Design Code

Supplementary Planning Document

2025

Oadby & Wigston | Our borough - the place to be

Contents

1. Why do a Design Code?

1.1. The Levelling up and Regeneration Act 2023 requires every local planning authority to produce a Design Code for its area. These codes will have full weight in making decisions on development. It allows local planning authorities to set design requirements at other scales either as part of their local plan or a supplementary plan (15C and 15CC in schedule 7). This Design Code has been adopted as a Supplementary Planning Document (SPD).

1.2. The National Planning Policy Framework states that *"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."* It goes on to advise about the use of Design Codes where it states *"To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety."*

1.3. The Design Code is intended to set out clear principles and standards for how development should be designed in the Borough, focusing on the priority aspects of design. The code is meant to be a positive document about what should be encouraged and not a negative document about what should be prevented. A clear and logical account of the design process should be set out in the Design Code checklist and evidenced by the applicant to accompany the planning application. Every application is slightly different so not all elements of the Design Code will apply to every application.

1.4. The Local Plan sets out a dwelling figure for the Borough going forward. Through a series of call for sites exercises, a number of possible allocations are put forward. These sites are overwhelmingly greenfield sites in the south and east of Borough. Those sites that end up as adopted allocations will be those areas of the Borough subject to greatest change and they will require compliance with the Design Code to ensure this new development meets the vision and objectives of the review local plan.

1.5. The authority undertakes annual monitoring of development within the Borough and the Design Code can evolve to reflect changes identified via its monitoring framework.

1.6. There is an existing SPD on extending residential dwellings (adopted April 2019), and a SPD on improving the public realm (adopted March 2021). The Design Code does not replace these documents but sits alongside them as they are focussed on different types of development.

1.7. The Design Code complements, but does not supersede, the Local Plan. Policies such as those on sustainable development, housing choices, improving health and wellbeing, climate change, historic environment and green and blue infrastructure are likely to be important considerations for the residential development of greenfield sites although any policy may apply.

Status of the Design Code

1.8. The Design Code Supplementary Planning Document will have material weight in the assessment of planning applications by the Council as the Local Planning Authority, as well as in appeals. The Planning System is anticipated to undergo further change so the Design Code's status may alter in response to how central Government amends the planning system in England.

How to use the Design Code

1.9. This document builds on Local Plan design policies and sets out the expectations from all future development in the Borough of Oadby and Wigston. The document is designed to be used by stakeholders to understand the design expectations held by the Council and ensure that forthcoming proposals are designed and delivered to a high standard.

1.10. All residential development, including major development, changes of use, urban infill development and demolition rebuilds will be subject to the Design Codes set out in Section A (Borough wide, all-covering codes). Demolition rebuild projects and urban infill development will be held to design principles set out in the Local Plan and subject to the Local Character Assessment. New commercial developments will be assessed on their individual merits.

1.11. Development coming forward on land allocated for housing in the most recently adopted Local Plan will be subject to Section A and Section B of the Design Code. Major development on unallocated sites on current countryside and green wedge land in the Local Plan will also be held accountable to Section A and Section B of the Design Code. Applications on cross-boundary sites will be dealt with on a case-by-case basis. Applications in a conservation area will be subject to the Conservation Area SPD.

1.12. A site delivered by multiple housebuilders can have brand distinction as long as all housebuilders comply with the minimum standards set out in this Design Code.

1.13. The Reserve Matters or details following applications must reflect the design quality in the original Outline (where known) or Full permission. Outline applications often lack the level of detail that would allow a fully rounded judgement against a design code. The Council will take a pragmatic view on the level of detail it expects from an outline application.

1.14. Requirements and recommendations in this document have been created on the 'comply or justify' principle. Variations from the code can be accepted by the Council where a developer has justified the appropriateness of an alternative approach on that particular site. Where a developer is seen to exceed an aspect of design, the Council may be flexible in the delivery of other aspects of design. In general, developments that follow the 'comply or justify' approach are more likely to enjoy quicker progression through the planning system.

1.15. The codes contained within this document are not in any order of importance, and all codes should be adhered to with the same value in contributing to good design for new developments.

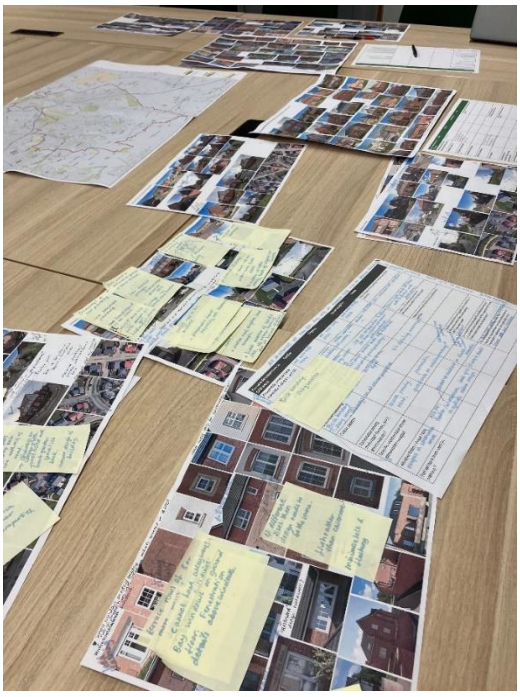
1.16. Key indicators and requirements for successful design are illustrated in bold text. Guidelines for good design specified within these bold sections should be studied closely as they are part of the Design Code checklist required at planning application stage. In this checklist, applicants

will be expected to show they have complied with, or justified deviation from, the code. A copy of the checklist can be found in Appendix 1.

How the Design Code has Been Developed

Stage	Date
Evidence gathering, scoping of local historic context and analysis of current major development being delivered across the Borough.	Spring 2024
Workshop with the wider Planning Department and Community Health and Wellbeing Team on the key vision and expectations	July 2024
First draft of Design Code	August 2024
Further internal comment on first draft	September 2024
Presentation and discussion with members	October 2024
Final draft document	November 2024
Public Consultation for 6 weeks	6 weeks from January 2025 until February 2025
Consideration of consultation responses	March 2025
Presentation to Members at Committee	Spring 2025
Publication of Code	Summer 2025

1.17. The Design Code has been developed through consultation and engagement with statutory bodies, stakeholders, and representatives of the local community. Communication with the wider Planning Department and Health and Wellbeing colleagues in the Council was essential throughout the code writing process. A workshop was held in the Summer of 2024 with the wider Planning Department, including Enforcement, Arboricultural and Development Control Officers to analyse recent development in the Borough and to outline key standards and expectations of good design for future development.



2. Landscape Character and Flood Risk

2.1 The character of the Borough is derived from a number of factors such as landscape, geology and human activity. A range of documents should be consulted to understand the landscape context for development proposals in the Borough, including:

- Leicestershire, Leicester and Rutland Historic Landscape Characterisation (2019)
- Oadby and Wigston Landscape Character Assessment (2018) (this study is in 3 parts)

2.2 The Borough includes a number of important landscape and green infrastructure designations, such as:

- Sites of Special Scientific Interest (SSSI)
- Local Wildlife Sites, Veteran Trees and other designations such as Regionally Important Geological Sites.

2.3 The relevant policy and guidance should be consulted and followed for sites which lie within, or will affect, these designated areas. Further advice is available via the Leicestershire and Rutland Environmental Records Centre.

