applications.

Development has been approved and completed on larger parcels within Ashton Green, including along significant streets, key building frontages and public spaces. Many of the design principles delivered in these parcels will set a precedent for future development to achieve a consistent and cohesive place and are therefore included within the guidance.

5.2. Development Principles

To ensure that the masterplan for Ashton Green would be focussed on a single set of aims and objectives, a Project Protocol was developed. The protocol includes a Vision Statement, a set of Drivers and Principles and a range of Objectives, Standards and Measures against which the above can be measured. The Drivers and Principles were used to inform the masterplan development and the supporting frameworks. They have also informed the revised frameworks and details included within this guidance. They are holistic and should be applied to the site as a whole to ensure a consistent level of design input and quality throughout the delivery of the development.

The third tier of Objectives, Standards and Measures provide a significant level of detail and have been used to inform this guidance and are outlined in the relevant sections.

1. Environmentally Sensitive Development

Ashton Green will be designed, developed and managed to minimise its environmental impact locally and globally. As well as seeking to reduce carbon emissions, it will be a place that is built to last, able to evolve over time and adapt to the impacts of inevitable climate change.

- Make a significant contribution to reducing the carbon footprint of the city.
- Optimise the use of renewable energy and decentralised energy infrastructure.
- Adapt to inevitable climate change.
- A resilient, adaptable and robust development that will stand the test of time.

2. Distinctive Identity & Character

A high-quality built and natural environment will be combined to create a place that 'lifts the spirits' through visually interesting buildings and spaces that respond to and enhance Ashton Green's unique setting, natural features and context. A genuine mix of uses will enable the creation of a vibrant and diverse place, managed to ensure that high quality is consistently delivered over time.

- Create a vibrant and diverse place with an active street life.
- Create a place within a unique character that reflects its context.
- Provide easy access to high quality, inclusive public realm and to the countryside.
- Respect natural features, enhance existing and create new ones.
- Ensure long-term stewardship of the development and its assets.

3. Well-Connected

Ashton Green will be well connected with good transport services and communication linking people to Glebelands, Beaumont Leys, the city centre and the countryside for jobs, schools, health, outdoor activities and other services. Designed around the needs of people rather than cars, Ashton Green will be easy to travel to, from and around on foot, bike or public transport, reducing reliance on private cars and encouraging a shift towards travel by more sustainable modes.

- Maximise connections to provide strong pedestrian, cyclist and public transport links.
- Create a place that is designed around the needs of people rather than cars.
- Maximise the use of Smarter Travel Choices.

4. High Quality of Life

Ashton Green will be well-served with public, private, community and voluntary services that are accessible to all and meet the needs of users and residents now and in the future. A range of house types and tenures will create an inclusive community that benefits from easy access to a range of employment opportunities. Ashton Green will be a place that makes it easy and attractive to live a healthy, sustainable life.

- Provide the opportunity for high performing schools for all ages.
- Enable social inclusion and integration.
- Enable healthy lifestyles.
- Provide opportunities for developing a thriving place with a flourishing and diverse local economy.



'Use development briefs and design guidance to help establish neighbourhood and mixed-use identity areas based on variegated design principles and characters'.

(AG project protocol design objective 2.1.1)

'Create a genuine mix of uses, types, and tenures within character areas and where possible buildings. Zoned single-use development areas are to be avoided except where they work to enhance the masterplan'.

(AG project protocol design objective 2.1.4)

'Utilise and respond to Ashton Green's unique setting, natural topography, heritage and ecological assets. Capitalise on views of Bradgate Park and the surrounding countryside to celebrate the relationship and promote movement to, from and through the site'.

(AG project protocol design objective 2.2.3)

Taken from Ashton Green Project Protocol outline application, 2010

5.3. Character Areas

Whilst Ashton Green will have its own special character and identity, it will be more than a single place. It will have a number of character areas. Each will have its own identity and feel created related to its function, location, built and natural environment. Also, they will provide key buildings and groupings and spaces that provide legible places to define each character area and help people to navigate Ashton Green as a whole.

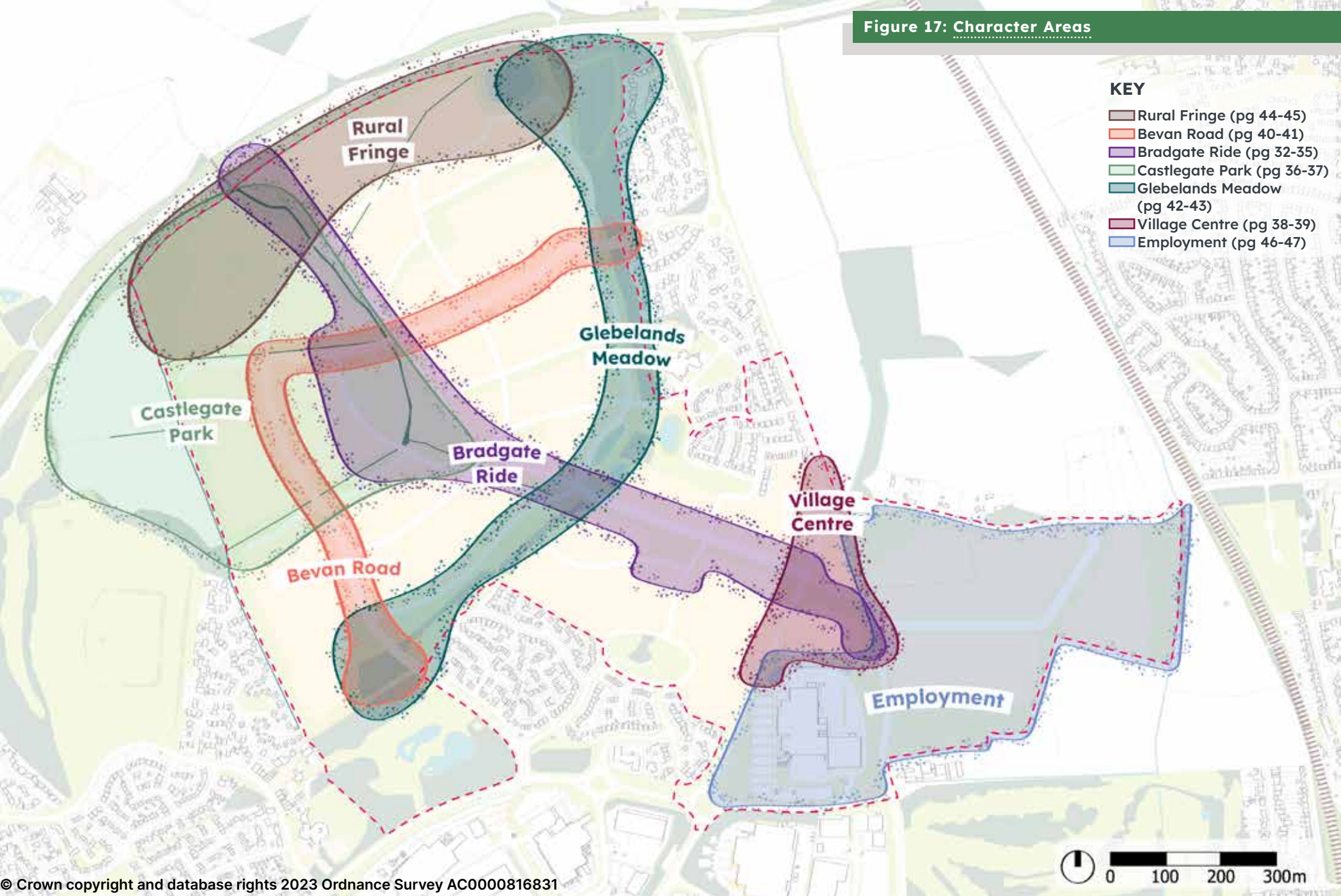
The Design and Access Statement June 2010 in Figure 8.1.1 Character Areas defined 6 main character areas. Figure 16 Character Areas has updated this framework and identified 6 main character areas that have evolved as further design work has been undertaken.

They are;

- Bradgate Ride (page 32 - 33) including the linear park (pages 34 - 35)
- Castlegate Park (see pages 36 - 37)
- Village Centre (pages 38 - 39)
- Bevan Road (pages 40 - 41)
- Glebelands Meadow (pages 42 - 43)
- Rural Fringe (pages 44 - 45)
- Employment (pages 46 - 47)

A brief description of each character area is included below. Urban form, street design and the design principles for key spaces within each character area are covered in more detail in this chapter.

Figure 17: Character Areas





5.3.1. bradgate ride



- ✓ **Enhancement of Major Hedgerows & Wildlife Corridors** - Create the main structural element of Bradgate Ride (see Approved Site Wide Green Infrastructure Strategy (SWGIS)).
- ✓ **Character Change along Bradgate Ride** - Formal tree planting close to the village centre, creating a tree lined boulevard that will become more informal towards the rural fringe.
- ✓ **Outdoor Sports Provision** - MUGA & Outdoor Gym (see approved SWGIS)
- ✓ **Castlegate Park Play Area** - Destination play for all ages, infant, junior and senior (see approved SWGIS)

KEY

- Existing Houses & Buildings
- Proposed Development
- Active Frontage
- Defensible Building Line
- Gateway Space
- Civic Space
- Play & Sports Provision
- Sensitive Interface - Employment
- Pedestrian Access (employment)
- Vehicle Access (employment, commercial, Ashton Green village centre)
- Feature Junction
- Primary & Secondary Streets
- Tertiary Streets
- HGV Movement (employment)
- HGV Emergency Access (employment)
- Segregated Cycle Route
- Recreational Cycle & Horse Riding Route
- Landscape Green Infrastructure
- Green Edge/ Buffer
- Sensitive Hedgerow & Biodiversity Value
- Wildlife Corridor Biodiversity Value
- Community Orchard/ Garden
- Existing & Potential SuDS Feature
- Future SuDS Feature/ Rain Garden



Figure 18. A Main Cycle /Pedestrian Spine



Figure 19. Continuous Street Edge with Low Boundary Treatment & Street Trees, Derwenthorpe, York



Figure 20. Formal Street with Linear Play, Abode, Great Kneighton, Cambridge



Figure 21. Formal Tree Lined Boulevard

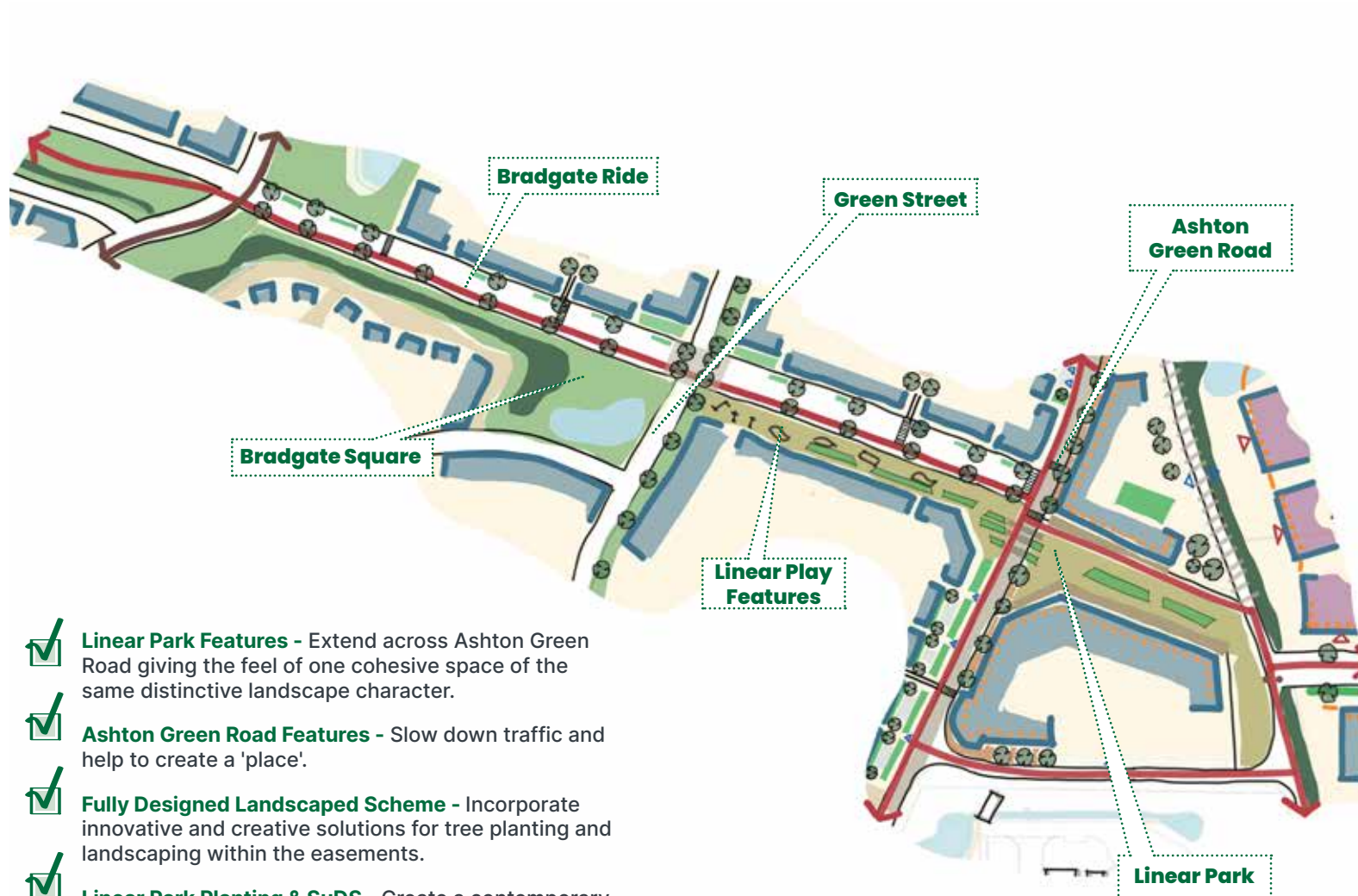
Bradgate Ride is a linear ‘promenade’ that forms a main connection through Ashton Green and will provide long views to Bradgate Park as the land rises from the Village Centre. It has been created as a strong response to the existing natural infrastructure on the site and is a primary structuring element of Ashton Green. It is a space in its own right but also a string of interconnected spaces of very different character, along its length.

Moving from the Village Centre to Castlegate Park, the character of the space will progress from the formal, larger scale ordered character of the Village Centre to a more informal, intimate and rural character as the wildlife corridors take prominence, to again a formal character to Castlegate Park before moving towards the Rural Fringe. The ‘main promenade’ character will be designed as a legible and direct route for cyclists, pedestrians and equestrians, as a new tree-lined ‘New Walk’ that will provide a consistent element throughout. It will also be the primary east-west movement corridor for pedestrians and cyclists travelling within Ashton Green and through Ashton Green to Bradgate Park/ Watermead Park/ Castlehill Country Park from surrounding communities.

The frontages to Bradgate Ride will be characterised by a consistent building line with taller, formal, higher density homes types with front gardens and formal boundaries; brick, low brick and railings within the Village Centre and hedgerow outside the Village Centre (refer to Street Character Type Codes A1 and A2).



5.3.2. bradgate ride & linear park



KEY

- Existing Houses & Buildings
- Proposed Development
- Active Frontage
- Defensible Building Line
- Gateway Space
- Civic Space
- Play & Sports Provision
- Sensitive Interface - Employment
- Pedestrian Access (employment)
- Vehicle Access (employment, commercial, Ashton Green village centre)
- Feature Junction
- Primary & Secondary Streets
- Tertiary Streets
- HGV Movement (employment)
- HGV Emergency Access (employment)
- Segregated Cycle Route
- Recreational Cycle & Horse Riding Route
- Landscape Green Infrastructure
- Green Edge/ Buffer
- Sensitive Hedgerow & Biodiversity Value
- Wildlife Corridor Biodiversity Value
- Community Orchard/ Garden
- Existing & Potential SuDS Feature
- Future SuDS Feature/ Rain Garden

- Linear Park Features** - Extend across Ashton Green Road giving the feel of one cohesive space of the same distinctive landscape character.
- Ashton Green Road Features** - Slow down traffic and help to create a 'place'.
- Fully Designed Landscaped Scheme** - Incorporate innovative and creative solutions for tree planting and landscaping within the easements.
- Linear Park Planting & SuDS** - Create a contemporary village green.



Figure 22. Tree-lined Boulevard, Newhall, Harlow



Figure 23. Linear Play Park Running Along a Street, Copenhagen



Figure 24. Trees Providing Enclosure to the Heart of a Leicestershire Village



Figure 25. Linear Park at St. George Street, Leicester

Linear Park is the more formal area along Bradgate Ride as it approaches the Village Centre. A major easement runs under this area, prohibiting major construction and tree planting, which provides a major challenge. A formal village green feel should be achieved, providing innovative and creative solutions for landscaping, linear natural play and tree planting to overcome the easement restrictions. For example, by raising and varying ground levels to support tree planting and extensive linear SuDS features.

The character of the Linear Park will extend over Ashton Green Road, creating a unified landscape character on both sides of the street, along Bradgate Ride and the public space north of the commercial centre. It will also provide features to reduce traffic speeds. Between the mixed-use commercial centre and the residential area, the pedestrian and cycle-friendly public space will be well-overlooked by adjacent commercial and community uses, animating and bringing vibrancy to the space. Various uses will be encouraged, which will overlook and spill out onto the space creating activity.

The Linear Park extends to the east of the mixed-use commercial centre, providing a buffer between the Village Centre and the Employment Area, extending the public space and providing further opportunities for landscaping, cycle connections and other uses to support the commercial centre (refer to Street Character Type Code L).



5.3.3. castlegate park & community hub



• Green Connections to Castle Hill Country Park - Important landscape features

Link to the Park

Potential Mixed-Use

Ecological Enhancement Area

• See approved Site Wide Green Infrastructure Strategy for requirements

Link

• Well-designed and overlooked

Potential School

- Potential New School, Community Facilities & Shops - Provide a significant landmark on the park
- School Location - Flexible but strong relationship and interface with Castlegate Park required
- Transport - Measures required to accommodate demand for school parking and drop off and pick up

Design of Intersection

- Carefully designed intersection where with flow cycle routes meet Bradgate Ride bi-directional shared provision

Children & Pedestrian Friendly Street

- Between potential school facilities and park
- Restricted vehicle access

- ✓ **Enhancement of Major Hedgerows & Wildlife Corridors** - Create the main structural landscaping of Bradgate Ride and wildlife corridors (see approved SWGIS)
- ✓ **High Quality Play & Sports Provision**
- ✓ **Integration of the Off Site Ecology Enhancement Area with Wildlife Corridors** - Provide a connected ecology network.
- ✓ **Improvements to existing PRoW**

KEY

- Existing Houses & Buildings
- Proposed Development
- Active Frontage
- Defensible Building Line
- Gateway Space
- Civic Space
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- Sensitive Interface - Employment
- Pedestrian Access (employment)
- Vehicle Access (employment, commercial, Ashton Green village centre)
- Feature Junction
- Primary & Secondary Streets
- Tertiary Streets
- HGV Movement (employment)
- HGV Emergency Access (employment)
- Segregated Cycle Route
- Recreational Cycle & Horse Riding Route
- Landscape Green Infrastructure
- Green Edge/ Buffer
- Sensitive Hedgerow & Biodiversity Value
- Wildlife Corridor Biodiversity Value
- Community Orchard/ Garden
- Existing & Potential SuDS Feature
- Future SuDS Feature/ Rain Garden



Figure 26.



Figure 27. Recreational Cycle Routes and Footpaths, Houlton, Rugby

As a new green gateway to Castle Hill Country Park, Castlegate Park will be a high-quality destination park with a strong green character providing sports, play and both informal and formal community space. It responds to the existing green infrastructure and the impressive panoramic views of the countryside and Bradgate Country Park from the highest point at Ashton Green.

It will be the focus of community activity at the heart of Ashton Green and be well-connected to the surrounding facilities, including shops and a new school fronting the park. Streets and spaces between the park, shops and the school will be designed to ensure a safe environment for children and play.



Figure 28. Development Fronting a Wildlife Corridor, Water Colour, Surrey



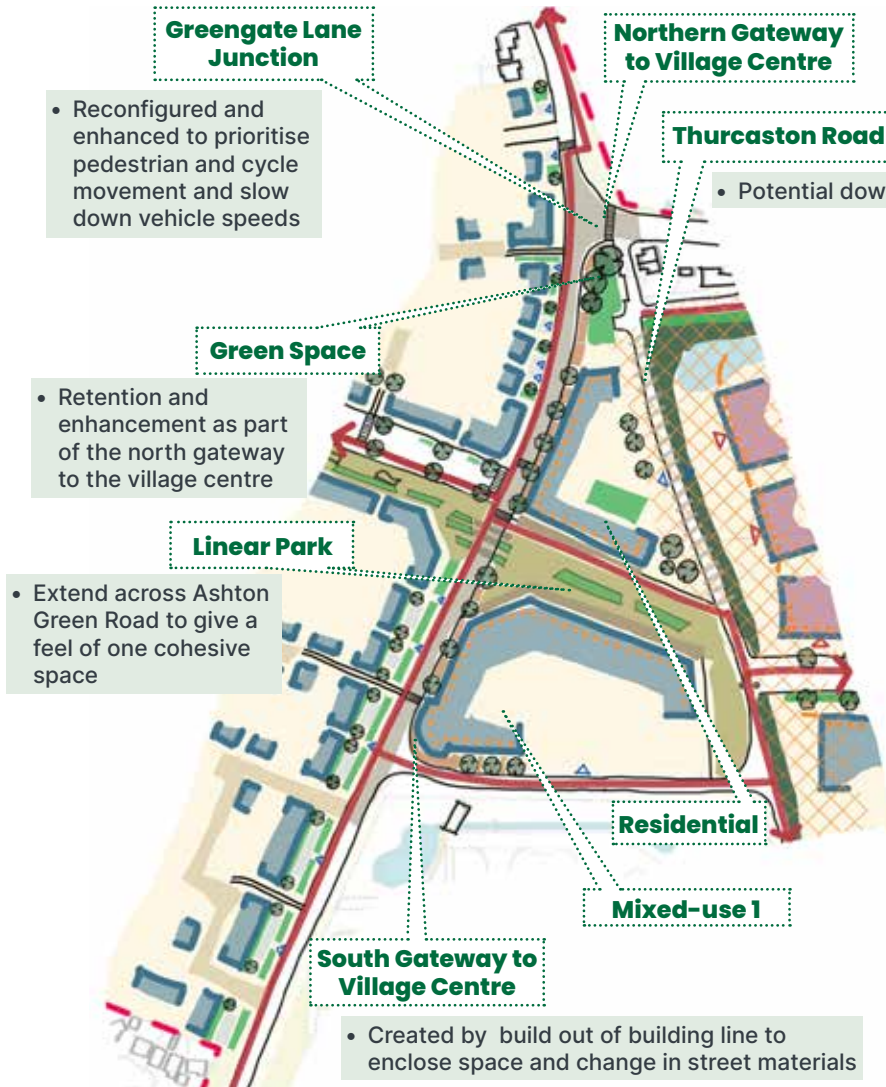
Figure 29. Well-Integrated Landscaping, Polnoon, Eaglesham

The park will be well-enclosed by a continuous and strong built frontage providing a well-defined edge. An increase in scale will emphasise the sense of enclosure to the large public space and marker buildings will be located in prominent locations to provide character and legibility.

The enhancement of wildlife corridors, the main hedgerows and wetland features and SuDS will provide a distinct landscape character complemented by well-designed landscaping to the park. Wildlife corridors will be well-integrated into the ecology enhancement area to the west, enclosing this area contributes to Ashton Green as a whole and is not left isolated.



5.3.4. village centre



- ✓ **Tree Planting to Front Gardens** - Create enclosure.
- ✓ **Junctions & Crossings** - Prioritise pedestrian and cycle movement.
- ✓ **Generous Thresholds to Mixed-Use & Commercial** - Provide activity and vitality to the linear park.
- ✓ **Features Within & Along Ashton Green Road** - Create a place, prioritise pedestrians and cyclists and reduce vehicle speeds.
- ✓ **Servicing, Access & Parking** - Located to rear, maximise active frontages along Ashton Green Road and Linear Park.
- ✓ **Shared Space for Cyclists & Pedestrians** - Designs to avoid conflict using signage and cycle parking.
- ✓ **Tree Planting & SuDS Features to East of Ashton Green** - Located as close to carriageway as possible with large tree species to provide street enclosure and assist place-making.
- ✓ **Fully Designed Landscape Scheme** - Incorporate innovative solutions for planting and SuDS features within the easement to the Ashton Green Road frontage.
- ✓ **Crossing Points** - Connecting to adjacent residential development and direct.

KEY

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Figure 30. Uses Bringing Vibracy & Activity to the Street, Altrincham



Figure 31. Street Swales Take Surface Run Off from the Carriageway & Provide Landscaping & Tree Planting, Sheffield



Figure 32. Public Space Materials Extend to Carriageway to Slow Down Vehicle Movements & Prioritise a Sense of Place

The Village Centre will become the primary focus of Ashton Green, the symbolic heart of the settlement and a place where a range of activities and uses mix. Key uses along the Linear Park and Ashton Green Road will face onto these streets and spaces to provide activity and animate the streets. Feature buildings of mixed use, compact built form and higher scale, will enclose the streets and spaces to create well-defined frontages and terminate long views from Bradgate Ride and Ashton Green Road.

Low scale pavilion buildings will not be acceptable. Feature buildings with projecting building lines to provide pinch points and obvious changes to the streetscape and materials, will create north and south gateways creating a distinct character and identity as you move into the village centre, slowing down vehicle speeds and prioritising pedestrians and cyclists and sense of place.

The Linear Park will be the new village green with a unified landscape character extending from Green Street, along Bradgate Ride, across Ashton Green Road and to the vehicle free public space fronting the mixed use blocks. The Linear Park will be a distinctive element of the Village Centre giving the feel of one cohesive space requiring a high-quality landscape character.

The Village Centre will prioritise cyclists and pedestrians providing a streetscape that will promote healthy streets and active travel and provide safe and convenient connections. Features along Ashton Green Road including SuDS, generous tree planting, priority crossings, change to surface materials, traffic calming and carriageway visual narrowing etc. will be provided to slow down vehicles and prioritise creating a memorable place. Trees will be planted along its length to create a tree-lined boulevard, however mature trees must be planted close to the carriageway on the east side to create a sense of enclosure to mitigate for the width of the street. Opportunities for side friction in the form of visitor parking, side streets, bus stops will be encouraged.



5.3.5. bevan road



Place Junction

Gateway Public Space with Feature Buildings

Design of Intersection

Tree Planting 'Hop Overs'

Gateway Public Space with Feature Buildings

Play Area

Community Orchard

The Green

- ✓ **Gateway Public Spaces** - Feature building and enhanced public realm to create feature squares
- ✓ **Tree Planting with SuDS Features, Bus Stops & On Street Car Parking (along Bevan Road)**
- ✓ **Traffic Calming Features** - Slow down traffic
- ✓ **Consistent & Formal Urban Form (along Bevan Road)** - Create a distinctive and unique formal tree-lined boulevard through Ashton Green
- ✓ **Increased Tree Planting Where Bevan Road Crosses Wildlife Corridors** - Provide 'hop-overs' for bats and birds (see approved SWGIS)
- ✓ **Feature Place-Junctions** - Along Bevan Road length to prioritise cycle and pedestrian movements and slow traffic speeds

KEY

- Existing Houses & Buildings
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Figure 33.



Figure 34. Street with a consistent built form, scale, plot rhythm, building line and roof scape, Newhall



Figure 35. Feature Buildings at Bevan Road Gateway



Figure 36. Place Junction Along Bevan Road

Bevan Road will be the gateway boulevard into and through Ashton Green also providing the main bus route and segregated cycle lanes.

It will provide larger semi-detached and detached homes creating street frontages that are formal, well-defined with a consistency of scale, roof scape, plot rhythm, building line and boundaries. This will ensure this main street is clearly identifiable along its length. At each end of Bevan Road, on entry into Ashton Green, gateway public squares will be created defined by feature buildings of an increased scale with a distinct architectural approach.

