

Design and Access Statement

Land East of The Common, Barwell

On behalf of Redrow Homes Ltd (Harrow Estates Division) | 18 December 2023





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opposite: The application site is denoted by the red line. Additional land within the applicant's control is denoted by the blue line.

1. Introduction

This Design and Access Statement sets out details of an outline planning application for residential development at Land to the East of The Common, Barwell.

1.1 The Design and Access Statement

1.1.1 The following Design and Access Statement (DAS) has been prepared by Urban Design Box in accordance with the requirements of Part Three (Article 9) of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the National Planning Policy Framework and its associated Planning Practice Guidance.

1.1.2 The DAS illustrates the design principles and concepts that underpin the application proposal and address the requirements set out in the PPG website ‘Making an Application’.

1.1.3 Specifically, responding to the PPG requirements ‘What should be included in a DAS’, this DAS explains:

- The design principles and concepts applied to the proposed development.
- The steps taken to appraise the context of the proposed development and how the design has taken this into account.
- The applicant’s approach to access.
- How Local Plan policies have been taken into account.
- Consultation undertaken and how the outcome has informed the proposed development.

1.1.4 Specific to the outline application the DAS provides details on:

- The proposed uses and the amount of development proposed for each use (PPG Paragraph 034 Reference ID: 14-034-20140306).
- An indication of the areas where access points to the development will be situated, as required under article 5 (3) of the Development Management Procedure Order.

1.2 Proposal Statement

1.2.1 The application is for: “Demolition of all buildings on site and development of up to 95 dwellings, together with associated access, open space and landscaping”

1.2.2 The application is made in outline with all matters, except for access, reserved. The development is for up to 95 dwellings, together with associated access, open space and landscaping. Full details of the vehicular access from The Common are submitted for approval. The application is supported by an Illustrative Masterplan which sets out the Applicant’s particular proposals for the site, including strategic landscaping proposals, demonstrating why this proposal should be considered acceptable.

1.2.3 This DAS should be read in conjunction with the technical reports submitted as part of the application.



1.3 Key Benefits

Landscape

1.3.1 The proposals will deliver a large amount of open space, with a variety of uses, for the benefit of new and existing residents of Barwell. This could include a play area, a kickabout area and semi-natural green spaces with walking routes created within them.

1.3.2 New planting on the site will reinforce the existing tree and hedgerow boundaries within the site, providing a framework of connected planting belts which will benefit wildlife and provide a strong landscape backdrop to the scheme.

1.3.3 The drainage strategy for the site will offer the potential to create new habitats on site, which will enhance the biodiversity through the creation of wetland features and additional tree planting.

Built Form

1.3.4 The site will offer a mix of houses which will include both market properties and a level of affordable housing which is greater than that set out in local policy. The provision of larger homes will encourage families into the area, which will also help boost the local economy.

1.3.5 The scheme recognises the need for a high standard of design in the new homes and that they should reflect the character of the local area. The application is accompanied by a Design Code, which sets out details that will guide future reserved matters applications and ensure the vision for the site is incorporated at the Reserved Matters stage.

Movement

1.3.6 The development will provide a number of new footpath links, both within the residential area and within the open spaces, providing new walking routes for new and existing residents.

1.3.7 Key links which will be created are new cycle and pedestrian links from Dawson’s Lane, to the north of the site, through to the A47 at the south of the site.

1.3.8 The site is also located close to the bus routes which run through Barwell. The development will bring new residents to the area which will help to support improvements to these routes through increased demand.

Economic

1.3.9 The development of the site will bring economic benefits to the area as part of the construction and also as a result of new residents moving into the area.

1.3.10 Additional footfall will be created for local shops and businesses through the increase in residents, which will help to support the vitality of the high street.

1.3.11 There will also be payments as part of the Section 106 agreement, which the Council will be able to direct towards improvements in the local area.

1.3.12 New direct and indirect jobs will also be created as part of the construction phase of the scheme.

The site will provide a number of key benefits to Barwell and Hinkley and Bosworth District as a whole:



The delivery of safe, accessible and high quality landscaped open spaces, including play areas and natural green spaces, for both new and existing residents



A mix of house types and sizes, including market and affordable homes, catering for varied needs and creating a sustainable community



The team are committed to the provision of high standard of design and construction, incorporating local guidance and design codes



An opportunity to reinforce the existing landscape character through enhancing existing landscaping and planting new trees and hedgerows



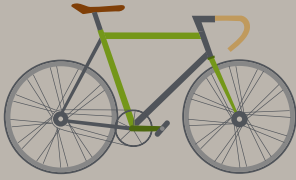
New footpaths created within scheme, which will link residents to the existing wider footpath network and into town



Good links to and economic support for local businesses and services arising from new residents



The potential to create biodiversity enhancements through new wetland features creating new habitats on site



Creation of new cycle and foot links through the site from Dawson’s Lane to the A47, encouraging active travel



Section 106 agreement and New Homes Bonus opportunities to benefit Barwell and Hinkley and Bosworth District



The provision of meadow grassland creating biodiversity enhancements and retaining the green wedge



Increased use of existing bus routes and support for improvements, as a result of new residents travelling in the area



Direct, indirect and induced jobs created through the construction of the development, stimulating the local economy

2. Context

This chapter describes the wider context of the site, the design related policy context, facilities and movement and an assessment of local character.

2.1 Site Location

2.1.1 Barwell is a town in Leicestershire within the Hinckley and Bosworth District.

2.1.2 The site is located to the east of The Common and to the north of Leicester Road (A47). The Common is a single carriageway, two-lane residential road with street lighting along its length. From a four-arm roundabout with the A47, it runs in a north-westerly direction to the centre of Barwell and lies adjacent to part of the western boundary of the site.

2.1.3 The centre of Barwell is approximately 1km to the north-west of the site. The larger settlement of Hinckley is approximately 4km to the south-west and Leicester is approximately 18km to the north-east.

2.2 The Application Site

2.2.1 The site is situated on the southern residential edge of Barwell and comprises nine field parcels of species poor, semi-improved grassland, currently used as paddocks and pasture. The field parcels are divided by mature native hedgerows and trees. The application site area measures 10.92ha / 26.98acres.

2.2.2 The boundaries of the site are predominantly defined by existing hedgerows and sporadic tree planting, but in more detail:

- The northern site boundary adjoins Dawson's Lane, a single carriageway lane that provides access to existing properties and allotments, which then becomes a public footpath at its eastern end.
- The eastern site boundary is formed by the allotments and land containing existing built structures that form Inglenook Farm, an antiques and salvage business.
- The southern site boundary is defined by agricultural fields.
- The western site boundary is primarily adjacent to existing residential properties along The Common and Garner Close with approximately 100m lying adjacent to The Common, from which access is proposed. The northern most part of the western boundary adjoins industrial units.

2.2.3 The site is located within the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge, a multi-functional designation that: provides recreational opportunities; performs an agricultural role; provides opportunities for flora and fauna; and links urban areas with open countryside. Its primary function is to guide development form of urban areas in order to maintain settlement identity and prevent coalescence.

2.2.4 The proposals presented within this application acknowledge this policy by limiting the development envelope, improving biodiversity, and providing improved recreational opportunities and connectivity.

opposite: The application site is denoted by the red line. Additional land within the applicant's control is denoted by the blue line.



2.3 Planning Policy

2.3.1 The policy context of the site is dealt with in more detail by the accompanying Planning Statement that has been submitted in support of this application. The key design-related policy considerations are summarised below.

National Planning Policy Framework

2.3.2 The National Planning Policy Framework (NPPF) was revised in September 2023 and sets out the Government’s national planning policies and how they are expected to be applied at local level.

2.3.3 The NPPF sets out that there should be a presumption in favour of sustainable development when considering granting permission for new development. Achieving sustainable development is defined at Paragraph 8 of the NPPF in economic, social and environmental terms. Paragraph 8 also states that these are interdependent and need to be pursued in mutually supportive ways.

2.3.4 NPPF Chapter 8; ‘Promoting Healthy and Safe Communities’ paragraph 92 states that, ‘Planning policies and decisions should aim to achieve healthy, inclusive and safe places which, a) promote social interaction, ... through ... street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, ... through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, ... c) enable and support healthy lifestyles ... through the provision of safe and accessible green infrastructure, ... and layouts that encourage walking and cycling.

2.3.5 Chapter 11 under, ‘Achieving appropriate densities’ states that, ‘Planning policies and decisions should support development that makes efficient use of land, taking into account: ... d) the desirability of maintaining an area’s prevailing character and setting, ... and e) the importance of securing well-designed, attractive and healthy places.’

2.3.6 Chapter 12 ‘Achieving well-designed places’ paragraph 126 sets out that ‘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.’

2.3.7 Paragraph 130 states that ‘Planning policies and decisions should ensure that all developments:

- a. will function well and add to the quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users...

National Planning Policy Guidance

2.3.8 National Planning Policy Guidance (which references a previous version of the NPPF) includes further details on the use of Design and Access Statements. It sets out that they should provide a framework for applications to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.

2.3.9 The NPPG also addresses some of the design considerations for housing applications:

- Well-designed housing should be functional, attractive and sustainable;
- In well-designed places affordable housing is not distinguishable from private housing by its design;
- Consideration should be given to the servicing of dwellings such as the storage of bins and bikes, and access to meter boxes; and
- In terms of parking, there are many different approaches that can support successful outcomes. Natural surveillance of parked cars is also important.

National Design Guide

2.3.10 The National Design Guide states that “Well-designed places have individual characteristics which work together to create its physical character.” It sets out ten characteristics help to nurture and sustain a sense of community and address environmental issues. The ten characteristics are set out in the adjacent diagram.



National Model Design Code

2.3.11 The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.” (Para 1, National Design Code 2021)

2.3.12 The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.

2.4 Local Planning and Design Guidance

2.4.1 The development proposals have been formulated having due regard to the Hinckley and Bosworth Borough Council Local Development Plan Documents (DPD) comprising:

- Core Strategy DPD (Adopted December 2009)
- Site Allocations & Development Management Policies DPD (SADMP) (Adopted July 2016)
- Earl Shilton and Barwell Area Action Plan 2006-2026 DPD (Adopted September 2014)

2.4.2 Consideration has also been given to the following local planning and design guidance;

- The Good Design Guide 2019
- Open Space and Recreation Study 2016

Core Strategy (2009)

2.4.3 The amended Core Strategy DPD provides the overarching spatial strategy and vision for the development of the District up to 2026. The Plan contains a number of strategic policies to guide planning applications and subsequent development plan documents. Those policies which are considered most relevant to design of this application are listed below.

Policy 3: Development in Barwell

2.4.4 To support the regeneration of Barwell the Council will:

- Support development within Barwell settlement boundary to deliver a minimum of 45 new residential dwellings within the settlement boundary of Barwell. The council will seek to diversify the existing housing stock to cater for

a range of house types and sizes as supported by Policy 15 and 16. A key aim in Barwell is to encourage prospering households to move into and stay in the area.

