

Appendix 1: Seven consultation responses

Trent & Dove Housing

12th December 2016

Consultation Reply for 'Good Design for North West Leicestershire' Supplementary Planning Document for new development

Thank you for the opportunity to make comment on the draft document, Good design for North West Leicestershire.

Section 1

Overall, the supplementary planning document provides a clear robust outline and guidance from the council as to what is expected from anyone looking to develop within the operational area of the council. There is clarity and clear connections between North West Leicestershire 'place-making' agenda and the National Planning Policy Framework (NPPF).

It is good to see that the council understands and appreciates the impact of poor design and development on the wider community and the fingerprints (social, environmental and financial) that can leave upon the local authority services and its partners.

Section 2

The design process has clear expectancy about how development proposals should appreciate all aspects of the site and the community it sits within. In addition, it clearly sets out the expectations of the council in submitting an application. As a developer, it is good to understand the process and requirements of a council during the pre-application stage, to help a smoother route during planning.

Section 3 - 12

In terms of the nine principles for good design that are set out, it reflects the qualities that the Council considers well-designed building/developments and the significant amount of information and detail enables designers at the early stage to address what the council is looking for. Again, being able to understand the requirements of the council in the pre-application stage and discuss the principle with the council as encouraged in the design process, should provide a smooth run through the planning submission.

In terms of individual principles, they are clear and well thought through and recognise that they are significant for medium-large scale development. I would have some concerns for small-scale development on difficult sites (such as garage / infill), where the principles could be the starting point to ensure good design but potentially may struggle with all aspects in terms of the size of the development but also the potential impact on cost (especially for 100% affordable sites). We would request to have some flexibility for smaller and more difficult sites that will provide for, much needed affordable housing

There are a couple of individual points within these sections that I would like to make comment:

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

Understand the requirement for strong boundary lines but areas of brick wall could potentially cause a management concern (areas to kick a football against), therefore could these areas of brick wall be designed include landscape design to detract from potential large area of brick wall.

11.31 The rear private garden spaces must be at least equal to the footprint of the property. This is a minimum required standard.

Completely agree, especially family housing but where homes have been designed especially for disabled or elderly, the private spaces needs to be suitable and manageable for the end client and therefore, consideration may need to be given for bungalow/single storey accommodation.

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

Completely agree to provide appropriate places for bins but porches on the front should not be to the detriment of the elevational design of the homes.

11.47 Where boundaries front onto the public realm (including courtyards) these must be formed by 1.8m high brick walls

The comment is similar to 5.12 in terms of ensuring that the brick wall is much better in terms of design and maintenance but there is concern around areas of brick wall causing potential management concerns and the design around may need to be thought through to not encourage this.

PS/JH
12 December 2016

Mr Chris Elston
Planning and Development Team Manager
North West Leicestershire District Council
Council Offices
Coalville
Leicestershire
LE67 3FJ

email: development.control@nwleicestershire.gov.uk

Dear Chris

RE: Good design for North West Leicestershire – Supplementary Planning Document.

With reference to your very kind invite to comment on the emerging document above, I write to submit a series of informal comments raised through review of the document over the past weeks and also further informal discussion with members of your team through our frequent design meetings on a number of schemes we have with you at the moment.

Firstly, you will realise that I am passionate about design, particularly residential and this initiative is to be applauded for your district which already has very high design threshold.

I think that the document will provide a formal structure for negotiation with your design team and our clients and provide clear design milestones for the scheme at the pre application stage and during the course of the application when submitted.

Turning to the document, I propose to comment in page order:

The front cover

Great shot of the Radisson Blu at Castle Donington, I feel the cover ought to represent a more residential feel, this is the core direction of the document.

Page 05

Key reference to Manual for Streets, little or even no reference to LCC 6'c and the constant need to seek from our clients adoption of the relevant highways – this area of design normally sparks an element of heated debate, I think this area of the document needs a little more work to explain the dynamics here.

Page 06

Reference must also be made to 'younger residents' who again have difficulty in remaining in their community.

Also the four stage design process is to be welcomed, we operate this way, anyway I think in the cause of good design practice and negotiation generally with NWLDC at the present time.

Page | 1

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Page 10

The key nine principles all seem to make sense and are subconsciously worked through at the outset of the scheme, the checklist though is welcomed.

Query over BfL12, is this a document an 'industry standard' yet within the industry.