There will be direct access to the homes for on plot parking. Parking approaches are to be uniform to allow the frontages themselves to dominate the street and provide a front garden with hedgerows, trees and planting and opportunities for rain gardens.

The design of the tree-lined boulevard will create distinct and recognisable 'place-junctions' along its length where the arrangement of buildings will create visual stops to avoid long stretches of straight road and provide an enhanced public realm to slow down speeds. They will also provide traffic calming features, tree planting and landscaping and crossing points.

Refer to Street Character Type Code D.



5.3.6. glebelands meadow

- Opportunity for more dense house types as no wildlife corridors on this frontage

Gateway Public Space with Feature Buildings

- Opportunity for more dense house types as no wildlife corridors on this frontage
- More variations possible than for frontage north of Bradgate Ride

Formal Frontage

Gateway Public Space with Feature Buildings

The Green

Community Orchard

Play Area

Recreational Cycle Route Along Glebelands Meadow

Increased Tree Planting Where Bevan Road Crosses Wildlife Corridors

- Provide 'hop-overs' for bats and birds (see approved SWGIS)

- ✓ **Change in Urban Form & Scale** - From formal gateway public spaces to lower order streets along wildlife corridors
- ✓ **Highly Visible Frontage** - Rhythm, house types, roofscape is vital to character (see Key Frontages sections)

KEY

- Existing Houses & Buildings
- Proposed Development
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Figure 37. House Fronting Glebelands Meadow

Glebelands Meadow is a large wildlife and SuDS corridor stretching from Glebelands Pools to the north and The Green and Community Orchard to the south. Much of its extent falls within the Local Wildlife Site and connecting wildlife corridors from the west and Bradgate Ride create distinctive elements along its length that connect to Castlegate Park and the centre of Ashton Green. Glebelands Meadow also provides a generous buffer between new development at Ashton Green and the existing communities in Glebelands and Thurcaston Park.

Along its eastern edge, a recreational cycle route runs along the street connecting people with the wildlife corridor. Opportunities to enhance the edges to better

connect people and homes to the space and provide informal area of play, for example, will be encouraged whilst maintaining their wildlife and biodiversity value. SuDS features will be required within Glebelands Meadow and will add to its character.

Along its west edge the built frontage is varied but is defined by distinct 'rules'. Gateway public spaces with formal feature buildings of scale, become more informal and lower in scale and proportions as they respond to the 'green edge' character of the wildlife corridors. This creates a variation in scale, roofscape, character and house types to respond to the ecology features. This is primarily to the north of Bradgate Ride where the whole frontage is more visually prominent. To the south of Bradgate Ride there are no wildlife corridors to intersect the built frontages and opportunities for more dense house types and a different approach can be explored, particularly fronting The Green where the space widens significantly.

Marker and feature buildings are located along its length, at the Gateway Public Spaces, where Glebelands Meadow meets Bradgate Ride and the connection south of Glebelands Primary School.

It is vital the continuity of the ecology network features are maintained and streets and SuDS provide dense planting and tree 'hop-overs' to ensure the movement of bats and birds are maintained.

Refer to Street Character Type Code C.



Figure 39. High Quality Homes to a Prominent Frontage, Horsted Park, Kent



Figure 38.



5.3.7. rural fringe



KEY

- Existing Houses & Buildings
- Proposed Development
- Active Frontage
- Defensible Building Line
- Gateway Space
- Civic Space
- Play & Sports Provision
- Sensitive Interface - Employment
- Pedestrian Access (employment)
- Vehicle Access (employment, commercial, Ashton Green village centre)
- Feature Junction
- Primary & Secondary Streets
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Figure 40. Rural fringe edge option



Figure 41. Modern Interpretation of a Courtyard Typology, Newhall, Harlow



Figure 42. Loose & Irregular Urban Grain, Burnaston Way, Loughborough



Figure 43. High Quality Homes to a Prominent Frontage, Horsted Park, Kent

Moving to the rural edge of Ashton Green and the extremity of the Leicester urban area, there will be a distinct change in character. The structure will become less formal with a more rural feel and a greater feeling of space. The area will strongly relate to the surrounding countryside with views and access to the parks and footpaths. The transition from built form to open countryside must be seen as an opportunity to bring the countryside in and help create the unique character.

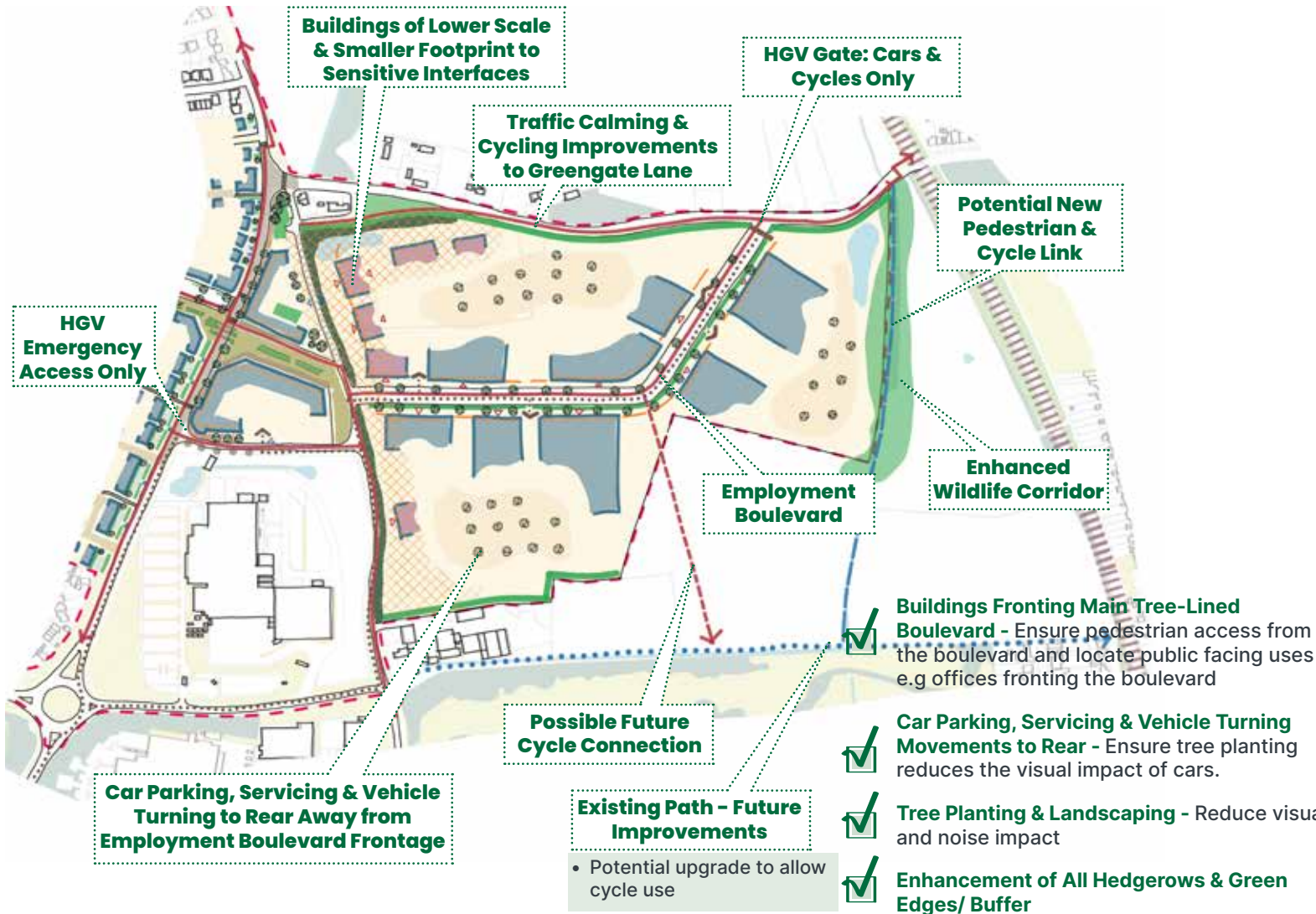
The Rural Fringe will provide a positive and sensitive edge to the settlement as seen from surrounding villages and locations such as Bradgate Park, on higher ground to the north-west. A visually permeable edge which embraces the countryside. An informal and more fragmented urban form and grain will be created by creating variation through the irregular arrangement of house types, building heights and the orientation of façades and frontages. Looser perimeter blocks with buildings generally facing outwards but with broken building lines and gaps allowing views into blocks. Housing typologies and arrangements will draw upon local village vernacular and provide character and a sense of place. For example, farmsteads where loosely formed courtyards branch off tertiary streets.

The recreational cycle, bridleway and pedestrian route will run along the edge and more informal surfacing is to be considered. It will be located to be overlooked by the surrounding homes.

The buffer zone will be enhanced to provide biodiversity benefits and SuDS and the opportunities for a positive relationship between the homes and this space will be explored.



5.3.8. employment



KEY

- Existing Houses & Buildings
- Proposed Development
- Active Frontage
- Defensible Building Line
- Gateway Space
- Civic Space
- Play & Sports Provision
- Sensitive Interface - Employment
- Pedestrian Access (employment)
- Vehicle Access (employment, commercial, Ashton Green village centre)
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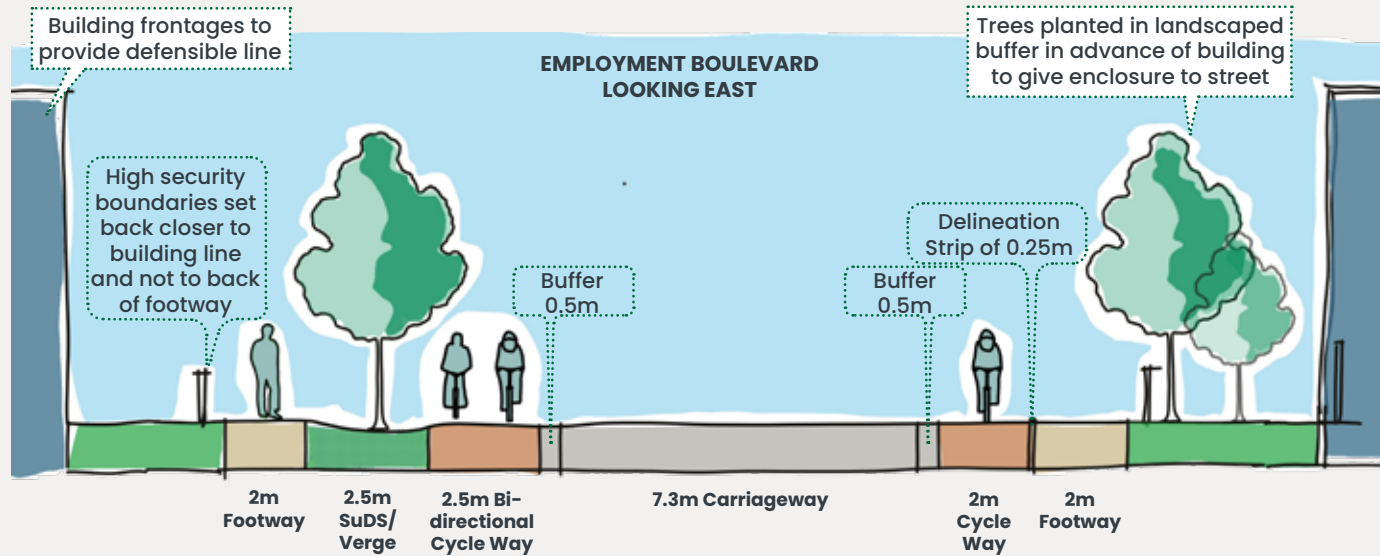


Figure 44. Employment & Enterprise Zone, Alconbury – Strong Building Frontages & Legible Entrances to Main Street

The Employment Area will have a distinctive character of its own primarily defined by the larger building types in contrast to residential and commercial uses.

Key design objectives will be to create a legible, tree-lined and well-defined central boulevard ensuring new buildings strongly front this street with a consistent building line. Both vehicle and pedestrian accesses to the buildings will be taken off it. Buildings with dual frontage access may be needed to provide pedestrian access off both the boulevard and the rear car parking. Public facing uses within employment buildings, for example, offices or communal spaces will be required to front the boulevard to maximise activity and overlooking and provide some animation to the street. The buildings themselves should provide a defensive building line to avoid high boundary treatments interrupting the streetscape and to enable the buildings to provide a sense of enclosure rather than sitting back into the plot. Street trees to the north of the boulevard will also provide enclosure complemented by a planted landscape strip to the south.

All car parking and services should be to the rear of the buildings to maintain a strong frontage along the boulevard and be well-landscaped to reduce their visual impact. The mature hedgerows to the west of the employment area will be retained and enhanced and generous landscaped green buffers providing SuDS and biodiversity value will be provided to all edges to respect the rural fringe context. Buildings to the west of the employment area will have a smaller footprint and scale to respond to the sensitive interface of the mixed use and commercial village centre and provide a transition of smaller, more fine-grained layout of buildings.

5.4. Key Building Groupings & Street Frontages



'Ensure active frontages on primary streets across the development areas to encourage diverse visual experiences, provide overlooking, encourage street life and promote local vibrancy and public safety'

(AG project protocol objective 2.1.2)

'Provide visually interesting buildings and spaces, designed to a human scale. Support innovation and artistic expression in design. Involve professional artists' skills, vision and creative abilities in the design of the public realm'

(AG project protocol objective 2.2.2)

'Provide a comprehensive network of high quality, well managed and multifunctional public spaces suiting the needs of a wide range of users at different times. Develop an intimate network of parks, ecological habitats, squares, greens, courts, courtyards, green lanes and streets which encourage residents and visitors to interact'

(AG project protocol objective 2.3.1)

'Provide streets and spaces that are well defined, safe, overlooked, high quality and will be well used'.

(AG project protocol objective 3.1.3)

Taken from Ashton Green Project Protocol outline application, 2010

There are important locations within Ashton Green that require a considered and high quality design response as they enclose public open space, provide a gateway into Ashton Green or need to provide a primary marker to assist people in finding their way around. They may need to provide all three. These key building groupings, street frontages and legible places will also contribute to the unique character of Ashton Green by providing variation and distinctive qualities and appearance. Figure 45 Key Building Groupings and Street Frontages highlights these locations.

To create a legible place within an appropriate urban hierarchy the choice of built form and building types must reinforce the street hierarchy and character areas which have been established. Therefore, all these aspects need to be considered together.

Phases have already been constructed and therefore some of the 'rules' and design principles already established have been considered and are outlined within this guidance.

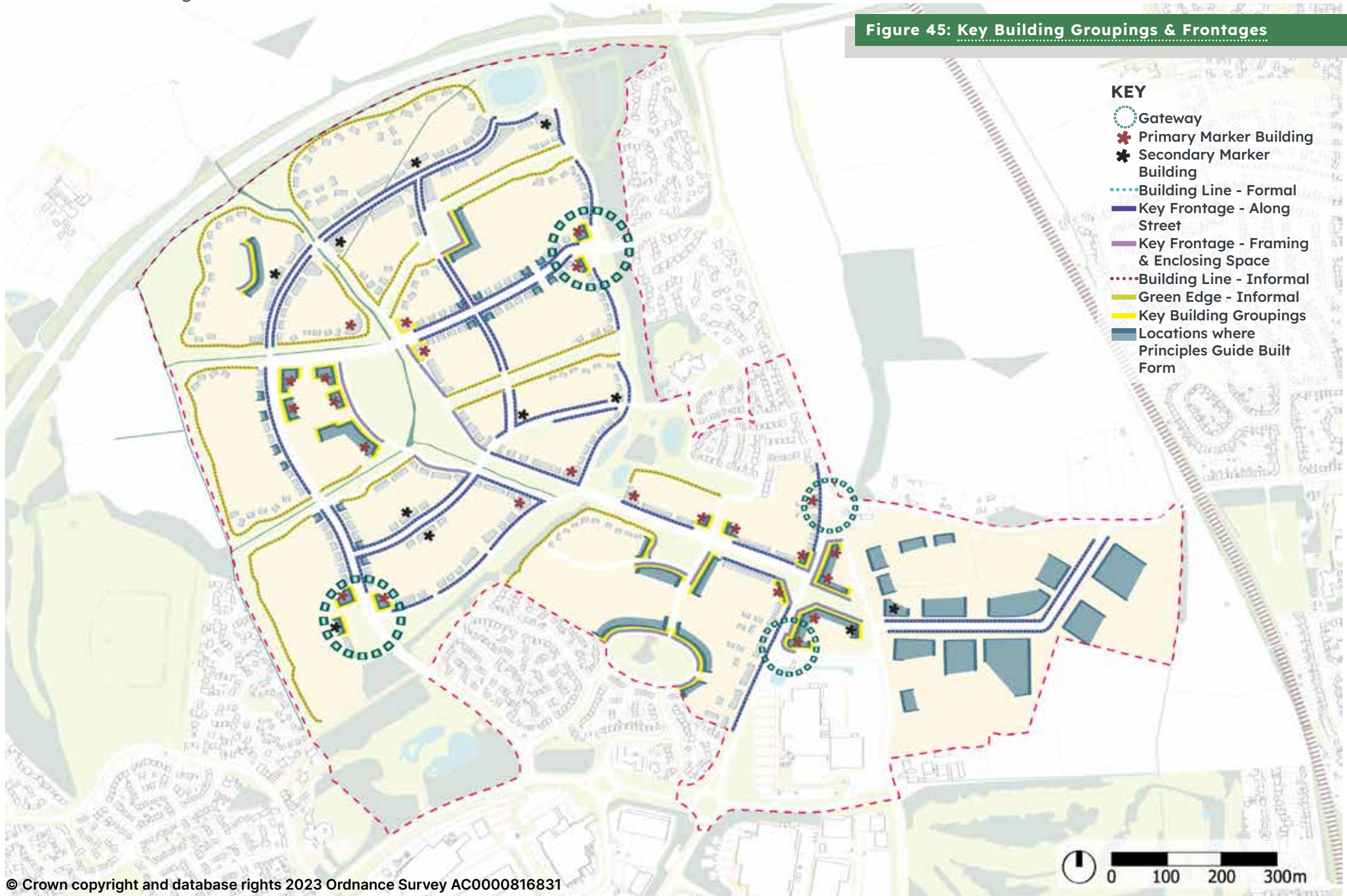
In addition, house types designed as individual 'boxes' which theoretically can be applied to any site, usually fail to create street frontages. Consideration must be given to developing house or building types which achieve specific functions in line with the design objectives for the key building groupings and spaces identified within this guide. These areas may require a bespoke design response, which has already been delivered at Ashton Green.

In the following pages, information regarding key building groupings, street frontages and legible places is presented through different typologies, principles and character areas.

Specifically, information has been provided for;

- Gateway, markers and turning the corner (page 50)
- Markers (page 50)
- Providing and terminating views (page 51)
- Bradgate Ride (pages 52-53)
- Castlegate Park (pages 54 - 55)
- Village Centre (pages 56 - 57)
- Bevan Road (pages 58 - 59)
- Glebelands Meadow (pages 60 - 61)
- Rural Fringe (pages 62 - 63)
- Employment (pages 64 - 65)
- Green Edge (along wildlife corridor), (pages 66 - 67)
- Enclosing open space and play (pages 68 - 69)

Figure 45: Key Building Groupings & Frontages



5.4.1. gateway, markers & turning the corner

To create well defined streets it is important that buildings and homes are designed to turn corners well. This will enable both elevations to have windows and activity rather than providing a blank elevation to the street. Housing types that turn the corner well will be required throughout Ashton Green. Using garages and/or driveways to turn the corner is to be avoided.

In some locations it may be difficult to retain the consistent building line that is being used for the rest of the street. Depending upon the design of the building, it may be acceptable to locate the frontage in advance of the building line for the rest of the street. Blank gable elevations to street frontages are not permitted.



5.4.2. markers

To aid navigation around Ashton Green, there is benefit in providing a series of markers. A primary marker is a building which will have a memorable appearance and would be used by a visitor or resident to enable them to find their way around easily. A secondary marker or local marker would be a smaller scale feature of architectural distinction on a building. This could be a change in colour or building material from the surrounding homes, a differing roof form or window arrangement or unique features which will assist a more intimate level of navigation.



5.4.3. providing & terminating views

Development at Ashton Green should provide views through to existing or new landmarks and local destinations, such as parks, wildlife corridors and ponds or provide distinctive structures to help people understand where they are in relation to other places and find their way around. It is important to identify and consider viewpoints within a development, such as views towards the end of a street. Anticipate other, more subtle viewpoints, for example towards a significant tree, a unique arrangement of homes, a curve in the street and how best these can be addressed.

Terminating views down streets with garages, the rear or side of buildings, parking spaces, boundary fences or walls is to be avoided.





5.4.4. bradgate ride



KEY

- Gateway
- Primary Marker Building
- Secondary Marker Building
- Building Line - Formal
- Key Frontage - Along Street
- Key Frontage - Framing & Enclosing Space
- Building Line - Informal
- Green Edge - Informal
- Key Building Groupings
- Principle Guiding Built Form



Figure 46. Same House Type to Create a Distinctive Edge to a Green Space, Derby



Figure 47. A Formal & Consistent Edge to a Linear Space, Beaulieu, Chelmsford

Figure 48.



Figure 49. A Continuous Built Form Provides a Strong Edge & Enclosure, Horsted Park, Kent



Figure 50. A New Park Integrated and Connected with a New School, Alconbury



Figure 51. The Avenue, Saffron Walden



5.4.6.

castlegate park & community hub

- Informal and fragmented grain created through the irregular arrangement of homes

Visually Permeable Edge

Formal Building Frontage to Pocket Park

- 'Frame' the setting, consistent roof scape, materials and build form required

Primary Marker in Rural Fringe
- Very prominent setting from within Castlegate Park

Opportunity for a Unique & Distinctive Building

Possible School

- ✓ **Consideration Given to Frontages Enclosing Castlegate Park** - Provide cohesive elements such as roofscape, materials and/ or built form.
- ✓ **Single Storey, Single Use pavilion Buildings** - NOT permitted
- ✓ **Tree-lined Secondary Streets** - Variable built form and building line but remain formal.
- ✓ **Secondary Markers Opportunities & Higher Density Building Types** - Framing spaces and landscaped areas eg. terraces.

Main frontage to School & Mixed-Use

- Cohesive and similar characteristics of built form, roof scape and materials

Primary Markers at Key Intersection of Bradgate Ride & Bevan Road

Mixed-Use 2

- Provide scale and a strong frontage and framing to Castlegate Park

- ✓ **Character Contrast** - Informal Edges to Rural Fringe & Wildlife Corridors and the Formal Streets of Bevan Road & the Tree-Lined Secondary Streets.

KEY

- Gateway
- ✳ Primary Marker Building
- ✳ Secondary Marker Building
- ⋯ Building Line - Formal
- Key Frontage - Along Street
- Key Frontage - Framing & Enclosing Space
- ⋯ Building Line - Informal
- Green Edge - Informal
- Key Building Groupings
- Principle Guiding Built Form



Well-designed school frontages, with a 'defensible edge', to avoid security fencing need and enhance their prominence to the spaces



Figure 52. A Coop Store with Flats Above, Bristol



Figure 53. Positively Fronting Pedestrian Friendly Public Space - Primary School, Trumpington, Cambridge



Figure 57. Positively Fronting Pedestrian Friendly Public Space - Primary School, Trumpington, Cambridge



Figure 54. Well Equipped and Well Landscaped Play Park, Alconbury.



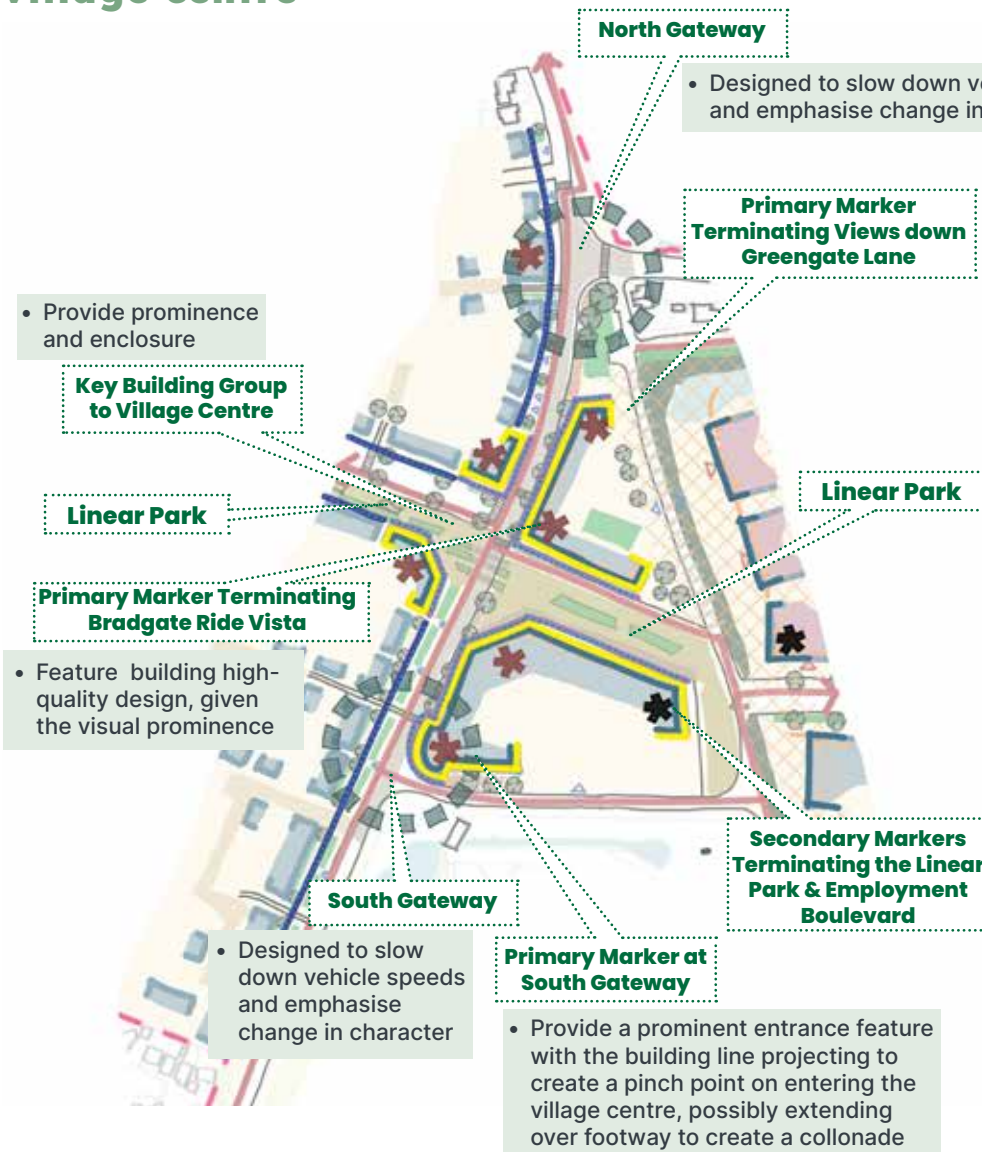
Figure 55. Informal & Irregular Edge, Derwenthorpe, York



Figure 56. Sutton



5.4.7. village centre



- ✓ **Retail & Commercial with Flats Above** - Provide scale, a strong frontage and enclosure to the village centre.
- ✓ **Single Storey, Single Use pavilion Buildings** - NOT permitted
- ✓ **Mixed-Use Buildings with Long Frontages** - Require elevational designs that break down the mass and scale and provide appropriate vertical plot rhythm.
- ✓ **Provide a Fine Grain Mix of Living, Commercial & Retail Uses Delivered Together** - Reflect traditional village centres and avoid single use areas.
- ✓ **Bespoke Designs** - Are encouraged exploring living at higher densities with opportunities for work/ live.
- ✓ **Cohesive Elements to Key Building Group** - Required to maximise their collective impact to 'frame' the village centre.
- ✓ **North & South Gateways** - Create a change in character denoting arrival into the village centre and a 'place'.
- ✓ **Gateways** - Features, landscaping and a variation of public realm and street materials should be used to emphasise the transition and slow vehicle speeds.
- ✓ **Employment Buildings with Smaller Footprint & Lower Scale** - Provide a more sensitive interface to Thurcaston Road and Greengate Lane.