- Allocate land for the development of a mixed use Sustainable Urban Extension to the west of Barwell including 2500 environmentally sustainable homes, 15 ha of employment, neighbourhood shops, a new primary school and children's centre, GP's, Neighbourhood Policing and green space provision. The employment allocations are to provide for industrial and warehousing developments. They should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero-carbon development. The community services will be provided, in a 'community hub', with the primary school and children's centre at its heart. The feasibility of providing some or all of the energy needs of the Sustainable Urban Extension by sustainable on site power generation will be investigated and if viable, implemented as part of the development. The required facilities, land and buildings will be provided by the developer through appropriate developer contributions and supported by relevant funding streams such as the New Growth Point Initiative. Detailed requirements for this Sustainable Urban Extension including boundaries, facilities to be provided, layout and design, will be set out in an Area Action Plan. All development must be in conformity with this Area Action Plan. No piecemeal developments will be permitted.
- Ensure there is a range of employment opportunities within Barwell.
- Support the regeneration of the Barwell local centre including public realm improvements, traffic calming measures and the provision of additional retail floorspace within the defined Barwell local centre that does not compete with the Hinckley Town Centre as the sub regional centre.

opposite: High Street, Barwell



- Support the development of new leisure facilities and sporting hub on land off the A47 in the vicinity of Hinckley United Football Stadium supported by sustainable public transport links including enhanced walking and cycling connections from Barwell, Earl Shilton, Hinckley and Burbage.
- Require transport improvements in line with Policy 5.
- Support the development of the tourism industry in line with Policy 23.

2.4.5 To ensure development respects the character of Barwell, builds on its sense of place and helps deliver the regeneration of the town the council will:

- Address the existing deficiencies in the quality of green space and play provision in Barwell as detailed in the council’s most up to date relevant strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Redesign and rebuild Hinckley Rugby Football Club and Hinckley Town Cricket Club and Squash Club pavilion (indoor facilities), rebuild Hinckley Tennis Club Pavilion and improve all pitches on the Leicester Road Site. Improve Boston Way, Dovecote, Kirkby Road (outdoor facilities) as detailed in the Hinckley & Bosworth Cultural Facilities Audit.

- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving the Barwell Sustainable Urban Extension and the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge will be implemented.
- Deliver safe, high quality cycling routes as detailed in Policy 5 with a particular focus on routes to Barwell local centre and schools, existing and proposed residential and employment areas, community and leisure facilities, the Hinckley town centre and railway station and into the countryside to provide an alternative to car travel and encourage physical exercise.
- Require new development to respect the character and appearance of the Barwell Conservation Area by incorporating locally distinctive features of the conservation area into the development.
- Expect development to respect Barwell’s industrial heritage through sympathetic reuse of existing buildings unless it can be demonstrated that this is not achievable.
- Require development to be of the highest environmental standards in line with Policy 24.

Policy 6: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge

2.4.6 Within the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge uses will be encouraged that provide appropriate recreational facilities within easy reach of urban residents and promote the positive management of land to ensure that the Green Wedge remains or is enhanced as an attractive contribution to the quality of life of nearby urban residents.

2.4.7 The following land uses will be acceptable in the Green Wedge, provided the operational development associated with such uses does not damage the function of the Green Wedge:

- Agriculture, including allotments and horticulture not accompanied by retail development
- Recreation
- Forestry
- Footpaths, bridleways and cycleways
- Burial grounds
- Use for nature conservation

2.4.8 Any land use or associated development in the Green Wedge should:

- Retain the function of the Green Wedge
- Retain and create green networks between the countryside and open spaces within the urban areas
- Retain and enhance public access to the Green Wedge, especially for recreation
- Should retain the visual appearance of the area

Policy 15: Affordable Housing

2.4.9 This sets out that the affordable housing target in the urban areas (including Barwell) is 20% on sites above 15 dwellings, or 0.5ha, or more. The tenure mix is 75% social rent and 25% intermediate. These figures may be negotiated on a site by site basis, taking factors such as local need, existing provision, characteristics of the site and viability.

Policy 16: Housing Density, Mix and Design

2.4.10 This policy states that the Council require a mix of housing types and tenures on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required. All proposals are required to meet a ‘very good’ rating (16 or more positive answers out of 20) against the Building for Life Criteria, unless it can be demonstrated that this is not viable on the particular site. Proposals for new residential development will be required to meet a minimum net density of at least 30 dwellings per hectare within and adjoining Hinckley, Burbage, Barwell and Earl Shilton. In exceptional circumstances, where individual site characteristics dictate and are justified, a lower density may be acceptable.

Policy 19: Green Space and Play Provision

2.4.11 This sets the standards which will be used in relation to the level of green space and play provision in the Borough to ensure all residents have access to sufficient, high quality, accessible green spaces and play areas.

Site Allocations and Development Management Policies DPD (SADMP)

2.4.12 The Allocations & Development Management DPD sets out detailed policies and allocations to deliver the requirements of the Core Strategy (2009), up to 2026. This includes detailed local allocations and site-specific policy to set the localised framework for delivery of new developments. Those policies which are considered most relevant to the determination of this application are listed below.

2.4.13 Policy DM1: Presumption in Favour of Sustainable Development repeats the now outdated former Paragraph 14 of the Framework.

2.4.14 Policy DM6: Enhancement of Biodiversity and Geological Interest sets out that development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value, including proposals for their long-term management. Major development in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured.

2.4.15 Policy DM7: Preventing Pollution and Flooding states that adverse impacts from pollution and flooding will be prevented by ensuring that development proposals demonstrate that:

- It will not adversely impact the water quality, ecological value or drainage function of water bodies in the borough;

- Appropriate containment solution for oils, fuels and chemicals are provided;
- All reasonable steps are taken through design, siting and technological solutions to ensure the abatement of obtrusive light to avoid sky glow, glare and light intrusion;
- It would not cause noise or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of recreation or amenity;
- Appropriate remediation of contaminated land in line with minimum national standards is undertaken;
- It will not contribute to poor air quality;
- It will not result in land instability or further intensify existing unstable land; and
- The development doesn't create or exacerbate flooding by being located away from areas of flood risk unless adequately mitigated against in line with National Policy.

2.4.16 Policy DM10: Development and Design sets that development number of criteria by which new proposals will be assessed. This includes avoiding adverse impacts on privacy and amenity, the design compliments or enhances the character of the surrounding area, the use of materials which respect the existing vernacular, the use of high quality landscape, the use of appropriate SUDS and other drainage solution and the design maximises natural surveillance and incorporates the principles of secured by design and has considered the incorporation of fire safety measures.

2.4.17 Policy DM13: Preserving the Borough's Archaeology states where the proposal has the potential to impact a site of archaeological interest, developers should set out in their application an appropriate desk-based assessment and, where applicable, the results of a field evaluation detailing the significance of any affected asset.

2.4.18 Policy DM17: Highways and Transportation outlines development proposals will be supported where they make best use of public transport, ensure there is safe and accessible pedestrian and cycle access, demonstrate that there is not a significant adverse impact upon highway safety, is located where the need to travel is minimised an use of sustainable modes can be maximised and where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

2.4.19 Policy DM18: Vehicle Parking Standards states that all proposals for new development will be required to provide an appropriate level of parking provision, justified by an assessment of the site's location, housing proposed and availability of other modes of transport.

The Good Design Guide SPD 2020

2.4.20 The Good Design Guide Supplementary Planning Document was prepared in 2020 and aspires to:

“Substantially raise design quality in Hinckley and Bosworth Borough whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.”

2.4.21 The aim of the guide is to provide clear and accessible information that ensures consistent rules are applied to the assessment of design by the Hinckley and Bosworth Borough Council, therefore simplifying the application process for both applicants and the local authority.

2.4.22 Design objectives have been identified to provide structuring principles that characterise good design and must be reflected in all forms of development within the Borough. These seven core urban design objectives are:

- Be functional
- Support mixed uses and tenures
- Include successful public spaces
- Be adaptable and resilient
- Have a distinctive character
- Be attractive
- Encourage ease of movement

2.4.23 Section 5 of this Design and Access Statement will show how these objectives are reflected in the design proposals using the following table.

The Good Design Guide : Urban Design Objectives	Score
Functional	
Support Mixed Uses and Tenures	
Successful Public Spaces	
Adaptable and Resilient	
Distinctive Character	
Attractive	
Encourages Ease of Movement	



above: Design Objectives Diagram from The Good Design Guide SPD

2.5 Local Facilities and Services

Walking and Cycling Distances

2.5.1 The National Travel Survey 2019 identifies the distances that people are prepared to travel on a regular basis. It determines that the vast majority (80%) of journeys up to 1 mile (1,600m) are undertaken on foot, with approximately 1/3 of journeys (31%) between 1 and 2 miles (3.2km) also undertaken on foot.

2.5.2 The CIHT 'Planning for Cycling' (October 2014) guidance indicates that the majority of cycling trips are for short distances with 80% being less than 5 miles (8km) and with 40% being less than two miles (3.2km).

Local Facilities

2.5.3 A review of the local services and facilities in Barwell and the surrounding area has been undertaken. A plan presenting the local facilities is illustrated opposite.

2.5.4 A wide range of facilities and amenities are located within 1,600m of the centre of the site, which equates to circa 20 minutes walking distance and 8 minutes cycle. Barwell has a range of retail, education, medical and leisure facilities that can meet the needs of future residents of the site.