2.4 The Borough includes fluvial flood risk zones. Areas of the Borough are also sensitive to surface water flooding. The following should be consulted to understand flood risk in the Borough:

- Strategic Flood Risk Assessment (2024)

Landscape

2.5 The landscape Character Assessment (2018) found that changes in the landscape are subtle, *"the Borough is a transition zone between the more distinct plateau and steep sided valley landscapes to the north and east and the more open, rolling landscapes to the south and west." (para 1.7.1)* It goes on to note *"the urban edge is reasonably well integrated into the landscape. Generally, hedgerows, trees and subtle changes in landform help to mitigate views of the urban edge from the countryside. This is considered to be an important positive characteristic of the rural-urban fringe in the Borough, and one that should be protected and strengthened where necessary." (para 1.7.3)* It concludes that *"the overriding aim should be to retain a predominately open, natural, rural transitional area between urban area and country, which is well integrated with the countryside, and which allows good public access to it and through it." (para 1.7.4)*

Historic Development

2.6 The form and pattern of development in the Borough is strongly influenced by human shaping of the landscape that continues today.

Oadby

2.7 Oadby is a historic settlement dating from before the Viking era. The settlement is believed to be the site of at least one important Viking battle. Historic maps show that the settlement originally grew along the alignment of London Road and The Parade which formed a connection from southeast Leicestershire to Leicester. This was the focal heart of Oadby and is reflected in its high street use and the conservation area status of London Road today. The introduction of the A6 in the mid-20th century cut the settlement of Oadby in two and

became the main vehicular route, downgrading The Parade and London Road in the local movement hierarchy. London Road and Saint Peters Conservation Area covers almost entirely the lower part of the town centre, centred on London Road, and includes a number of Grade II listed buildings. Oadby was a small settlement until the late 19th century, when it became a fashionable suburb for businessmen of Leicester. Some of the large substantial houses from that time are now occupied by the University of Leicester. Around 1930-1938 the A6 was built to by-pass the town centre of Oadby, with the Parade downgraded to local traffic only. In the 20th century, Oadby saw rapid expansion as a Leicester suburb.

South Wigston

2.8 South Wigston was developed as a 'model' settlement by the owner of a large brickworks in the late 19th century. From the beginning it was not intended to only house workers of brickyard, but also other commercial premises, primarily associated with the clothing industry. Like other 'model' towns, South Wigston street pattern generally follows a grid with terraced housing being the dominant type. Some larger houses with front gardens line Orange Street, Blaby Road and Saffron Road. Historically, Blaby Road was the local high street with shops and public buildings, while industry and manufacturing concentrated along Canal Street.

2.9 By 1883, the settlement of South Wigston had been well established and continued to grow over the following years. The settlement was primarily structured around the railway infrastructure, the brickworks developing next to the north-south railway line and worker housing to the adjacent streets. Blaby Road was developing as local high street. In 1893 St Thomas' parish church was built at the junction of Blaby Road and Saffron Road, and most settlement development was completed by 1913. After the brickworks ceased production in the early 1930s, there was still a significant number of other major employers in the area keeping the town active. In the late 20th century, a demolition process started covering most of the post-industrial buildings to make space for shops and housing.

Wigston

2.10 After the XVII century, with the advent of the knitting frames, the first signs of industry other than agriculture began to appear in Wigston, followed by the opening of the Grand Union Canal in 1798, and the coming of the railway, with the Leicester to Rugby line being opened in 1840. By the end of the century, there were "handsome engine sheds", several factories and a cast-iron church - since rebuilt in brick, as well as gas lighting. Numerous other trades, besides the railway works, have since been introduced into the Borough.

2.11 In 1754 an Act was passed making a turnpike road from Welford to Leicester, which became the main route of the mail coach from Leicester to London. The Blue Bell Inn, which stood in Bell Street, was a noted coaching hostelry. There are three conservation areas in Wigston and several listed buildings, including the Grade I Listed Church of All Saints located just outside the town centre boundary to the south on Moat Street - Newgate End.

2.12 Studying historic maps has helped to understand the growth of the town centre over the past century and they show how the structure of the northern edge changed when Bull Head Street was introduced. It is also clear that east west streets have been severed to allow for car parking and servicing of large retail units. The result is a less permeable and traffic-dominated town centre. The resultant environment has led a number of areas which are 'back of house' with little or no active frontages as shown by the limited internal streets and development surrounded by roads.

Heritage Designations and Assets

2.13 The Borough has 39 listed buildings and 10 Conservation Areas. These heritage assets can be enhanced by development within their settings but can also be harmed by inappropriate design. Where relevant, character area descriptions and the relevant guidance and information should be consulted. Conservation Area Appraisals have been adopted, these should also be considered as part of the process for informing future planning applications within those specific areas.

2.14 Heritage resources should be consulted as part of understanding the context and local identity of sites for development proposals affecting designated heritage assets. These include:

- Leicestershire and Rutland Historic Environment Record
- Leicestershire, Leicester and Rutland Historic Landscape Characterisation (2019)
- Oadby and Wigston Landscape Character Assessment (2018) (this study is in 3 parts)
- Oadby and Wigston Conservation Area SPD
- National Heritage List for England

2.15 There is important archaeology below ground in the Borough, and the County Council's archaeological team may need to be consulted as part of the planning process.

3. Vision

3.1. The Local Plan has a vision for how the Council would like to see the Borough evolve up to 2041. The Vision has a number of elements that development will need to address in order to contribute to delivering the vision. The Design Code reflects the vision and as such following the Design Code should help developers contribute to meeting the Council's overarching vision. The Vision seeks:

- Safe, clean and attractive places
- Promoting health and well-being through high quality design
- Promoting active travel
- Progressing towards net zero and being resilient to climate change
- A network of multi-functional green and blue infrastructure, enhancing the historic environment.

4. Guidance

4.1 A Design Code is not developed in a vacuum, it is supported by a wealth of Government and non-Government guidance. It will be for the applicant to decide the content of their scheme but schemes that can demonstrate they have reflected the principles of the following pieces of guidance are more likely to be acceptable.

National Design Guide

4.2 The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It sets out ten characteristics and a number of related principles that are common to well-designed places.

National Model Design Code

4.3 More detail on good design practice under the National Design Guide's characteristics is provided in the National Model Design Code. Part 2 of this document is a good place to understand the Government's detailed expectations on design.

Manual for Streets

4.4 Major development should also show compliance with the Manual for Streets, the Government's guidance on how to design both new and existing residential streets. It promotes development that seeks to place the needs of pedestrians and cyclists first.

Building for a Healthy Life

4.5 Building for a Healthy Life (BHL) is a government-endorsed industry standard for well-designed homes and neighbourhoods. The toolkit sets out a series of questions to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed developments.

Building with Nature

4.6 The Building with Nature Standards (BwN) provide a national framework of evidence-based, industry-tested standards that define high-quality green infrastructure.

Leicestershire Highways Design Guide

4.7 County-specific advice is set out in this document. There may be situations where there is a conflict between the advice in the Highways Design Guide and this design code. The position of the local highways authority on highways matters will be the primary consideration.

Secured by Design Homes Guide

4.8 Secured by Design is the Official Police Security Initiative and has produced a set of Design Guides advising how new build development can reduce opportunities for crime and fear of crime for the building of safer and sustainable environments.

Green & Blue Infrastructure

4.9 Natural England have produced guidance on ensuring new development delivers high quality infrastructure Natural England's Green Infrastructure Framework: Principles and Standards, GI Planning and Design Guide as well as the Borough's own Green & Blue Infrastructure Strategy.