KEY

- Gateway
- Primary Marker Building
- Secondary Marker Building
- Building Line - Formal
- Key Frontage - Along Street
- Key Frontage - Framing & Enclosing Space
- Building Line - Informal
- Green Edge - Informal
- Key Building Groupings
- Principle Guiding Built Form



Figure 58. A Sainsbury's Store with Flats Above, Cambridge



Figure 59. Building Designed with a Prominent Corner, Providing a Unique Local Marker & Legibility



Figure 60. Houses with Live/Work Units on the Ground Floor



Figure 61. Distinctive block of flats with store below, Marleigh, Cambridge



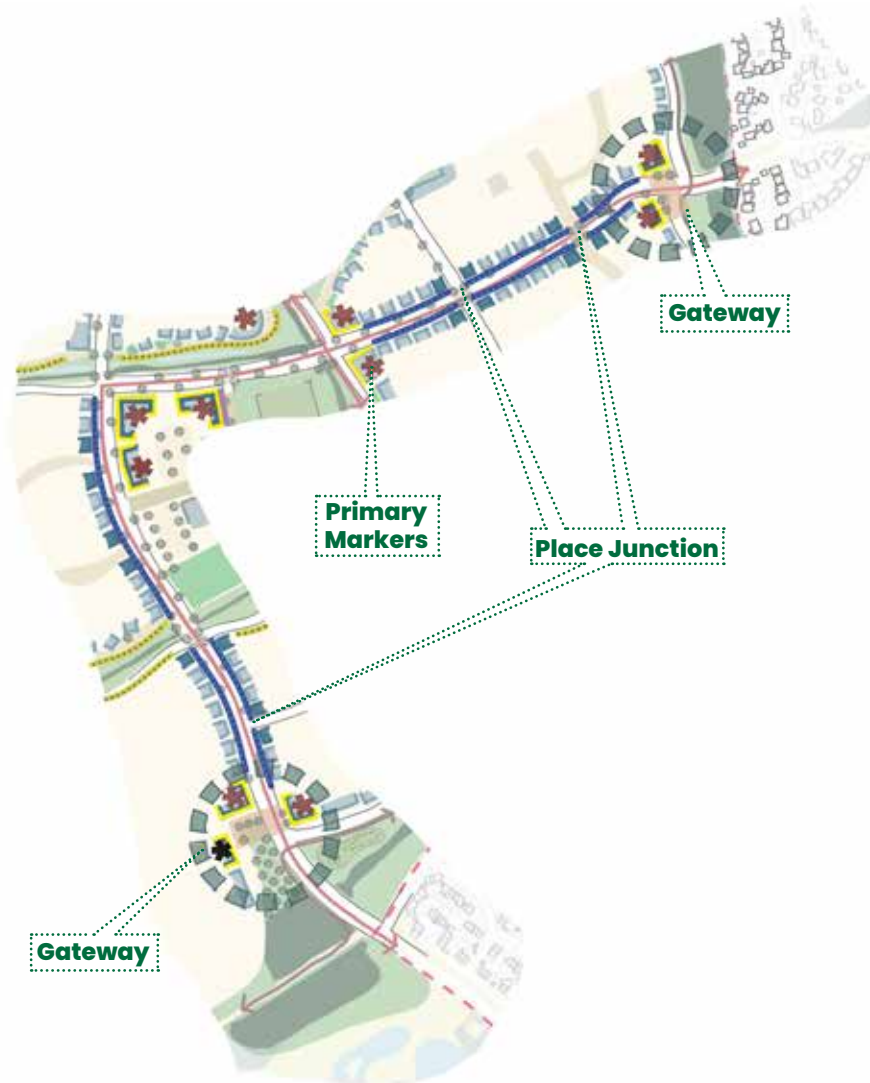
Figure 62. Supported Living, Chapter House, Lichfield





Figure 63. Supported Living, Extra Care Housing, Haringey, London



5.4.8. bevan road



KEY

-  Gateway
-  Primary Marker Building
-  Secondary Marker Building
-  Building Line - Formal
-  Key Frontage - Along Street
-  Key Frontage - Framing & Enclosing Space
-  Building Line - Informal
-  Green Edge - Informal
-  Key Building Groupings
-  Principle Guiding Built Form

-  **A Unique Consistent Street Character** - Formal frontages along the street with unified plot rhythm, roofscape and features.
-  **Side Street & Place Junctions Houses** - Houses addressing side streets and place junctions should positively 'turn the corner'.
-  **Framing the Place Junction** - The four houses framing the place junctions should be the same in all built form aspects and mirrored to positively 'turn the corner'. The highest point of the gable roof should face the side streets.
-  **Gateways** - Prominent and well-designed feature buildings should enclose new public spaces at gateways to create a sense of arrival.
-  **Primary Markers** - Primary markers are placed at key intersection of Bradgate Ride and Bevan Road.



Formal Arrangement Continued Along Bevan Road's Length to Provide a Consistent Street Character

Mirrored House Type, Turning the Corner at Place making Junction. Highest Point (Gable Feature) Adjacent to Junction To Create Framing of 4 House Types



Figure 64. Bevan Road Frontage – A Very Formal Arrangement of Semi-Detached Villas with a Unified & Consistent Plot Rhythm, Roofscape & Appearance



Figure 65. Bevan Road Frontage

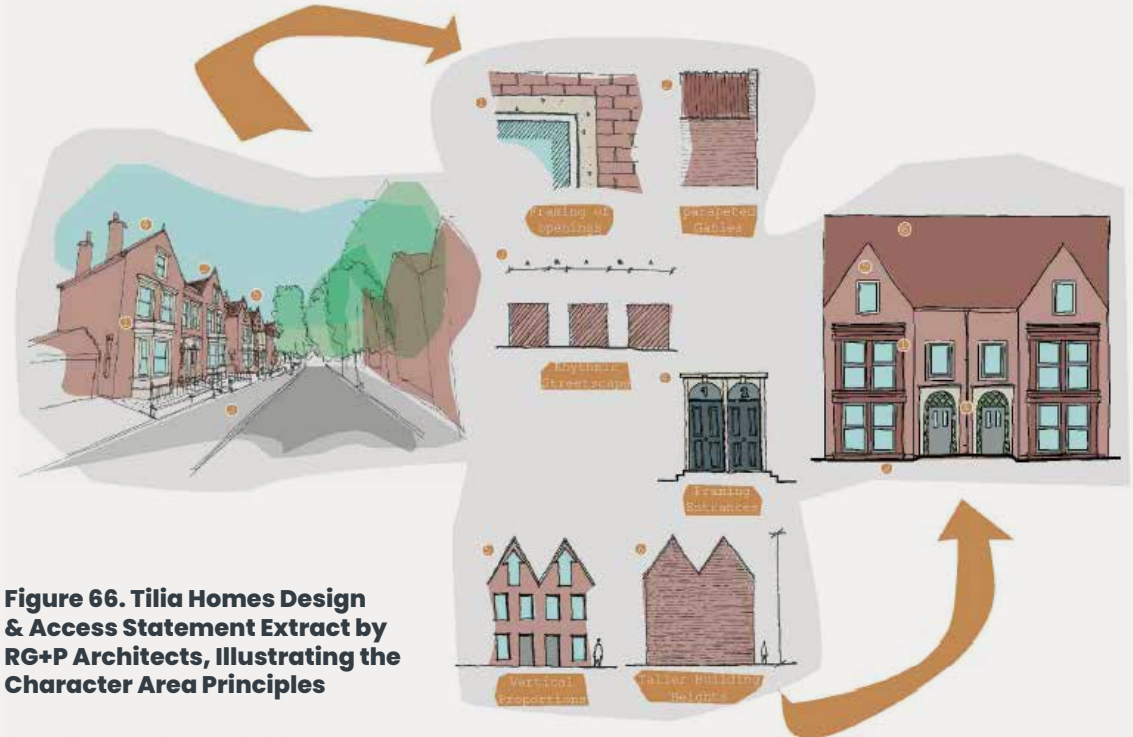
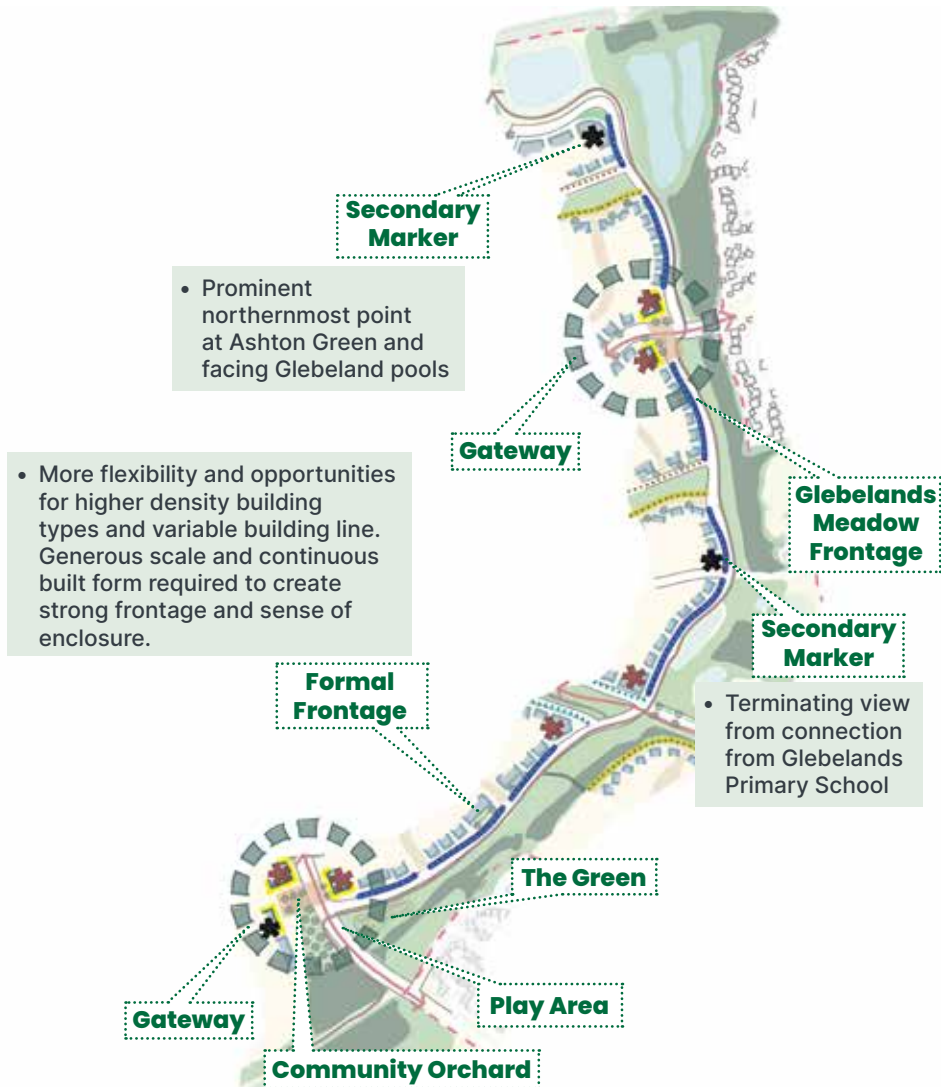


Figure 66. Tilia Homes Design & Access Statement Extract by RG+P Architects, Illustrating the Character Area Principles



5.4.9. glebelands meadow



KEY

- Gateway
- Primary Marker Building
- Secondary Marker Building
- Building Line - Formal
- Key Frontage - Along Street
- Key Frontage - Framing & Enclosing Space
- Building Line - Informal
- Green Edge - Informal
- Key Building Groupings
- Principle Guiding Built Form

Gateways - Prominent and well-designed feature buildings should enclose new public spaces at gateways to create a sense of arrival.

Glebelands Meadow Frontage - Reduces in scale and formality towards the green edge street of the wildlife corridor (see Figure 67). This principle should be applied to the remaining frontage until it meets Bradgate Ride.

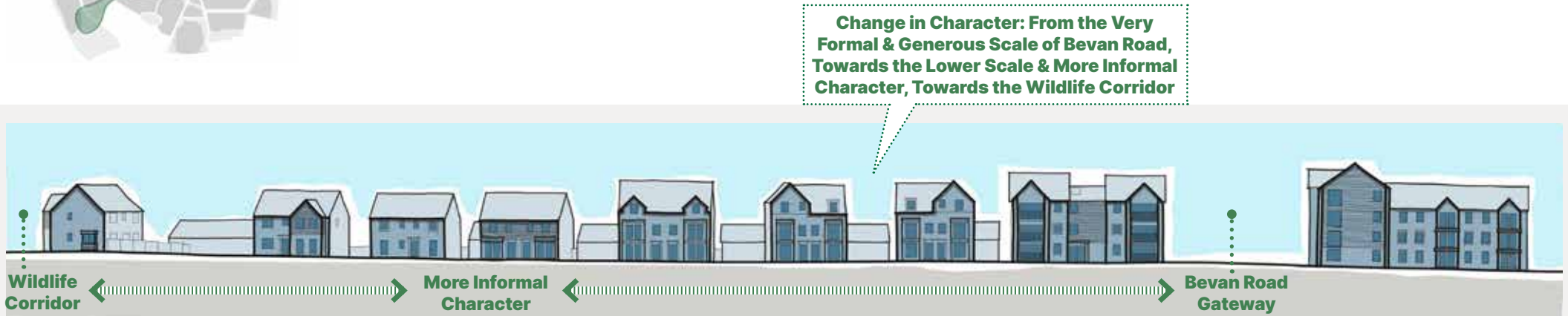


Figure 67. Glebelands Meadow Frontage – Showing Change in Scale & Character



Figure 68. Glebelands Meadow Frontage

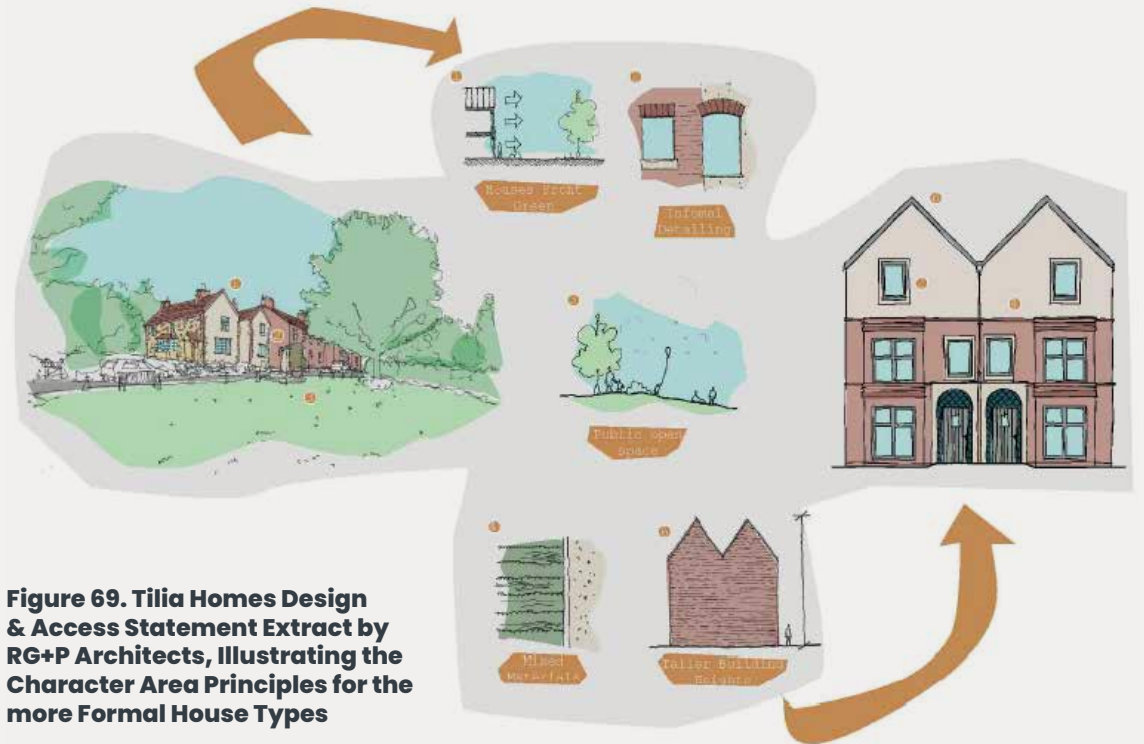


Figure 69. Tilia Homes Design & Access Statement Extract by RG+P Architects, Illustrating the Character Area Principles for the more Formal House Types



5.4.10. rural fringe



KEY

- Gateway
- Primary Marker Building
- Secondary Marker Building
- Building Line - Formal
- Key Frontage - Along Street
- Key Frontage - Framing & Enclosing Space
- Building Line - Informal
- Green Edge - Informal
- Key Building Groupings
- Principle Guiding Built Form

- Informal, Loose & Fragmented Grain** - Create visually permeable edge.
- Formal Building Frontage to Pocket Parks** - 'Frame' the setting, having consistent roofscape, materials and build form.
- Tree-lined Secondary Streets** - Variable built form and building line but remain formal
- Secondary Markers** - Provide opportunities for higher density building arrangements and 'set-pieces'



Figure 70. Distinctive Higher Density Homes Framing Public Space Along a Secondary Street, Cambridge



Figure 71. Detached Homes Providing a Visually Permeable Edge, Derwenthorpe, York



Figure 72. x



Figure 73. Houses in a Loose, Irregular Arrangement Providing an Informal Street, Polnoon, Eaglesham



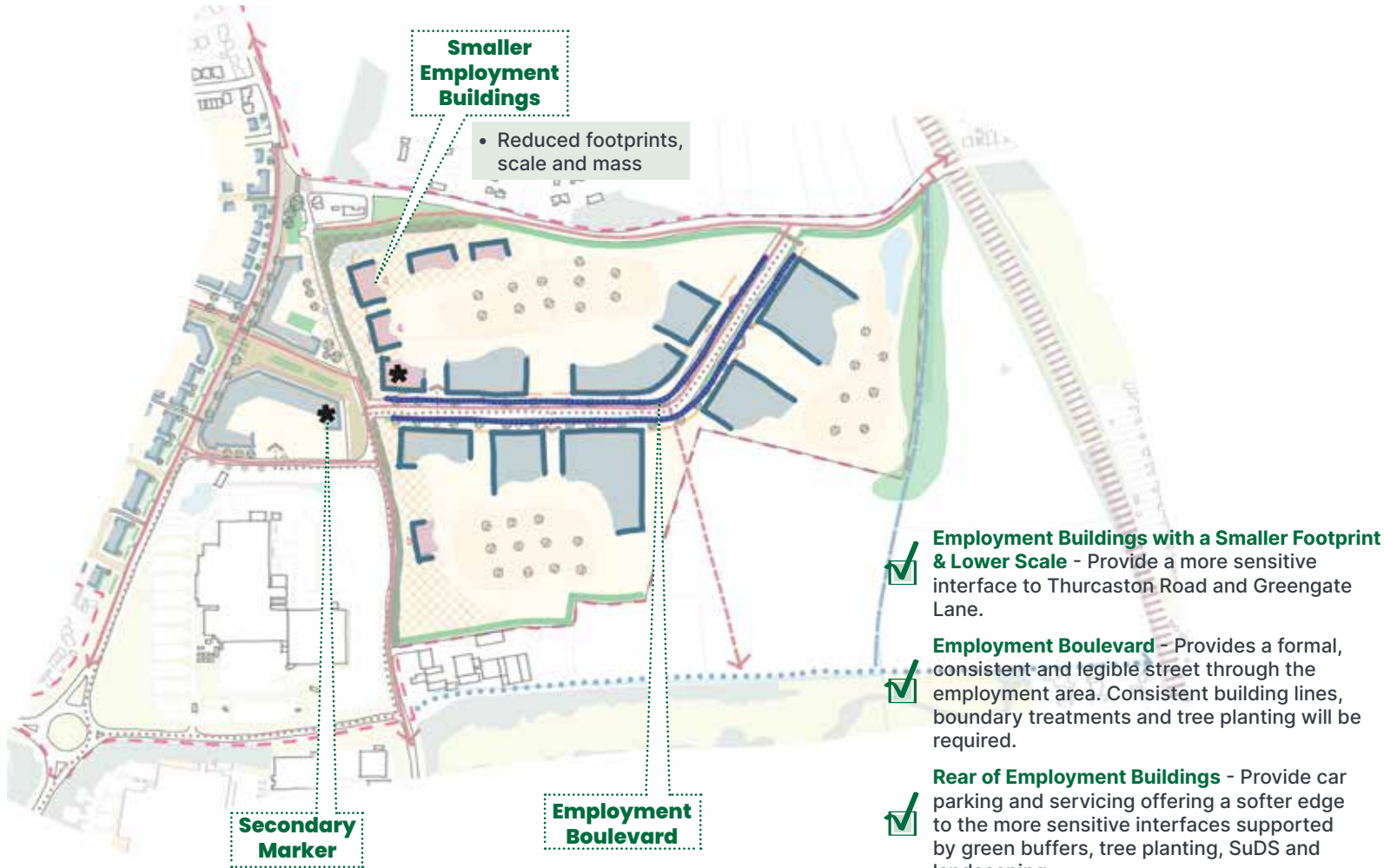
Figure 74. Homes Sitting Comfortably in a Landscape Setting, Carrowbreck Meadow, Norwich



Figure 75. Higher Density Building Type in a Landscape Setting, Long Wood Meadows, Bristol



5.4.11. employment



KEY

- Gateway
- Primary Marker Building
- Secondary Marker Building
- Building Line - Formal
- Key Frontage - Along Street
- Key Frontage - Framing & Enclosing Space
- Building Line - Informal
- Green Edge - Informal
- Key Building Groupings
- Principle Guiding Built Form

Employment Buildings with a Smaller Footprint & Lower Scale - Provide a more sensitive interface to Thurcaston Road and Greengate Lane.

Employment Boulevard - Provides a formal, consistent and legible street through the employment area. Consistent building lines, boundary treatments and tree planting will be required.

Rear of Employment Buildings - Provide car parking and servicing offering a softer edge to the more sensitive interfaces supported by green buffers, tree planting, SuDS and landscaping.

Secondary Markers - To terminate the Linear Park and Employment Boulevard.



Figure 76.

Figure 77. A Bold & Legible Entrance to the Street, Hangar, Speke



Figure 78. Communal Spaces Create Active Frontage to the Street, Dock 2, Leicester



Figure 79.

Figure 80. Main Entrances off a Pedestrian Friendly Public Space with Parking & Servicing to the Rear, Foundry, Salford

5.4.12. green edge (along wildlife corridors)

Varied Building Line, Variety in
Roofscape & Built Form, Lack
of Symmetry but with some
Consistency of Materials & Features



Figure 83. Green Edge Frontage – Showing the Lower Scale & More Informal Character Towards the Wildlife Corridors



Figure 81. Green Edge Frontage

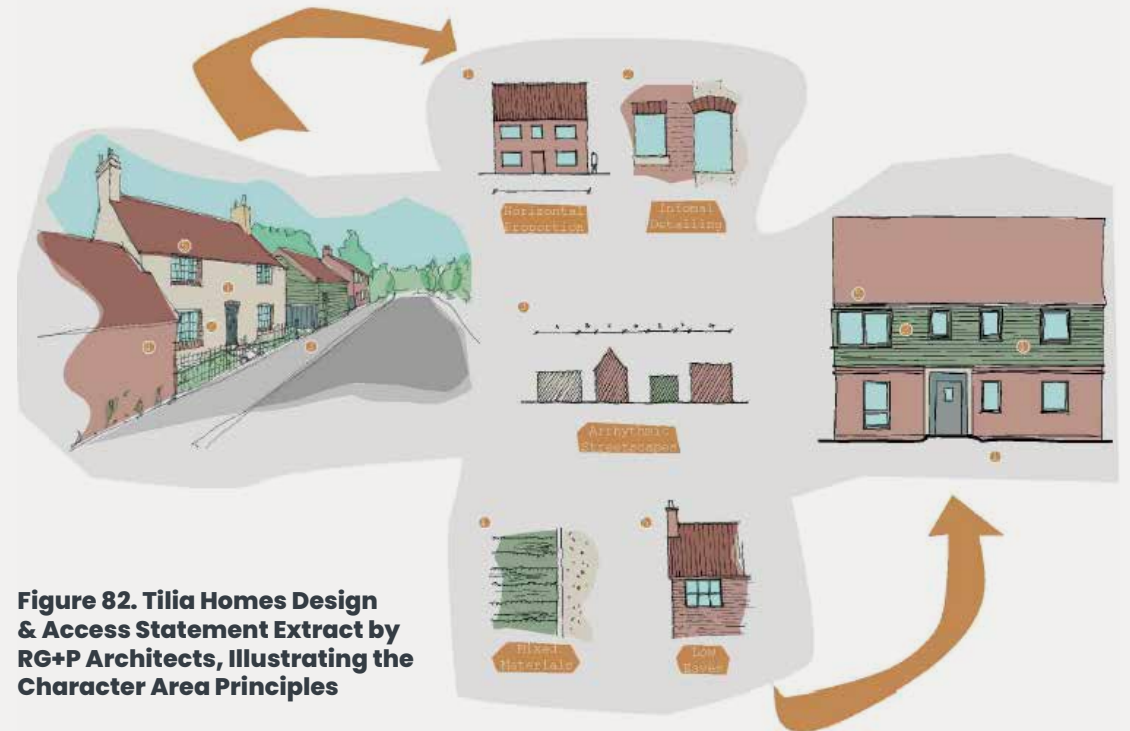


Figure 82. Tilia Homes Design & Access Statement Extract by RG+P Architects, Illustrating the Character Area Principles



Figure 84.

Figure 85.

Figure 86.

Figure 87.

Figure 88.

Figure 89.



5.4.13. enclosing open spaces & play



Figure 90. Similar Homes Fronting the SuDS Pond, Ashton Green



Figure 91. Identical Homes Formally Fronting and Framing an Open Space to Enhance its Setting



Figure 92. Similar Homes of an Interesting Roofscape Front a Neighbourhood Park, Waterside, Leicester



Figure 93. Informal Play within the Street, Accordia, Cambridge



Figure 94. Homes with a Consistent Roofscape, St. Chad's, Tilbury



Figure 95. Pocket park fronted by 'set piece' frontage, Cambridge



Figure 96.

Figure 97.

Figure 98.

Figure 99.

Figure 100.

Figure 101.



'Promote permeability of the site by maximising the number and frequency of connections to the immediate surrounding neighbourhoods, and in particular Glebelands, Benskins Croft and Beaumont Lodge. Embrace and link to the existing road system to ensure Ashton Green is properly integrated with Leicester's urban fabric'

(AG project protocol objective 3.1.1)

'Provide a clear movement framework (user and street hierarchy) and legible layout with short blocks and multiple direct connections offering a choice of routes and hierarchy of street character types making it easy for residents and visitors to find their way around'

(AG project protocol objective 3.1.4)

'Traffic speeds will be managed by street layout and design, and the arrangement of buildings and spaces. All streets in Ashton Green will be subject to a 20mph speed limit'

(AG project protocol objective 3.2.5)

'Create a sense of place that relates well to the surroundings and provides a sense of local pride and civic identity. Ashton Green will be a memorable place with exciting public architecture and a high quality public realm that its residents are proud of and feel safe in'

(AG project protocol objective 2.2.1)

'Develop a colour palette inspired by local settlements, spaces and landscape to reinforce local distinctiveness and a sense of place'

(AG project protocol objective 2.2.4)

Taken from Ashton Green Project Protocol outline application, 2010

5.5. Street Types & Street Character

A hierarchy of street character types will make it easy for residents and visitors to find their way around. They will make a considerable contribution to Ashton Green's sense of place. Often 'anywhere places' can be recognised by not just standard housing types but also standard street types, all looking the same. This chapter details the various street types to be provided at Ashton Green.

The street hierarchy as set out in this Chapter must be respected. The approved masterplan and movement framework has been developed to provide a legible and connected network of primary and secondary streets and therefore LCC would be resistant to changes in their locations.

We do recognise however that the location of the tertiary streets could be changed to create an alternative streetscape, for example courtyards mews etc. as long as they remain connected to the street network and within the principles of this guidance. All streets will be designed to be adopted and connected. The opportunities for private driveways will be limited.