GENERAL QUERY AT THIS STAGE

- a) A considerable amount of images are not from within the NWLDC catchment area, certain of these images are within higher value markets heading south whereby commercial margins can be increased hence the values realised by additional design elements, might not be a strong argument but probably true.
- b) The document is already very text heavy, I think that certain messages could be conveyed more effectively through the use of graphics, certainly the Hastings Park image on Page 15, the image is a fine watercolour via David Wilson Homes, but seems a little bit alien in the document, are photographs not available for this site yet?

Page 18

Reference to car parking (5.11) to the front of buildings, this will happen and can be seen with the current trend for semi-detached / terrace plotting I suggest that reference to mitigation here in the form of additional landscaping to the street frontage, normally at the expense of car parking, which then has to revert to the more traditional side parking - this works. (further referenced in 11.10)

Page 19

Totally agree about corner turners, it is a fact of life that eventually you will get to a corner in a scheme, although gable elevations can work with reduced fenestration and inclusion of say the boundary wall which can eat up a vast expanse of unwanted brickwork.

Page 25

Could a NWLDC image be used here?

Page 28

Non bin day / car parking shot required here, detracting from a good scheme

Page 30

Query over the space standards, it would be nice to have clear illustrations about 'rear to rear' and 'side to rear' the existing blue on grey graphics can easily be adjusted here. (ok, covered later in 13.5)

Page 37

Always encourage the use of 'Upper Green' on schemes, a good example (mine in fact) from Woodbrook scheme on Nanpantan Road, Loughborough from the early nineties.

Page 43

Parking - in my humble opinion the greatest single most challenge for modern residential development.

Again needs to tie in with the 6c's document

Page | 2

The parking space graphic detailing a hedge separation has to be aspirational, this additional landscape feature will struggle to survive in the hard landscaping environment and will increase the overall plot width of the property which will affect the profitability (not your concern, but it will be with the housebuilders), a stronger argument would be for the space to be required for the refuse bins, this I would encourage.

Page 45

Reference to Integral garages 11.19, I feel that all of this is too prescriptive, percentage numbers cannot be dictated, also the use of Integral garage types on main routes can actually contribute to the landscaping and allow the planting of more substantial trees etc. for the primary routes.

Page 49

Garden sizes, reference to the rear private garden spaces equating to the footprint of the plot, is this current NWLDC practice?

As a general rule (hard won experience here!) rear private gardens are normally acceptable in shape and size if they adopt the footprint of a first class stamp at 1:500 scale, a little quirky I know, but it generally works and might capture the imagination of the reader.

Page 51

Refuse storage / collection, the second biggest challenge after car parking, the document needs to develop more potential solutions here.

Page 52

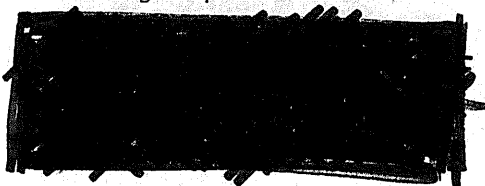

Boundaries, again pretty prescriptive to the developer, but generally agree, but option must be provided to supply alternative agreed way forward.

Page 57

Two points here, ideally floor plans of dwelling types to have furniture layouts to demonstrate that they work, also secondly Isn't the Lifetime Homes category now only voluntary.

Please accept my apologies for the late note on this, but hopefully this is a contribution to the document from the front line, and of course if you or Stefan have any further queries, I would be only too glad to help.

Kind regards,


Paul Smith
Executive Director


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STEFAN KRUCZKOWSKI

Subject:

FW: Good Design - SPD

Further to your recent letter, please see below our comments from Taylor Wimpey. I understand that the consultation period ended on Monday but hopefully we are not too late.

Im sure you can appreciate that December is an incredibly busy time of year for us. Hands up, we missed the deadline – apologies

Firstly, I enjoyed reading the document and I like the layout/colours used. It makes the document very easy to read and navigate. I also like the use of photographs as it helps visualise the points that are being made. It's all quite concise which is great

We do have concerns over the following items which I have listed out below and commented on in red. These are from our UK Design Director Nick Rogers who I believe that Stefan's knows (think they have worked on a document together at some point)

- Presumption against use of standard product – This is obviously tricky to achieve for a volume house builder of our size with a standard product range – as you know. If we do go with standard product I take it we will be going with a more landscape lead scheme and this would be acceptable?
- Specification of features that have limited practical use but do have health and safety considerations (chimneys) – It is always a tricky one and effectively the LPA are taking on the role of Lead Designer by insisting the position and use of chimneys. Are you happy with this?
- Imposition of a local space standard in contravention of the national planning policy on space standards – It would be worth checking the requirements against those on a national level
- Imposition of a local accessibility standard in contravention of national planning policy – Same note as above

Additionally, for storage and garages I note that you are advocating increasing the garage length (to store bikes and alike) or constructing a building such as an outhouse. Would this need to be attached to the back of the property/garage? Also, will a shed be acceptable as an alternative?