Active Design

4.10 Sport England have produced recent guidance on how design can be used to promote healthy lifestyles.

5. Understanding and Responding to the Context

5.1. The Council will expect to see how the design of proposals in planning applications have been developed in response to their context. Development does not happen in isolation, it has to respond to its surroundings in a variety of ways. The first step to consider before designing a development is to look beyond the red line of the application site. This is the site context. A contextual analysis should be undertaken to identify and understand the wider context and site features and how these will contribute or influence the design proposals.

Landscape

- *Landscape character, setting and history;*

- *Topography;*
- *Views into and out of site and visual impact;*
- *Urban – rural interface;*
- *History and heritage assets, such as listed buildings and conservation areas, and their settings*
- *Ecology and biodiversity, including biodiversity opportunity mapping;*
- *Green space, trees, hedgerows (green infrastructure);*
- *Hydrology and drainage (SuDS, existing flow paths, watercourses - blue infrastructure);*
- *Environmental risks, such as flooding and noise, air and water quality;*
- *Microclimate - Light, shade, sunshine and shadows; and colours, textures, shapes and patterns.*

Townscape

- *Views, vistas and landmarks;*
- *Edges, nodes of activity, gateways, eyesores;*
- *Land uses and mix of uses around the site;*
- *Local character (positive examples nearby if nothing adjacent to site);*
- *History and heritage assets, such as listed buildings and conservation areas, and their settings;*
- *Built form, layout, urban grain, density - the scale and proportions of streets and spaces;*
- *Street character - boundary treatments, building lines and the composition of street scenes, individual buildings and their elements;*
- *Building heights, massing and proportions of buildings;*
- *Relationships between buildings;*
- *Materials;*
- *Architectural features;*
- *Roofscapes;*
- *Façade design, such as the degree of symmetry, variety, the pattern and proportions of windows and doors, and their details.*

Movement

- *Access;*
- *Footpaths (particularly Public Rights of Way);*
- *Existing and proposed cycle paths;*
- *Links to and from the site, including public transport and proximity of local services;*
- *Approaches to the site – how do views of the site unfold as you approach?*

People – human behaviour and function of places

- *Desire lines (pedestrian and cycle);*
- *Gathering places and activity centres;*
- *The pattern of uses and activities, including community facilities and local services;*
- *Social characteristics, including demographics;*
- *Aspirations, concerns and perceptions of local communities;*

Has your site analysis:

- *Taken account of what is around the site, not just on it?*
- *What it is that defines the special character of the locality in question, including the landscape, the buildings and how the buildings are arranged?*
- *Included non-physical features of the site and the wider area?*
- *Reviewed historic mapping, environmental/biological records and other existing documents?*

Design Development

5.2. To support the vision, it will be helpful to establish a set of clear site-specific development principles and to set the design intent of the scheme. A simple concept plan can also be helpful to illustrate vision and design intent. Depending on the size of the site and the scheme's complexity, it can be useful in demonstrating how you intend to address the site's strategic issues. A framework can be developed with a broad structure that considers the distribution of land uses, blue and green infrastructure and the movement network, as well as the relationship between each of these elements and the surrounding area.

Has your design:

- *Directly responded to the site analysis, including its surroundings, topography, geology, biodiversity, watercourses and relationship to open spaces, nearby settlements, and routes?*
- *Protected and enhanced existing views into, through and out of the site?*
- *Connected into and enhanced existing local networks – transport, social, environmental?*
- *Established a vision based on principles that create a unique vision for the site?*
- *Created a community that uses natural landscape assets and allows residents to benefit from them?*

Section A

Section A contains codes that all residential development, including major development, changes of use, urban infill development and demolition rebuilds will be subject to following.

6. Codes for all Development

Windows and Detailing

6.1. Windows play an important role in the overall high-quality design of a building. Their size, position, proportion, style and detailing can achieve depth and variety in the landscape and play an important role in animating but also supervising the street. The most successful window placements will be achieved by dwellings that positively balance daylight and privacy requirements of occupants, whilst also having a proportionate relationship to the entire building. Proposals must not create poor quality copies of existing architecture and layouts in the Borough, such as flat roof dormers.

6.2. **Successful developments will:**

- **Ensure opening windows are not of significant visual difference, for example in size, to non-opening windows;**
- **Ensure all windows are of the same style;**
- **Ensure all windows are well proportioned and well distributed across a dwelling;**
- **Ensure top storey windows are at least two brick courses below the eaves;**
- **Use detailing to create character and add visual interest to a dwelling;**
- **Ensure all main/larger windows are side opening, with the exception of sash windows;**
- **Ensure all windows positively contribute to the visual interest of a building. Bay windows on the ground floor are encouraged to achieve this;**
- **Where parking is located to the side of the dwelling, have surveillance provided by at least one window from a habitable room. This is best achieved by ground floor windows; and**
- **Avoid long stretches of blank faces. This can be achieved with fenestration or faux windows for example.**

Are windows consistent in their style and design across the whole building?
Do windows positively contribute to natural surveillance of the street?



6.3. Differences in texture, detailing and materials can create character and add visual interest to the street. Materials should be chosen for their longevity and be drawn from those in the local area to compliment surrounding elevation materials. Examples of acceptable materials include timber and aluminium slim frame. The use of uPVC is restricted and only acceptable when imitating traditional materials.

6.4. The detailing and colour pallet used should be well-balanced and consistent across a dwelling and avoid individual windows having a top-heavy appearance. Distinctive detailing should be consistent across a dwelling. Shared sills across multiple windows and full window surrounds are not appropriate. If trying to imitate existing positive local character, detailing should respond to aspects with the most value and be correct and appropriate to that location.

Are features evenly placed and evenly distributed across the property?
Have window and window detailing materials of high quality and compliment surrounding elevation materials?


Plot Boundary Treatments

6.5. The integration of planting for street facing boundary treatments can have positive contributions to good design, especially in edge of urban area development, and is in line with the NPPF in planning for active street frontages.

6.6. **Successful developments will:**

- **Use hedgerows, trees and soft landscaping as boundary treatments as they protect existing biodiversity, encourage new wildlife movement and help establish local character;**
- **Where there are continuous boundaries of 30 metres or more, have established planting and shrubbery either side, and for boundaries of this size between gardens, a tree must be planted in the rear garden of every 4th dwelling;**
- **Where the landscaping is used as a contribution towards biodiversity net gain, the land will need to be maintained for at least 30 years. If the landscaping is not counting towards biodiversity net gain, then a 10 year replacement plan for loss will be required;**
- **Provide a level of visual interest. Brick walls not providing soft landscaping to achieve this can provide visual interest through details such as staggered height differences and interesting brick detailing;**
- **Treat all boundaries the same, regardless of street hierarchy or tenure of the dwelling, although edge of settlement boundaries may need more attention as they are especially sensitive; and**
- **Avoid long stretches of street facing boundaries so as not to create blank spaces that are unsupervised. Back garden walls should only occupy one side of the road at a time, so as not to create the sense of alleyways.**

6.7. Trees and hedgerows in a private garden will be for the owner to maintain. Diligent species selection should have been afforded through the design process so as to minimise the requirement for maintenance. Tree preservation orders may be applied to ensure continued tree cover in line with the vision being proposed for the area.

6.8. The use of fencing is not considered appropriate for plot boundaries facing the public realm. The use of gates alone is also not considered acceptable.