To maintain the continuity of the street phased development parcels will be separated mid block. As a consequence the housing type may change mid block but this has less impact on street continuity than changing house types for each block (or series of blocks).

The street typologies included within the original Design and Access Statement are updated within this guidance and therefore should be viewed as superseded. They have been updated to reflect changes in guidance, for example regarding carriageway widths, and further detail design work that has been undertaken following the outline application approval, and streets already built.

Adoption of the street layout as highway will be considered against the technical criteria within LSDG and therefore should be designed so that they achieve the standards set out within. Any deviations from the technical criteria will need discussion with the Local Highway Authority to ensure the design would be acceptable from a highway safety and operational perspective.

5.5.1. street materials

There should be a strong and simple palette of materials used at Ashton Green that should be consistent across all development parcels to provide a cohesive public realm. This is particularly important for adjacent development parcels. Frequently used aspects of the street scene, including footway surfacing, kerbing, on street car parking, tables, tree pits, single level surfaces and SuDS solutions should be designed to provide a consistent streetscape 'language'.

Specifications for the Village Centre and Bradgate Ride must form part of wider design proposals for the design of the public realm.

Private drives are strongly discouraged, and as an objective is to provide a well connected network of adoptable streets, street materials must be adoptable.

As the list of adoptable materials is ongoing it is advisable to check with Leicester City Council officers. Leicester Street Design Guide should also be considered and whether commuted sums are required. The construction and laying of approved materials will also be assessed to ensure they are to the correct standards to reduce any future maintenance requirements.

On completed phases of Ashton Green there are a few materials and construction details that have been used that are new to the authority and will remain under review to assess their maintenance requirements.

The street typology codes provides some guidance on materials for specific street locations.



Figure 102. Consistent Use of Agreed Street Materials

5.5.2. junctions

Healthy Street Principles, as outlined in the Leicester Street Design Guide, highlight the importance of creating streets encouraging walking and cycling, are easy to cross and navigate and feel safe. Promoting 'place' principles above vehicle movements as outlined in Manual for Streets (DfT). The design of junctions to prioritise pedestrian and cycle movement is essential to meet these objectives. The Leicester Street Design Guide and Local Transport Note 1/20 Cycle infrastructure Design (LTN 1/20) provides guidance on these aspects and illustrate best practice.

Of considerable importance to Ashton Green is the recommended junctions outlined in LTN 1/20 which provide priority crossing of cycle tracks at side streets (see figures 105 and 106).

Junction designs have already been designed and constructed giving due consideration to Manual for Streets, but new standards in LTN 1/20 allow for further prioritisation of cyclists and pedestrians through, for example, continuous footways and cycle tracks at side streets.



Figure 104. Place-Making Junctions Along Bevan Road (Under Construction)

The position of junctions will generally be determined by the building block layout. In most cases, this will result in junctions being reasonably frequent. Junctions and cross roads often provide the most logical and direct way of connecting streets and are therefore acceptable. General principles, as outlined in the LSDG, should be considered.

Excessive junction radii are less attractive for pedestrians crossing and can encourage higher speeds. Whilst the need to accommodate large vehicles needs to be taken into account, in many cases they will be infrequent and it will be acceptable for them to use the whole carriageway, provided there are no potential issues with anti social car parking. LSDG provides further guidance on junction radii and demonstrating the design of junctions using vehicle tracking.

Streets are defined by the buildings, boundary treatments and landscape features that enclose them, rather than standard dimensions applied to carriageways and paths. The starting point for developing the street geometry should be the proposed building layout together with the hierarchy of streets and places. Streets should be fitted into the buildings layout taking account of the guidance on path and carriageway widths together with the provision of on street car parking spaces required by the DCLG methodology. This should be an iterative process and will require ongoing design work to accommodate movement (highway) and place making objectives.

The majority of streets at Ashton Green will be designed to 20mph and features will be incorporated into their design to ensure the speed limit would be self enforcing.

Centre lines along streets in Ashton Green are to be avoided to assist in reducing speeds.

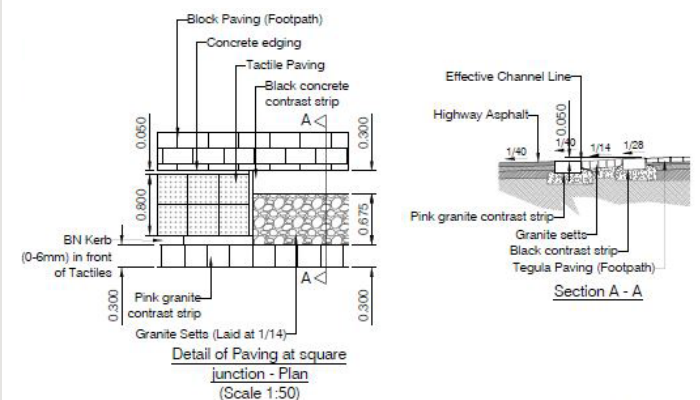
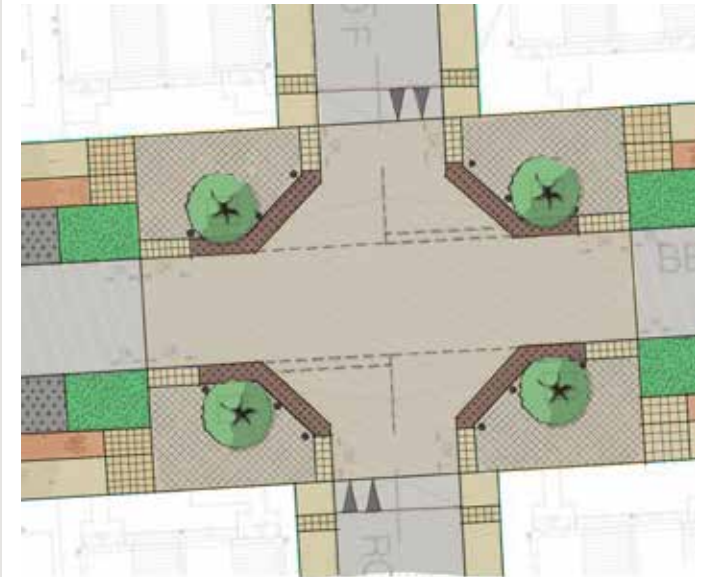


Figure 103. Design of the Place-Making Junction Along Bevan Road

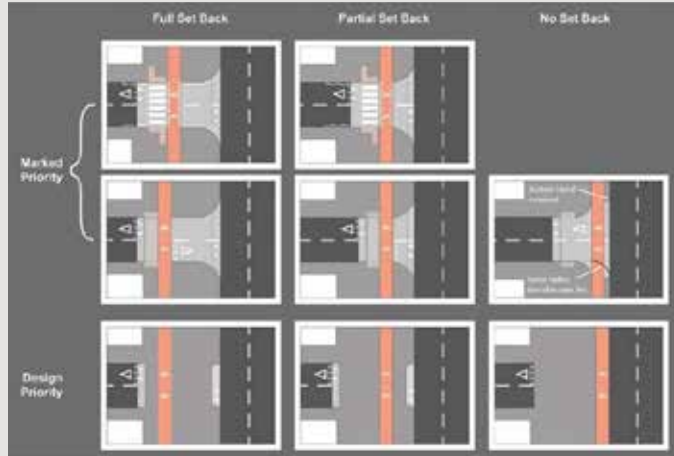


Figure 105. Priority Crossings of Cycle Tracks at Side Roads (LTN 1/20 Cycle Infrastructure Design, July 2020)

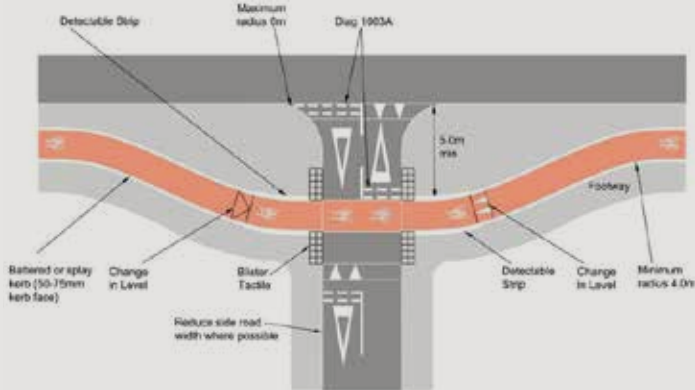


Figure 106. Full Set Back, Marked Priority (bent-out) Crossing (LTN 1/20 Cycle Infrastructure Design, July 2020)



Figure 107. Full Set Back, Marked Priority (bent-out) Crossing, Parker Drive, Leicester

5.5.3. parking provision & DCLG

All development proposals for Ashton Green must use the DCLG methodology in assessing car parking demand as outlined in the Ashton Green car parking strategy. This methodology uses area specific census data of car ownership to establish total car parking demand for development according to the mix of homes. As well as determining appropriate levels of on plot parking the DCLG methodology will create a need for car parking spaces to be delivered within the adopted highway as clearly designated spaces. This will have a significant effect on the design of streets and spaces. It is essential therefore that the DCLG calculations are undertaken at the earliest possible stage in the design process to inform total car parking demand and how this can be met.

It is not the intention through the use of the DCLG methodology to create car dominated places. On the contrary it is vital to understand the demand for car parking spaces so that can be well integrated into the street scape to reduce their visual impact and reduce anti-social car parking.

It should be noted that on street car parking spaces within the adoptable highway can not be allocated to individual dwellings.



Figure 108. A Street Widened to Provide Space for Car Parking Is Softened by Tree Planting



Figure 109. A Green Edge Street Widened to Provide an Informal Edge for Car Parking

5.5.4. healthy streets & cycling

Healthy Streets Principles underpin the Leicester Street Design Guide. A healthy street is defined as a street where people are encouraged to walk, cycle or use public transport for everyday trips. It is not a street where people can choose to walk and cycle but rather one where they are actively encouraged to do so through the design of streets. The streets of Ashton Green must be designed so;

- people choose to walk, cycle and use public transport
- pedestrians from all walks of life can use them
- they are easy to cross and navigate
- people feel safe
- they provide places to stop and rest
- people feel relaxed
- they provide shade and shelter
- they contribute to clean air

New streets at Ashton Green should be assessed using the Quality Audit process and undertake a Healthy Street Check as part of this process. Contents and the process is detailed in the Leicester Street Design Guide.

The main pedestrian network must be well-connected, well lit, safe and adoptable and designed to prioritise pedestrian movements, especially at junctions. More detail is provided in the Leicester Street Design Guide.

Considering public transport infrastructure, again more detail is provided within the LSDG , however it is highly desirable that it is well integrated with the pedestrian and cycle network. Additionally, dwellings and other trip

5.5.5. SuDS in Residential Neighbourhoods

generators are desirably within 250m walking distance of a bus stop.

Providing appropriate cycle infrastructure can promote active travel and increase cycling levels. This has been an objective of Ashton Green and is reflected in the cycle strategy, the commitment to provide a connected network of cycle infrastructure and the cycling infrastructure provided to date. Recreational cycling, cycling to make local journeys and commuter cycling are all considered.

The Leicester Street Design Guide and Local Transport Note 1/20 Cycle infrastructure Design (LTN 1/20) provides guidance on new standards for the design of cycle infrastructure and proposals must demonstrate that this guidance has been given due consideration.

LTN 1/20 outlines core design principles which includes;

- accessibility for all
- coherent and connected
- direct
- safe
- comfortable
- attractive

Creating a consistent approach across Ashton Green is important. Cycling infrastructure that has already been provided, for example along Bevan Road however, may require upgrading on future phases where the street will continue and need to meet LTN 1/20 standards. This balance of continuity and consistency and the implementation of new standards will need to be discussed on a case by case basis.

SuDS need to be thought about from the outset. Detailed designs should include levels throughout; including levels around inlets and outlets. The design of hard elements is important; projecting engineered outfalls can become safety risks that results in fencing and potential public open space being lost. Inspections should be included in construction programmes to ensure that what is designed is achieved on site.

Types of Sustainable Urban Drainage Systems (SuDS);

- Trees
 - The simplest form of sustainable drainage is a tree. Trees slow down the rate at which rain hits the ground. They also keep soils open to allow for water infiltration. And they use the water directly. Not all trees are the same and choices should include practical considerations alongside aesthetic and biodiversity considerations. The amount of space for roots should be considered, remembering that concrete haunching for kerbs etc. can limit available rooting space. Consideration should be given to the longer term spread of the canopy, although most trees in residential/hard areas are unlikely to achieve their full potential in canopy size.
 - Locations can include verges, front gardens, rear gardens and parking areas.
 - Where the tree pit is being used as an informal soakaway ensure that the base of the tree pit is domed to allow water to drain away.
- Other soft landscaping
 - Any type of vegetation will allow water into the soil.



Figure 110. Street draining at grade into adjacent swale, open space Ashton Green



Figure 111. Rain Garden, George Street, Leicester

- Rain gardens

Detail the edge restraints to ensure that there is a difference in level between the surface shedding the water and the surface receiving the water, approximately 50mm-100mm.

- Ground reinforcement

Consider using grid/cellular systems where reinforcement is needed rather than an impermeable material. Use of grid systems ensure that water can drain through grid fill materials avoiding the use of graded sub-bases that are not permeable.

- Permeable paved parking areas

It is essential that these are built to manufacturers recommendations. Whilst it is being laid ensure that soils and other fine material cannot enter the voids.

- Swales

These should be as shallow as possible to prevent any need for fencing; side slopes should be of a shallow gradient to allow for maintenance. Crossings can be quite simple if the swales are shallow. They could be in the simplest form such as stone, or gabions or simple plank structures.

- Scrapes

These are lower lying areas that fill with water on a temporary basis in extreme weather events. They are a valuable feature for wildlife due to their ephemeral nature.

- Detention areas

These should be designed as positive amenity features.

- Attenuation areas

These should contribute positively to the wider landscape. Designed well they can provide informal play space and should help achieve biodiversity targets. Avoid creating 'pits' and engineered outfalls which are then surrounded by fencing due to health and safety fears.

Side slopes to attenuation areas are to be 1 in 5 to allow mowing to be carried out. The angle of slopes can change to provide different habitats. Outfalls and inlets should be at grade where possible and also consider using darker coloured concretes to limit their visual prominence.

Open spaces throughout a development should all be used for SuDS to limit dependence on one area for attenuation.

- Highways bordering open spaces

Wherever possible these should drain at grade into adjacent soft areas. Ideally any need for a footpath adjacent to an open area should be at the same level to allow water to drain to soft areas. Consider whether the footpath is needed? Consider the risks of highway water flowing across pavements and allow water to drain from highways to soft areas via gaps in kerbs or dropped kerbs.

Limit the use of knee rails which can prevent residents using the spaces and offer limited value. Consider the implications for management of grass and planting around knee rails if required.



Figure 112. Low Key Outfall and Gentle side slopes, Ashton Green Phase 1

We **strongly encourage** conversations with Leicester City Council at an early stage to consider these opportunities. Dependent upon location, detailing and specifications, features can be adopted by Leicester City Council.

Consideration must be given to guidance set out in the Leicester Street Design Guide and LCC SuDS Best Practice Guide (February 2015) and the subsequent LCC SuDS Technical Guide.



Figure 113. Permeable Paving, Getliffe Road, Ashton Green Phase 1



Figure 115. Gabion Crossing of Swale, St. Mary's Allotments, Leicester



Figure 117. Simple Check Dam with a shallow swale, Oxfordshire



Figure 114. Simple Outfall, Ashton Green Phase 1



Figure 116. Simple Bridge Across a Swale, Linden Primary School, Leicester



Figure 118. A Dark Outfall which is less visually intrusive, Ellis Meadows, Leicester

Figure 119: Movement & Street Character

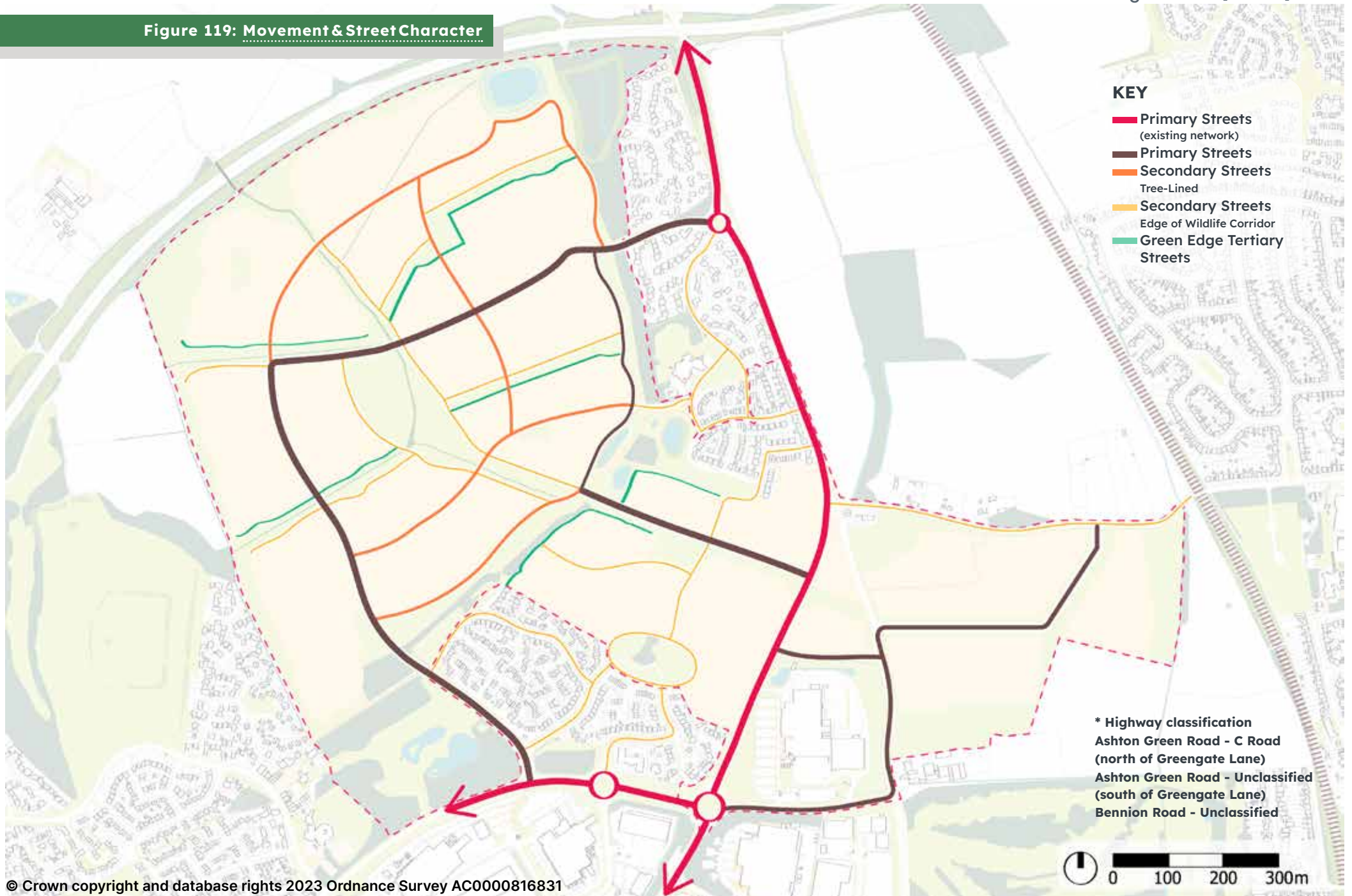
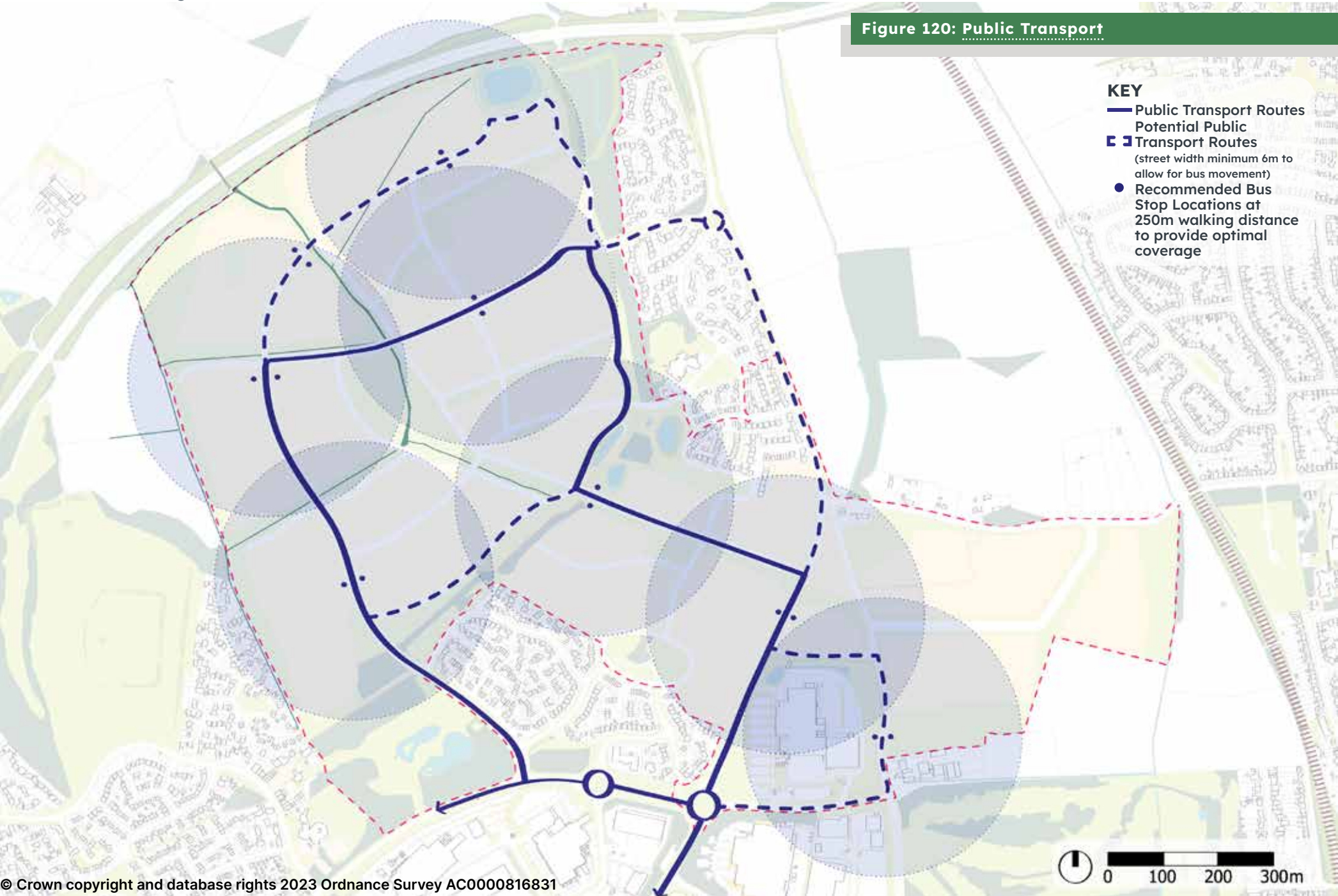


Figure 120: Public Transport



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Figure 121: Walking, Cycling & Horse Riding 1

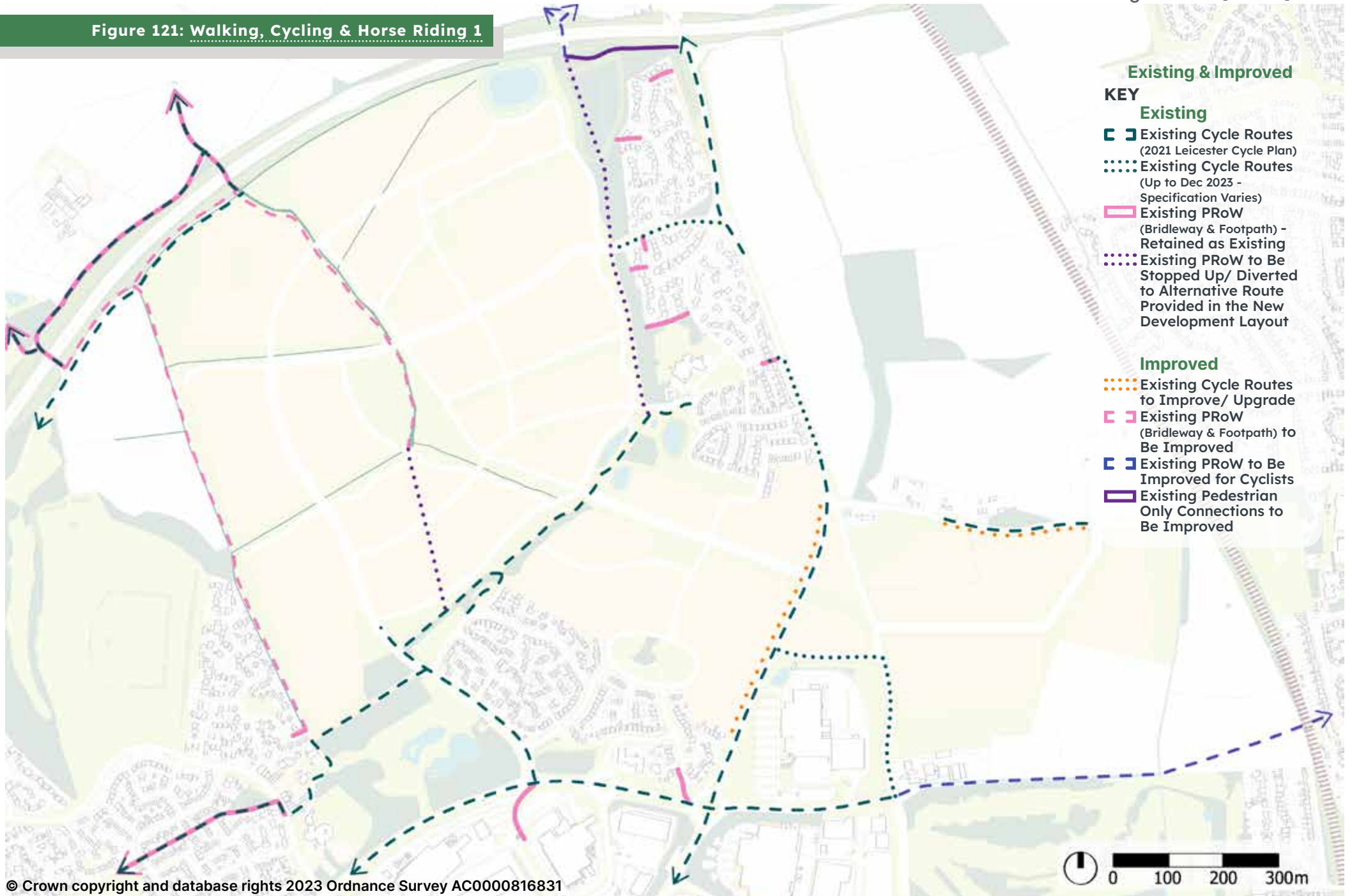
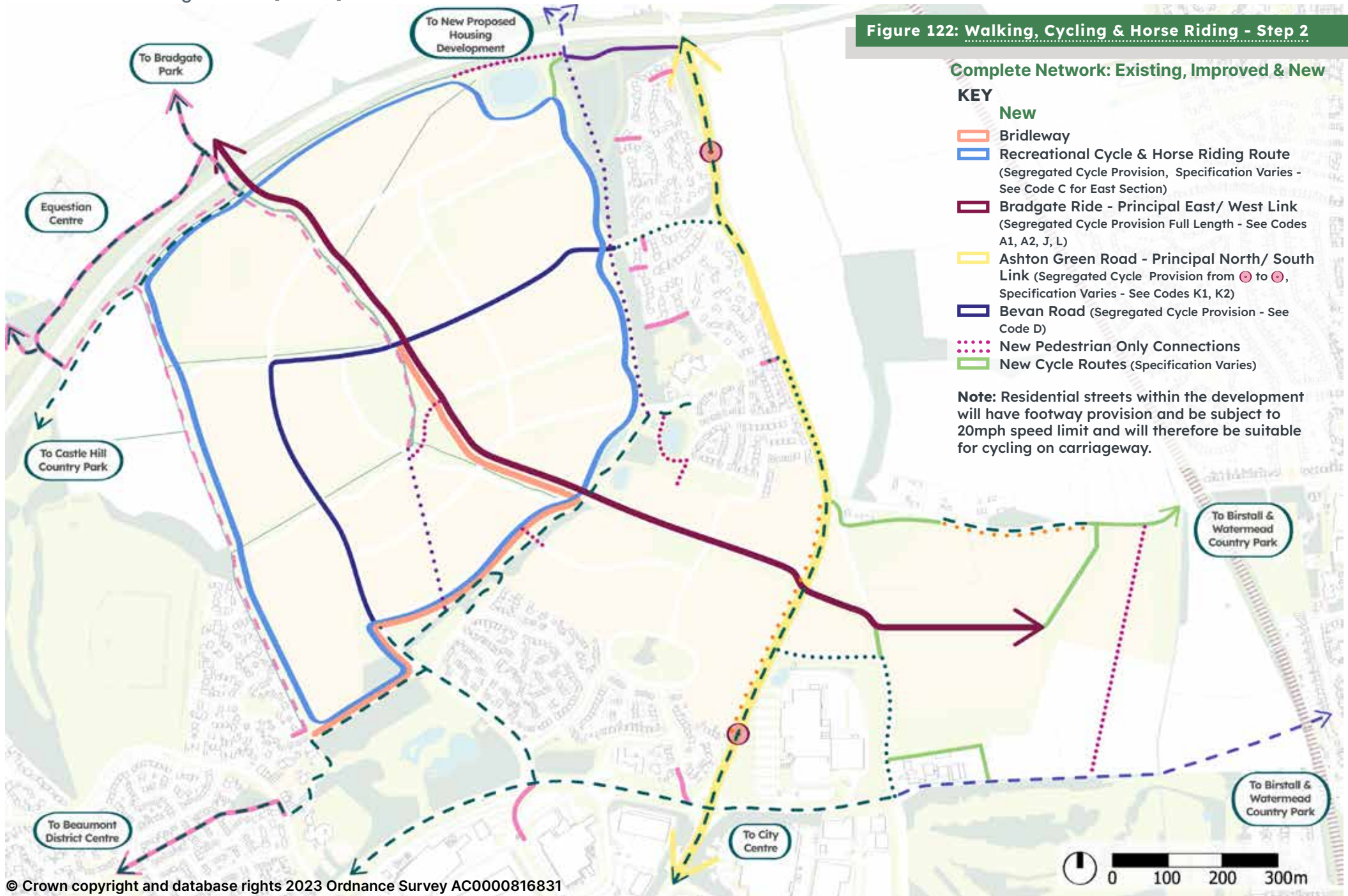