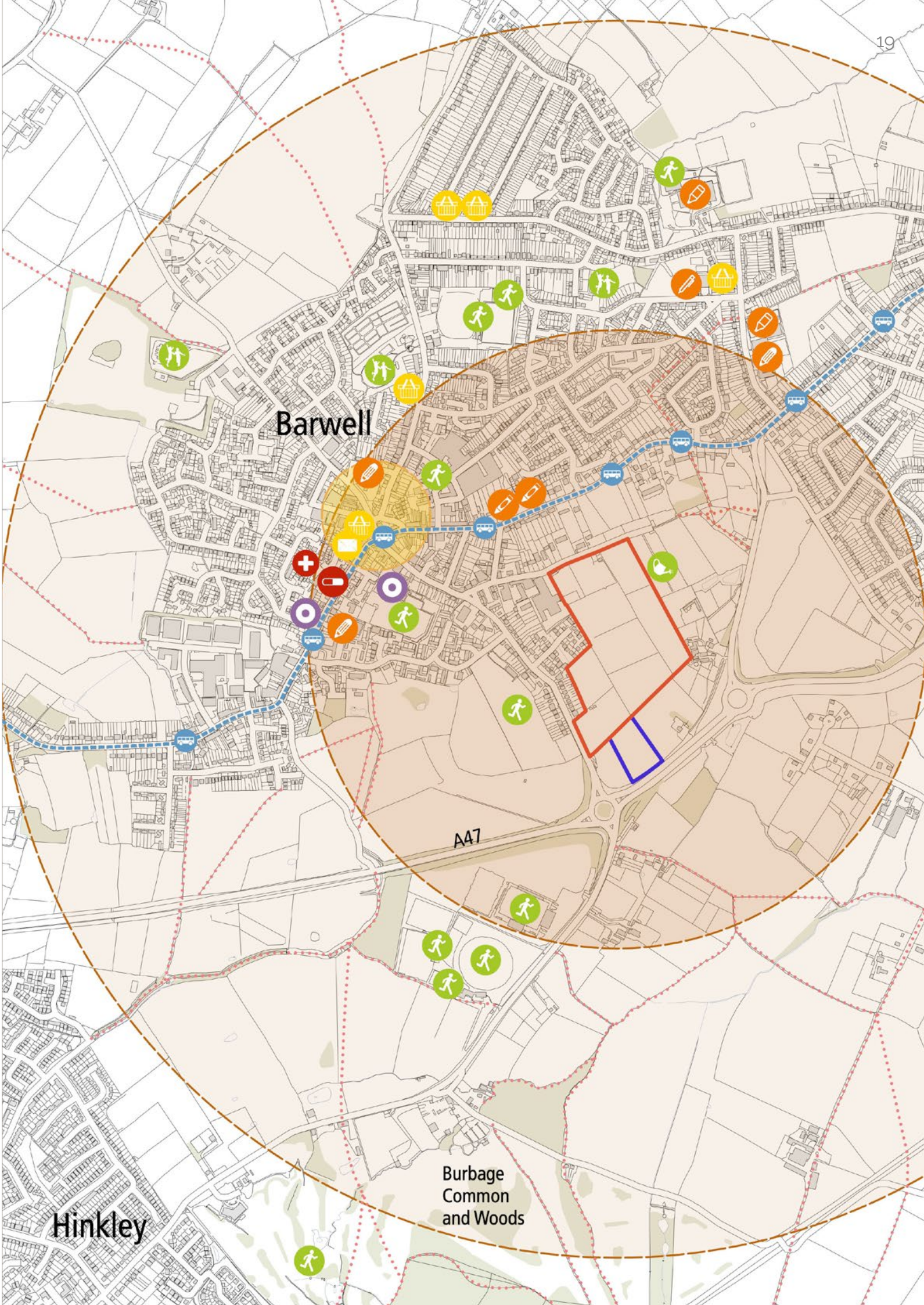
2.5.5 There are a number of educational facilities within Barwell, including two nurseries, three primary schools, a secondary school and two specialist schools. These are all located within 1,600m of the centre of the site.

2.5.6 There are also a number of public footpaths in the area, providing access to the wider countryside, including Burbage Common and Woods to the south of the A47.

2.5.7 It is worth noting that, although not illustrated on the map, the centre of Hinckley is within 4km from the centre of the site, which is within a reasonable cycling distance. This provides access to a wider range of facilities and services which are located within Hinckley.

-  Food Shop
-  Post Office
-  Town Centre
-  Nursery
-  Primary School
-  Secondary School
-  Specialist School
-  Doctors Surgery
-  Pharmacy
-  Sports Facilities
-  Play Areas
-  Allotments
-  Bus Route & Stops
-  Public Right of Way
-  800/1600m from centre of site

opposite: Local Facilities Plan



2.6 Access and Movement

Bus

2.6.1 The nearest bus stops to the site are located within 600m from the centre of the site, on Shilton Road, which is an approximately 6–8-minute walk. The stops are served by two bus services, the 148 and 158. These provide frequent services to Leicester and Hinkley, enabling residents to access a wide range of employment, education, and retail facilities, as well as opportunities to access further public transport services.

2.6.2 A more detailed summary of these services is provided in the Framework Travel Plan which accompanies this application.

Rail

2.6.3 The nearest railway station is Hinckley, located approximately 5km to the southwest of the site. Regular services are provided to Leicester and Birmingham, with a single direct service provided to Cambridge and Stansted Airport each day. The railway station is within a 20-minute cycle of the site. It is also accessible by bus in approximately 30 minutes, via either the 148 or 158 services, which pass through Hinckley Town Centre, which is then an 8-minute walk to the station.

2.6.4 A summary of the existing rail services is provided in the Framework Travel Plan which accompanies this application.

Walking

2.6.5 A continuous footway is provided on the western side of The Common of up to 2m in width. To the south of the site the footway joins a shared cycleway, 3m in width, which then continues south to connect to the cycleway along the northern and southern side of

the A47 and B4668, Leicester Road. A footway on the eastern side of The Common commences approximately 50m north of the site, providing a continuous footway towards Barwell local centre.

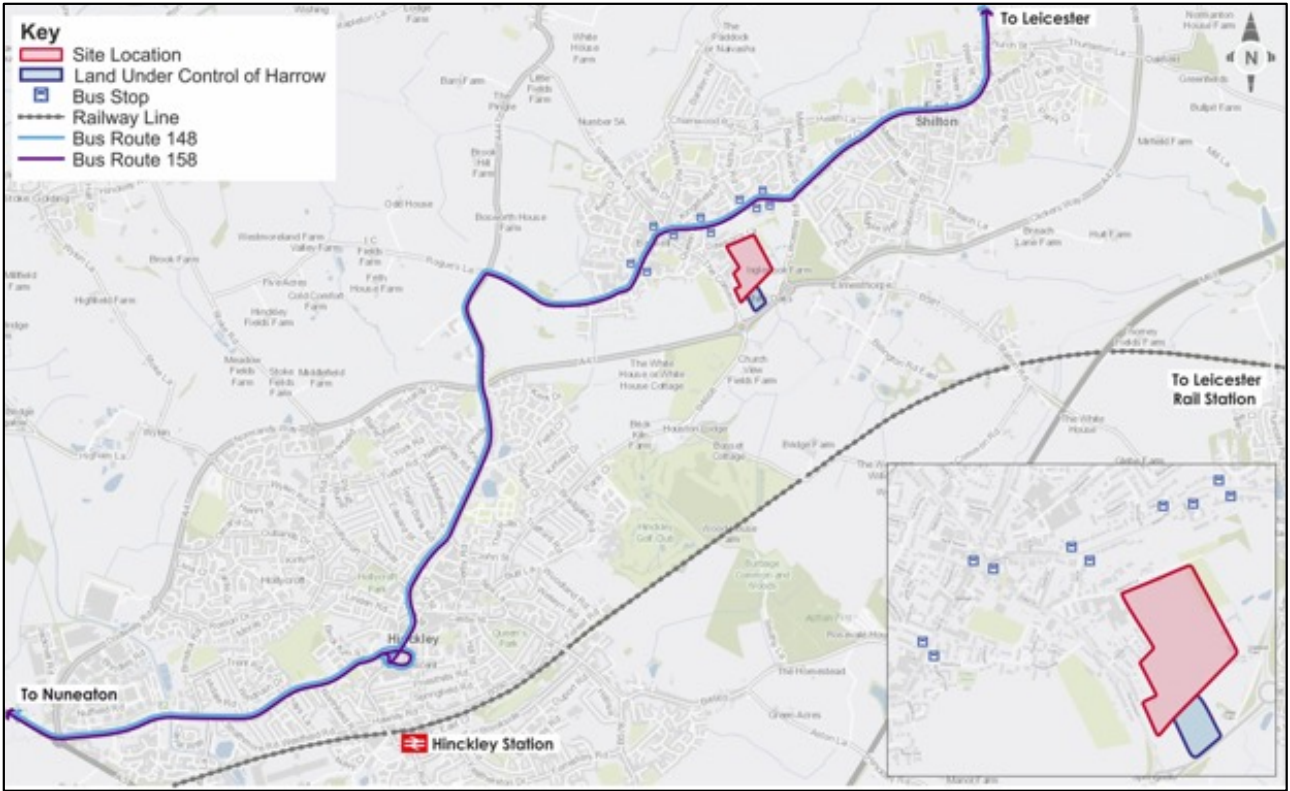
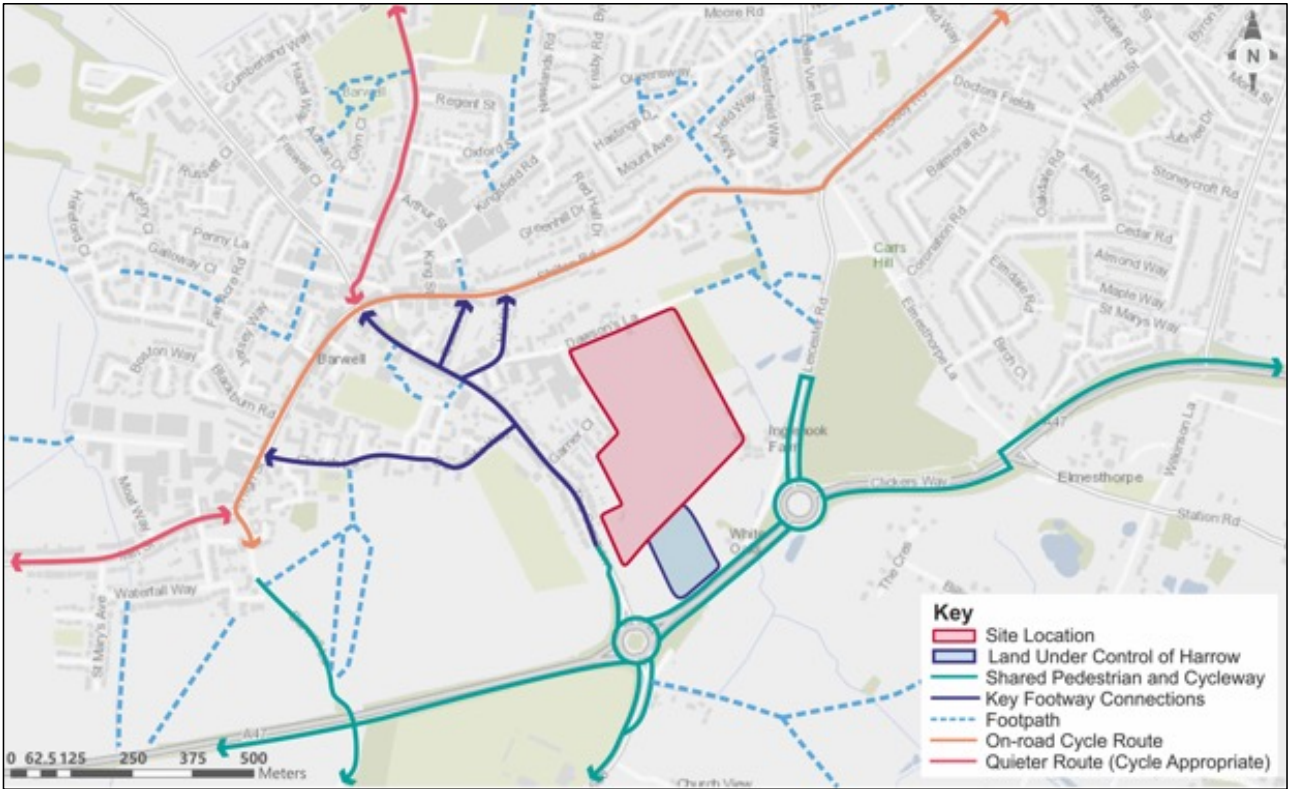
2.6.6 There are currently no Public Rights of Way (PROW) that pass through the site. However, there are off-road footpaths in and around Barwell. These include Footpath U32 and U100 which connect Dawson’s Lane to Leicester Road from the northeast corner of the site. There are also several bridleways to the south of the site including U52 which provides a connection between Elmesthorpe and Hinckley. New rights of way within the site will be created, connecting to the new open spaces.