Strong Front Boundary Treatments

6.9. Different boundary treatments can be used on different streets to create a range of street characters. Front boundary treatments should reference the local character of the area (where this exists).

6.10. **Successful developments will:**

- **Enhance the character of a street. This can be achieved by including hedges, railings and low walls, if supplemented by low hedges behind or on top, where the wall is street-facing; and**
- **Select robust species in the use of hedge front boundary treatments.**

Are boundary treatments in keeping with the area's prevailing character?
Have species used in soft landscaping been chosen for their longevity and robustness?

Section B

Section B contains codes that apply on all major development coming forward on land allocated for housing in the most recently adopted Local Plan.

7. Strategic Codes for Major Development on Allocated Land

Responding to the Climate Emergency

7.1. The UK has legally binding climate change targets that need to be met. The Future Homes Standard means that, from 2025, new build homes will no longer be permitted to have fossil fuelled space heating and hot water generation. The Council also has the aim of making sure its activities achieve a net zero carbon footprint before 2050. Given the contribution that transport emissions make to the climate emergency, one of the best things that can be done is to locate development in places that will enable residents to access local services, by foot, cycle and public transport.

7.2. Guidance in this document will help to ensure that development is sustainable while helping to mitigate against the impacts of climate change. These steps will also help improve air quality and health.

7.3. **Successful developments will respond to the climate emergency. Examples are through:**

- **Providing connectivity and a walkable neighbourhood with good facilities;**
- **Designing for pedestrians, cyclists and public transport users ahead of cars;**
- **Encouraging healthy, active lifestyles;**
- **Maximise benefits of solar gain but avoiding overheating;**
- **Promoting biodiversity and green infrastructure through a landscape-first and nature-based approach;**
- **Using natural or recycled and local materials;**
- **Promoting the re-use of water; and**
- **Providing electric car charging points in new development, in line with the Local Plan policies.**

7.4. Factors to consider when planning for net zero carbon include a number of different factors such as efficiency of the building shape, amount of glazing, the systems deployed (such as heat pumps), modern methods of construction, the use of materials that can be re-used if it is demolished or disassembled. Water efficiency, including the re-use and responsible use of water (in line with policies in the Local Plan), also needs to be promoted.

- *Is your development contributing to net zero carbon? If not, why not?*
- *How will people be able to choose practical non-car alternatives for travel?*
- *Has the site masterplan considered all options to reduce carbon?*
- *Does the masterplan mitigate against the impacts of climate change?*
- *Will the buildings themselves be net zero carbon over their operational lifespan? How will this be achieved?*
- *How does the design of low-carbon housing relate to local character?*

Encouraging Healthy Lifestyles

7.5. The way that new development is designed can be a major opportunity to influence behaviour. The Council will expect development proposals to protect, promote, support and enhance physical and mental health and wellbeing. See Sport England's Active Design Guide on encouraging physical exercise and healthy lifestyles.

Sport England's Ten Principles of Active Design
1. Activity for all
2. Walkable communities
3. Connected walking & cycling routes.
4. Co-location of community facilities
5. Network of multifunctional open space
6. High quality streets & spaces
7. Appropriate infrastructure
8. Active buildings
9. Management, maintenance, monitoring & evaluation
10. Activity promotion & local champions

7.6. **Successful developments will:**

- **Ensure regular points of contact with nature across the whole development, including street trees, green nature corridors, SuDS design for biodiversity (including permanently wet areas), green spaces designed for biodiversity, boundary hedges.**
- **All dwellings will include one or more of the following: tree in rear garden, bat/bird/swift bricks/tiles/fascias/ bricks or bee bricks. Generally, the Council will expect developers to deliver an equal mix in the delivery of that listed. Where suitably evidenced by need, the proportion may justify deviation;**
- **Physical exercise including active travel, walkable neighbourhoods, quality cycle infrastructure, safe and attractive streets, walking and cycling routes, good public transport services, and well designed, high quality and accessible play areas within walkable distance of people's homes; and**
- **Designing places for all, including older people and the mobility impaired and building Lifetime Homes that are adaptable and accessible over time, in accordance with Local Plan policies.**

7.7. Applicants will be expected to submit an ecology survey and within that include information on how it will achieve the requirements set out above.

- *What have you done to promote healthy lifestyle choices?*

A Strong Landscape Structure

7.8. Landscape design should be considered at the very start of the design process. This ensures that sufficient space is given to landscape and drainage within a layout and that parks, ecological corridors and other 'green infrastructure' are positioned in the best locations within the site, rather than areas left over. Strong landscape features create important movement corridors for people and wildlife.

7.9. **Successful developments will:**

- **Design for wildlife and retained existing features; and**
- **Join existing features with green spaces to create a network of natural green and blue corridors through the development and beyond contributing to the wider ecological network.**

7.10. The Council encourages developers to achieve Building with Nature standards.

- *Has the design been structured around the landscape strategy, not vice versa?*
- *Has the site been designed around a suitable drainage scheme using the natural fall of the land?*

Continuous Green Corridors

7.11. A development with an attractive landscape and movement structure that interconnects key destinations, spaces and places has many benefits.

7.12. **Successful developments will:**

- **Design a layout where it is easy to find your way around, make walking and cycling more attractive options and create a much more characterful development;**
- **Consider protecting and extending Public Rights of Way and statutory bridleways at the early design stage of any new development; and**
- **Have green corridor running through the entirety of a site to provide a pleasant and practical experience for pedestrians and cyclists.**

- *Do green corridors connect with spaces and places where people and wildlife will want to go?*
- *Are there spaces for wildlife alone, the same way there are spaces for people alone?*

Trees in the Public Realm

7.13. Street trees have multiple benefits. Existing mature trees should be preserved and/or new large species planted and given sufficient space to flourish and become key features. It is essential that street trees are planted within appropriate tree pits that will allow them to become healthy tree specimens. Paragraph 136 of the NPPF says that *"planning policies and decisions should ensure that new streets are tree-lined"* and encourages applicants and local planning authorities to *"work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users."*

7.14. **Successful developments will engage with the highway authority on their strategy to ensure new streets are tree-lined as follows:**

- **All main arterial routes in a development to be tree-lined on both sides of the road;**
- **All secondary routes to be tree-lined on at least one side of the road; and**
- **Smaller / other routes, no requirement.**

7.15. **Successful developments will also:**

- **Ensure a diverse and robust distribution of trees. Applicants must follow the Forest Research's Urban Tree Manual recommendation where "an urban tree population should have no more than 10% of a particular Species, no more than 20% of a particular Genus and no more than 30% of a particular Family". This ensures a healthy variety of street trees and will provide the most resilient tree stock should one of the species become susceptible to biotic or abiotic factors, pests or diseases; and**
- **Consider pockets of woodland around existing trees and hedgerows on development boundaries if kept outside of the falling distance to properties and people. Applicants will need to consider proximity of development to mature landscape features so these are not removed in the future due to growth.**

- *Have you included street trees, and others in the wider public realm?*
- *How have you selected the species that are best for the site?*
- *Are measures in place to make sure that trees will grow and thrive?*

Sustainable Drainage Systems

7.16. Sustainable drainage systems (SuDS) cover a range of approaches to managing surface water to reduce flood risk whilst improving water quality, amenity and biodiversity. They reduce the amount of surface water that reaches the sewer system and the rate at which it reaches a watercourse.