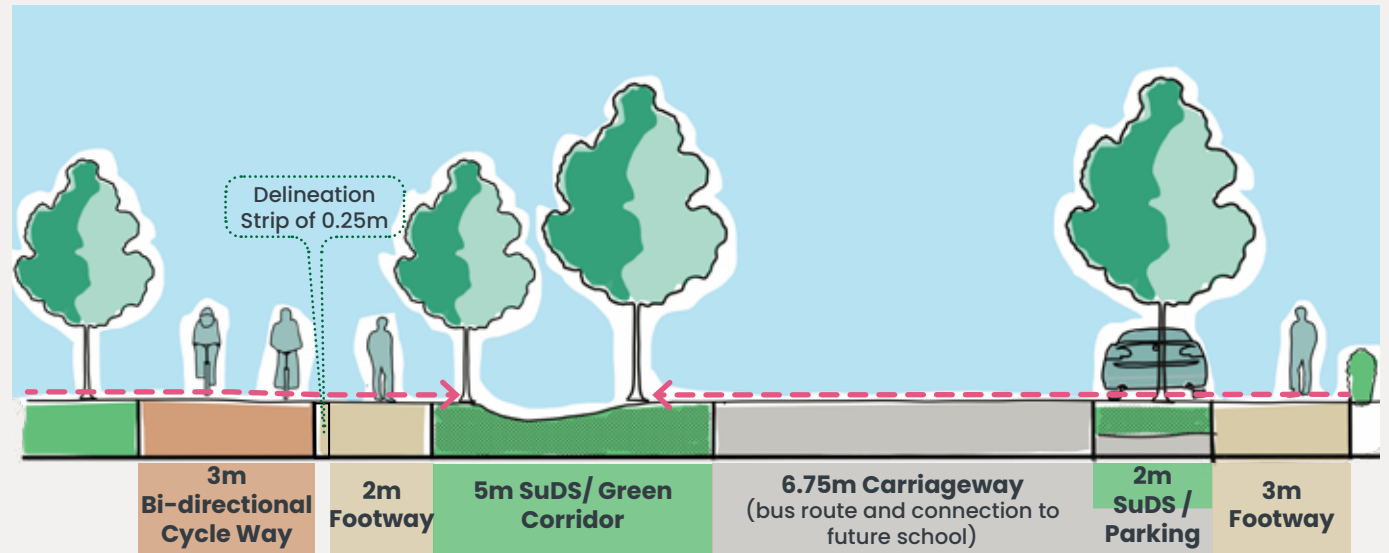
Figure 122: Walking, Cycling & Horse Riding - Step 2





Code A1

bradgate ride - lower



Make sure that the scheme:

Materials: L-R: Asphalt: Rain gardens with outlet pipe: Asphalt: 3m wet swale: 2m verge for tree planting: Asphalt: Cycleway demarcation block: Asphalt (SMA) Leicester Red

Threshold: Consistent building line.

Boundary Treatment: Railings and hedgerow.

Parking: Side of homes behind the building line, to the rear for apartments, on street parking bays between trees.

Tree Planting: Street tree planting to both sides to create tree-lined boulevard.

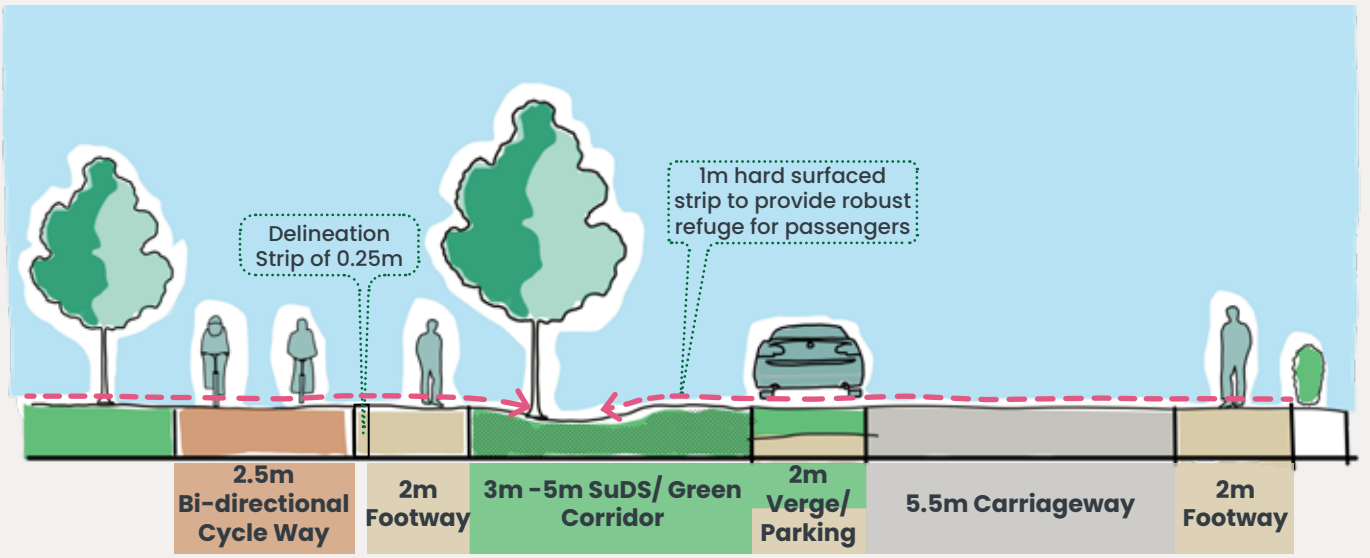
SuDS: 5m allocated to SuDS / street side swale and tree planting corridor. Bradgate Ride to be designed to enable surface water drainage into the SuDS.

Other Considerations: Junction design to ensure prioritisation of cyclists and pedestrians along Bradgate Ride. Place-making junctions require specific design and materials (see approved highway drawings).



bradgate ride - upper

Code A2



← - - - Direction of Surface Water Drainage



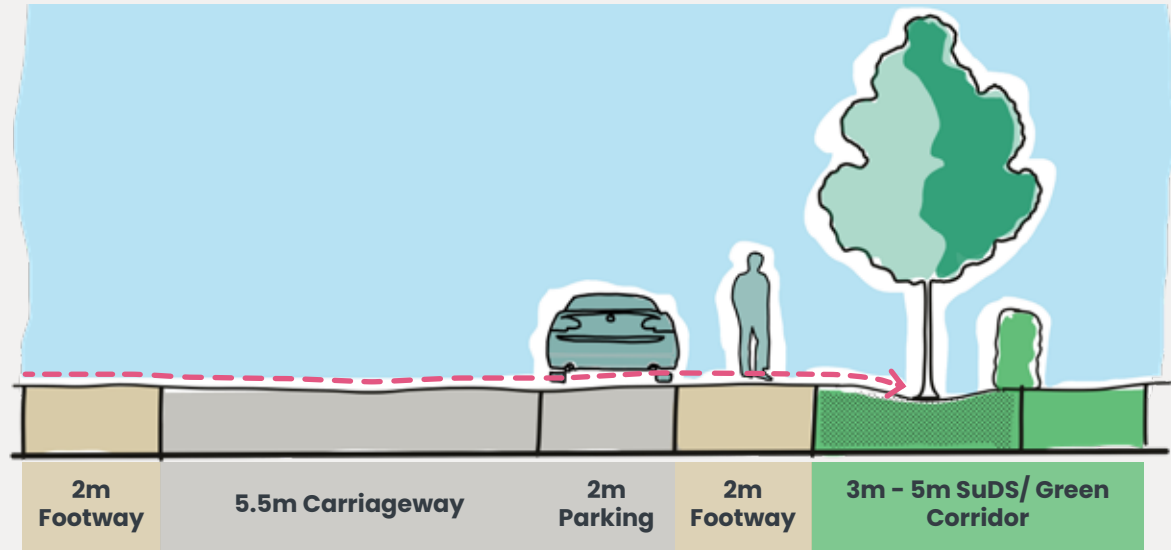
Make sure that the scheme:

- Materials:** L-R: Asphalt: Asphalt: Both dry and wet swale along length: Asphalt: Cycleway demarcation block: Asphalt (SMA) Leicester Red
- Threshold:** Consistent building line. Distance of back of footway to front elevation 3m.
- Boundary Treatment:** Railings and hedgerow.
- Parking:** Side of homes behind the building line, on street parking bays where carriageway widens
- Tree Planting:** Street tree planting on the west side to verge and to SuDS / green corridor.
- SuDS:** 5m allocated to SuDS / street side swale and tree planting corridor. Bradgate Ride to be designed to enable surface water drainage into the SuDS.
- Other Considerations:** Crossing points and build outs to provide a level surface for pedestrians, vulnerable users and cyclists to safely cross the street will be required in agreed locations.




Code B

green street



← - - - Direction of Surface Water Drainage

 **Make sure that the scheme:**

Materials: L-R: Asphalt: Block paving-brindle-herringbone (permeable): Asphalt: Swale with 1m verge for tree pits

Threshold: Generally consistent building line of between 3m - 5.5m from edge of SuDS / green corridor.

Boundary Treatment: Hedgerow. All boundaries the same to Bradgate Square.

Parking: Side of homes behind the building line and front of plot, on street parking to widened carriageway.

Tree Planting: Street tree planting on the east side to SuDS / green corridor and tree planting corridor - essential for supporting bird / bat movement. Trees to front gardens.

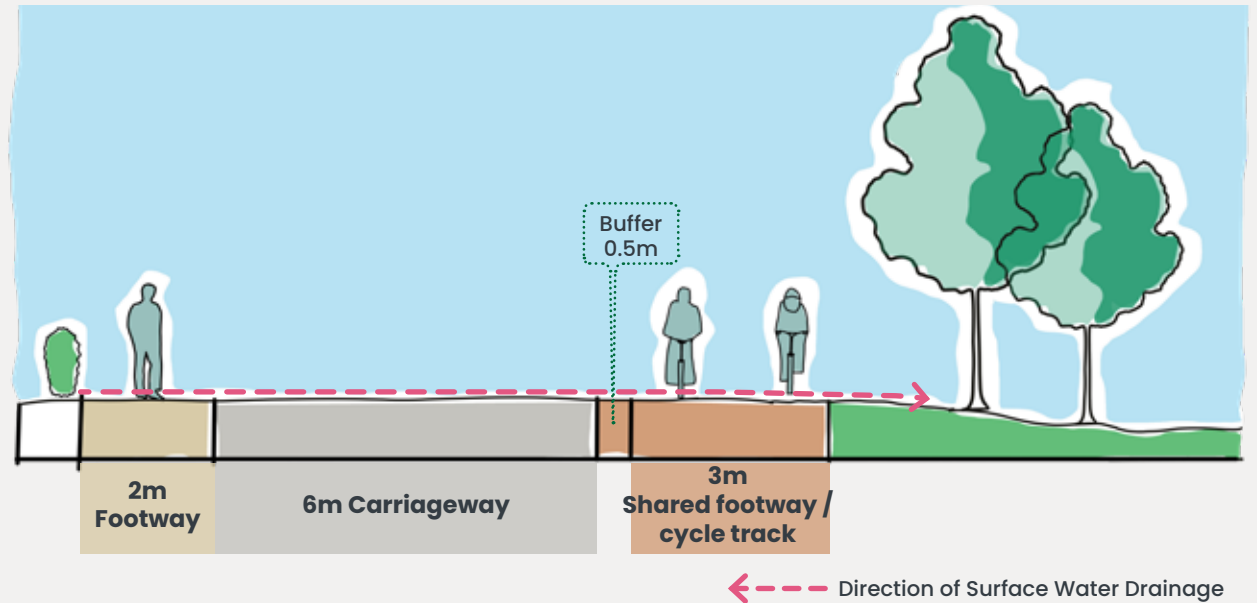
SuDS: 5m allocated to SuDS / street side swale and tree planting corridor. Green Street to be designed to enable surface water drainage into the SuDS.

Other Considerations: Footway and driveway cross overs to be designed to give priority to pedestrians. Plot boundary to delineate extent of adopted highway.



glebelands meadow

Code C



Make sure that the scheme:

Materials: L-R: Asphalt: Asphalt: Asphalt (SMA) Leicester Red *white line delineation 0.5m off kerb line

Threshold: Consistent building line.

Boundary Treatment: Low level planting to define edge of plot.

Parking: Side of homes behind building line.

Tree Planting: Trees to front gardens (see Table X). Tree planting to Glebelands Meadow (see SWGIS).

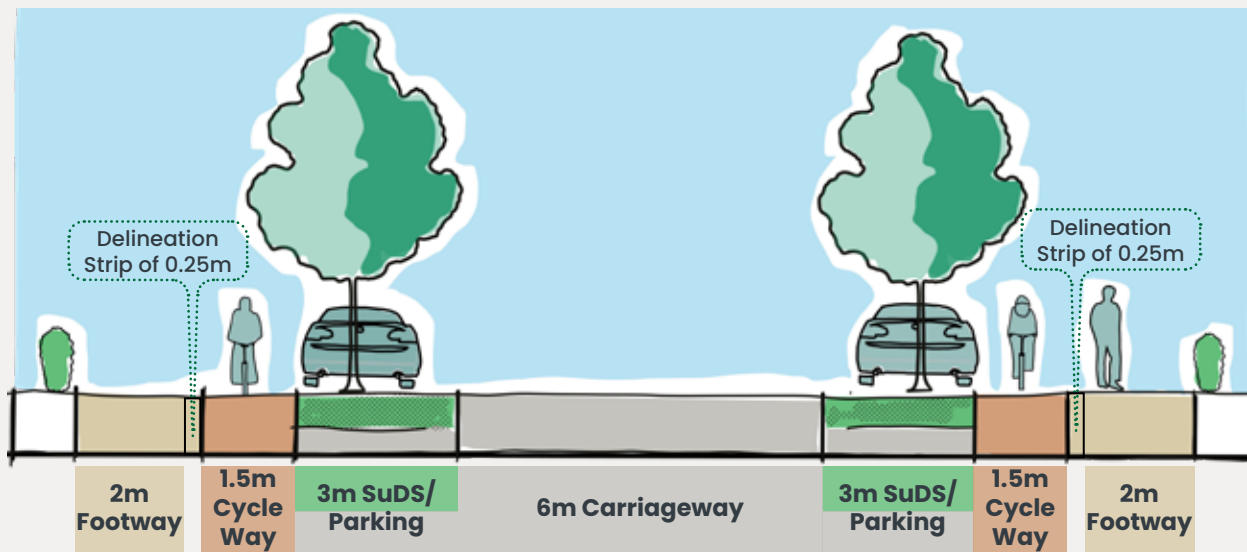
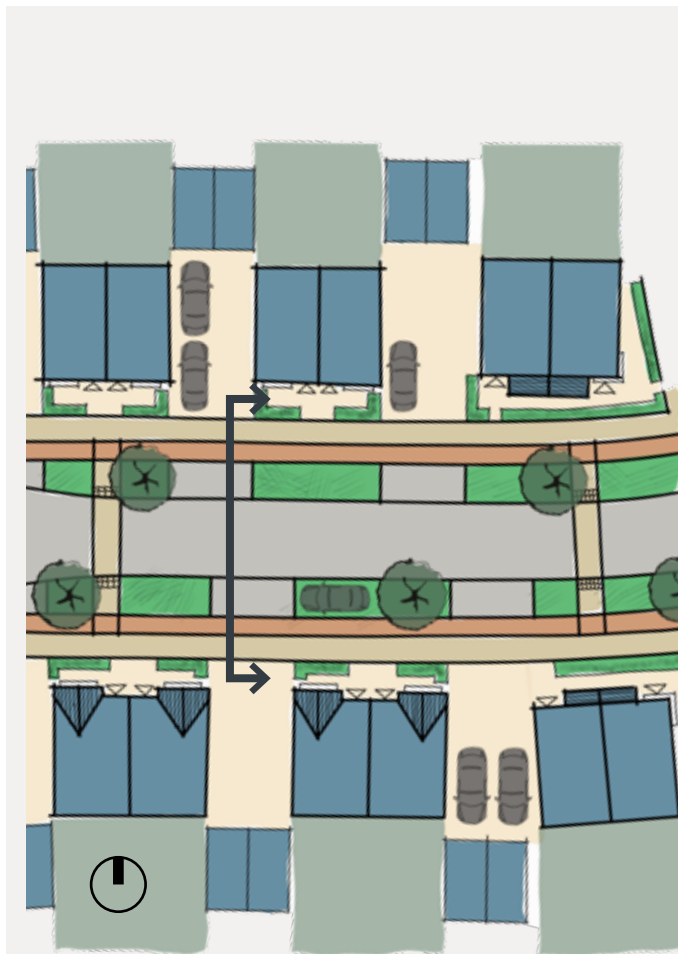
SuDS:

Other Considerations: Edge of cycle lane to drain into open space. Recreational footway /cycle track to be an alternative, more rural material to the north and west in keeping with the rural fringe character and PRoW.



Code D

bevan road



Make sure that the scheme:

Materials: L-R: Asphalt: Cycleway demarcation block: Asphalt (SMA) Leicester Red: Dry swale (planted wildflower meadow) with edge reinforcement: Asphalt: SuDS TruckPave porous parking (Grass): Asphalt (SMA) Leicester Red: Asphalt

Threshold: Consistent building line.

Boundary Treatment: Hedgerow with railings behind.

Parking: Side of homes behind the building line, to the rear for apartments, on street parking bays between trees & SuDS features.

Tree Planting: Street tree planting both sides to create tree-lined boulevard.

SuDS: Truckpave porous parking (with seed mix) some with perforated carrier pipe and dry swale (planted wildflower meadow).

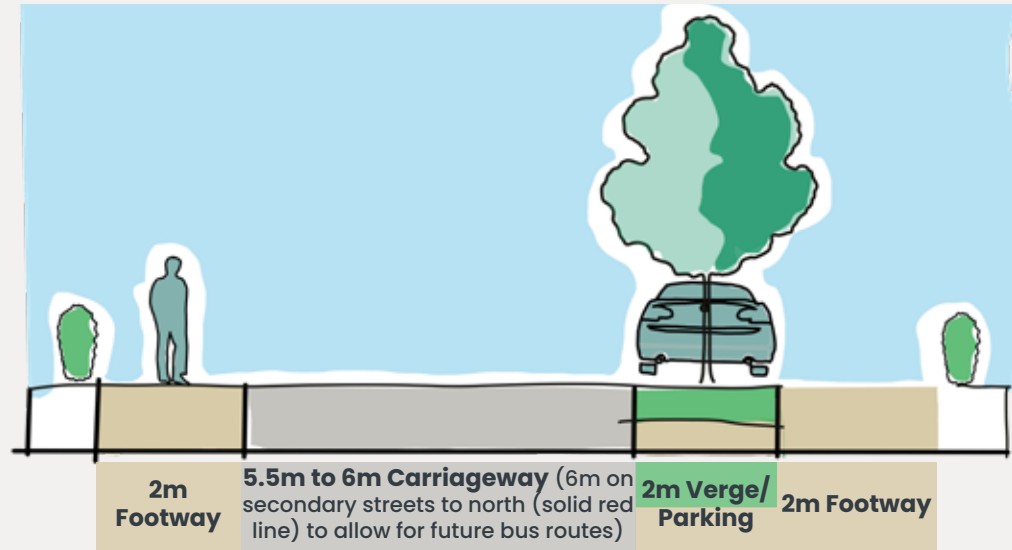
Other Considerations: Place-making junctions & Gateway spaces require a specific design/materials (see approved highway drawings). Horizontal traffic calming measures may be required in agreed locations along the street length.





Code E

secondary street - tree-lined



Make sure that the scheme:

Materials: L-R: Asphalt (with tree build out): Asphalt

Threshold: Variable building line depending on type of home and built form.

Boundary Treatment: Hedgerow with railings behind.

Parking: Side of homes behind the building line. Front of plot, to the rear for apartments or rows of terraces, on street parking bays to one side where carriageway is widened.

Tree Planting: Street trees to bespoke designed build outs. Trees to front gardens (see table 2).

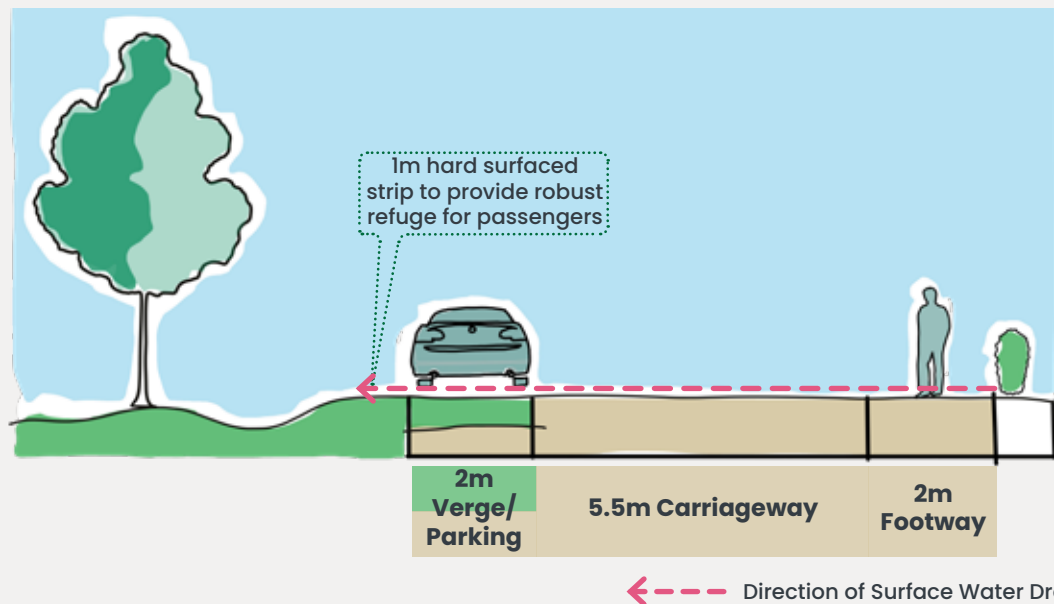
SuDS: Opportunity for rain gardens.

Other Considerations: Refer to approved drawings for tree build out detail. Street width can narrow or widen to provide traffic calming features or landscaped areas / rain gardens to provide variety.



Code F

secondary street - edge of wildlife corridor



Make sure that the scheme:

Materials: L-R: Asphalt: Asphalt OR TruckPave porous parking (Grass)

Threshold: Variable building line depending on type of home and built form.

Boundary Treatment: Low level planting to front gardens. No railings. Hedgerows limited to 'corner turner' houses.

Parking: Side of homes behind the building line, front of plot, on street parking to carriageway widening of 2m in formal bays.

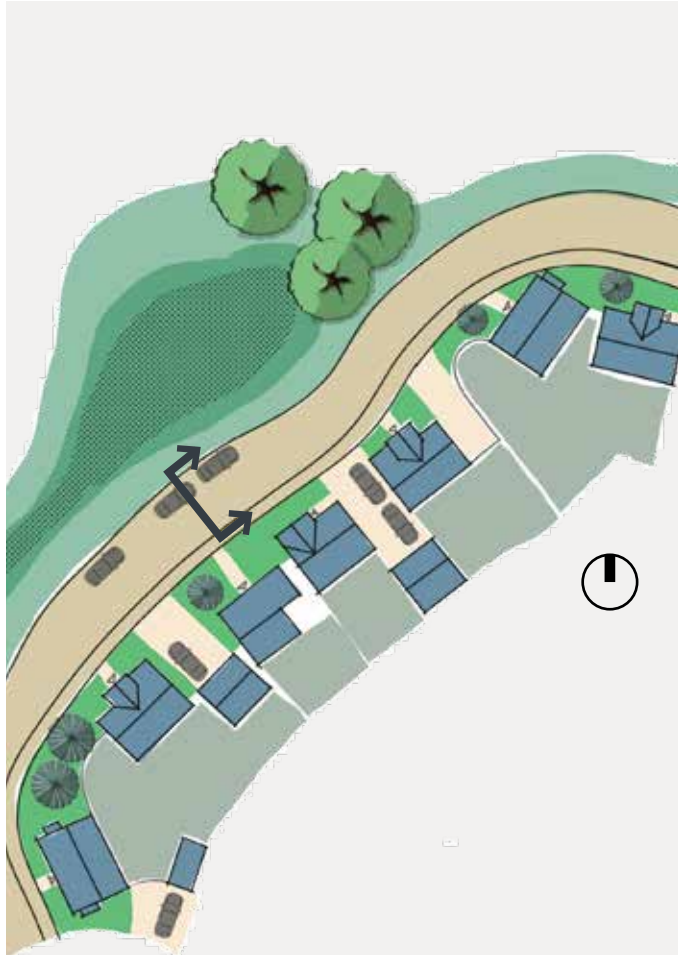
Tree Planting: Trees to front gardens (see table 2). Tree planting to wildlife corridors and street side swales.

SuDS: Streets designed for cross fall surface drainage into street side swale. Refer to approved highway drawings.