Cycling

2.6.7 A network of on road and off-road cycle routes are provided in and around Barwell. Many of the local roads in Barwell and surrounding areas are identified by Leicestershire County Council as quieter routes suitable for cycling. To the north of the site a recommended cycle route is illustrated between Earl Shilton and Barwell along the Shilton Road and Hinckley Road. An off-road cycle link is also provided between Barwell and Hinckley to the west of the site along Barwell Lane.

2.6.8 3 shared footway/cycleways are provided along the A47 providing connections to Hinckley to the west and East Shilton and Elmesthorpe to the east.

2.6.9 The local routes also provide a connection to National Cycle Network Route 52 to the west of Stoke Golding which provides a long-distance route between Warwick and Loughborough where it joins with National Route 6 via Coventry, Nuneaton, and Coalville.



top: Pedestrian and Cycle Facilities (Stantec)
bottom: Public Transport Facilities (Stantec)



2.7 Historical Growth

2.7.1 “When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.” (Para. 46, NDG 2021)

2.7.2 Prior to the 19th century, the early medieval settlement was concentrated around the junction of four roads, High Street, Chapel Street, Shilton Road and Stapleton Lane, with St. Mary’s Church being the focus for early development. In the 19th century, industrial development resulted in factories being built north of the centre. This expansion continued into the 20th century with suburban development focussed along the radial spine roads, including The Common.

2.7.3 Within the historic core, architectural influences from Victorian, Edwardian and post-war styles are present. High Street is the focus for retail with a range of terraced housing, Victorian chapels and schools. The remaining spine roads are predominantly characterised by dense Victorian and Edwardian terraced housing that enclose the streets. Beyond, 20th century detached and semi-detached housing provides a transition to the countryside.

2.8 Local Character Analysis

2.8.1 “Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.” (Para. 52, NDG 2021)

opposite: Images from around Barwell

2.8.2 The National Design Guide states that well-designed new development is influenced by “...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;” (Para. 53, NDG 2021)

2.8.3 An analysis of the existing built form of Barwell can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

2.8.4 The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the following pages.

2.8.5 Market Bosworth and Twycross have also been analysed, to assess the wider context and ascertain repeated features within the character of the whole local area.

Socio-Economic Context

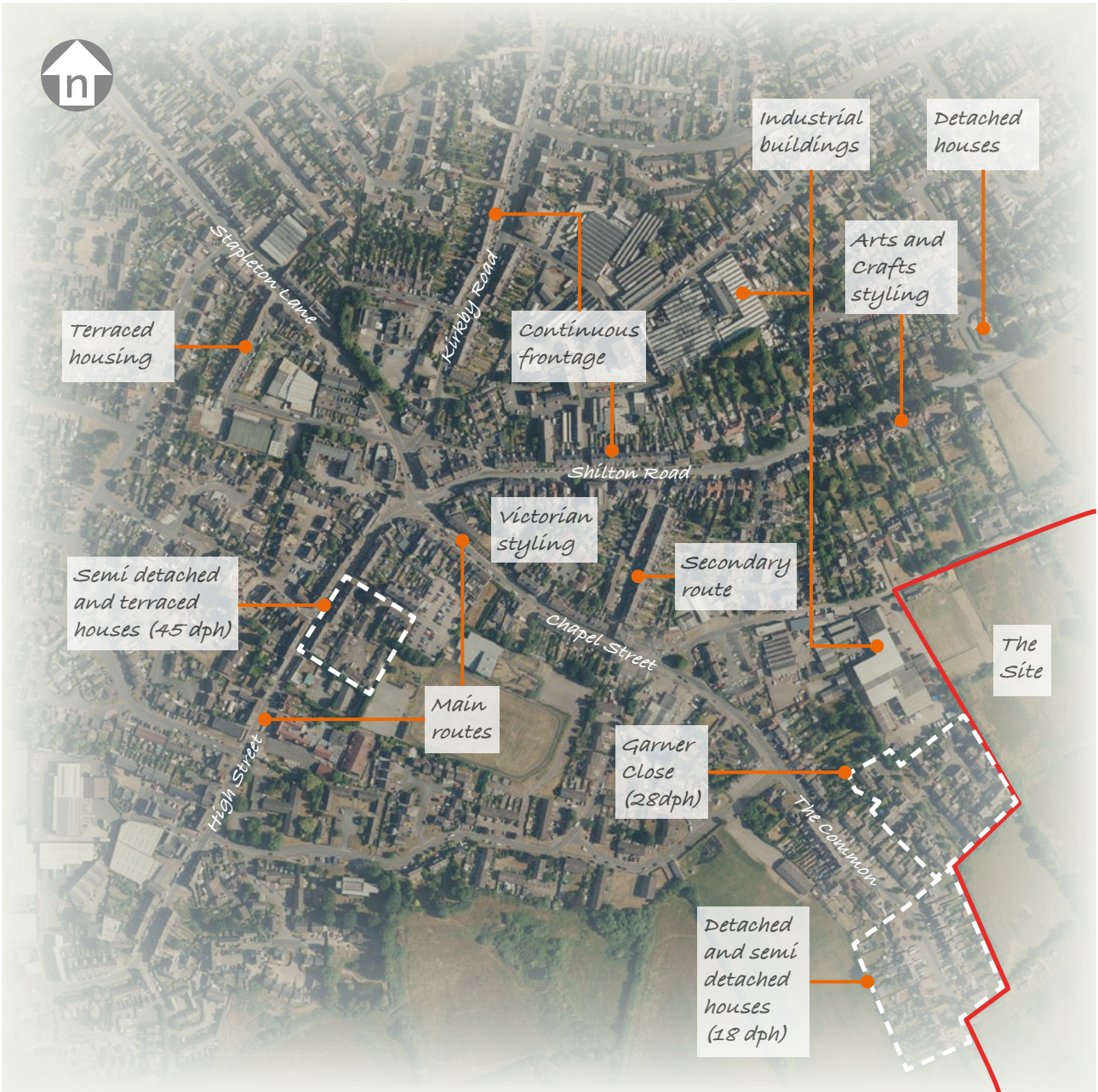
2.8.6 Parts of Barwell and Earl Shilton remain amongst the most deprived in Leicester and Leicestershire, with a lack of variety in the housing offer – with semi-detached properties dominating and relatively few households living in larger homes – and local retailers also facing challenges, with vacancy rates consistently being amongst the highest in the borough.

2.8.7 The Council has long recognised the potential role of Barwell and Earl Shilton in accommodating growth, allocating two large sustainable urban extensions through the Core Strategy, with the potential for these to act as a catalyst for the regeneration of both settlements.

Barwell	
Street Types	Barwell has a radial form, with the main shopping area being concentrated at the junction of High Street, Chapel Street, Shilton Road and Stapleton Lane. These form the main routes into the town from the surrounding area, with development fronting along them. Secondary streets connect these radial routes together. Streets are quite narrow within the centre of the town, with wider streets, sometime with verges found as you transition towards the countryside.
Building Types	There are a variety of building types in the area, with detached, semi-detached and terraced properties all found. There are also a number of industrial units within the residential area of Barwell.
Building Heights	2 storey dwellings are the prevalent height, with some 2.5 storey dwellings found. One instance of 3 storey building in the town centre. Industrial buildings are one or two storeys in height.
Building Line Setback and Enclosure	Building set backs are varied. Dwellings in the core are often set on the back of the pavement or behind small front gardens. These streets have a strong sense of enclosure as they are often terraced. As you move towards the edges of the town the setback distances increase, with larger front gardens and verges found.
Parking	Parking in the core of Barwell is generally on street. Moving towards the edges of the town, as the house types change, parking is found on plot or to the front or side of the dwellings.
Density	The density in the town varies, with areas having a higher proportion of terraces being around 45dph, and areas with more detached homes being around 18dph. Garner Close, adjacent to the site, is around 28dph.
Architectural Style	The architectural style of the buildings varies depending on time of construction. The core of the settlement comprises Victorian and Edwardian homes with Arts and Crafts Homes also found, particularly along Shilton Road. Towards the edges of the town more recent mid 20th Century homes are found.
Materials	Buildings are predominantly red brick with some cream coloured rendered properties found. Roofs are slate grey or brown tiles. Window frames are generally white. Front doors are found in a variety of colours.
Building Detailing	Windows generally have vertical emphasis with casement windows and sash windows often split into smaller panes. Some angled bay windows are found, both single and double storey. Stone window headers are found on brick properties, rendered houses tend to have unexpressed lintels. Some gable fronted elements are found on both older and newer properties. Brick detailing under the eaves is also found.
Landscape and Boundary Treatments	Minimal landscaping within the street scene in the core, greenery is found where homes have front gardens, which are more common on the edges of the settlement. Front garden boundaries comprise low brick walls or front garden planting, with some hedges, front garden planting and wooden fences also found.