We tend to like integral garages in the region and I am slightly concerned that it is being proposed to limit to 20%. Where has this percentage come from and is it flexible on a site by site basis? Understand the point on primary streets and integrals being limited to secondary/tertiary routes

I agree that parking is a big issue and were seeing more and more emphasis on this in each authority. I am pleased that as an authority you are counting garages (our standard size is 3 x 6m) in the provision. Some authorities are not which is creating car dominated frontages and giving us real problems.

As a suggestion, if the document does become an SPD would it be worth doing a few design surgery's with small groups of developers at a time to give good examples and break some of the context down (some of us understand the basics of urban design only)

Kind Regards

Steven Clarke MCIHT | Technical Manager | Taylor Wimpey East Midlands
The Osiers Business Park, Laversall Way, Leicester, LE19 1DX
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STEFAN KRUCZKOWSKI

Subject: FW: North West Leicestershire District Council - New SPD

From: Steven Clarke - TW East Midlands [mailto:██]
Sent: 15 December 2016 16:24
To: CHRIS ELSTON <CHRIS.ELSTON@NWLeicestershire.gov.uk>
Cc: STEFAN KRUCZKOWSKI <STEFAN.KRUCZKOWSKI@NWLeicestershire.gov.uk>
Subject: FW: North West Leicestershire District Council - New SPD

Further to my email yesterday, I have now been given the following comments (sorry – I thought I had bottomed this out). These are from our Group Land & Planning Manager. Once again, hopefully they are not too late. These will be that last ones

Para 4.16 page 15 – The Council will not permit glass reinforced plastic porches, door canopies or surrounds as a replacement for those of timber construction – you cannot only be obliged to provide timber construction porches, this is unreasonable and is likely to cause problems with RSL’s.

Para 11.19 – this stance will make the delivery of continuous frontage along primary streets very difficult to achieve particularly as then in para 11.21 to state that, “the Council strongly discourages the use of rear parking courtyards due to the cost of quality implementation and the widespread preference of residents to park as close to their front door as possible”.

Para 11.21 – 11.24.12 – These are very prescriptive and difficult in reality to use as a tool where necessary.

Para 11.33 – this is likely to be very costly and impractical on some sites.

Para 11.47 – this is very prescriptive and likely to be costly. It may not be appropriate in all situations.

Para 11.51 – there may be an issue with visibility spays if hedges have to be at least 0.6m tall.

This document is at odds with the Development Plan process and the current wishes of Government to increase density around transport hubs.

Thankyou and once again apologies for the late response

Thankyou

Steven Clarke MCIHT | Technical Manager | Taylor Wimpey East Midlands
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STEFAN KRUCZKOWSKI

From: Donna Hall [REDACTED]
Sent: 12 December 2016 11:10
To: DCONTROL
Cc: STEFAN KRUCZKOWSKI; Andy Yeomanson; Bernard Evans; Joanne Eynon; Eri Wong; Rebecca Henson; Sarah Legge
Subject: Good Design for North West Leicestershire - SPD Consultation comments - Leicestershire County Council (Highways and Transportation)
Attachments: SKM1817746116102812280.pdf

Dear Sir/Madam

Please find below comments from Leicestershire County Council (Highways and Transportation) on the 'Good Design for North West Leicestershire' SPD consultation:

Specific comments

1.11: The document talks about the Manual for Streets (2007) but does not discuss the MfS2 – should these both be referenced ?

4.11- 4.13: Tree lined streets / avenues that are put forward for adoption within the public highway would attract a considerable commuted sum for future maintenance

5.2: There does not appear to be a Figure 6 within Section 5. We would advise that these refer to the County Council's Highways Design Guide (currently known as *the 6C's design guide*), in order to facilitate subsequent approvals with the Highway Authority. Any additional widths are likely to attract a commuted sum.