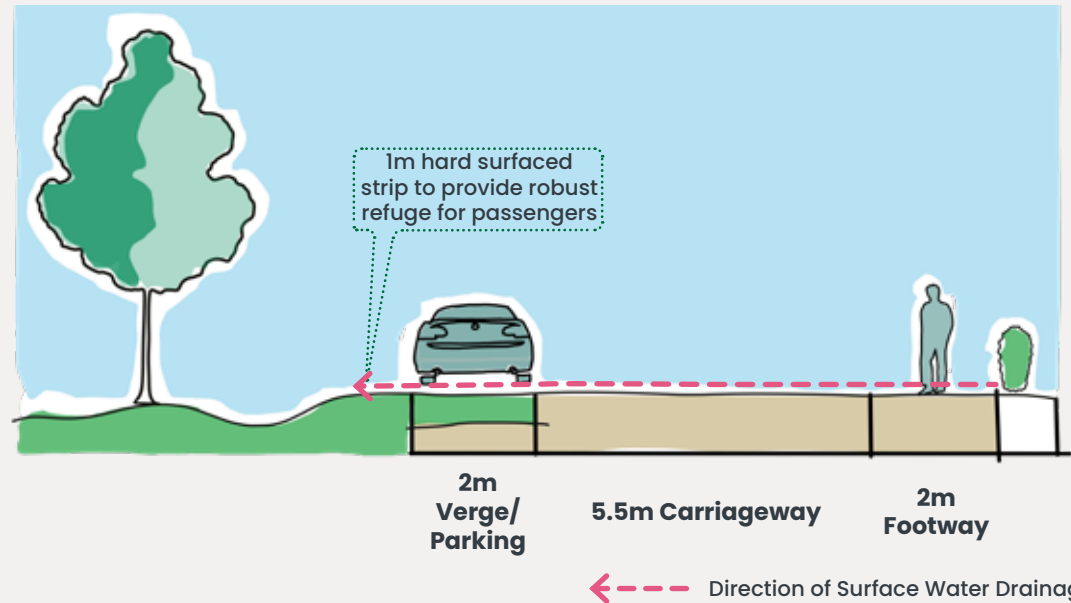
Other Considerations: Crossing points and build outs to provide a level surface for pedestrians, vulnerable users and cyclists to safely cross the street will be required in agreed locations.



tertiary street - green edge



Code G



Make sure that the scheme:

Materials: L-R: Asphalt OR TruckPave porous parking (Grass): Block paving-brindle-herringbone: Block paving-brindle-herringbone OR Asphalt. 50mm kerb between footway and carriageway.

Threshold: Variable building line depending on type of home and built form.

Boundary Treatment: Low level planting to front gardens. No railings. Hedgerows limited to 'corner turner' houses.

Parking: Side of homes behind the building line, front of plot, on street parking to carriageway widening of 2m as an informal curved edge.

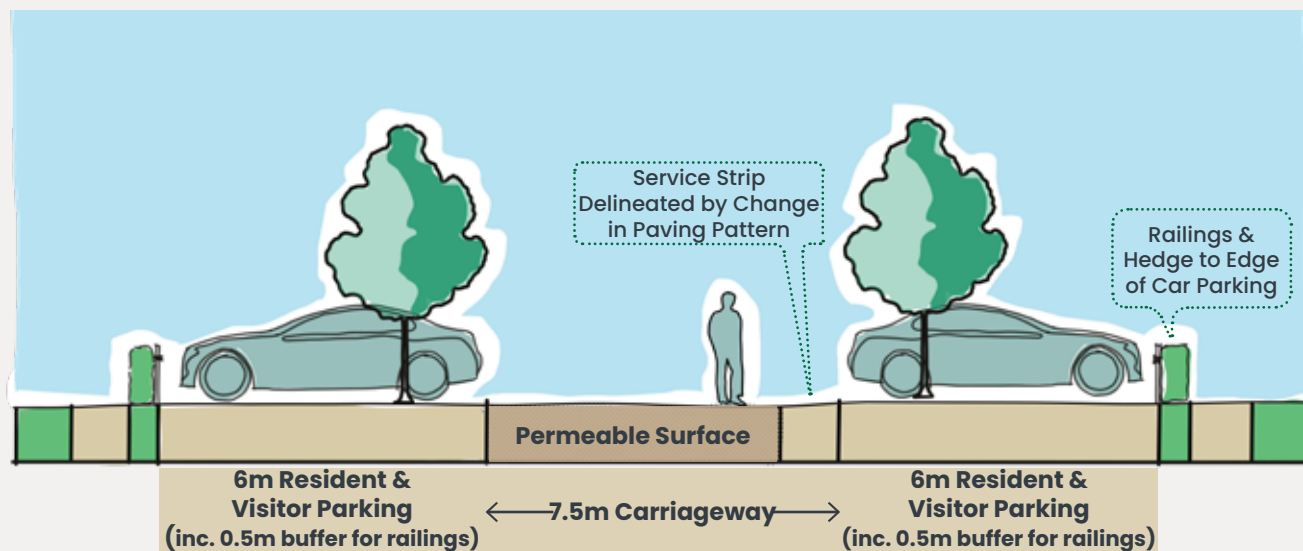
Tree Planting: Trees to front gardens (see table 2). Tree planting to wildlife corridors and street side swales.

SuDS: Streets designed for cross fall surface drainage into street side swale. Refer to approved highway drawings.

Other Considerations: Crossing points and build outs to provide a level surface for pedestrians, vulnerable users and cyclists to safely cross the street will be required in agreed locations.

Code H

tertiary street - single level surface



Make sure that the scheme:

Materials: L-R: Block paving-brindle-herringbone: Block paving-brindle-herringbone (permeable): Block paving-brindle-herringbone:

Threshold: 0.5m-2m variable.

Boundary Treatment: Low planted thresholds to homes but railings and hedges to edge of car parking. Hedge boundaries to 'corner turners'.

Parking: Visitors spaces provided and clearly demarcated. Spaces created in street widening.

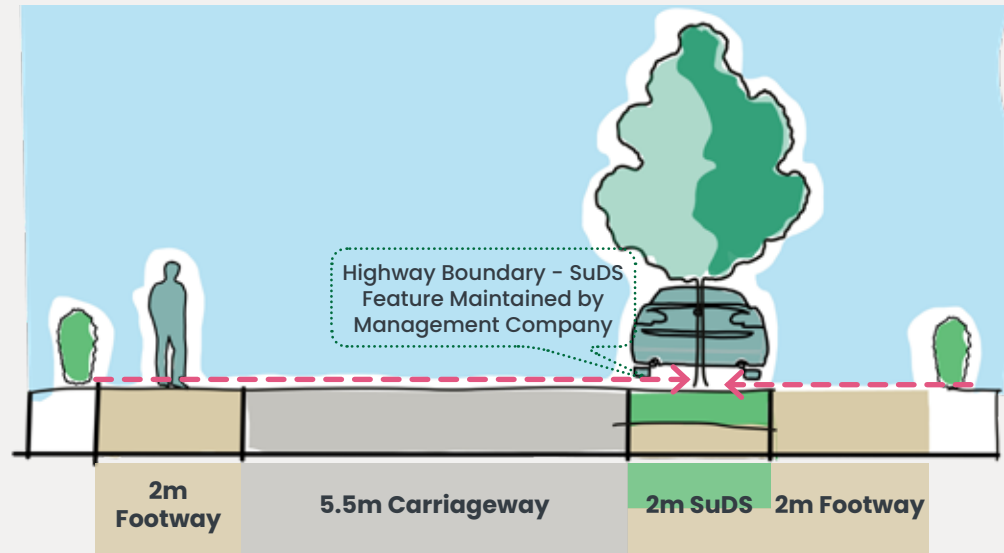
Tree Planting: In linear green spaces to reduce visual impact of parking and create street enclosure (*trees to be protected to provide opportunity to mature).

SuDS: Permeable paving to main carriageway. Service strip in non-permeable block and delineated by block pattern.

Other Considerations: Car parking spaces numbered with plaques mounted on railings. Street lighting to be located within adopted area with appropriate protection from damage.

Code 1

tertiary street - SuDS in street



Make sure that the scheme:

Materials: L-R: Asphalt: TruckPave porous parking (grass) with perforated pipe: Asphalt

Threshold: Variable building line depending on type of home and built form.

Boundary Treatment: Low level planting to front gardens. Hedgerows limited to 'corner turner' houses.

Parking: Carriageway informally widens by 2m in places to allow for on street car parking.

Tree Planting: To front gardens (see table 2) and to edge of SuDS features.

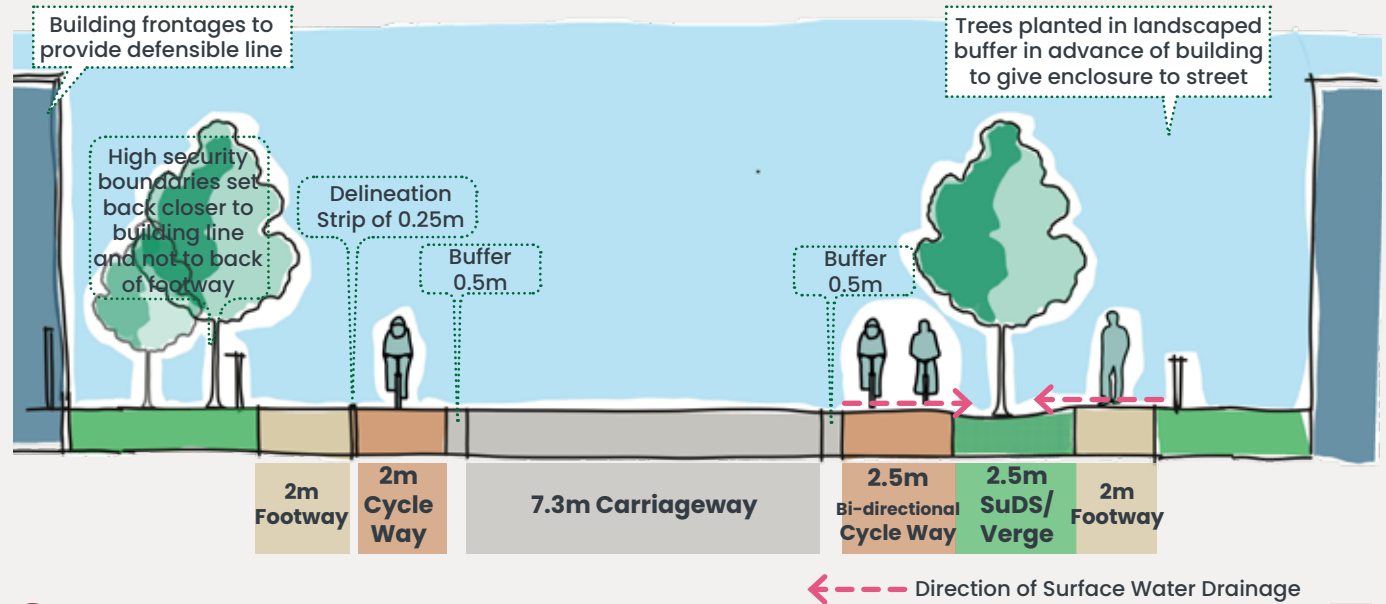
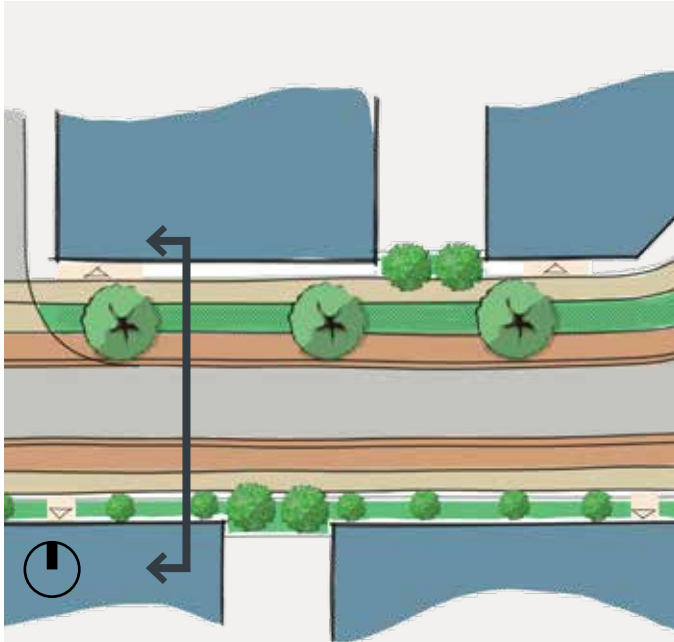
SuDS: SuDS TruckPave porous parking (grass) with perforated pipe. Maintained by the Management Company. Tree planting in tree pits adjacent to TruckPave areas.

Other Considerations: See approved highway drawings for details of kerb arrangements.



Code J

employment main boulevard



Make sure that the scheme:

Materials: L-R Asphalt: Asphalt (SMA) Leicester Red *white line delineation 0.5m off kerb line: Asphalt Asphalt (SMA) Leicester Red *white line delineation 0.5m off kerb line: Cycleway demarcation block: Asphalt

Threshold: Consistent building line. 3m-5m from back of footway.

Boundary Treatment: To north building line provides boundary. To south low level paladin fencing, higher adjacent to building line.

Parking: No on street parking. Parking to rear behind building line.

Tree Planting: Street tree planting to north to create tree-lined boulevard. To south tree planting to landscaped buffer.

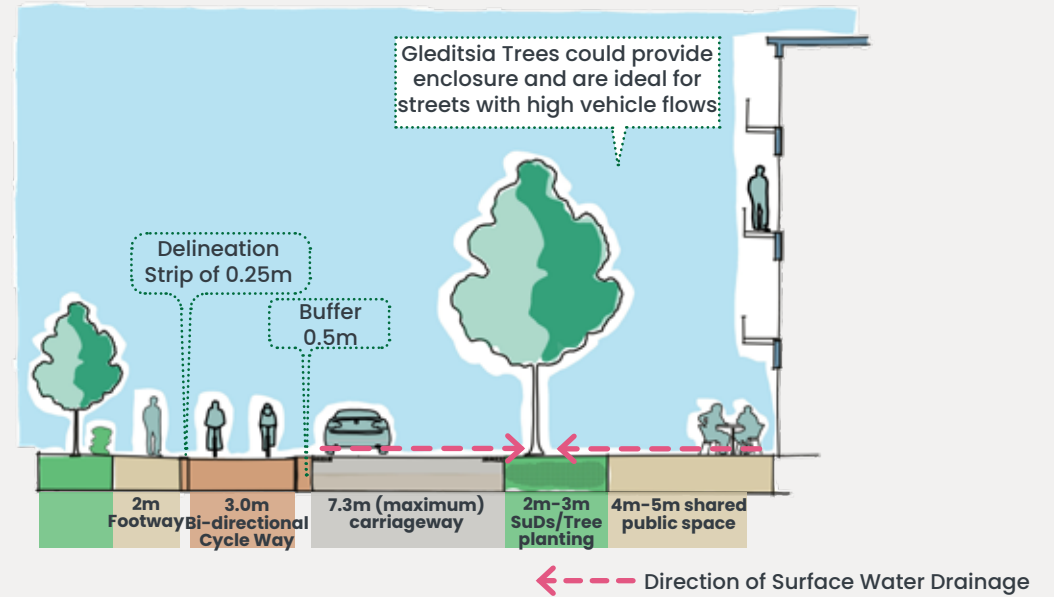
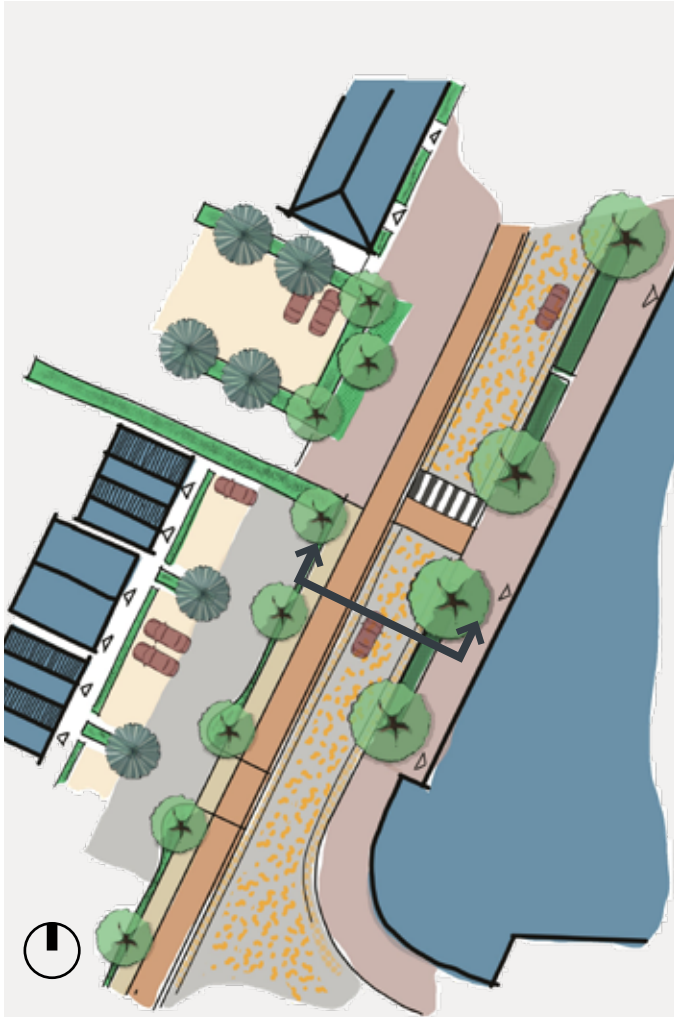
SuDS: Street designed to provide surface water drainage into SuDS / street side swale.

Other Considerations: TRO parking restrictions to be put in place along the full length.



ashton green road - south

Code K1



Make sure that the scheme:

Materials: L-R: Asphalt: Cycleway demarcation block: Asphalt (SMA) Leicester Red *white line delineation 0.5m off kerb line Asphalt : Permeable resin bound aggregate

Threshold: Consistent building line. East side: 6m-8m from edge of carriageway.

Boundary Treatment: West side: Hedgerow with railings behind.

Parking: Allowance to be made for some visitor parking bays to east side in front of commercial.

Tree Planting: To both sides of street to create tree-lined street. Mature trees close to carriageway on east side to provide enclosure.

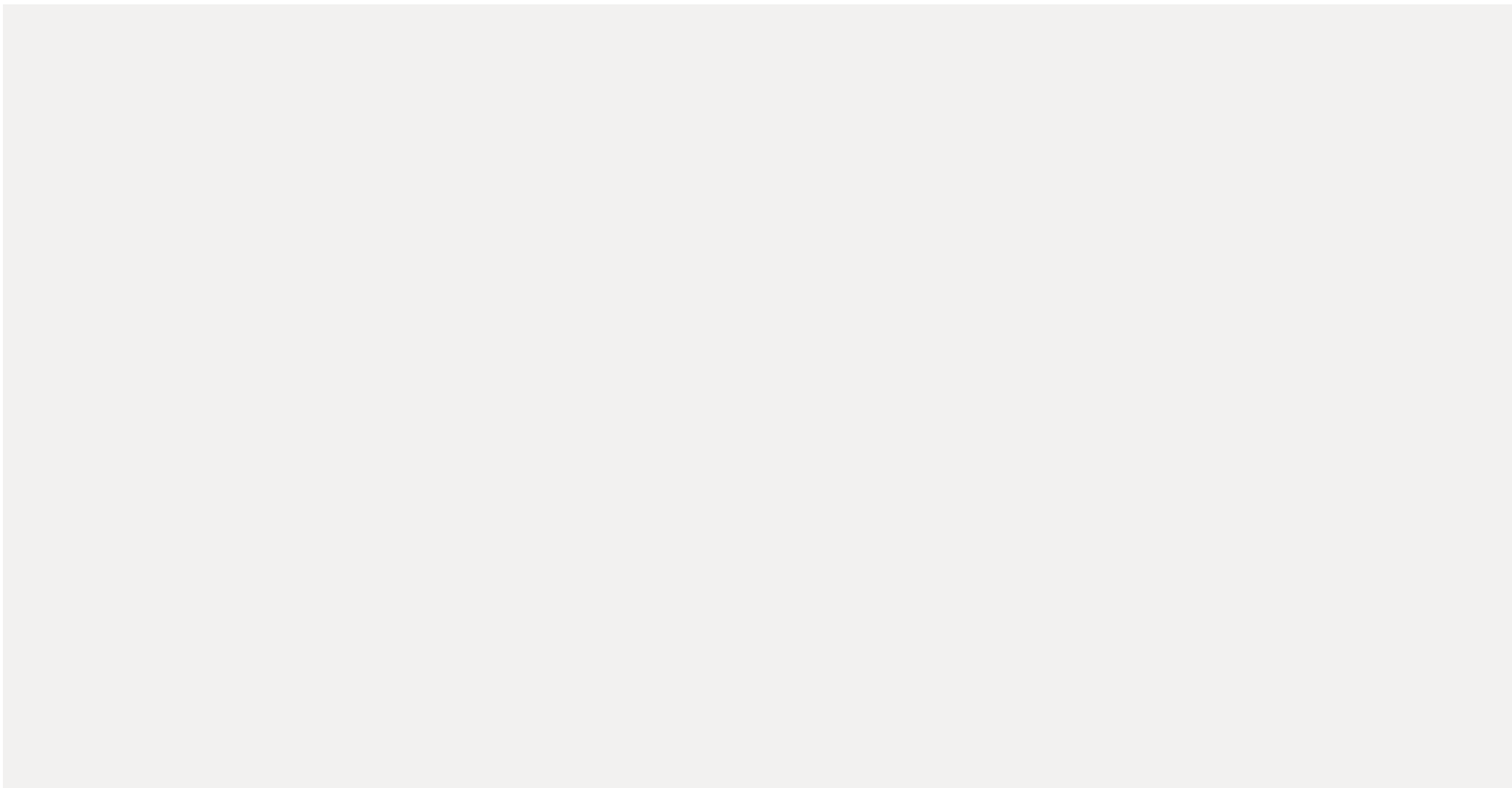
SuDS: Street designed to provide surface water drainage into SuDS / street side swale.

Other Considerations: Material to provide visual narrowing at the edge of carriageway to be agreed. Tree planting within easement on west side must also be provided. Crossing for pedestrians and cyclists needed along its length.



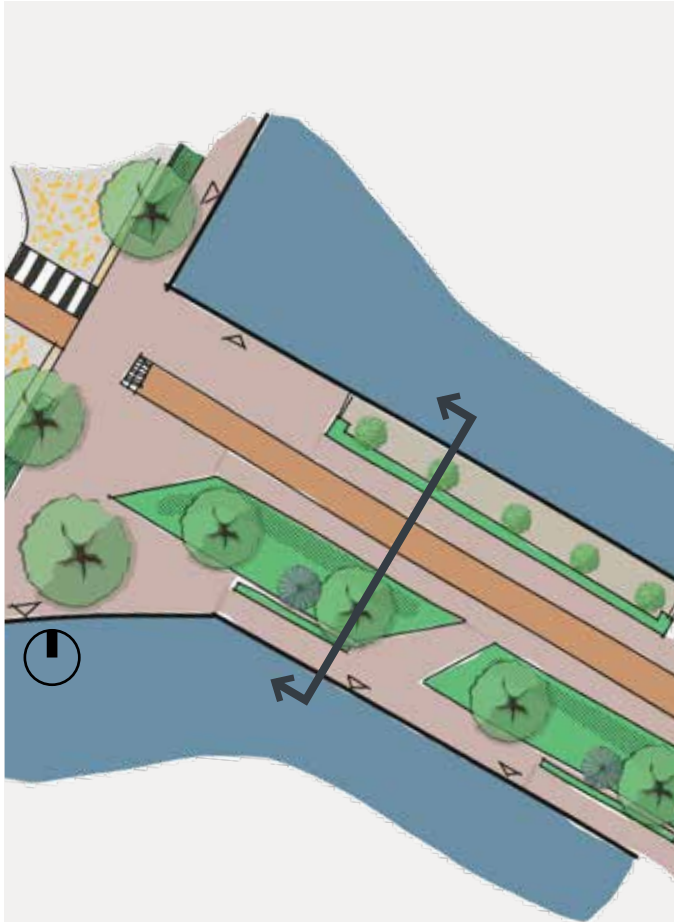
Code K2

ashton green road - north

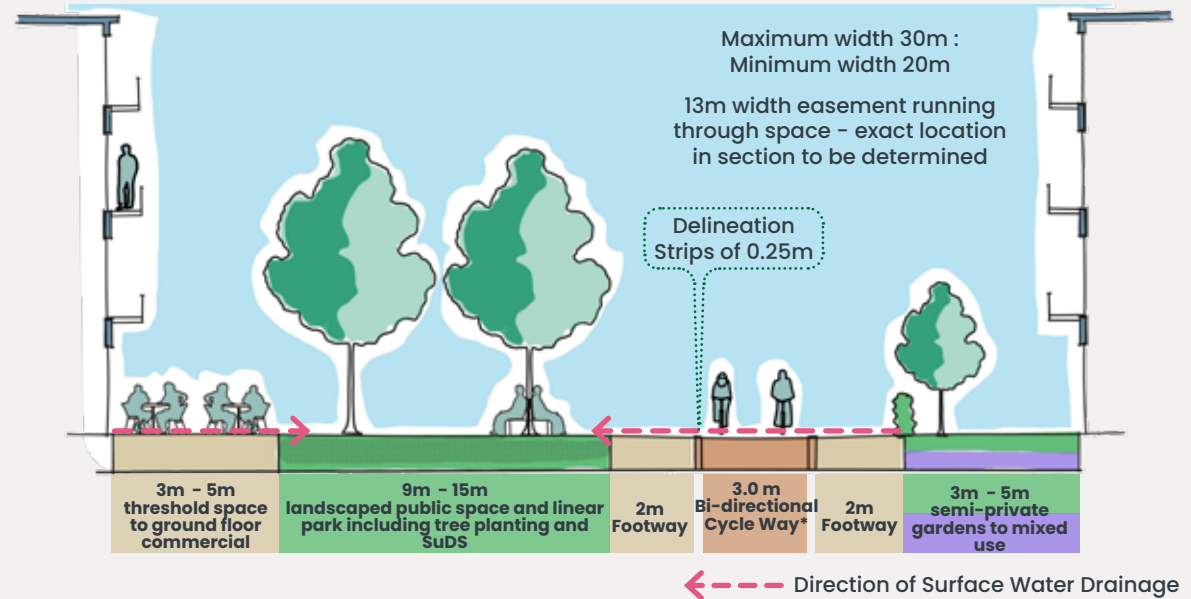




linear park



Code L



Make sure that the scheme:

Materials:

Threshold: Consistent building line with active frontages at ground floor to the mixed use and commercial uses.

Boundary Treatment: To north, hedgerow / railings to semi-private gardens. To south, no formal boundary.

Parking: No vehicle access.

Tree Planting: Mature trees will be required to provide enclosure and shade .

SuDS:

Other Considerations: A 13m easement will run through this street. Mature tree planting to the linear park will be possible and should be maximised outside the easement constraints. Delineation of the highway adoption extents will be required.



Figure 123. Glebelands Meadow Street Code C



Figure 124. Bevan Road Code D (Under Construction)



Code E



Code G



Figure 125. Secondary Street - Tree-Lined Code E



Figure 126. Tertiary Street Green Edge Code G

5.6. Boundary Treatments

Boundary treatments provide the transition and define the relationship between the public and private realm. Boundary treatments are a significant element in street design and contribute to defining street character. In conjunction with other street elements a hedgerow or brick boundary can reinforce a 'formal' street feel where houses are regularly spaced and form a consistent building line. Whilst a low level planting treatment on the edge of a garden can provide a more informal feel where the building line might vary. They will help to achieve a legible network of streets for Ashton Green.

To achieve a unified and cohesive environment across character areas to reinforce street character, specific boundary treatments and threshold dimensions have been included within the street codes in Section 5.5.

The street codes identify those streets where the threshold and boundary treatment will make a significant contribution to street character and place making. However, the treatment of boundaries and thresholds to the whole of Ashton Green should be given appropriate consideration and be well designed. Section 5.3 Character Areas provides details on general approaches within Character Areas in areas not covered by the street codes.