above: Existing dwellings within Barwell



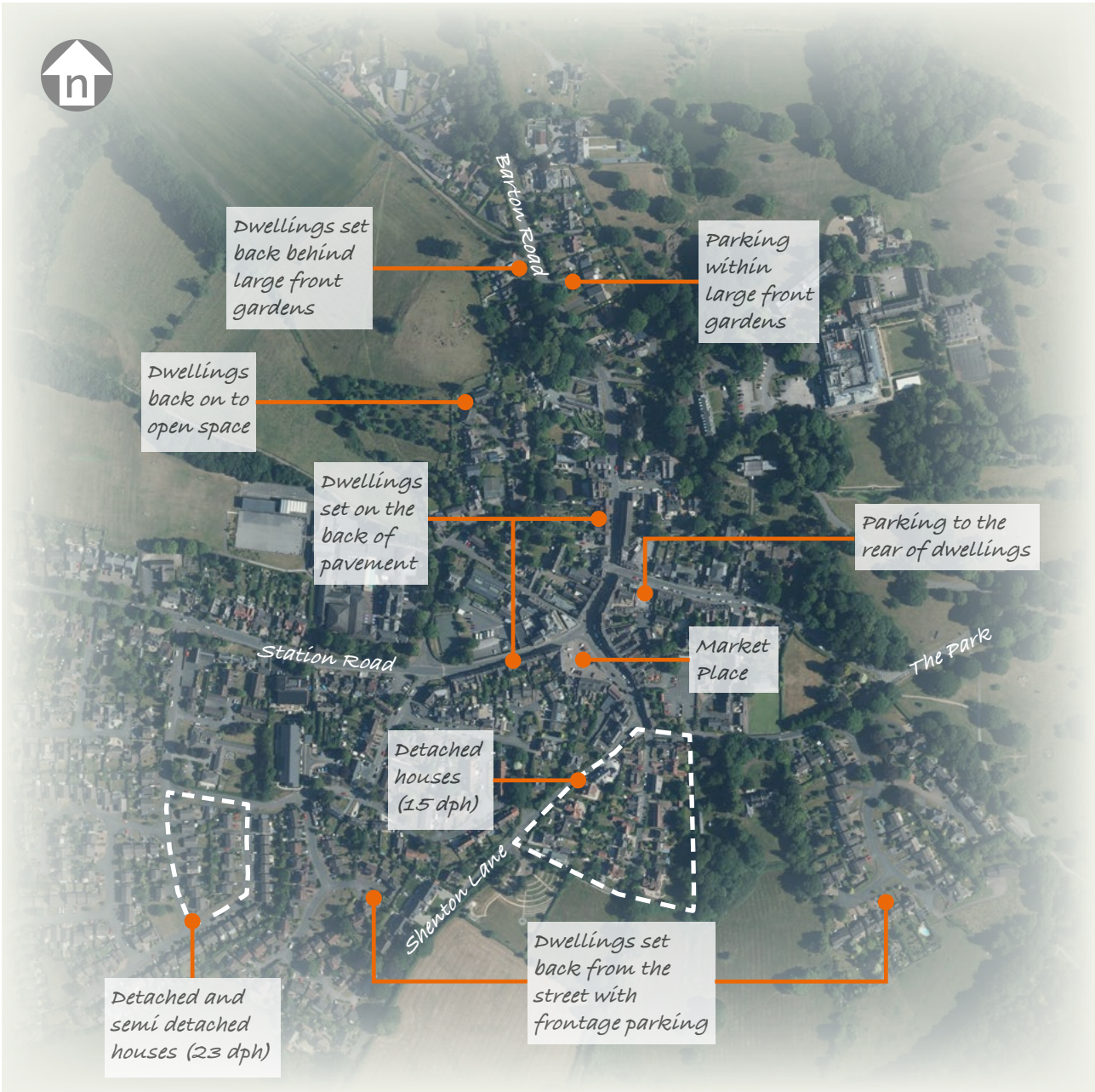
top: Character analysis plan

below: Existing dwellings within Barwell

Market Bosworth	
Street Types	The streets in Market Bosworth follow an organic layout, with four main routes into the town that converge in the historic core around the Market Place. These main streets generally have a footway on one or both sides of the carriageway, although some smaller lanes have no footway. Newer development tends to have footways on both sides of the street.
Building Types	Variety of building types with large detached houses, semi-detached homes and terraces all found.
Building Heights	2 storey dwellings are the prevalent height, with some 1.5 and 2.5 storey also dwellings found.
Building Line Setback and Parking	Dwellings in the historic core of the town are often set on the back of the pavement, as you get closer to the edges of the town properties are generally set behind front gardens, which vary in size. Parking is found in front of properties with larger front gardens, to the side of semi detached properties, or on street or to the rear of properties which on the back of the pavement.
Building Enclosure	Within the core of the town streets have a good sense of enclosure, with homes set on the back of the pavement. Other streets have a more landscaped feel with homes set behind large front gardens.
Density	Outside of the historic core homes are mainly detached or semi detached with densities in the teens or low twenties per hectare.
Architectural Style	The style of dwellings reflects the time at which they were built. Older dwellings are predominantly eaves fronted with some gable fronted elements.
Materials	Buildings are predominantly red brick with some pale coloured render also found. Roofs are slate grey or brown tiles. Window frames are generally white. Front doors are found in a variety of colours.
Building Detailing	Windows have vertical emphasis with casement windows and sash windows often split into smaller panes. Brick window headers are found on brick properties, some have an arched detail. Gabled and pitched door canopies are found. Generally gabled dormers are found on 1.5 and 2.5 storey properties. Dwellings often have brick chimneys.
Landscape and Boundary Treatments	Minimal landscaping within the street itself, greenery is generally found within front gardens or parks. Front garden boundaries generally comprise low brick walls or hedges.



above: Existing dwellings within Market Bosworth



top: Character analysis plan

below: Existing dwellings within Market Bosworth

Twycross	
Street Types	Twycross has a predominantly linear form to the village, with many historic homes fronting on to the A444. Other lanes branch from this main street and there is some more recent infill development associated with these. The main route does not always have footways on both sides of the street.
Building Types	Variety of building types with detached houses being the most common, with some semi-detached homes and terraces also found.
Building Heights	2 storey dwellings are the prevalent height, with some 1.5 storey dwellings found.
Building Line Setback and Parking	Buildings are generally set back from the street behind front gardens, with some dwellings sat on the back of the pavement. Parking is found in front of properties with large enough front gardens, to the side of properties, or to the rear of properties that are set closer to the pavement.
Building Enclosure	The streets have a good sense of enclosure with homes generally following the line of the street.
Density	Low density development at approximately 12-21 dwellings per hectare.
Architectural Style	Dwellings are generally historic dating from the Georgian/Victorian period. Dwellings are predominantly eaves fronted with eyebrow dormers being a common feature on 1.5 storey dwellings. Half hipped roofs are also found on historic buildings in the area.
Materials	Buildings are predominantly red brick with some pale coloured render also found. These two materials are sometimes combined with brick at ground floor and render above. Roofs are slate grey or brown tiles. Window frames are generally white. Front doors are found in a variety of colours.
Building Detailing	Windows have vertical emphasis with casement windows often split into smaller panes. Brick window headers are found on brick properties, some have an arched detail. Gabled and pitched door canopies are found. Large brick chimneys are a feature. Brick detailing under the eaves is also found.
Landscape and Boundary Treatments	There is a small village green with mature trees found where Church Street and Sheepy Road meet. Greenery is also found within front gardens. Front garden boundaries comprise predominantly low brick walls and hedges or front garden planting.



above: Existing dwellings within Twycross



top: Character analysis plan
below: Existing dwellings within Twycross

2.9 Key Character References

2.9.1 The quality of the existing built form in Barwell is varied. The development should draw on the positive characteristics of the existing built form to create a scheme that enhances the local area.

2.9.2 The development should have strong form that aids legibility and creates character. The density should be appropriate for the site’s location and reflect the lower density areas of Barwell. The average density across the site should be approximately 25 dwellings per hectare.

2.9.3 Development should contain a mixture of building types from smaller homes to larger detached houses. Dwelling sizes should be varied within the layout of the development to create elevational interest and contrast in scale, detailing and materials. The majority of dwellings should be two storeys in height, with the potential for some 1.5 storey dwellings in edge locations, or to add interest to the roofscape.

2.9.4 There is potential to accommodate good sized gardens for family houses within the development. Set back distances from the highway should vary in response to a clear street hierarchy; with some streets having larger set-backs, particularly fronting open space. Front garden boundaries could be formed by low wall, hedges or front garden planting.

2.9.5 Parking could either be on-plot, to the front, side or rear, or within a well designed street that allows for parking without compromising front elevations and good accessibility.

2.9.6 Open spaces should be usable and well-overlooked to provide good passive surveillance and encourage use by residents.

2.9.7 The materials and details used should reflect local character references to create a well-integrated development. Victorian dwellings are found within the core of Barwell, with Arts and Crafts homes also found along Shilton Road. Suggested materials include:

Walls:

- A range of finishes for the walls of buildings would be appropriate, primarily red brick, white or cream render.
- These materials could be used on the whole facade or in combination on the elevation.
- Additional detailing under the eaves is found on some historic dwellings.

Roofs:

- Buildings should be mainly eaves fronted and finished in slate grey or brown tiles.
- Gable fronted elements or hipped / half hipped roofs could also be used.
- Brick chimneys are a feature in the area.

Doors and Windows:

- Window frames should be white, as are the majority in the local area.
- Glazing bars would be acceptable.
- Contrasting detailing around windows could feature.
- Doors could be a range of traditional colours.
- Flat or pitched door canopies or porches could be an architectural feature.

2.9.8 The images opposite represent a suggested materials and details palette which should inform the design of dwellings at the reserved matters stage.

opposite: Examples of local materials and detailing.



3. Site Analysis

This chapter summarises the technical studies carried out that have influenced the illustrative masterplan, and concludes with a summary of the constraints and opportunities for the site.

3.1 Landscape and Visual Analysis

3.1.1 The contextual landscape and visual analysis can be summarised as follows:

- The site lies in an area of gently sloping topography (north to south) and forms part of an undeveloped area that serves to separate parts (not all) of Barwell to the west, and Earl Shilton to the East.
- Notwithstanding this, the two settlements are clearly physically and visually joined in the vicinity of Shilton Road/Bellevue Road/Hinckley Road areas to the north and north-east of the site.
- Land use in this undeveloped area varies, include intense horse grazing across defined paddocks; extensive allotments; buildings/salvage yard/ storage units; and (east of Leicester Road), naturally regenerating woodland areas and smaller scale paddocks.
- These uses, in combination with the presence of built form along the settlement edges, cast a 'degraded' character across parts of the site and local landscape.
- The site is generally well visually and physically enclosed in both the local and wider landscape, however it is present in some view corridors.

3.1.2 For more detail please see the Landscape and Visual Impact Assessment that accompanies the application.

3.1.3 The site specific landscape and visual analysis can be summarised as follows:

- The site forms part of a local landscape that is characterised by land uses often described as "urban fringe", which has degraded it in places, and where its condition has in part deteriorated.
- This includes the intensity of the grazing on the paddocks, and the visual appearance this casts, together with some hedgerow loss and the "ad-hoc" appearance of some of the structures associated with the grazing paddocks.
- Notwithstanding this, it retains a mature hedgerow network that encloses the paddocks to form part of the local landscape character.
- The combination of the mature hedgerow network and falling topography limit intervisibility across the site itself and the local landscape, such that they are "compartmentalised".
- Built form casts strong influence across the site, by way of physical and visual enclosure, in particular the residential development on Gamer Close and The Common; and the commercial development on Dawson's Lane, directly adjacent to the site.
- The site is also well enclosed to the north by the (albeit lower density) residential development along Dawson's Lane.
- The site is generally very well related to the eastern edge of Barwell.

Constraints

3.1.4 Extending from this analysis, constraints for the site are considered to be:

- The role of the site as part of the Green Wedge policy, including separation and green lung.
- Potential visual impact from (limited) publicly accessible areas to the north, east, west and at longer distance from the south.
- Need for removal of hedgerow vegetation to accommodate site access.