Section 5: Building lines should not interfere with visibility splays at junctions

5.11: Parking should be located where easy access can be gained to the property and the parking is convenient to prevent on street parking. Convenient parking is often at the front door step.

6.8: Pedestrian and cycle visibility should be provided in accordance with the County Council's Highways Design Guide (currently known as *the 6C's design guide*)

Section 9 – private drives can cause confusion over connectivity and through routes and may hinder future extensions to development.

11.4: resistance to curvilinear street alignment may result in numerous vertical speed control measures and the County Council's Highways Design Guide (currently known as *the 6C's design guide*) advises on the use of horizontal traffic calming features before vertical features.

11.9: Parking requirements should be consistent with those set out in the County Council's Highways Design Guide (currently known as *the 6C's design guide*). Particularly in areas of good sustainable travel accessibility, it would be difficult to resist developments on the basis of substandard parking (and more so in the case of one-bedroom dwellings/flats without 2 spaces)

11.10: Tandem parking is discouraged as they don't tend to be used as intended as people don't like being blocked in by others. Tandem parking tends to lead to on-street parking

11.10-11.16: Parking should be in accordance with the County Council's Highways Design Guide (currently known as *the 6C's design guide*)

11.17.1: sufficient door clearance also required to ensure useability

11.21 - 11.24.12: See comments below re: parking courtyards

11.26: 20mph zones will only be considered where fully supported by Leicestershire Constabulary (Para 11.26) for speed enforcement. We suggest that this support is unlikely to be forthcoming.

11.27: Developers wishing to have their roads adopted will need to comply with the county council highway design standards, including (but not limited to) construction materials, road and footway widths, forward visibility, gradients, turning facilities . . . (contrary to paragraph 11.27).

11.28: Road Safety Audits are not normally requested on s38 submissions, only where there are concerns about the design of the layout

11.34: Bins and refuse collection: developers need to demonstrate accessibility by refuse collection vehicle, including sufficient turning areas. It is also worth considering the District's approach to bin collections, should the development remained un-adopted. As an example, at a development in another area, the district council are concerned that residents may make claims against them for damage caused to un-adopted surfaces by bin lorries. As a result they are considering a separate agreement with the developer to indemnify them against such claims or they may require residents to wheel their bins to the adopted highway (which could be quite a length from end houses on cul-de-sacs).

General comments:

- a) Developers should be aware that commuted lump sums will be payable for non-standard materials/additional features/landscaping that is not essential for the safe functioning of the highway.
- b) Parking – County Council surveys have shown resident (customer) dissatisfaction with remote parking areas, with a preference for frontage parking on plot
- c) Following from the above, residential estates with remote/limited parking report numerous parking issues as development roads become clogged with parked cars (as the design does not allow for on-street parking, but residents do anyway)
- d) No mention of SuDS/drainage/flooding – Flood water management should be a key consideration
- e) Integration of pedestrian/cycle routes should be carefully considered at concept stages, taking into account 3 dimensional design (i.e. level changes), and suitability for adoption (or not) by the highway authority.

If you have any queries please contact myself or Simon Parry [REDACTED]

Regards

Donna

*Donna Hall
Assistant Transport Planner
Transport Strategy & Policy
Environment and Transport
Leicestershire County Council*

email: [REDACTED]

Stefan

5

JANET SHORT

From: Simon Henderson [REDACTED]
Sent: 27 October 2016 16:08
To: DCONTROL
Subject: Good Design SPD

Consultation comments.

I think the SPD document is exemplary.

It is clear and concise bringing BFL12 information and other guidance into one place with useful photographs to aid understanding.

Regards

Simon Henderson
Senior Architect

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Check out our film on YouTube: <http://youtu.be/krn1d9INuJ8>

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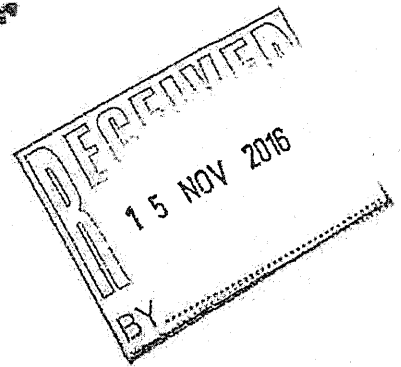
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Urban Design,
Planning and Development,
North West Leicestershire District Council,
Council Offices,
Coalville,
Leicestershire LE67 3FJ

For the attention of Mr. Stefan Kruczkowski

11th November 2016

Dear Sirs,

Good Design for North West Leicestershire.