There are some general principles that are to be applied across the character areas:

- Screen walls or hedges of high quality must be provided as rear and side boundaries where they can be viewed from the public realm. Minimum heights are stated in the Street Design Codes.
- Boundaries within pedestrian visibility splays will need to be under 0.5m and / or allow visibility through.
- To the majority of street types, trees will be expected to be planted within the threshold and front garden to provide structured planting to provide enclosure and complement the street trees.
- Boundaries and thresholds will be well designed and consideration given in the specification of materials and planting to ongoing and long term maintenance. If in the long term a planting scheme is unlikely to be maintained then a hard material of robust quality to allow for personalisation with pots may be more appropriate.
- Where plot widths and threshold dimensions allow, front gardens should be designed and constructed as rain gardens contributing to the sustainable drainage approach to the development of the area as a whole. Further details on rain gardens can be found in the Site Wide Green Infrastructure Strategy.
- Boundaries and tree planting adjacent to wildlife corridors will contribute to the ecological connectivity across Ashton Green. They will need to support bat movement between the existing hedgerows to the west (that will be retained in future development) and the local wildlife site to the east.
- Planting is strongly encouraged to plot boundaries to the street edge and not adjacent to the dwellings only, which is often a poor environment.
- Consideration should be given to placing covenants on residents as part of the house sales to prevent removal of trees, landscaping and boundary treatments which is restricted by planning conditions and so should not be undertaken.



5.7. Block Principles

5.7.1. perimeter blocks

Development blocks are to be defined by the 'street mesh' rather than through the setting out of plots of standard dimensions. This may require the use of plots that are wider or deeper than usual, but designers should use these rather than placing awkward or left over space into the public realm.

For development blocks, buildings are to provide an active frontage with frequent doors to the street and should be arranged in perimeter blocks that enclose private gardens, providing secure amenity space for dwellings.

Across Ashton Green there is some flexibility with regards to the precise dimensions and boundaries and the location of tertiary streets. However, blocks cannot be combined to create larger blocks.

5.7.2. utilities

The design of utilities must be integral to the development so as not to visually impact on the public realm.

In particular, it is required that utility enclosures for meters should be sensitively located so that they do not overly dominate. They should be hidden within the entrances of individual houses, along side elevations or within front boundaries and therefore not be visible from any public street elevation. To terraced homes the design of the threshold space will be of particular importance to achieving this and must be provided.

Where possible, agreement from electricity and gas utility companies to provide internal meter location should be obtained, therefore avoiding installation of unsightly meter boxes.

Substations and water pumping stations should be carefully designed and constructed as part of the wider streetscene.



Figure 127. Utility Metres on the Side of Dwellings

5.7.3. services in the public realm

Utility mains such as gas, electricity, water and telecommunications will be located within a services corridor within the adopted highway. Where practicable this will be installed beneath the footway. Developers are encouraged to use a common service corridor and should adopt an integrated approach to positioning services, trees, lighting columns and other street furniture.

Where not within a footway, for example within a single level surface, the service corridor will require delineation. A simple, visually non obstructive method should be used e.g. studs, paving block at intervals, or a change to paving block pattern.

The design of service strips, if required, should be sensitively incorporated into the street design and not be overly dominant.



Figure 128. Service Strip Delineation By a Block Pattern Change

5.7.4. linkage elements & continuous built frontages

The physical continuity of the built form contributes to well-defined and enclosed streetscapes. It creates a clear distinction between public and private space and forms defensible space within which people can have a sense of ownership. The clarity of ownership provides for a functional and well-maintained space.

Providing continuity of frontage should be achieved through linking houses with garages, walls or high quality solid boundary treatments. This should not be considered mandatory for all areas but should be applied more rigorously along main formal streets, for example Bradgate Ride and Bevan Road and where there are key building groupings to define 'architectural set pieces'.

5.7.5. thresholds

The interface between the public realm and the private domain has a significant role to play in the overall design quality of the development.

It is critical that the design of this space is considered in conjunction with the street design and is co-ordinated along the street. Elements which should be considered include;

- boundary treatments; walls, railings, hedges, and gates where appropriate
- space for recycling and refuse storage and screening (especially on house types which don't have direct access on the outside or through a garage)
- porch / entrance canopies
- space for bicycle storage
- tree planting and landscaping
- rain gardens and drainage
- on plot parking (the threshold dimension will be a minimum of 5.5m where on plot parking to the front of a house is to be provided).

The aim should be to create an environment in which no one element looks out of place or overly dominant. This will be achieved by using a consistent palette of materials and colours within architectural areas.

5.8. Homes & Housing



'Provide a wide range of housing types in terms of size, type, tenure and price to meet the needs of various socio-economic groups within both existing and new communities'

(AG project protocol objective 4.2.1)

'30% of the total housing numbers will be affordable housing delivered and dispersed on a tenure blind basis'

(AG project protocol objective 4.2.2)

'Provide homes that are fit for purpose, well built, durable, pleasing to the mind and eye, respect privacy, reduce overlooking'

(AG project protocol objective 4.2.3)

'Develop a colour palette inspired by local settlements, spaces and landscape to reinforce local distinctiveness and a sense of place'

(AG project protocol objective 2.2.4)

'Homes will be able to support 'live-work' lifestyles by providing excellent, up to date ICT infrastructure throughout the development'

Taken from Ashton Green Project Protocol outline application, 2010

5.8.1. architectural details

In addition to the wider urban design objectives and the structure of the built form, architectural detailing has a critical role to play in the quality and experience of the public realm. Poor quality finishing frequently weakens and undermines the quality of place and its sense of identity. Consideration must be given to all elements of house design both in terms of how they will address the stated design principles but also in terms of their impact on the wider street canvas. This will also naturally include the quality of the interior space. It will involve consideration of the fenestration, front doors and porches. It will, at appropriate landmark and gateway locations, incorporate larger windows, corner windows, elegant porches, for example.

Building Materials – developers must utilise materials that respect the vernacular character of Leicester, nearby villages and its immediate locality. This provides a wide palette that will also enable Ashton Green to develop its own character. The choice of materials should be well considered with a design rationale for their use and location within development parcels.

Roofs – will be appropriately scaled and proportioned. Simple hipped, gabled, half hipped, or where the building form demands flat, mono-pitched or curved roofs will be permitted. No large format concrete roof tiles are permitted.

Rooflights – should be flush with the roof plane, be aligned with the fenestration pattern on the elevations of the building and will not detract from the clean roofscape unless they are used as a feature of the building.

Photovoltaic cells and solar panels – where there are used, must be designed as an integral part of the design of the property to avoid them appearing as a visually intrusive after thought within the public realm.

Rainwater goods – these should be designed as part of the building and not simply added as an after thought to the design of buildings. Within areas where the public realm abuts the façade of buildings rainwater goods must, where practical, be sited so they are not inadvertently damaged by passers by or are likely to be vandalised.

Windows – are a key determinant in the design of buildings. A comprehensive proportioning system should be employed to ensure a well balanced building and a sympathetic relationship between the different architectural elements of the building. The front façades of residential buildings should be carefully considered.

All windows and their subdivisions should be related to the proportions of the building. Bay, box and oriel windows will be well designed with respect to the proportion, scale, massing and detailing of the building within which they are situated. Obscure glazed windows to bathrooms should predominantly be away from the main front elevation of a home.

Balconies – the incorporation of balconies can form a useful role in terms of providing manageable outdoor space. Where these are provided they should be integrated features rather than ‘bolt on’ elements. Privacy screens will be provided. On upper floors, they provide natural surveillance and personal detailing can

add colour and vitality to the street scene. In certain locations they can also be used to link the character of a group of similar buildings in the street scene.

Rear balconies should be designed to provide a level of privacy. However, too often balconies are not created to the scale to make them usable spaces and this undermines their value. For Ashton Green, balconies should provide an adequate area for sitting out, measuring at least 1 metre in depth and 2m wide.

Front doors – are a particular feature of English domestic buildings in that frequently the building entrance is ‘celebrated’, either by the size of the door, the surround or a slight raising of the entrance from the street level. Throughout Ashton Green front entrances will address the street, giving a legible framework for visitor access to dwellings and enhancing the visual experience of the public realm.

Garage doors – including those for courtyard homes and mews homes, must not present an obstacle to pedestrians or cars. Whilst up and over painted metal doors or timber doors will be permissible where front gardens are provided, in other instances preference will be given to folding timber or painted metal doors. Plastic doors are not acceptable.

Outdoor Space – all homes and apartments must have access to some form of outdoor amenity space. This may take the form of front, side and or rear gardens, balconies, roof terraces or on plot communal gardens. The designated amenity/garden space must be appropriate to the style, size and typology of each dwelling unit.

5.8.2. residential tenure

Ashton Green will become a robust and mixed community which includes a range of different residential tenures. This Design Guide does not differentiate between the architectural treatment, quality and cost of homes of different tenures.

Indeed, the built form of the range of affordable homes and the open market homes will equally need to respond in a positive way to the objectives and details of this Guide. It is therefore important that in aesthetic terms there is no difference between affordable and open market housing. It is expected that the development of each parcel will include a range of tenures so as to deliver the site wide provision of 30% affordable housing.

5.9. Recycling & Waste Collection

Waste and materials recycling collection is an essential service and therefore the storage and collection should be carefully considered in the design of streets and public spaces in the development. The interrelationship between waste collection and manoeuvring of waste vehicles, street widths and car parking provision to provide successfully functioning streets needs to be considered alongside a streets place-making function.

For all applications, an overall waste management plan will need to be agreed with LCC Waste Management as outlined in the LCC Waste Planning Guidance Version 1.0 January 2016. The document also outlines general principles to consider in developing a waste strategy and also more detailed requirements. Waste and recycling facilities for commercial units will be outlined in development briefs and will also be agreed with LCC Waste Management prior to planning applications. Residential and commercial waste should be stored separately.

The general design principles for the storage and collection of waste and materials recycling are as follows;

- To provide a well connected street grid which can accommodate waste vehicles and avoid reversing.
- Where streets are not connected, provision for turning supported by a turning assessment will need to be provided.
- Refuse collection must be sited as close to the highway as possible, and must stand clear of vehicle access points;
- Collection points and access by collection vehicles should be considered when designing blocks.
- The design of waste storage facilities will form part of the design of individual blocks;
- Refuse storage for individual dwellings should be considered from the outset and provision made for storage to the rear and access for easy movement of bins from front to back of homes. This also includes homes in a terraced arrangement that will require shared access (maximum 4 dwellings to 1 access). If this is not possible well-designed bin storage to the front of the dwelling must be considered in the overall design. This is to avoid bins remaining on the streets following collection.

5.10. Landscape Character & Tree Planting Strategy

Well designed landscapes that include trees have been shown to have positive benefits for health and well-being and to increase house prices.

Thinking about planting at the outset will help to ensure a landscape that is coherent and multi-beneficial. A landscape strategy that identifies the approaches to choices/styles of landscape should be included in early discussions. Consideration should be given to the long-term maintenance of elements. Plants have a wide variety of characteristics that should be exploited through careful design.

Consideration must be given to different types of planting to be appropriate for the setting; for open spaces and connecting corridors, and for streets. Although this section refers specifically to planting, landscape design includes paving, fencing, boundaries etc. and the combination of well designed soft and hard landscape will contribute hugely to a successful scheme.

Trees

Tree planting is encouraged through a number of national documents. Their benefits are well known. However it is important to consider their growth over time; both space above ground and below for roots. Climate change is causing some species to suffer. Using a wider range of species is encouraged.

Some suggestions for how they can be used are;

- Gateway trees
Designers should factor in space for significant species at key locations.

Table 1: Open Spaces & Connecting Corridors

Element	Suggested Species	Notes
Native Hedgerows	<ul style="list-style-type: none"> • Acer Campestre • Coryllus Avellana • Crataegus Monogyna • Prunus Spinosa • Rhammus Cathartica • Risa spp. • Viburnum spp. 	<ul style="list-style-type: none"> • Plant at a rate of 5 plants per metre in staggered rows, mixing species; • Add climbers such as Lonicera, Clematis etc. to increase species mix. • Add larger standard trees at 20m intervals where possible; Oak, Field Maple etc.
Broad Leaved Woodland/ Mature Trees	<ul style="list-style-type: none"> • Fagus Sylvatica • Quercus Robur • Acer Campestre • Ilex Aquifolium • Betula Pendula • Tilia Cordata • Coryllus Avellana • Crataegus spp. 	<ul style="list-style-type: none"> • Refer to local guides such as Naturespot (Leicestershire and Rutland Wildlife records) • Consider maintenance over time to allow for larger trees to develop to their full potential. • Aim to create small areas of woodlands with a range of species and age groups.
Canopy, Understorey/ Hedgerow Bottom & Ground Flora Species	<ul style="list-style-type: none"> • Flowering: • Digitalis Pupurea • Humulus Lupulus • Allium Ursinum • Silene Dioica • Anemone Nemorosa • Galium Album • Plantago Lancelota • Vicia Cracca • Grasses: • Agrostic Capillaris • Brachypodium Sylvaticum • Carex spp • Festuca Rubra 	<ul style="list-style-type: none"> • Choose plants to create a low maintenance environment maximising Biodiversity (also refer to the adopted Ashton Green Site Wide Green Infrastructure Strategy)

- Aids to navigation

Trees can be used to provide local character; supplement traffic calming and frame key views.

- Avenues

Avoid over dependence on one species, introduce a range of species.

- Front gardens/street trees

It can be difficult to achieve trees on streets so consider also planting within front gardens. Ensure that these do not block views out from living rooms. Planting to front gardens should be at a ratio of at least 1 tree per 4 homes.

- Hedging

Hedging plants to be minimum 2 year old stock and brought in at 600mm height. The plants shall exhibit adequate fibrous root development, and may be multi-stemmed. Planting should be in trenches large enough to take full spread of roots. Set out plants evenly.

Temporary fencing to be in place before hedge plants are planted. Round wood posts to be driven into ground to a depth of 600mm, height of post above ground 900mm. Line wires at 300mm and 600mm above ground. Temporary fencing to stay in place for 5 years or until plants are well established.

- Rear gardens

Include trees to rear gardens; that are of appropriate size and interest; such as fruiting trees

- Trees to break up parking areas and reduce the visual impact of cars

The Building for a Healthy Life Guidance recommends that there should be 'green' every four bays or so. This applies to on street car parking and to parking courts.

Other Planting

- Shrubs

Shrub planting should take into account eventual height and spread to limit overhanging of pathways and blocking of windows. Do not plant immediately adjacent to house walls and allow for maintenance and for a better rooting environment for plants.

- Climbers

The use of climbers is encouraged, particularly to soften boundary walls. Where climbers are used include simple line wires on walls to allow plants to establish.

- Wildflower meadows

Wildflower meadows work best in larger spaces. Allow for mowing strips adjacent to paths to create a neat edge.

- Amenity grass

Areas for amenity grass should be seeded or turfed. Residents should be informed that astroturf or other plastic grass substitutes are not allowed.

Other Opportunities for Planting

- Look for opportunities to include for green/brown roofs on parts of the development; possible sites include bin and cycle stores.
- Use timber structures such as pergolas to create planted features
- The species choices are for guidance. To avoid being overly prescriptive spp has been used where there are several appropriate species.



Figure 129. Regular Tree Planting to Front Gardens Contributes to Character & Feel

Table 2: Street and within Housing Areas

Location	Suggested Species	Notes
Large Sized Street Trees Relates to Code A & E	<ul style="list-style-type: none"> • Tilia spp • Acer spp • Acer Campestre • Prunus spp eg. Sunset Boulevard • Robinia Pseudoacacia 'Bessonia' • Carpinus Betulus 	<ul style="list-style-type: none"> • Choose species that will achieve height but consider density of the crown.
Small to Medium Sized Street Trees Relates to Code C, E & G	<ul style="list-style-type: none"> • Malus spp • Carpinus Betulus • Crataegus spp eg. Prunifolia • Prunus Serrula • Prunus spp eg. Prunus Avium Plena • Prunus Padus Albertii 	<ul style="list-style-type: none"> • Groups of trees used to identify and give individual character to smaller streets within Ashton Green.
Trees in Front Garden Relates to Code A, C, D & I	<ul style="list-style-type: none"> • Evergreen, Ligustrum Japonicum • Malus spp • Crataegus spp • Cornus Mas 	<ul style="list-style-type: none"> • Robust, well rounded garden trees with seasonal interest. To be planted as one tree for every four homes within the street as a minimum.
Trees in Rear Gardens	<ul style="list-style-type: none"> • Amelanchier Lamarkii • Cornus Mas • Malus spp • Pyrus spp • Prunus spp • Sorbus spp 	<ul style="list-style-type: none"> • Small trees with seasonal interest. Could also consider fruit trees.
Large Highway Trees Relates to Code B, C & D	<ul style="list-style-type: none"> • Gleditsia Triacanthos spp • Acer Campestre eg. Queen Elizabeth • Liquidamber Styraciflua • Betula Nigra 	<ul style="list-style-type: none"> • Large trees to provide continuous character to street scene and to work within swale systems.
Hedges Relates to Code B, C, D, E & I	<ul style="list-style-type: none"> • Buxus Sempervirens – Box • Carpinus Betulus • Euonymus Ovatus 	<ul style="list-style-type: none"> • Boundary perimeter planting. Consider use of pole and wire fencing to act as temporary barrier until hedges grow. Aim for eventual height to be in the range 750-1200mm
Car Parking Courts within Adopted Highway	<ul style="list-style-type: none"> • Alnus Cordata • Acer Platanoides Globosum 	<ul style="list-style-type: none"> • The Alder has a distinctive form and canopy • The Maple is a round headed smaller tree
Existing Trees	<ul style="list-style-type: none"> • Retain where possible 	<ul style="list-style-type: none"> • Trees need to be strong enough to cope during construction and to live beyond this.



Figure 130. Tree Planting Reducing the Visual Impact of Car Parking, Somerset



Figure 131. Tree Planting Reducing the Visual Impact of Front On Plot Car Parking, Ashton Green Phase 1

5.10.1. tree strategy & biodiversity

Trees and shrubs play an important part in creating or enhancing areas of ecological value for wildlife and which by their very nature provide a strategic network of green space across the site. The tree planting in natural and semi-natural areas of Open/Green Space should meet the following requirements and comply with best practice and guidance as set out in the Landscape Character Area Assessment submitted with the outline application and the 93 High Leicestershire National Character Area (NCA) by Natural England.

The use of native trees, shrubs and plants of local provenance are recommended to be planted in such areas that will readily link to the surrounding landscaped and more rural areas to support the connectivity and dispersal routes used by wildlife whilst complimenting the landscape and amenity value of the area.

A tree strategy is to be provided with any proposals.



Figure 132. Tree Lined Boulevard, Hamilton, Leicester



Figure 134. Tree Planting at a Junction to Give a Sense of Place and Reduce Vehicle Speeds, Leicester

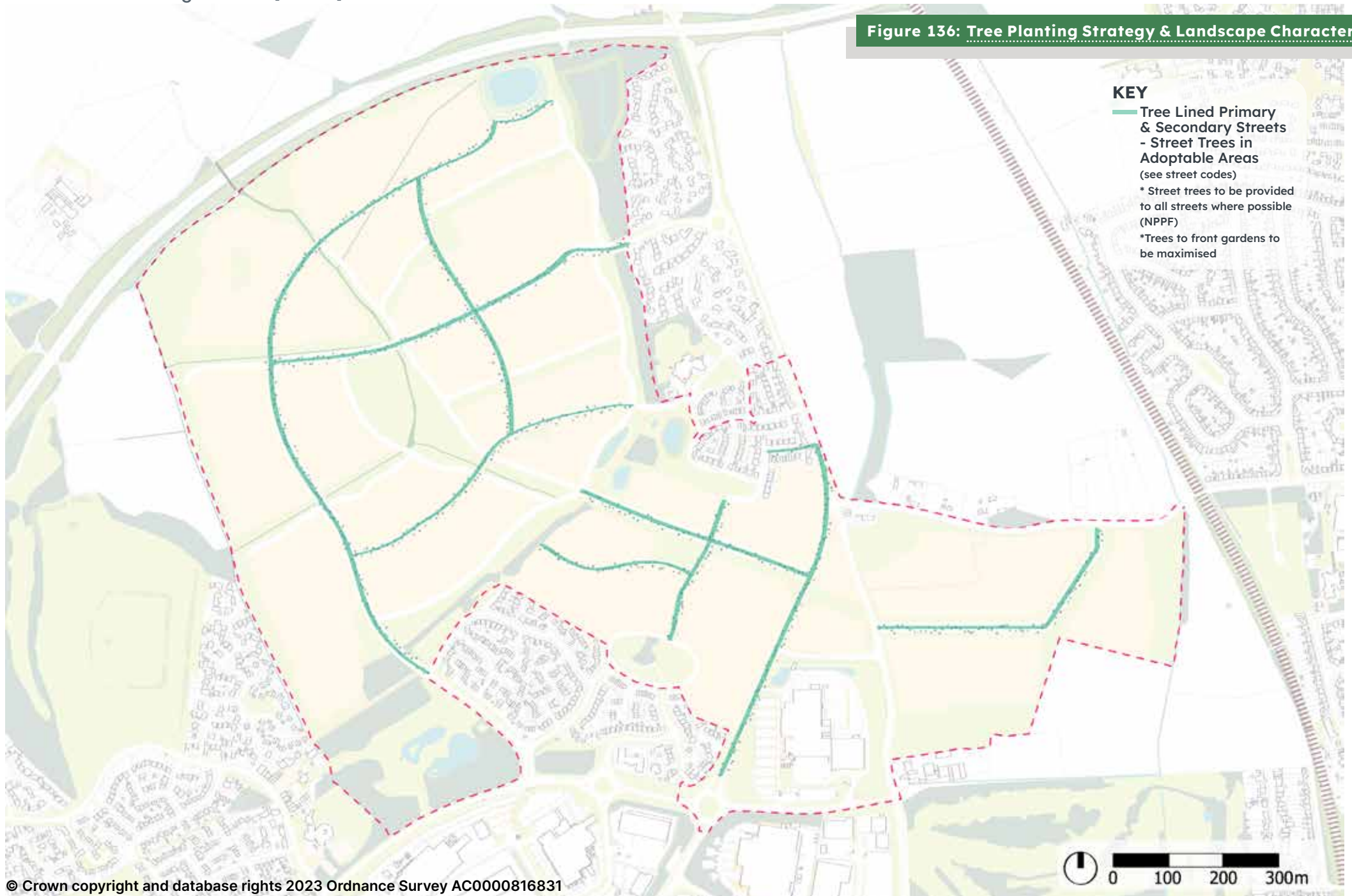


Figure 133. Landscaped Play Area, Quorn, Leicestershire



Figure 135. Urban Wildflower Meadow, Troon Way, Leicester

Figure 136: Tree Planting Strategy & Landscape Character



5.11. Appearance



Figure 137. Consistent Character to Street Frontage By Two Different Developers, Sock Island, Leicester

5.11.1. introduction

Appearance is the aspect of a building or space within the development which determine the visual impression the building or space makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

The materials used for a building or landscape affect how well it functions and lasts over time. They also influence how it relates to what is around it and how it is experienced. The scale, form and appearance of a building influence what materials may be appropriate for its construction. Materials should be practical, durable, affordable and attractive. Choosing the right materials will help new development to fit harmoniously into its surroundings and previous phases of development.

This section outlines some of the site wide principles for appearance and materials that are specific to Ashton Green. As a very large development of up to 3,000 homes, it requires distinct and recognisable character areas and streets to ensure it creates a varied and rich place but with a level of consistency and familiarity to enable people to find their way around. The appearance of buildings and spaces are crucial to this objective.

It is also important that where appearance and materials are integral to the character of a street, street frontage or space that established principles are followed through across the relevant development parcels.

Creating a well-designed and beautiful place to live, work and play at Ashton Green is well established. However, Ashton Green has site specific principles which must be adhered to and may require a bespoke response.

5.11.2. review

Since the last Ashton Green Design Guide was adopted in 2016, development at Ashton Green has progressed and new neighbourhoods are being created. In order to inform this updated Design Guide consideration has been given to the lessons learnt and opportunities for further improvement. Whilst this is not an exhaustive list they are aspects of appearance and materiality to reflect upon for future development phases.

Materials:

- The use of brown roof tiles is extensive with no clear rationale and narrative for their location and use. The brown tiles are also more difficult to match with complementary colours and tones compared to grey tiles.
- The use of glazed bricks to doorways has been well received, however, the use of yellow alongside some of the other more subdued materials has been queried.
- The timber used on elevations has not weathered well and requires ongoing maintenance.
- The selection of multi bricks must be monitored to avoid patches of the same brickwork.

Architecture:

- Opportunities to express end gables of homes where they were prominent in the townscape were not taken.
- Yellow brick surrounds to windows did not appear to work as well as reconstituted stone.

5.11.3. Ashton Green Areas

- Careful placement of rainwater goods needed so they do not become an unintended feature.
- Care to be taken on threshold width where floor to ceiling windows are used to the ground floor. Ensure width is appropriate with planting to provide some privacy.

Landscaping and public realm:

- Some frontages need a strong mature hedgerow as a boundary and sometimes they are too low or not wide enough.
- Planting and landscaping between on plot car parking spaces needs to be mature enough to prevent removal and run over to create additional car parking spaces. More formal boundaries ie railings could be considered.
- Boundaries between front of plot parking could be more generous to reduce the visual impact of the car parking and clearly allocate parking spaces within the curtilage of a plot. Consider carefully the location and specification of trees next to windows.
- SuDS features must be designed so they are safe and do not need to be fenced off.

Streets:

- Variety of surface materials, other than tarmac, help to identity different types of streets and street character.
- White lining to delineate car parking spaces rather than use of plaques.

Ashton Green has three larger areas given its' masterplan structure and the associated uses. Glebelands Meadow creates a division between development to the east of Glebelands Meadow and development to the west of Glebelands Meadow. Whilst these areas are connected by Bradgate Ride and Linear Park, they have some differences in the design principles informing appearance and materiality. These are detailed in sections below.

The Employment Area to the east of Ashton Green Road is also distinct and is obviously very different given the use and the type of buildings required in this location.