7.17. **Successful development will:**

- **Integrate SuDS with green and blue infrastructure and be planned in from the earliest stage to make sure that enough space is made available in the right places;**
- **Be locally specific, influenced by the different soil and landscape types;**
- **Be designed with management in mind, understanding that it will change over time and need managing flexibly; and**
- **Include locally occurring and regionally sourced native marginal and aquatic planting can be a space-efficient way to deliver biodiversity net gain.**

- *Has the scheme design been structured around an integrated sustainable drainage and green infrastructure strategy?*
- *Is drainage based on the specifics of the site, taking account of soil types and topography?*

Street Hierarchy

7.18. A development where all streets look the same lacks character can be difficult to navigate and confusing. Streets and layouts should relate to the character of the location of the development.

7.19. **Successful development will:**

- **Where considered to be urban extensions alongside existing settlements, match and continue the character and layout of local street hierarchy; and**
- **Where considered to be Stand-alone sites, be built at appropriate densities to create new urban settlements.**

7.20. As a general rule, streets in the centre of developments and key arterial routes in and out of developments should be main streets that are distinctively different to others. Key elements of a Main Street could include:

- Street trees;
- Wider pavements including roadside swales;
- Carriageway with segregated cycle lanes;
- Strong front boundary treatments such as railings and walls supplemented by hedges;
- Strong building lines;
- Absence of frontage parking;
- Strong built frontages that positively address and enclose the street;
- Higher density housing (for example 3 storey dwellings or flats);
- Rhythm and continuity of facades; and
- Well-proportioned in terms of height to width ratios.

7.21. Roads continuing out from main streets should have house types that are contextually responsive to the street on which they are located. The form, scale and mass of dwellings and street layouts should appropriately change the closer they get to more rural areas, so as main and arterial roads lead to secondary roads, and secondary roads lead to smaller, calmer roads.

7.22. Appropriate road forms moving towards the more rural areas include circular cul-de-sacs, loop roads and crescents as they provide calm zones while still being connected to the wider development. These forms are also opportunities for creating pockets of green space which contribute to a positive distribution of green infrastructure.

- *Is there a clear street hierarchy that lets people know how they should use each street?*
- *How are the street types differ from one another?*

Connected Layouts

7.23. Layouts should be permeable with good connections into the wider street and path network. Connected streets make more efficient use of space and should reduce the reversing of all vehicles. Specifically, roads must be organised so that service vehicles and waste collection vehicles are not required to reverse into a development or major road. Road layouts should also be designed so that they are easier for delivery services and bus routes to access.

7.24. Alleyways are generally perceived as unsafe and encourage loitering due to a lack in opportunities for positive street lighting and natural surveillance. Historically, poor quality narrow alleys across the Borough, especially those located between and behind buildings and in areas leading to public open space, have been found as the symptom of anti-social behaviour issues and many have been temporarily closed under Police guidance. Graffiti, littering and dog fouling are also common problems. The creation of any new narrow alleys of

any shape (straight, curved or jagged) is therefore considered inappropriate. Alleyways will only be permitted when the applicant can show they are of the highest design and have a clear purpose that serves the community well.

7.25. Long stretches of uninterrupted streets can create a highways-dominated appearance and become unsafe for pedestrians and cyclists. Breaks in roads to prevent long stretches can include village greens and other open spaces, urban squares and changes to surface materials to show the active use of different road types.

7.26. **Successful developments will:**

- **Encourage walking and cycling and the use of public transport;**
- **Knit into the wider neighbourhood;**
- **Avoid single access points to large sites;**
- **Promote walking routes into town centres;**
- **Avoid the creation of new alleyways;**
- **Avoid long stretches of blank facades; and**
- **Allow for ease of access by waste collection and emergency service vehicles.**

Cul-de-sacs

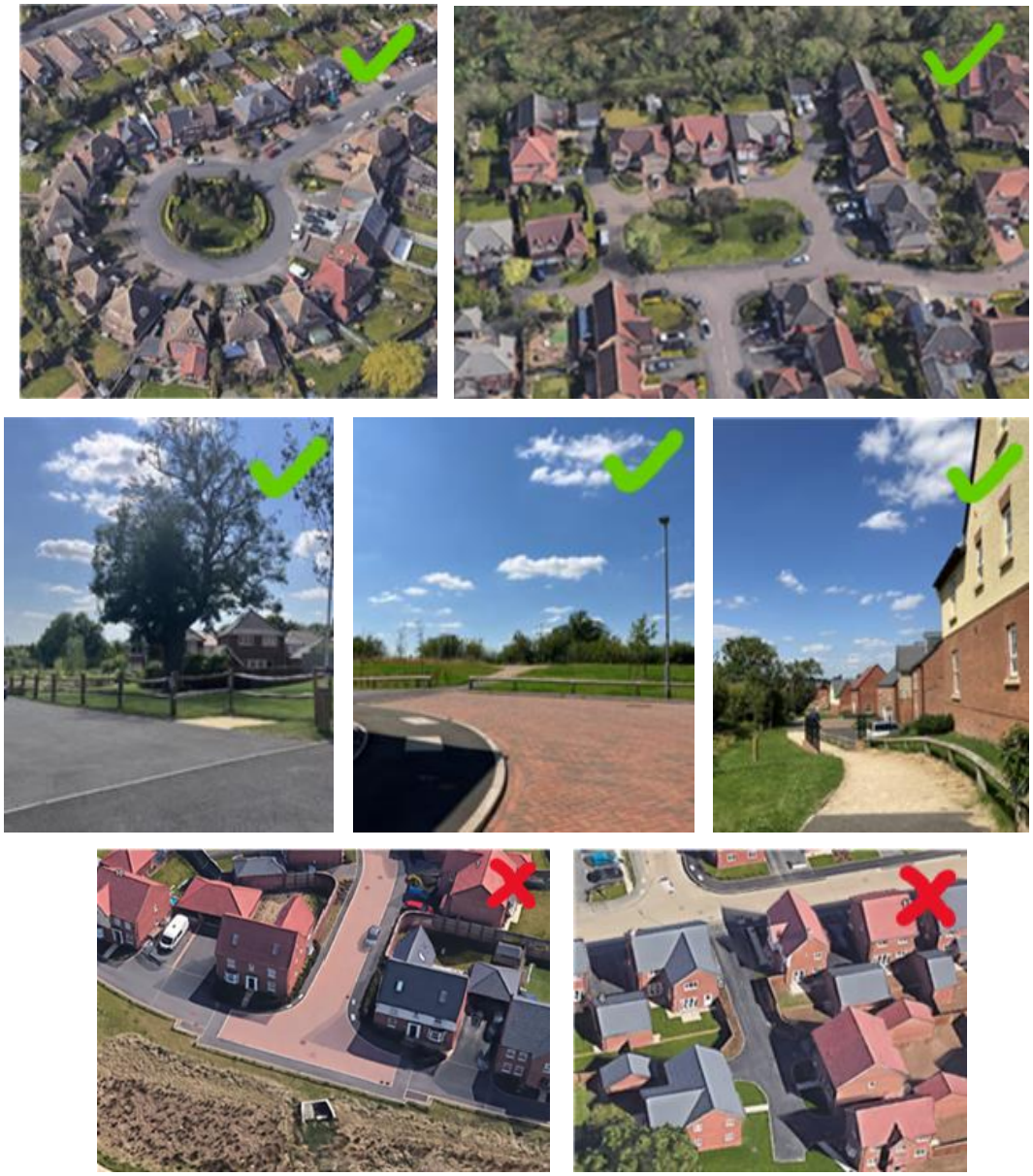
7.27. Cul-de-sac roads can be opportunities for creating calm and safe residential areas, however they can often disrupt pedestrian and cycle movement, attract loitering vehicles and are challenging areas for access by waste collection and emergency service vehicles. If there are too many, they can lead to poor site layout with few access points which encourages the use of cars for short journeys. Turning head and hammerhead road layouts are notably more encouraging of these challenges.