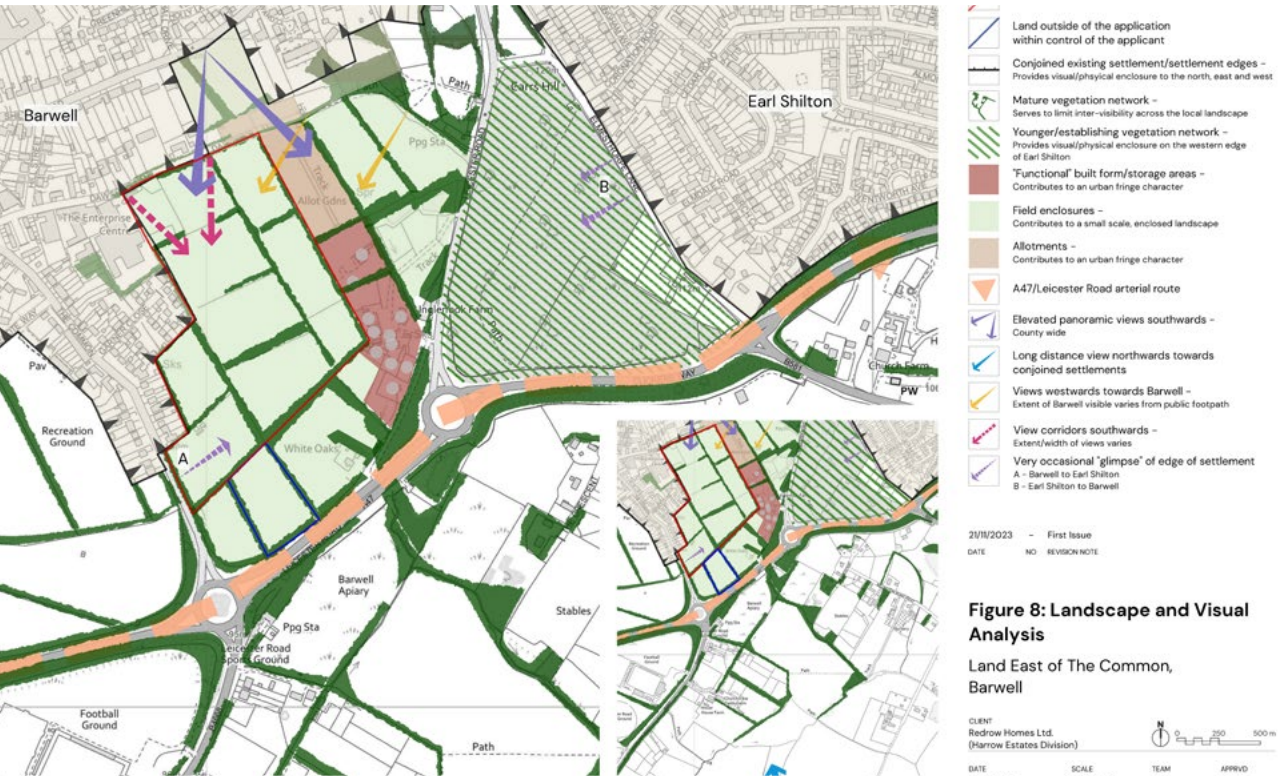
Opportunities

3.1.5 Opportunities for the site are considered to be:

- The location of the site directly adjacent to the existing settlement edge of Barwell to the north and west, and its strong relationship with the settlement.

- The presence of other 'urban fringe' elements that cast an influence on the local landscape, including its condition, value and reduced susceptibility to accommodate new residential development.
- Strong visual and physical enclosure of the site in the local and wider landscape.
- Potential to improve and enhance existing hedgerows and associated green infrastructure, retaining the spatial qualities of this elements of local landscape character and using it as a driver in a development framework.
- Biodiversity improvements associated with new hedgerow planting, woodland planting, and displacement of intense grazing with grassland meadows.
- Potential to improve accessibility for pedestrians and cyclists from Dawson's Lane to The Common.

below: Landscape and Visual Analysis (Pegasus Group)





3.2 Arboriculture

3.2.1 An arboricultural impact assessment has been undertaken across the site by Trevor Bridge Associates (TBA) and the results are summarised below.

Existing Situation

3.2.2 A pre-development tree survey was undertaken by TBA in August 2021 and revised September and November 2023 (ref: PD/6721/TSR/REV B/NOV23). The survey complies with British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations. All significant trees and vegetation features within the site have been identified and inspected.

3.2.3 In the initial tree survey report a total of 78 items were surveyed within and adjacent to the development site. These items comprised 45 individual trees, 30 groups, and 3 hedges.

above: Looking towards the proposed site entrance from within the site.

3.2.4 The site is atypical in as much as it contains a higher ratio of moderate value trees (retention category B) than low value trees (retention category C). The principal reason for this is the rural and interconnecting nature of much of the vegetation, and maturity of trees providing a green infrastructure with good biodiversity features. However it must be noted that many of these features (both hedge groups and individual trees) require intervention management.

Constraints to Development

3.2.5 In any potential development where trees or vegetation is present, there are constraints. Consideration of such constraints is complex, and potential impacts to existing vegetation features often being weighed against the potential for mitigation, be this the provision of new planting and/or the long term management/ enhancement of existing vegetation.

3.2.6 The constraints of trees and vegetation within the site are clearly demonstrated within the tree survey report where the location of trees and vegetation are shown, along with the value of these items and root protection areas.



3.3 Archaeology and Heritage

3.3.1 An historic environment desk based assessment (HEDBA) has been carried out by SLR Consulting. As a result of the previous archaeological work that has taken place on the site, the assessment has concluded potential for direct impact on heritage assets of significance is very low. While the potential for harm to Medieval agricultural remains is high, these remains have been surveyed and evaluated and therefore this assessment, in line with the decision of the local planning authority, concludes this harm to have been mitigated.

3.3.2 There are no designated archaeological remains located within the site. No designated archaeological remains would therefore be physically affected by the proposals.

3.3.3 Any harm to the significance of those potential non-designated archaeological remains within the site should be weighed in the balance as per NPPF paragraph 203.

above: Looking towards the rear of the existing dwellings along The Common and Garner Close.

3.3.4 Two heritage assets have been identified as potentially susceptible to a change in setting through the development of the proposed site, the Churches of St Mary in Barwell and Elvesthorpe (1074229, 1005076). The HEDBA concludes that the development would result in no harm, as the views of the development would be marginal if visible at all, and the asset’s historical and architectural interests of the churches and their settings would be maintained. The proposed development would therefore be anticipated to amount to zero harm, and the significance (and ability to appreciate the significance) of the asset would be preserved.

3.3.5 Overall, the proposals would be consistent with the provisions of the Planning (Listed Buildings and Conservation Areas) Act (1990), Section 66(i), the NPPF, paragraphs 193-196, as well as the relevant provisions of the Hinckley and Bosworth Borough Council Local Plan (2009).



3.4 Ecology and Biodiversity

3.4.1 The ecological survey and assessment has been completed to inform residential development plans for an area of land to the east of the Common and south of Dawson’s Lane, Barwell. The site was subject to previous surveys in 2017 and 2021 to inform previous planning applications. Whilst drawing on the historic survey information, this assessment was based upon a fully updated survey.

3.4.2 The site and its surrounds are not subject to any statutory nature conservation designations. The closest sites are Burbage Woods and Aston Firs Site of Special Scientific Interest (SSSI) which is approximately 1.7km south of the site. This is located within a larger area, known as Burbage Common and Woods that is also a designated Local Nature Reserve (LNR). The LNR is approximately 700m distant at its closest point.

above: Looking north towards Garner Close across the existing horse paddocks

3.4.3 Regarding not-statutory sites, following on from the 2017 ecological survey, hedgerows that were assessed as being important have been identified as a candidate Local Wildlife Site. This relates to five hedgerows, equating to 740m in total. Four Ash trees within the site have also been identified as a candidate Local Wildlife Site. Hedgerows and trees are all retained as part of the development. Following the 2021 survey, one of the fields was found to meet the LWS criteria for mesotrophic grassland. In the immediate wider local area, the two fields immediately south of the site and Leicester Road (SP451961) is a candidate LWS, meeting the criteria for mesotrophic grasslands. The field which borders the site on its southern side is a historic LWS. This refers to sites which were designated in the 1980s-90s but for which there is no recent data.

3.4.4 The site comprises of ten pasture fields bounded by a series of largely unmanaged hedgerows. These fields are best described as semi-improved neutral grassland. They all display evidence of historic improvement for agriculture and in more recent times are subject to different levels of horse grazing. Despite evidence of agricultural improvement throughout, certain fields are more species-rich and support a range of less common meadow species. These include species such as Great Burnet, Oval Sedge, Pepper-saxifrage, Pignut, Tormentil and Yellow-rattle. Immediately to the south of the site (outside of the application boundary) is an additional field which will be used for biodiversity enhancement. It is currently species-poor semi-improved grassland.

3.4.5 Fields are bordered by hedgerows and field boundaries. There are twenty such hedgerows/ field boundaries across the site. They are typically unmanaged and have dense bands of associated scrub. Whilst the diversity of individual boundaries varies significantly, in their entirety they support a diverse range of woody species. Twenty-six trees and shrubs were recorded across the site. Three boundaries were identified as important when assessed using the ecological criteria as set out in the Hedgerows Regulations 1997.

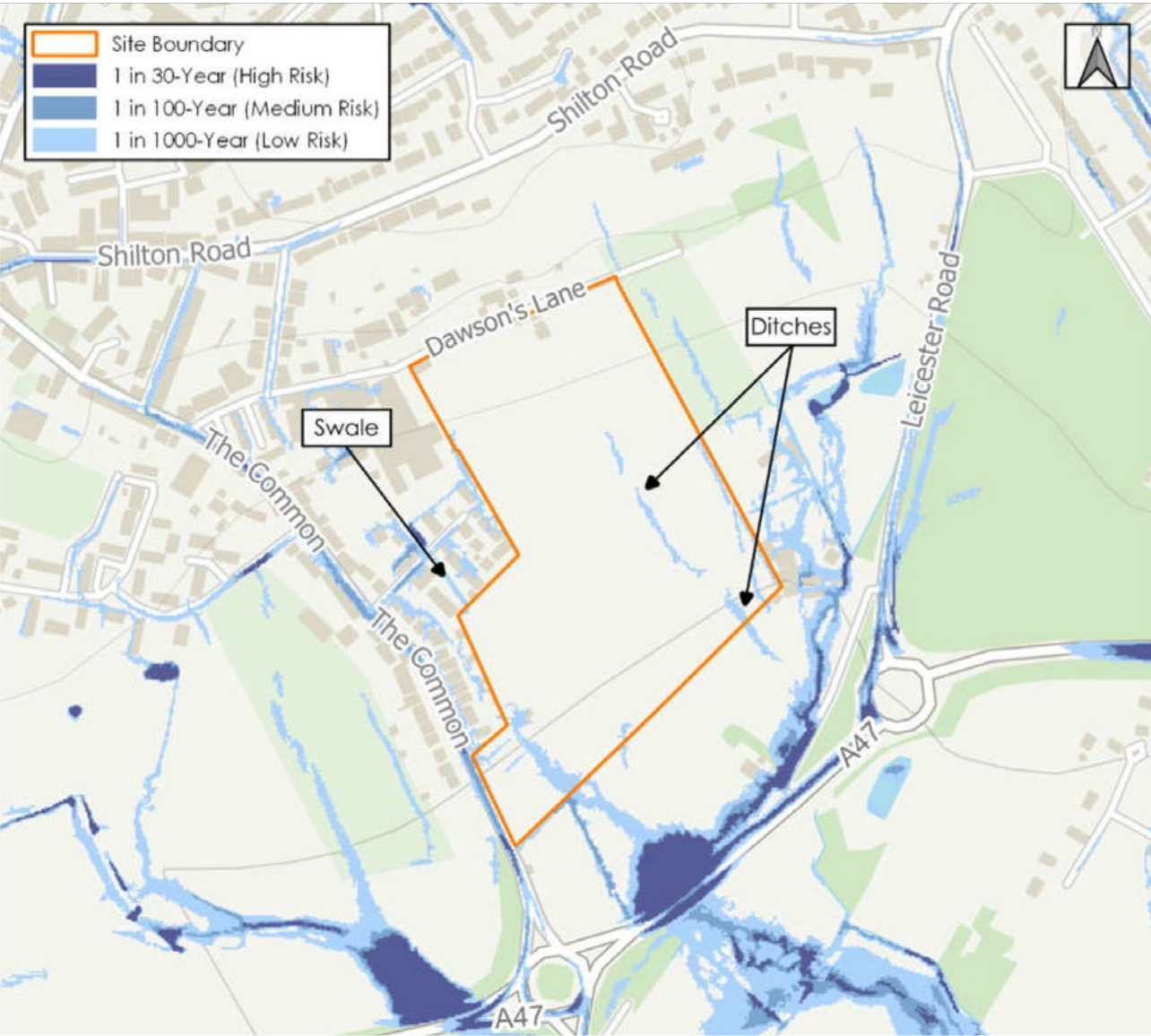
3.4.6 A limited range of other habitats are present across the site, for example, patches of ruderals, Bramble scrub and Blackthorn scrub.