The council has done very well to produce this Supplementary Planning Document. Let us hope that future developments will benefit from its guidance. I would make various comments.

1. "Good Design for North West Leicestershire" will be a useful booklet for the council to draw to the attention of developers. Nonetheless a successful design of a new development will always rely on the skill of the designer, whatever advice and encouragement the council might offer. I note that the Towles Pastures housing scheme in Castle Donington is illustrated as a commended scheme. It might be difficult for the council to list praiseworthy schemes in the booklet but officers should know good developments which developers could inspect.

2. The booklet should be attractively printed for developers and others to purchase.

3. Solar Panels on Roofs. In paragraph 4.14 it is suggested that roofs should be so orientated in order that solar panels might be incorporated "either as part of the development or at a later date". Illustrations, paragraph 8.4 and 11.44, demonstrate how very disfiguring and unattractive solar panels usually are. In a new development it is to be hoped that solar panels will not be necessary or desirable.

4. Integration of new development with existing development. Paragraph 8.5. "The diagrams on the following pages demonstrate possible options for integrating existing development with proposed new development". Surely it is the new development which should be integrated with the existing development.

Dead ends and cul de sacs. Paragraph 9.8. Because of the absence of through traffic, dead ends and cul de sacs have in the past provided safe areas in which children could play. Perhaps such use might nowadays be considered anti-social behaviour but cul-de-sacs are quiet and do have some advantages.

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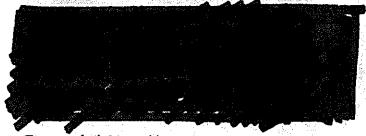
Surveillance of parked cars. Paragraphs 11.10 to 11.13. No doubt crime prevention officers would praise the council's recommendation that owners of cars should be able to see their cars from within their houses. However, to be able to enjoy a front garden is infinitely preferable to the view of a parked car. Too much emphasis is placed on "good levels of surveillance".

**

Angled walls. Paragraph 11.32. I am delighted to see that the council is recommending that "where walls are angled, bricks must be cut and bonded". Where this is not done, angles invariably look ill-considered and unsightly.

✓

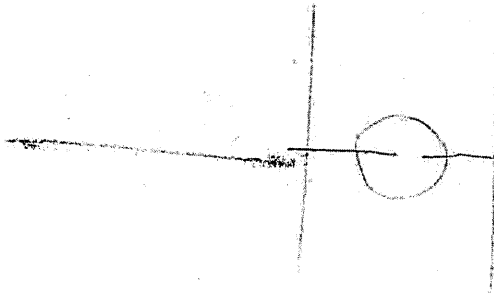
Yours faithfully,



Gerald Dalby

* Filled permeability

** Insert para. to reinforce 50/50 rule.



7

STEFAN KRUCZKOWSKI

Importance: High

From: Wayne Evans [mailto:████████████████████]
Sent: 03 January 2017 15:43
To: RUTH ROBINSON
Cc: April Knapp; Purnima Wilkinson
Subject: RE:

Hi Ruth,

I've read through the document and we fully support good design through working in partnership with NWLDC which this clearly sets out to achieve. I do feel though that there may need to be a little flexibility applied on certain things given that we occasionally look at developing difficult sites to help provide affordable housing to meet local needs such as garage sites, small infill sites etc. My main questions would be :

- We have used the manual for streets approach before but struggled to get Highways to adopt it due to its characteristics. Hopefully as this is something NWL want the highways are more flexible
- It calls for all the developments over 10 units meet building for life 12. It sometimes proves extremely difficult to deliver a scheme hitting all "Greens" due to cost constraints, location etc.. We always aim to achieve the best possible score for BFL12 on our developments anyway but would struggle hitting 12 Greens on every scheme.
- Minimum 2x car parking spaces per unit. This can be hard to achieve on some sites especially ones containing flats. Also suggestion that we design out car parking courtyards and no more than 5 units permitted if we need them. This will cause problems with flats, especially due to the need for 2x spaces per unit.
- Its asking for all apartments to have their own entrance. Whilst this will be good for us on reduced service charges it will be un-feasible on larger blocks of flats (Royal Oak Court for example)

I am sure these concerns could be addressed through our good working relationship and like minded approach to provide efficient, well designed affordable homes for local people.

Wayne

Wayne Evans | Technical Officer | emh group
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