7.28. In general, the number of cul-de-sac and dead-end roads should be limited and kept to the edge of sites. Large circular cul-de-sacs, particularly those with landscaped islands, are the favoured approach to dead end roads. Loop roads are also encouraged. If using hammerhead shaped roads, developers must provide active travel routes that are overlooked by natural surveillance from the houses around them. They must also provide a designated communal bin collection area that is at an acceptable walking distance from the furthest house to use them and should provide communal bike storage. Bin and bike storage should be set to the side, so as not to be the main feature of the close.

7.29. **Successful developments will:**

- **Avoid turning head and hammerhead road layouts;**
- **Limit the number of cul-de-sacs and keep them to the edge of development; and**
- **Provide communal bin collection areas, bike storage, active travel routes and natural surveillance on cul-de-sacs that are not circular or looped.**

- *Are most streets connected to others at both ends?*



Addressing the Street

7.30. Buildings should have public fronts and private backs. Positioning public fronts on to streets and public spaces provides opportunities for natural surveillance. Back gardens should face other back gardens, bringing community safety and privacy benefits. This also applies around the edges of sites, where sensitive rural interfaces can exist. Buildings should look outwards, not turn their back on their surroundings. Hedgerows or other planting in front of homes can soften open rural interfaces and existing hedgerows have more protection if within the public realm. Properties on all corners should have active facades on both sides, not blank gable ends.

7.31. **Successful developments will:**

- **Ensure buildings look outwards onto the street with gardens facing other gardens at the back of the property.**

- *Are all streets fronted by buildings?*
- *have you included windows on the street-facing façade?*
- *Do back gardens back on to other back gardens?*

Form and Street Character

7.32. Emphasis should be given to defining street character with all elements working together to create streets that have strong characters of their own.

7.33. Streets and layouts should relate to the character of their location, streets and layouts should aim to replicate best practice in streetscape design. Streets can be curved with the placement of properties following these curves and leading the eye around the corner. Properties themselves should not be curved, so as to ensure quality of life within the home.

7.34. Proposals should be of an appropriate scale, density, massing and height, taking into account the local character and context. Different character areas can be designed into larger developments to add variety instead of monotony.

7.35. **Successful developments will:**

- **Use features and appropriately mix scale, density, massing and height of the street to elevate them from one another and add street character.**

- *How does the scheme layout relate to the wider settlement's built form?*

Local Centres and Community Facilities

7.36. Sites large enough to generate the need for local facilities will be expected to deliver facilities of high quality.

7.37. **Successful developments will:**

- **Encourage social interaction;**
- **Not be car-orientated with parking areas dominating;**
- **Be vibrant places;**

- **Be exemplary in terms of design with high quality public realm and landscaping;**
- **Include a mix of uses;**
- **Be located to be walkable for as many people as possible; and**
- **Be co-located with other facilities such as schools, recreational areas.**

7.38. Size and types of Local Centres will be agreed upon with the Local Authority on a case-by-case basis.

- *Are local centres designed to be attractive and safe for users and businesses?*
- *Will most people choose to travel there by foot or cycle?*

Affordable Housing

7.39. Affordable housing is an important component of all major schemes and needs to be designed with care.

7.40. **Successful developments will:**
- **Integrate affordable dwellings around the neighbourhood;**
- **Sensitively locate affordable dwellings with the aim of achieving sustainable communities that are intermixed, with affordable units being spread out and not being easily identifiable by means of design quality (including materials) style (including house types and architectural details) or location in terms of not placing affordable units in blatantly inferior locations; and**
- **Locate specialist housing appropriately to ensure easy access to community and social facilities, health care facilities and public transport.**

- *Is affordable housing distributed around the area and indistinguishable from all other housing?*

Corner Plots

7.41. Corner plots, also known as dual fronted or dual aspect buildings, are located where two streets meet and are opportunities for applicants to display thoughtful design and create local landmarks across the wider site. All street facing corners need to positively contribute to the overall street scene and support an active street / help activate the street. House types delivered on corner plots are therefore expected to show off innovative and creative house types of the highest material quality and architectural design.

7.42. **Successful developments will:**
- **Be reflective of the common building line;**
- **Be of an angular shape on angled corners;**
- **Have prominent windows from main habitable rooms in a dwelling facing different street corners;**
- **Have a generous amount of glazing / windows;**
- **Be accompanied by soft landscaping; and**
- **Incorporate detailing and added features for visual effect.**

7.43. House types not respecting the above often result in compromised living spaces. Unless specifically designed as a corner plot, semi-detached and terraced housing is generally unsuccessful in performing the outlined requirements. Parking (including garages), SUDS, pumping stations, waste storage areas, sheds and other forms of the sort are not appropriate on street facing corners.

Dual Entrance House Types

7.44. When done well, dual entrance house types can be positive for building smaller homes at high densities and are opportunities for home ownership by individuals, couples and smaller families. From the street, entrances to separate dwellings should be visible and clearly identifiable, and from the inside should be safe and provide the same quality and size of space for movement and circulation that is provided in single entrance homes. Entrances can be shared or individual, as long as they are not over-dominant to the face of the dwelling. The use of dual entrance house types as corner plots is not appropriate.

7.45. **Successful developments will:**

- **Ensure dual entrance house types have distinct entrance points and provide safe and comfortable living spaces inside the home**

Cycle Infrastructure

7.46. Facilities for cyclists need to be comprehensively thought out and continuous, both within the site and in connecting on to key destinations elsewhere.

7.47. **Successful developments will:**

- **Ensure continuity of routes;**
- **Think about different types of cyclists – commuters, leisure cyclists, children;**
- **Be designed to be attractive to use and encourage all types of people to cycle - 'would this cycle route design encourage me to cycle?'; and**
- **Plan for convenient on plot-cycle storage or within their curtilages.**

- *How have you catered for the needs of cyclists, and those who might be persuaded to cycle?*

Open Space

7.48. New open space should be designed into proposals from the outset and designed in such a way that they are publicly accessible to residents and visitors. Materials for play provision must be of high quality and chosen for their longevity and ease of maintenance.

7.49. Open space can be designed around existing mature landscape features such as trees, hedgerows and other biodiversity assets and designed as key focal points and community assets that over time becomes a point of interest, wayfinding features and meeting places.

7.50. Play provision in particular should be interactive and well thought out so that they are attractive to all ages and abilities. They should be considered at all scales, from play areas near the home to larger areas for outdoor games and sports pitches. Where appropriate, large play areas may require local car parks to prevent overspill of parking into residential roads.