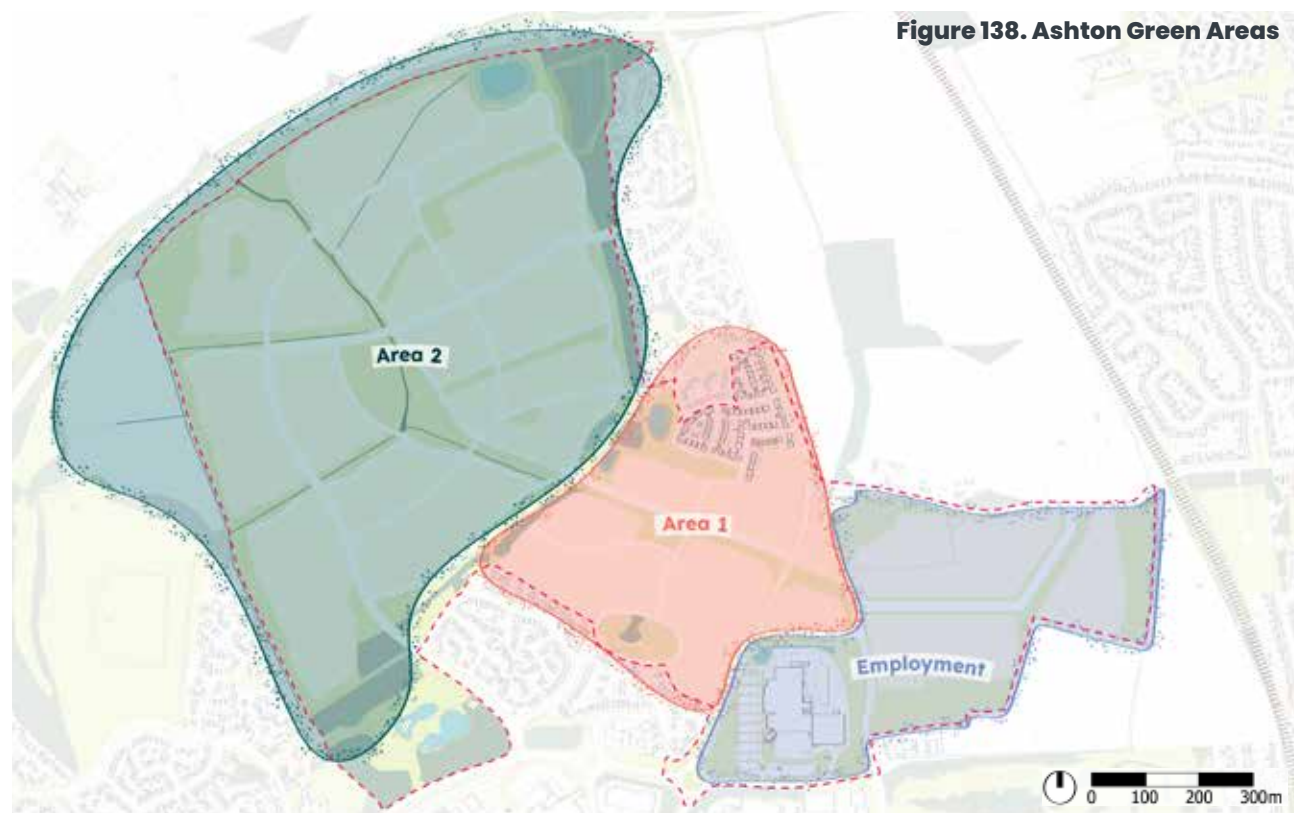
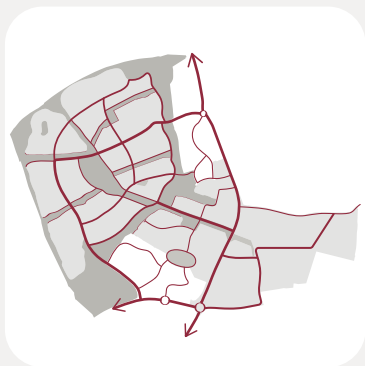


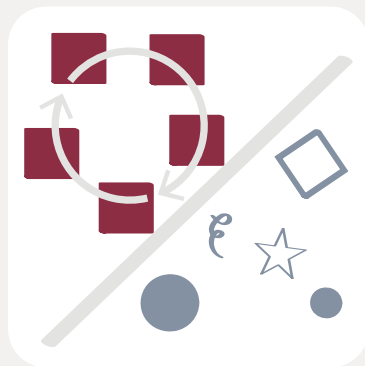
Figure 138. Ashton Green Areas

5.11.4. site wide principles



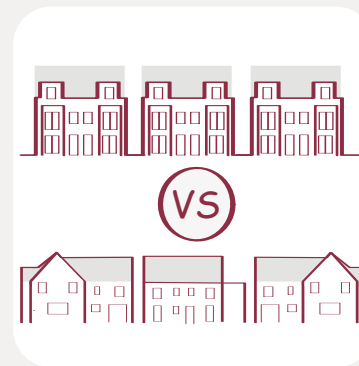
the streets as unifying elements

Street types and street frontages are unifying elements throughout Ashton Green creating a legible network of streets and a clear street hierarchy. Street characteristics and street frontages; including building line, scale, built form, plot rhythm, roofscape, landscaping, features, detailing and materials must follow through on all development phases to ensure they are consistent and legible throughout Ashton Green. They are located across the larger 3 Character Areas.



hot & cool: cohesiveness & variety

Across Ashton Green there are 'hot' areas where strict principles must be adhered to and where cohesiveness and consistency is essential to the character and legibility of Ashton Green. Alternatively, there are 'cool' areas where the opportunity for variety and more flexibility is possible and welcomed.



formal & informal

The streets, frontages and spaces at Ashton Green provide both formal and informal character depending on their location ensuring a variety of streets and places contribute to place-making and making it easier for people to find their way around. Variations in built form, roofscape, features and materials will contribute to this objective.



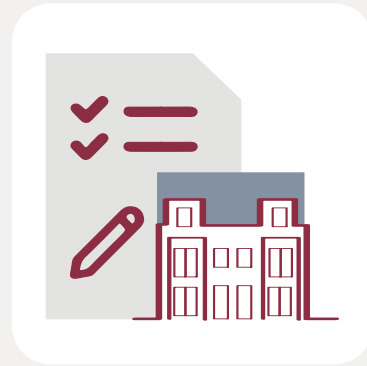
buildings respond to the green network

The network of high quality wildlife corridors, pools and water areas, open spaces and parks are varied and distinctive structural elements contributing to the character of Ashton Green. The appearance of buildings will respond positively to these elements to appropriately reflect their setting.



markers of delight

Primary and secondary markers and feature buildings provide an opportunity for townscape delight and a distinctive and unique response.



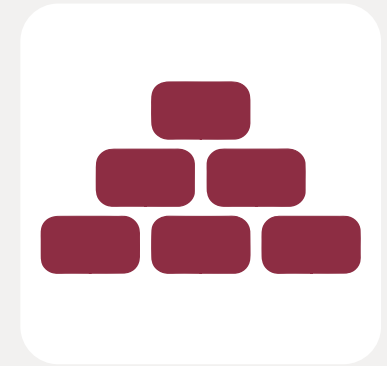
features bespoke & distinct

In certain locations, homes must be designed to incorporate the distinct and bespoke features characteristic of the street type to ensure the streets have a unifying character throughout Ashton Green and across individual development phases.



richness of detail

The richness of unique small details make a difference and provide a distinctive and unique character at the smaller scale.



material complementary

Complementary palettes of materials and tones should be used across the larger 3 character areas.

5.11.5.

area 1: east side of glebelands meadow

	Roofscape	Scale & Proportions	Degree of Symmetry	Variety	Doors & Windows Pattern & Proportions	Window Details	Door Details	Materials	Colours	Textures	
formal	1	Tall with maximised eaves height	Tall and elongated	High	Low	Tall and slender proportions to upper floors of main façades	Timber composite panels to first and second floor windows	Simple canopy	Brick	Brick: red and sand (MH standard brick types)	Use of render to ground floors and string course detail next to brick
	2	Primarily gabled in feature/ marker locations	Scale of features and roof line maximised	Paired features (eg windows) and semi-detached homes	Similar approach across home types to provide unified streetscape	Tall and on an established grid	Juliet balconies		Tiles: grey	Timber composite: grey	Brick detailing
	3	Paired home types regularly used	Full height windows to upper floors to emphasise scale		Brick predominant material		Precast concrete surrounds		Timber: grey	Render (white)	Multi-brick
	4	Rhythm and consistency	Scale high with narrow plot width						Render: white	Windows: grey (front and back)	Use of balconies to add further texture and interest
	5		Two storey bays to emphasise scale						Downpipes, utility covers, fascias	Pre-cast concrete surrounds	Timber



2 Storey Bay Window



Concrete Window Surround



Roofline / Gables



Simple Door Canopy



Timber Detailing



Full Height Window



Use of Render & Brick Concrete String Course to Separate & Provide Groundfloor Emphasis

informal

	Roofscape	Scale & Proportions	Degree of Symmetry	Variety	Doors & Windows Pattern & Proportions	Window Details	Door Details	Materials	Colours	Textures
1	Squat with minimised eaves height	First floor windows 'tucked under' eaves to lower perceived scale	Medium - some symmetry given home types but not required	Medium	Varied depending on home types (*show variation)	Varied depending on home types (*show variation)	Simple canopy	Brick	Brick: red and sand (MH standard brick types)	Use of render maximised to many home types (such as full façades, where they 'turn the corner')
2	Varied, including gables, symmetrical, irregular and standard eaves	Generally smaller window proportions	Limited - detached homes and paired features	Variation in feature location, roofscape, use of materials		Juliet balconies	Projecting roofs and gables to provide covered feature entrances	Tiles: grey	Timber composite: grey	
3		Full height windows limited within façade	Opportunities to break symmetry encouraged; side bay windows, chimneys, change to window proportions etc.	Increased use of render and other materials to create 'softer' materiality		Pre-cast concrete surrounds		Timber: grey	Render (white)	Multi-brick
4	No consistency or rhythm	Scale low with wide plot width		Integral garages break up façade		Timber composite panels to first and second floor		Render: white	Windows: grey (front and back)	Use of balconies to add further texture and interest
5		Variation in main material for ground/ first floor to lower perceived scale		A small proportion of symmetrical home types in feature locations				Downpipes, utility covers, fascias	Pre-cast concrete surrounds	Timber



Window 'Tucked Under Eaves'



Juliet Balcony



Asymmetrical Rooflines



Use of Render & Brick - Variation both Horizontally & Vertically



Roof Line Forming Canopy to Roof Entrance



Concrete Window Surround



Brick Plinth

5.11.6.

area 2: west side of glebelands meadow

formal

	Roofscape	Scale & Proportions	Degree of Symmetry	Variety	Doors & Windows Pattern & Proportions	Window Details	Door Details	Materials	Colours	Textures
1	Tall with maximised eaves height	Tall and elongated	High	Low	Tall and on an established grid	Double height bay	Simple piers and canopy	Brick (will need to show 3 boxes)	Brick: brown, red and buff (sand)	Increased use of HardiPlank for increased 'softness' and texture
2	Primarily gabled or dormer window fronting street	Scale of features and roof line maximised	Paired features (eg windows) and semi-detached homes	Similar approach across home types to provide unified streetscape	Full height windows to ground/ first floor	Brick projecting detailing	Glazed brick 'fan light'	Tiles: grey	Hardiplank	
3	Distinctively shaped top dormers	Full height windows to all floors to emphasise scale	Symmetry along frontages and 'set piece' collections of dwellings mirrored	Brick predominant material	Consistent window sizes to façade	Yellow brick surrounds		Hardiplank	Glazed bricks (*take out yellow)	Multi-brick
4	Rhythm and consistency	Scale high with narrow plot width				minimal subdivision of first floor windows		Render	Windows: grey (front and back)	Brick detailing
5	Some variation to paired semi-detached homes							Downpipes, utility covers, fascias (grey)	Doors: grey	Glazed bricks



Double Height Bay

Full Height Window

Roofline / Gables

Use of Render & Brick and Brick Detail to Separate

Yellow Brick Window Surrounds

Brick Detailing to 2 Storey Bay

Glazed Brick Fanlight

Simple Door Canopy & Surround

informal

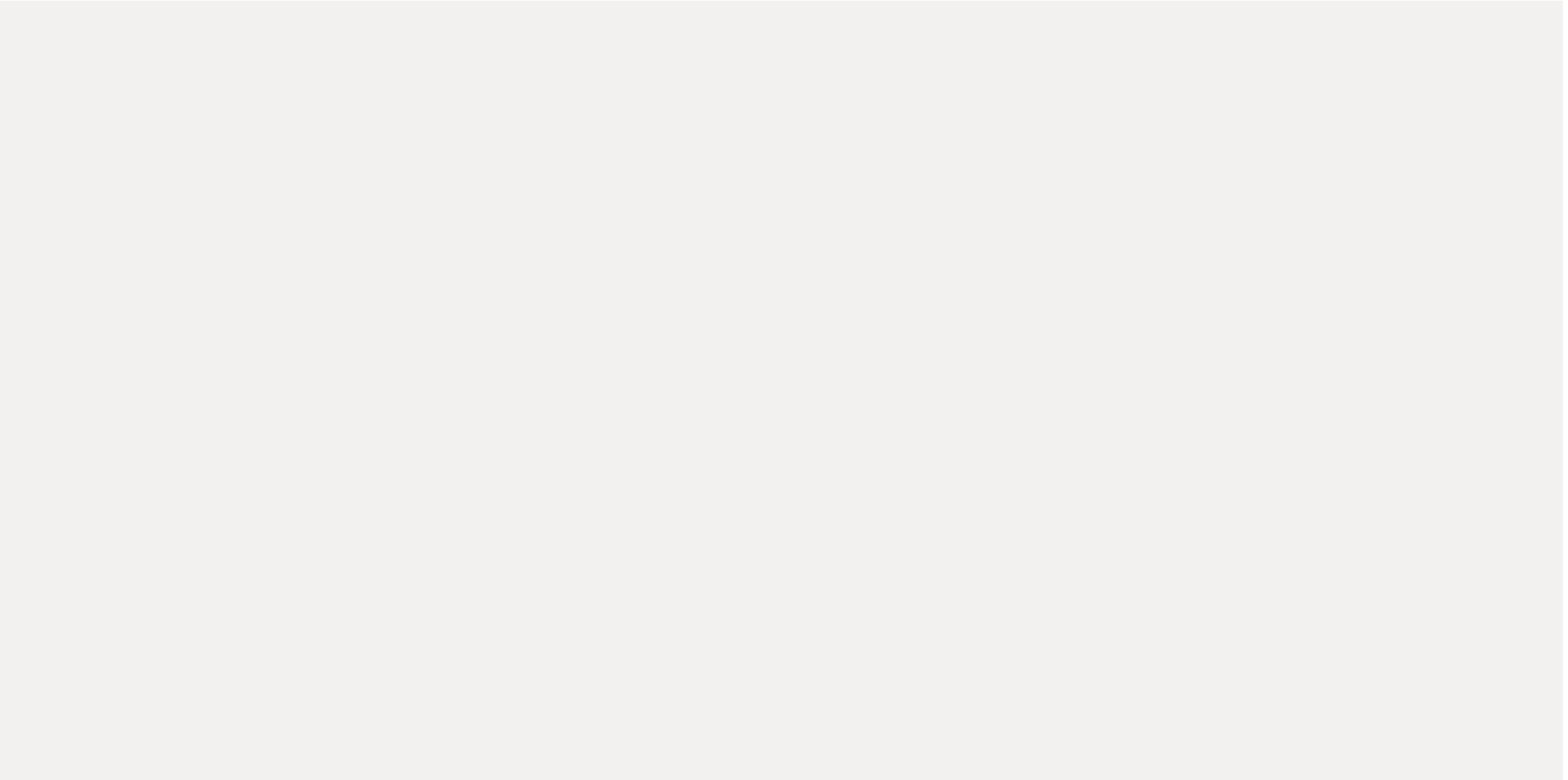
	Roofscape	Scale & Proportions	Degree of Symmetry	Variety	Doors & Windows Pattern & Proportions	Window Details	Door Details	Materials	Colours	Textures
1	Squat with minimised eaves height	First floor windows 'tucked under' eaves to lower perceived scale	Medium – some symmetry given home types but not required	Medium	Smaller proportions, particularly to first floor	HardiPlank surrounds	Simple piers and canopy	Brick	Brick: brown, red and buff (sand)	Principally brick with projected brick detailing for richness
2	Varied, including gables, and standard eaves		Limited - detached homes and paired features	Variation in feature location, roofscape, use of materials	Varied window sizes to facade	Soldier course to top	Glazed brick 'fan light'	Tiles: grey	HardiPlank	
3		Full height windows to ground floor only	Opportunities to break symmetry encouraged; side bay windows, change to window proportions etc.	Increased use of HardiPlank and other materials to create 'softer' materiality		Small side bay windows with brick detailing		HardiPlank	Glazed bricks (*take out yellow)	Multi-brick
4	No consistency or rhythm	Scale low with wide plot width				minimal subdivision of first floor windows		Render	Windows: grey (front and back)	Brick detailing
5		Half-timbered features and (eg. gables) first floor to lower perceived scale						Downpipes, utility covers, fascias (grey)	Doors: grey	Glazed bricks



5.11.7. employment

formal

	Roofscape	Scale & Proportions	Degree of Symmetry	Variety	Doors & Windows Pattern & Proportions	Window Details	Door Details	Materials	Colours	Textures
1	Flat	Breakdown long mass by use of expressed vertical subdivision of façade		Legible entrances offering variation				Consistent palette of materials	Consistent colour of main facade	
2	Variation but maximum permitted height	Maximise glazing to active edge to employment boulevard							Signage and detailing provide opportunity for individual identity	
3										
4										
5								Avoid high fencing to boulevard but if needed then consistent design and colour (black) and transparent Paladin fencing		







CHAPTER 6

delivery & procurement

6.1. Summary

6.2. Development Procurement

6.3. Site Wide Management

6.1. Summary

The Council as Applicant, principal landowner and land promoter is bringing forward Ashton Green in development phases. The residential Phase A (100 dwellings) and large-scale employment land Phase 1 (5 ha) are built out, with the residential Phase B (307 dwellings) under construction.

A development partner has been secured for the next residential opportunity, Phase C (440 dwellings).

Enabling highway infrastructure for Phases C, D and E has also been delivered on site.

Developer/occupier interest has been secured for part of the large-scale employment land Phase 2.

6.2. Development Procurement

The Council is following a number of public procurement processes for the securing of long term development partners for both the residential and large-scale employment land phases with a particular focus on achieving high-quality design through the marketing and land disposal process.

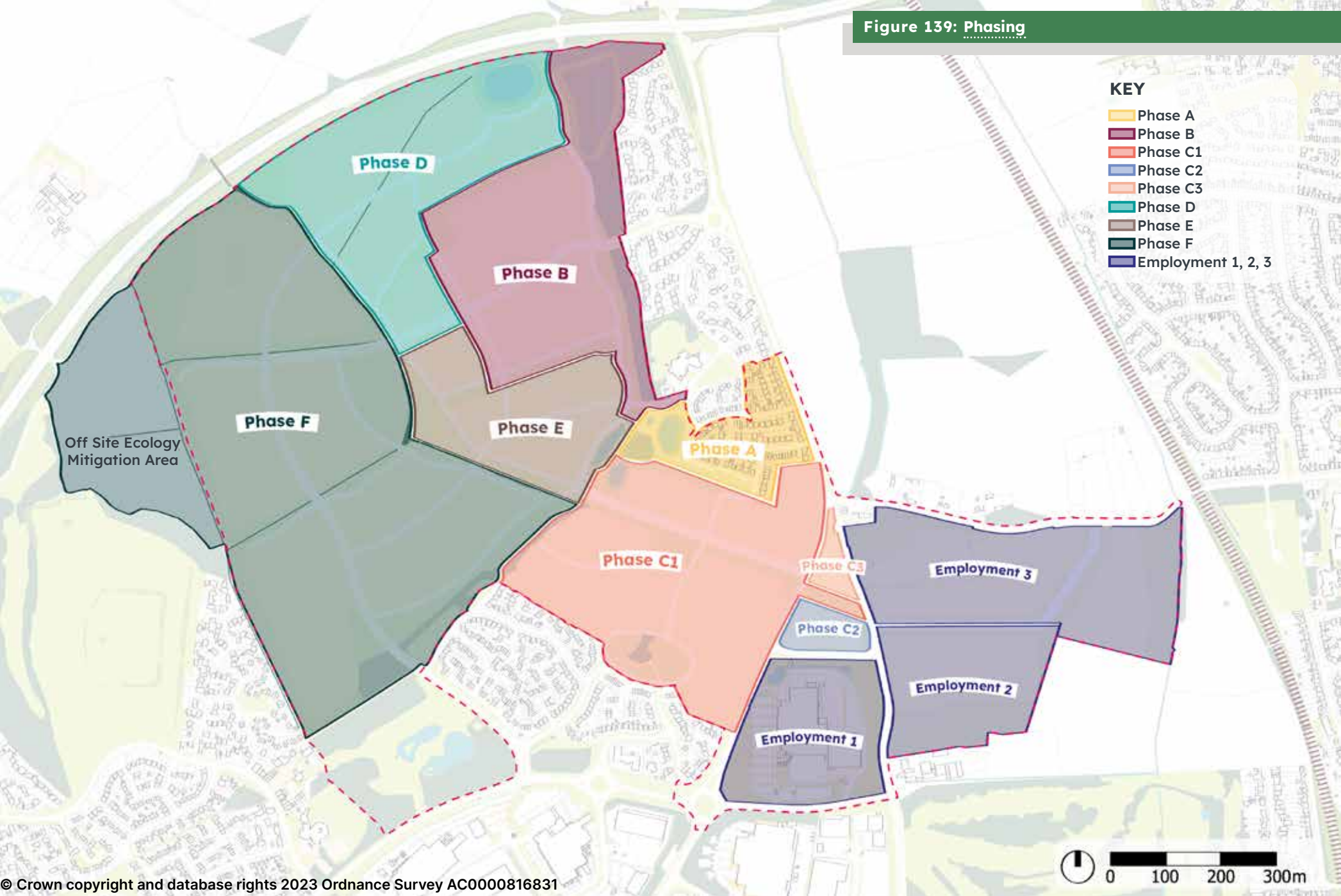
Residential Phases D and E will be the next development opportunities to be brought to the market.

The large-scale employment land Phase 3 is likely to be delivered through a partnership with commercial developer to be procured by the Council.

6.3. Site Wide Management

A green infrastructure management company in the form of Meadfleet Ltd, has been appointed to take ownership, manage and maintain the site wide green infrastructure in perpetuity, to be funded through service charges from residents and commercial occupier.

Figure 139: Phasing



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Figure 140: Phasing & Road Infrastructure

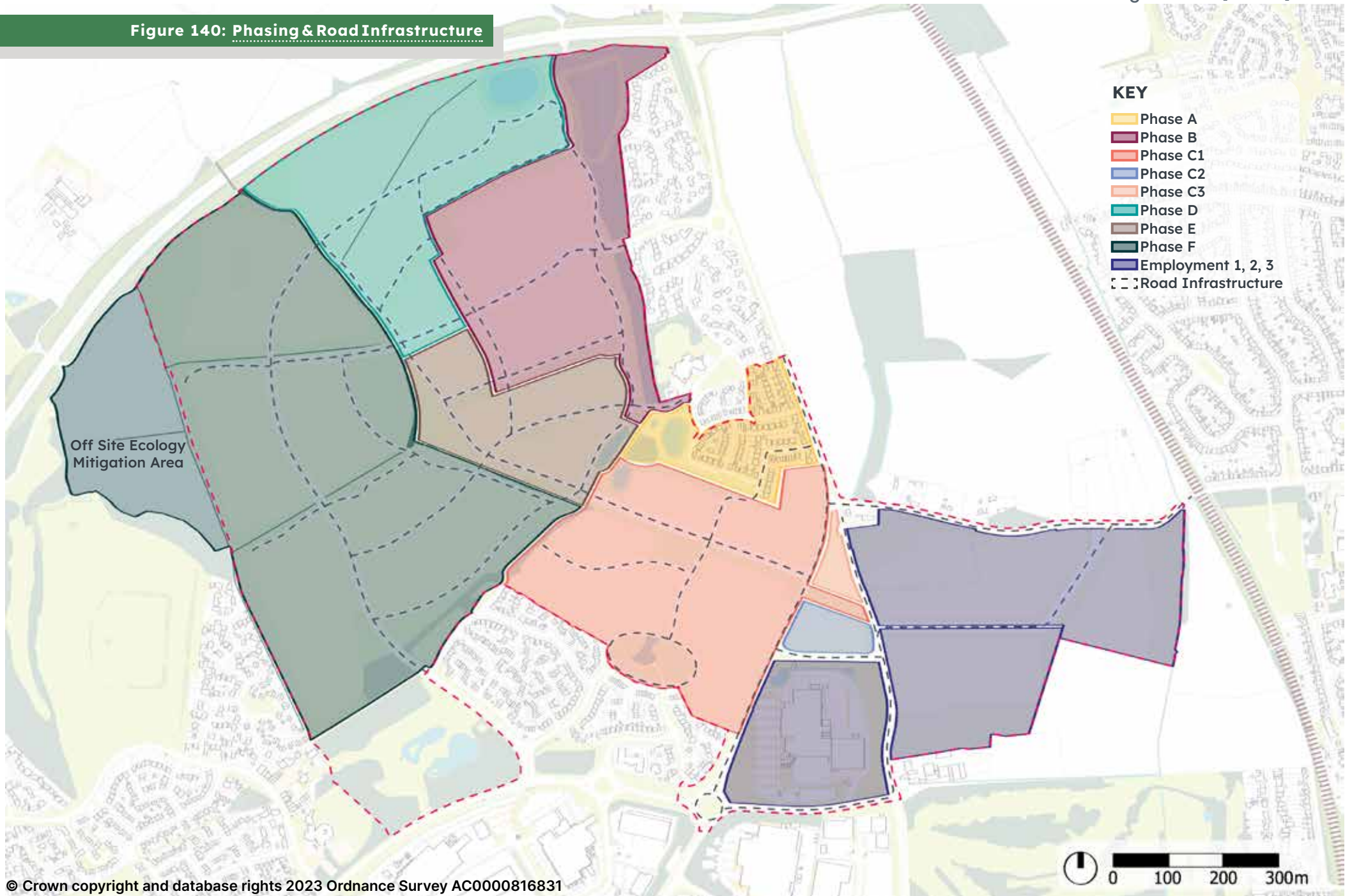
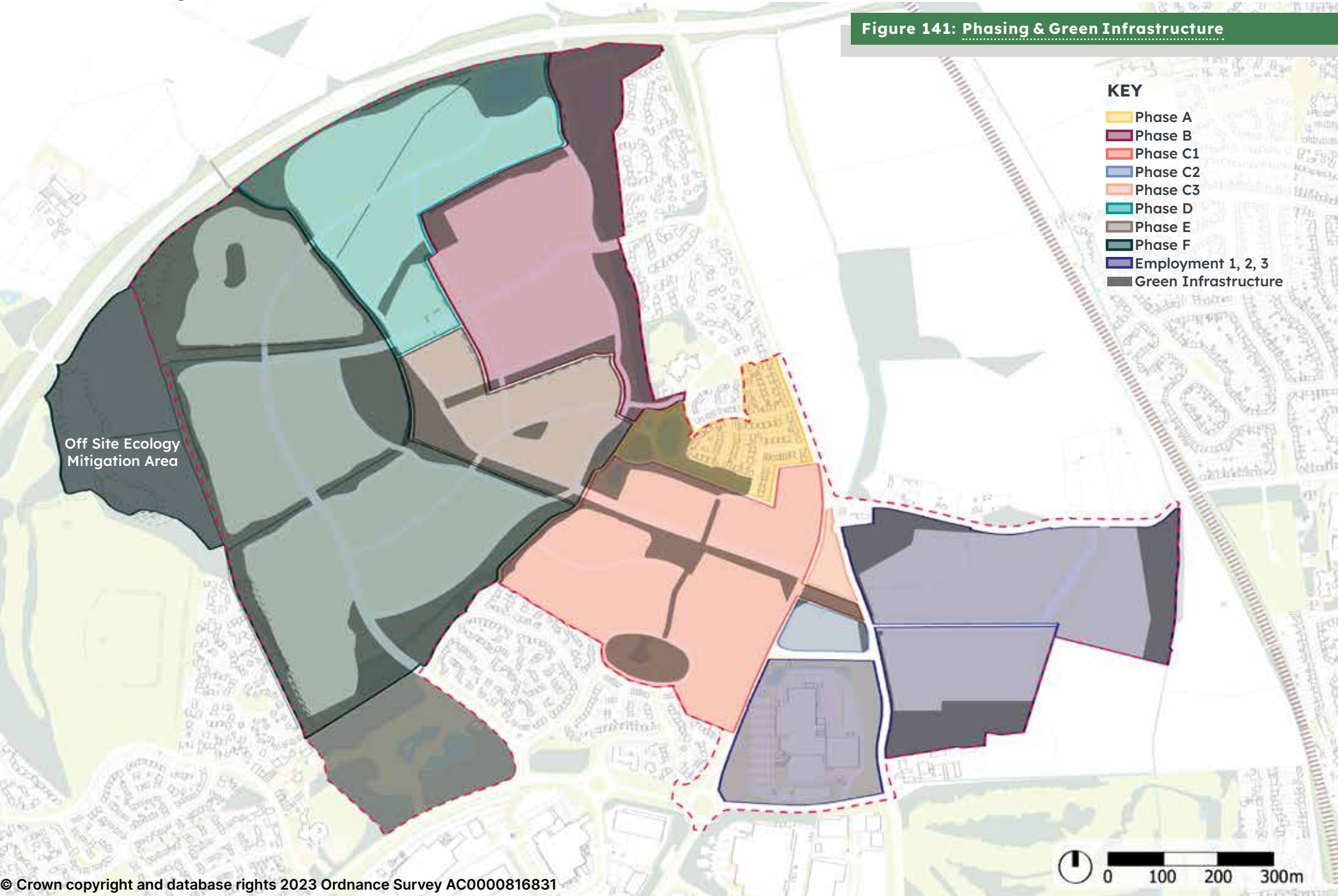
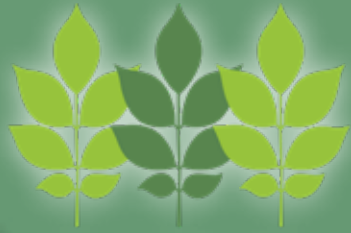


Figure 141: Phasing & Green Infrastructure



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ASHTON GREEN



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