3.4.7 Breeding bird surveys recorded a typical range of species. Whilst supporting typically common species, the structural quality of the hedgerow/boundary network along with added presence of mature trees was such that the variety of species and numbers of individual territories was relatively high. This indicates a habitat of high local value.

3.4.8 Bat activity surveys yielded a limited number of species with Common Pipistrelle representing in excess of 91% of all records. Noctule (8%) was the only other species recorded in any numbers. Others species that were recorded very rarely were Soprano Pipistrelle, Nathusius’ Pipistrelle and Leisler’s. Whilst bats were recorded along the majority of boundaries at times, the western boundary was found to be a commuting corridor in the early dusk period. This was also noted in 2021 when it was thought that a roost site was likely to be present in the adjacent housing estate or industrial units. This was subsequently confirmed in 2023 with an estimated 12 Common Pipistrelles observed emerging from a roost site in the industrial estate to the west of the application site. Regarding roosting in the application site, whilst dawn and dusk observations of trees found no confirmed evidence of roosting bats a single Common Pipistrelle was observed in the early dawn period on one occasion close to trees along the southern boundary of the developed area. Whilst the light was too poor to observe precisely what this bat did it seems likely that it was probably roosting in one of the trees on this boundary. There was no evidence of roosting in any of the small number of animal shelters and storage buildings that are present on the site.

3.4.9 Whilst there are no ponds within the site, two large ponds are present approximately 110m east of the site. These ponds were previously surveyed using eDNA analysis as part of the 2017 EclA. This yielded negative results. They were visited as part of the 2021 survey and both were found to be heavily stocked with coarse fish and used as commercial angling ponds. Given this usage there is no realistic prospect of them supporting Great Crested Newt.

3.4.10 Full details of the necessary compensation and mitigation measures for Ecology are detailed within the Ecological Assessment which is submitted in support of this application.



3.5 Hydrology and Drainage

3.5.1 A flood risk assessment has been carried out by BWB. The site is located entirely within Flood Zone 1. The nearest Environment Agency (EA) Main River is the River Tweed, 3.7km north-west of the site. The site is located 80m north and 85m west of an unnamed tributary of the Thurlaston Brook.

3.5.2 Whilst the site is largely at a very low risk of surface water flooding, there are several small areas at low risk of surface water flooding associated with ditches throughout the site. However, the pluvial depths in these areas are indicated to be below 150mm,

suggesting that they will pose a low risk to the site. Within the south-western part of the site, there is a flow path of low risk running in a southerly direction to an area of surface water ponding outside of the site's boundary. However, the catchment area contributing to the flow route originates largely within the site boundary and will, therefore, be managed by the site drainage strategy

3.5.3 The planned development site has been assessed across a further range of potential flood risk sources; these include canals, groundwater, reservoirs and large waterbodies and sewers. None of these sources were found to present a potential barrier to development.

above: Risk of Flooding from Surface Water (BWB Consulting)

3.6 Noise

3.6.1 A noise assessment has been carried out by Spectrum Acoustic to establish the impact of noise affecting the proposed development. Noise levels affecting the site are predominantly controlled by road traffic and commercial aircraft movements. At the north-western end of the development site some yard activities from the industrial site are also occasionally audible. Additionally, a cooling fan is audible in this area throughout the daytime period.

3.6.2 The proposed site layout should be developed using good acoustic design principles to control the noise impact from industrial activities. A residential barrier block should be incorporated along the western boundary of the site with the industrial area. The barrier block should have the internal layouts arranged such that there are no noise sensitive rooms (bedrooms/ living rooms) with windows overlooking the industrial site. 1.8m high garden screening should also be included in some areas to ensure a low industrial noise impact in gardens. These could either be closed boarded timber fences with a minimum mass per unit area of 10kg/m2, or a brick wall.

below: Looking north within the site towards dwellings on Dawson's Lane.



3.6.3 The assessment has demonstrated that acceptable internal ambient noise levels can be achieved across most of the site with standard thermal double glazing and trickle ventilation. For dwellings within around 30m of The Common, bedrooms would need trickle vents with a higher acoustic performance specification.

3.6.4 Noise in external amenity spaces has been assessed and mitigation recommended such that the WHO guideline levels can be achieved across the site.

3.7 Air Quality

3.7.1 An Air Quality Assessment has been carried out by Air Quality Consultants.

3.7.2 The assessment has demonstrated that the overall air quality effect of the proposed development will be 'not significant'; it will not introduce any new exposure into areas of unacceptable air quality, nor will the development-generated traffic emissions have a significant impact on local air quality. It is, therefore, not considered appropriate to propose further mitigation measures for this development.

3.7.3 Background concentrations at the site are well below the objectives, thus it can be concluded that future residents will experience acceptable air quality.

3.8 Site Constraints and Opportunities

3.8.1 The results of the various site studies are used to inform and structure the development proposals. These are illustrated, where appropriate, on the site features plan presented opposite:

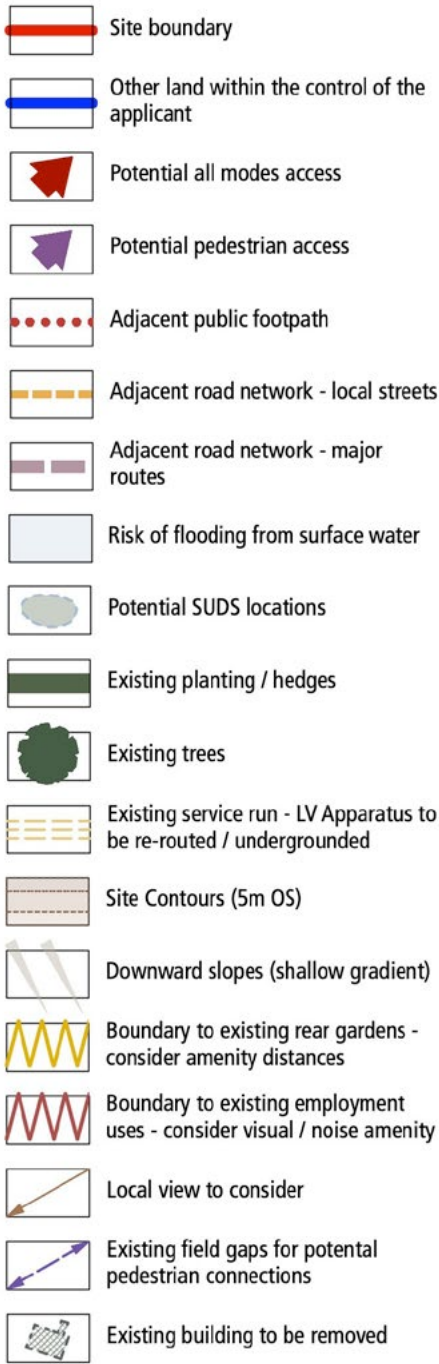
Constraints and Considerations

- The role of the site as part of the Green Wedge policy, specifically separation and green lung.
- Potential visual impact from (limited) publicly accessible areas to the north, east and at longer distance from the south.
- Removal of hedgerow to accommodate access.
- Rising topography from the southern end (A47) to the northern end adjacent to Dawson’s Lane.
- Existing overhead cables to be diverted.
- Ecological considerations, including the potential for bat activity.