7.51. **Successful developments will:**

- **Benefit from passive surveillance;**
- **Have direct pedestrian and cycling access connecting open space to/from a main or secondary road;**
- **Include seating spaces for those of all ages and abilities to sit, gather and supervise play areas;**
- **Be landscaped as not to create open stretches of just grass, by incorporate soft landscaping such as planting;**
- **Ensure people feel safe in the daytime and after dark, for example with street lighting and gated play areas for small children; and**
- **Have entrances from wide open roads.**

- *How is the open space designed to encourage residents and visitors to use it?*
- *How will the proposals deliver play that is fun, accessible and engaging for different age groups and abilities?*

Car Parking

7.52. Parking requirements should be considered at the outset of the design. Insufficient and poorly designed parking can have negative impacts on how streets function, can create cluttered and chaotic environments and can create unnecessary neighbour and community conflicts and divisions. There are a number of ways to provide parking, depending on variety of factors such as the size of plot, the type of street the site is located on and neighbouring buildings.

7.53. **Successful developments will:**

- **Provide parking spaces on-plot and ideally located behind the building line, between dwellings and/ or on drive through units/car ports. This is to enhance street character and maintain strong building lines and front boundary treatment lines and avoid parked cars dominating the street (as highlighted in Manual for Streets);**
- **Soften cars parked on plot with landscape, planting and materials as well as a clear property boundary. Parking spaces should be as well as, not instead of, a front garden;**
- **Use paving materials in line with the Leicestershire Highways design Guide. Paving materials could be permeable and should be complementary to the building design ;**
- **Avoid tandem parking, undercroft parking and rear parking. These are not acceptable;**
- **Avoid garages and detached garages in front of houses on main arterial routes. Double garages and detached garages are acceptable on large plots in cul-de-sacs.**
- **Ensure garages are not part of the dominant face of the buildings and avoid garages that excessively protrude out, so as not to contribute to the main street scene;**
- **Ensure parking spaces are wide enough to allow the doors on both sides of the car to be opened sufficiently, in order to provide comfort of use for all users. This includes, for**

example, the mobility impaired, older people, people with young children and people unloading luggage and bulky items; all of whom require the door to be opened wide in order to get in and out of the car. Shared landscaped/active frontage areas between driveways are encouraged;

- **Avoid triple double bays as they have been known to cause neighbour disputes and lack the required space;**
- **Comply with the car parking and garage dimensions as outlined in the sections below; and**
- **Avoid spaces between rear gardens as they have a negative impact on street character and design quality and can easily be designed out by, for example, placing detached dwellings on corner plots.**

7.54. Off plot frontage parking for linked units/terraces should be softened and broken up with street trees. Adequate space should be provided to ensure that trees do not block paths or hinder movement around spaces. A consistent building line should be maintained.

7.55. On street parking - Car parking on public streets, although not necessarily adopted, is usually the most space efficient form of parking.

7.56. **Successful developments will also:**

- **Design on-street parking from the outset;**
- **Make parking spaces clear and unambiguous by delineating them with materials or marking;**
- **Consider what is the best parking alternative according to function, location and place-making aims. Typical arrangements include: parallel, perpendicular and right-angled layouts. The right solution will emerge from analysis of the site and expected amount of traffic;**
- **Aim to get the space as close as possible to the entrance of the dwelling;**
- **Add planting to soften the presence of the car such as verges, hedges and trees on street;**
- **If possible, group cars together and incorporate a break consisting of planting such as trees or hedges every 2 car parking spaces; and**
- **Position visitor parking in visible areas and on the front of properties to encourage active places.**

Parking Space Dimensions

7.57. A large or family car is approximately 1.9 metres wide and 2.1 metres wide with wing mirrors. If a driveway is to be fit for purpose and serve a dwelling and its wide range of residents and their needs over time, residents should be able to get out of the car comfortably on both sides and open the doors. It should also be possible to get a wheelie bin of 0.6 metres past a parked car.

Garage Dimensions

7.58. Garages should only be considered as parking provision when they are of a size that will accommodate general storage (such as lawn mowers, hedge trimmers, ladders, bicycles etc) and have garage doors that are wide enough to accommodate the modern car. Building for a Healthy Life advises against 'Relying on garages being used for everyday car parking'. With regards to garage dimensions, the advice within Manual for Streets should be taken into account. Garages should be well positioned to ensure that they do not dominate the street scene in a negative way. Integral garages need to be sensitively designed and located so as not to dominate street character.

Bins

7.59. In order to help meet waste triage targets there is a need for at least waste separation and recycling, as well as planning for the future where garden and food waste are likely to become the norm. This has resulted in an increase in the number of household bins that need to be stored. These all need to be accommodated in ways that allow convenient access but without harming the appearance of buildings and the street scene. Given we have an increasingly older population, homes should be designed with consideration for how bins are stored for day-to-day use, as well as for how and when they are taken out. There should be space to carry bins past parked cars. Consider providing integral storage, such as within a recessed porch or in secure alleys between houses. Flexibility should be designed in as requirements may change. No bin stores/structures will be permitted forward of the principal elevation.

7.60. All new development must be developed in line with the latest version of the Council's 'Waste Storage and Collection Guidance for new Developments'.

7.61. **Successful developments will:**

- **Integrate bin storage that is adequate, convenient and unobtrusive.**

Lampposts

7.62. Lampposts are important structures in the street beyond the general provision of lighting as they serve as multi-use street furniture.

7.63. **Successful developments will:**

- **Be evenly distributed across the development; and**
- **Be structurally capable of being retrofitted for the instillation of security cameras where and when needed.**

Flexible and Adaptable

7.64. By designing houses and space for adaptations both upwards and outwards, the need for redevelopment and unnecessary waste is reduced, and the house is more likely to provide a stable and safe home that is fit for purpose.

7.65. **Successful developments will:**

- **Be designed to be flexible and adaptable over time to change with the health, mobility, wants and needs of occupants over their life course.**

8. Detailed Codes for Major Development on Allocated Land

Build Quality

8.1 It is important that the development makes a positive contribution to local distinctiveness and character. Set out below are a series of recommendations for higher quality solutions that are more in line with the aspirations of the Local Plan policies.

8.2 **Successful developments will:**

- **Ensure that the materials will last and contribute to the long term function & viability of a dwelling, and that build quality of workmanship will be high**

Materials

8.3 Different combinations of materials create a certain character and identity for buildings. The use of a simple and focussed palette of materials is preferred, avoiding a scatter approach of house types and materials, which in turn should define and respond to streets and spaces.

8.4 **Successful developments will:**

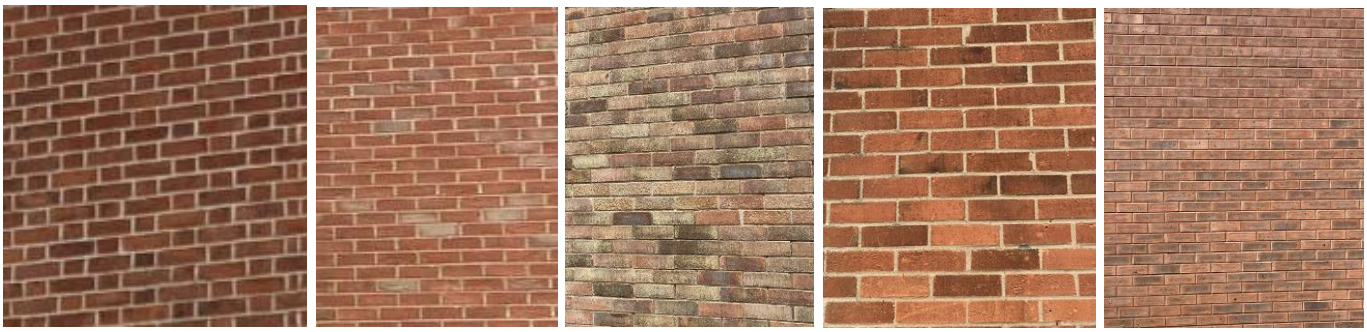
- **Choose materials that compliment the surrounding landscape and character; and**
- **Use authentic materials that reinforce local identity and make a positive contribution to local distinctiveness and character.**

- *Why have you selected the chosen materials?*

External base materials / main envelope of the building

8.5 Red brick is the most acceptable external base material to be used across the Borough. Any brick colours used for a dwelling's plot boundary should be consistent with that of the main building.

8.6 **Successful developments will use red brick as the external base material.**



Acceptable external finishes

8.7 **Successful developments will:**

- **Use cream and off-white rendered aspects and composite cladding;**
- **Avoid large expanses of cladding and render of one colour**
- **Consider the general colour pallet of the surrounding context of the area when making decisions on colours**

Detailing

8.8 Detailing is a positive tool in adding a sense of character to dwellings.

8.9 **Successful developments will use an appropriate mix of the following to create visually interesting detailing on new home:**

- **Brick detailing on render**
- **Brick bonding and brick courses (of the same colour but different tone as the base material)**

- **Hanging tiles**
- **Mock Tudor**
- **Detailing in the apex**
- **Tile detailing**
- **Hanging eaves detailing and corbelling**




Paving materials

8.10 The roadway should be built and maintained to an adoptable standard, as defined in the Leciestershire Highway Design Guide. Paving materials that can support the weight of service and waste vehicles over time will be more successful in meeting the build quality expected on all new developments.

8.11 **Successful developments will use permeable hard surfacing materials. Examples include block paving and resin.**

8.12 Grasscrete is acceptable for overflow and communal car parking areas such as for Local Centres**.** Large expanses of tarmacadam will not be acceptable.

Roofs

8.13 The appearance of roofs can be an important determinant of character. Whilst some variety can add character, generally roofscapes should be kept simple. New development is expected to reinforce local identity and make a positive contribution to local distinctiveness and character. Roof colours should be red or grey. Different house types should not be of significant visual difference in roof material and colour to maintain continuity throughout the site.

8.14 Chimneys can help to create locally recognisable and/or inspiring roofscapes. Traditionally-inspired developments should include chimneys that are authentic in their position on the roof, their scale, construction and detail. Flat roofs on main buildings and dormers are generally not considered appropriate. Any flat roof sections must have a parapet design.

8.15 Roof heights on different house types can be varied, but the same height must be used across a single dwelling. Roof shapes that are not sympathetic in shape, size, scale or materials with the main building will not be acceptable.

8.16 **Successful developments will:**

- **Match the materials and pitch of porch roofs to that on the main roof;**
- **Maintain a simple roofscape which reinforces local identity;**
- **Avoid flat roofs; and**
- **Incorporate chimneys, either real or fake for visual interest.**

- *How has the roof been designed in response to the context?*

Architecture and the use of Distinctive Detailing

8.17 New development is expected to add to existing character. The Council does not promote a specific architectural style but does expect new development to be attractive. Consideration should be given to how materials will last over time together with their maintenance, environmental performance and their general quality of appearance. Quality detailing applies to all types of development. Order can be a key element of good design. Repetition can be used as a tool, sometimes unifying a building, street or space. Symmetry can be an effective way of creating order and visually pleasing solutions.

8.18 **Successful developments will:**

- **For terraced housing providing more than 3 dwellings, deliver a level/degree of visual difference between them; and**
- **For every 4 semi-detached or detached dwellings, deliver some variation in the roofscape, base material, finishing material or detailing. This means that while buildings can be of the same house type, they must provide some design differences between them.**

- *Is design well considered and appropriate to use and context?*
- *Is excessive repetition of the same design avoided?*

Appendix 1. Design Code Checklist

1. This checklist identifies the minimum requirements for compliance with Oadby and Wigston Borough Council's Design Code. All applicants for residential development are required to complete the checklist in relation to Section A of the Design Code. Applicants for major development are required to complete Section A and Section B.

2. As discussed in the Code, the Design Code has been created on the 'comply or justify' principle. Applicants are required to demonstrate how they have complied with all expectations of the Design Code, unless justification for an appropriate variation is provided.

3. Failure to meet the Design Code or provide valid justification for non-compliance may result in a delay in the decision-making process of your planning application. Note, the Case Officer may/will require you to provide justification for outputs recorded as not applicable.

Section	Design Code Checklist	Complied with	Not complied with	Not applicable	If the code has not been complied with, justify non-compliance	Council confirmation (Leave free)
Section A of the Design Code						
Section A. 6. Codes for all Development, Windows and Detailing	Does the development fulfil guidance for successful Windows and Detailing?					
Section A. 6. Codes for all Development, Plot Boundary Treatments	Does the development fulfil guidance for successful Plot Boundary Treatments?					
Section A. 6. Codes for all Development, Strong Front Boundary Treatments	Does the development fulfil guidance for successful Strong Front Boundary Treatments?					
Section B of the Design Code						
Section B. 7. Strategic Codes for Major Development on Allocated Land, Responding to Climate Emergency	Does the development fulfil guidance for successful climate emergency response?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Encouraging Healthy Lifestyles	Does the development fulfil guidance for successful encouragement of healthy lifestyles?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, A Strong Landscape	Does the development fulfil guidance for successful a Strong Landscape Structure?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Continuous Green Corridors	Does the development fulfil guidance for successful Continuous Green Corridors?					

Section B. 7. Strategic Codes for Major Development on Allocated Land, Trees in the Public Realm	Does the development fulfil guidance for successful trees in the Public Realm?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Sustainable Drainage Systems	Does the development fulfil guidance for successful Sustainable Drainage Systems?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Street Hierarchy	Does the development fulfil guidance for successful street hierarchy?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Connected Layouts	Does the development fulfil the guidance for successful Connected Layouts?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Cul-de-sacs	Does the development fulfil the guidance for successful Cul-de-sacs?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Addressing the Street	Does the development fulfil the guidance to successfully address the street?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Form and Street Character	Does the development fulfil the guidance for successful form and street character?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Local Centres and Community Facilities	Does the development fulfil the guidance for successful local centres and community facilities?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Affordable Housing	Does the development fulfil the guidance for successful affordable housing?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Corner Plots	Does the development fulfil the guidance for successful corner plots?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Dual Entrance House Types	Does the development fulfil the guidance for successful dual entrance house types?					

Section B. 7. Strategic Codes for Major Development on Allocated Land, Cycle Infrastructure	Does the development fulfil the guidance for successful cycle infrastructure?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Open Space	Does the development fulfil the guidance for successful open spaces?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Car Parking	Does the development fulfil the guidance for successful car parking?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Bins	Does the development fulfil the guidance for successful bins?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Lampposts	Does the development fulfil the guidance for successful lampposts?					
Section B. 7. Strategic Codes for Major Development on Allocated Land, Flexible and Adaptable	Does the development fulfil the guidance for successful homes that are flexible and adaptable homes?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Build Quality	Does the development fulfil the guidance for successful build quality?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Materials	Does the development fulfil the guidance for successful use of materials?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Roofs	Does the development fulfil the guidance for successful roofs?					
Section B. 8. Detailed Codes for Major Development on Allocated Land, Architecture and the use of Distinctive Detailing	Does the development fulfil guidance for successful architecture and distinctive detailing?					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