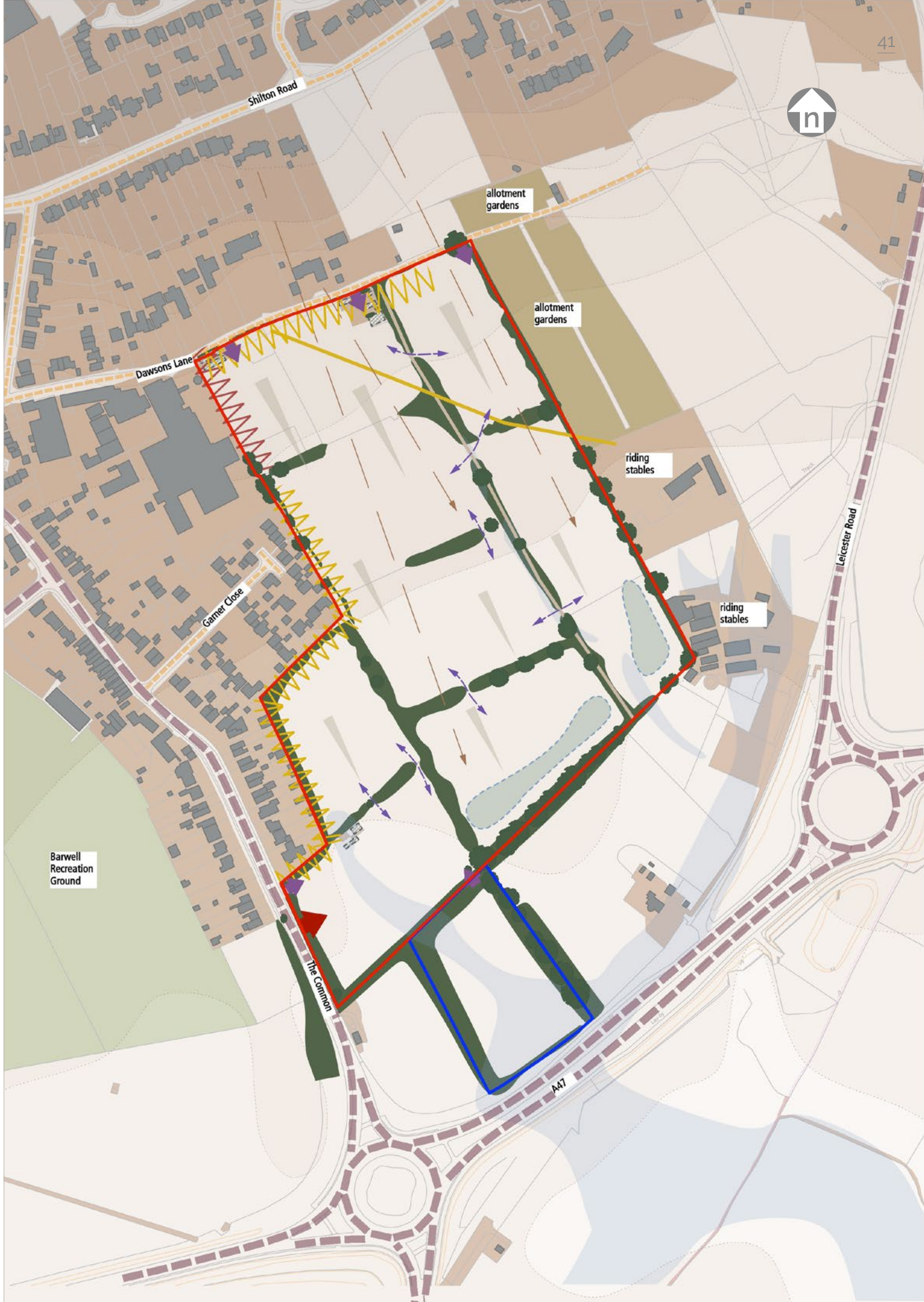
Opportunities

- The location of the site adjacent to the existing settlement edge of Barwell to the north and west, and its strong relationship with the settlement.
- Strong visual and physical enclosure of the site in the local and wider landscape.
- Potential to improve and enhance existing hedgerows and associated green infrastructure, retaining the spatial qualities of this elements of local landscape character and using it as a driver in a development framework.
- Biodiversity improvements associated with new planting and grassland meadows.
- Potential new footpath and cycle connection from Dawson’s Lane in the north, to the A47 in the south, with access across meadows providing benefit to the recreational function of the Green Wedge.
- To create a sustainable and balanced residential development that offers different housing types, sizes and tenures that respect the local character.
- Providing a road hierarchy that is not dominated by vehicular movement and promotes healthy green forms of movement.

- Create outward facing residential frontages which overlook newly created open spaces, helping to promote self-surveillance and reduce the risk of anti-social behaviour.
- Provide sustainable forms of drainage (SUDS).
- Provide new amenity space, including a play area for the benefit of new and existing residents.



opposite: Site Features Plan



4. Design Development

This chapter explains the evolution of the masterplan and how it has been influenced by previous applications for the site and engagement with local stakeholders.

4.1 Previous Applications

May 2017

4.1.1 The site was the subject of a previous outline application (ref. 17/00531/OUT) for (up to) 185 no. units with public open space, landscaping, sustainable drainage system and vehicular access. The development framework plan which was submitted as part of that application is set out below.



above: Development Framework Plan for application 17/00531/OUT (FPCR Environment and Design Ltd)

4.1.2 This application was refused for four reasons, including highways, but by the time the inquiry for the appeal (ref. APP/K2420/W/17/3188948) was held, negotiations had resulted in these being reduced to a single reason relating to the impact of the development on the character and appearance of the area and the Green Wedge. The appeal was subsequently dismissed on grounds of landscape character and appearance.

4.1.3 The inspector had identified the main issues as ‘the effect on the character and appearance of the area’, and on the Green Wedge. That decision confirmed that the area was not a ‘valued landscape’, but that the site was ‘demonstrably part of the countryside’ and the rural setting (of Barwell) would be harmed by extending ‘managed space’ from the current urban edge. On the second issue the inspector was critical of the way a Green Wedge policy had been interpreted and applied as if it was a Green Belt policy, but nevertheless found the 185 unit scheme to reduce the ‘green lung’ too much.

December 2021

4.1.4 A second planning application (planning ref: 21/01470/OUT) for up to 110 dwellings was submitted by Harrow Estates in 2021. The illustrative masterplan which was submitted as part of that application is set out on the opposite page.

4.2 Design Response

4.2.1 The masterplan for the scheme has been developed to respond to the issues which were highlighted by the previous applications. The main change has been to incorporate landscaping within the built form area through a series of green corridors. These corridors will connect the proposed properties with nature, building on the green infrastructure already present on the site and safeguarding habitat corridors.

4.2.2 The number of dwellings and the proposed density of the current masterplan is also lower in comparison to the previous scheme. The 2021 scheme applied for 110 dwellings with an average density of 32dph. The current proposals are for 95 dwellings with an average density of approximately 25dph.

4.3 Local Engagement

4.3.1 The views of local resident and stakeholders on the site and on the developments in and around Barwell have been expressed previously and reviewed by the Applicant to inform the application.

4.3.2 Whilst most specific requests to meet with local groups to inform the Design Code went unanswered the Applicants were able to meet with LCC, who had themselves provided consultation feedback on the H&B Design Guidance. A productive meeting with the Director of Strategic Environmental Policy confirmed that LCC are taking a leadership role in promoting inclusion of trees within developments and integrating nature as part of residential schemes. They are currently promoting provision of swift boxes within all developments.

4.3.3 Specific control measures from draft Design Code were shared it was confirmed that the Code would cover all matters required to ensure a suitably controlled development. A number of detailed suggestions were provided which have been incorporated into the final Design Code.



above: Illustrative Masterplan for application 21/01470/OUT (Pegasus Group)

4.1.5 That application was not determined by the LPA in time and an appeal was lodged on the grounds of non-determination. The appeal (ref: APP/K2420/W/22/3295558) was dismissed by the inspector on 27th March 2023. In that decision the inspector based her judgement of impact on local character on an in-house ‘testing layout’ which was not a formal application document. Her key conclusion being that she was “not satisfied that a development of the quantum of houses proposed could be accommodated on the site in a manner which would respect the character and appearance of the area.”

4.1.6 The decision sets out three important conclusions. Firstly that there would be no unacceptable impact on highways; secondly that there was no 5YHLS; and thirdly that the function of the Green Wedge in preventing the merging of settlements would not be harmed, because Barwell and Earl Shilton are already conjoined settlements (paragraph 27).



4.4 Design Evolution

4.4.1 The masterplan development diagrams on the following pages illustrate the design process and indicate how the masterplan responds to the site analysis and the key constraints and opportunities for the development.

Identifying Site Features

- Potential all modes access from The Common.
- Potential pedestrian and cycle access from Dawson's Lane to connect residents to the town centre.
- Potential pedestrian access south towards the A47
- Existing on-site hedgerows and trees can provide a mature landscape setting to the scheme.
- Respond to neighbouring residential and commercial buildings.
- Power lines to be diverted or undergrounded.
- Site slopes down towards the A47.



Establishing and Enhancing Green Infrastructure

- Meadow open spaces located to the east of the site to retain a Green Wedge.
- Green Infrastructure to be woven into the development area to connect to the meadow grassland.
- Attenuation area located to the south of the site.
- Utilise swales with potential for ecological enhancement measures.
- New strategic tree and habitat planting to enhance existing green infrastructure.



Developing a Movement Network

- All-modes access from The Common
- Pedestrian and cycle access from Dawson's Lane to connect residents to the town centre.
- Additional pedestrian access linking towards local footpath network.
- A key north to south pedestrian movement routes through the site to connect Dawson's Lane to The Common and the A47.
- Create hierarchy of streets the ensure legibility
- Key areas of green space will be connected by footpaths set within a landscaped edge to the development.



Creating a Development Framework

- A play area located near the centre of development will providing a focal point
- Homes will front onto the main route and streets to create an active street scene.
- Key buildings at prominent locations within the site (for example with contrasting materials or architectural detailing) to create areas with individual character.
- Public open space is well-overlooked by development.

5. The Proposal

This chapter provides an account of the development proposals, which have been informed by the previous site analysis and design development process.

5.1 The Illustrative Masterplan

5.1.1 A landscape-led residential development can be accommodated on site, to include homes of varying sizes and tenures alongside high quality and biodiverse public open space. The Illustrative Masterplan on the opposite page provides an indication of how these uses may be configured. The main features of the scheme are set out below and are marked on the plan accordingly:

- 1 Access from The Common, with a main street leading through to a focal green space, which in turn leads through the wider green space.
- 2 Pedestrian and cycle access from Dawson's Lane can provide a direct route to the town centre.
- 3 The main street leads to courtyards and private drives, creating an edge of settlement feel.
- 4 Green space permeates the masterplan, taking advantage of existing informal links to the open space proposed to the east and linking this back into the residential area. There are a number of incidental green spaces within the residential area.
- 5 The SUDS area is located to the south of the residential area, within the green edge to the site.
- 6 Swales are proposed as part of the Green Infrastructure (GI) strategy, providing GI links through the development
- 7 The play area is within the development footprint and forms a focal green space in the centre of the development and part of an east west GI link.
- 8 Buildings address POS, with private drives to promote quiet streets and development frontages overlooking them to provide natural surveillance.

- Site boundary
- Land also under the control of the applicant
- Proposed all modes access
- Proposed pedestrian and cycle access
- Proposed pedestrian access
- Proposed pedestrian route
- Proposed shared pedestrian and cycle route
- Residential development
- Self build development
- Proposed main street and pathway
- Proposed shared surface
- Public open space
- Meadow grassland with mown paths
- Maintenance area
- Attenuation area / swales
- Existing hedges / trees / planting
- Proposed trees
- Proposed woodland
- Proposed hedges / strategic planting infrastructure
- Play area
- Outdoor recreation
- Walking routes
- Offsite proposed permissive pedestrian route

opposite: Illustrative Masterplan



5.4 Movement: Accessible and Easy to Move Around

5.4.1 A well-connected movement network, accessible by all users, is proposed, which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed pedestrian and cycle movement strategy
- Proposed vehicular access
- Street hierarchy

5.4.2 The location of the development, adjacent to the existing and established community of Barwell is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

5.4.3 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

Pedestrian and Cycle Access Strategy

5.4.4 The development of an integrated pedestrian/ cycle network within the site is seen as a key part of the transport infrastructure for the site. Pedestrians are led into the site from links created between areas of existing and proposed residential development, including the new north-south footpath link located within the open space.

5.4.5 Cycle use is encouraged through the high degree of permeability within the layout and the design of streets to encourage reduced speeds providing a safer cycling environment.

5.4.6 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the adjacent plan:

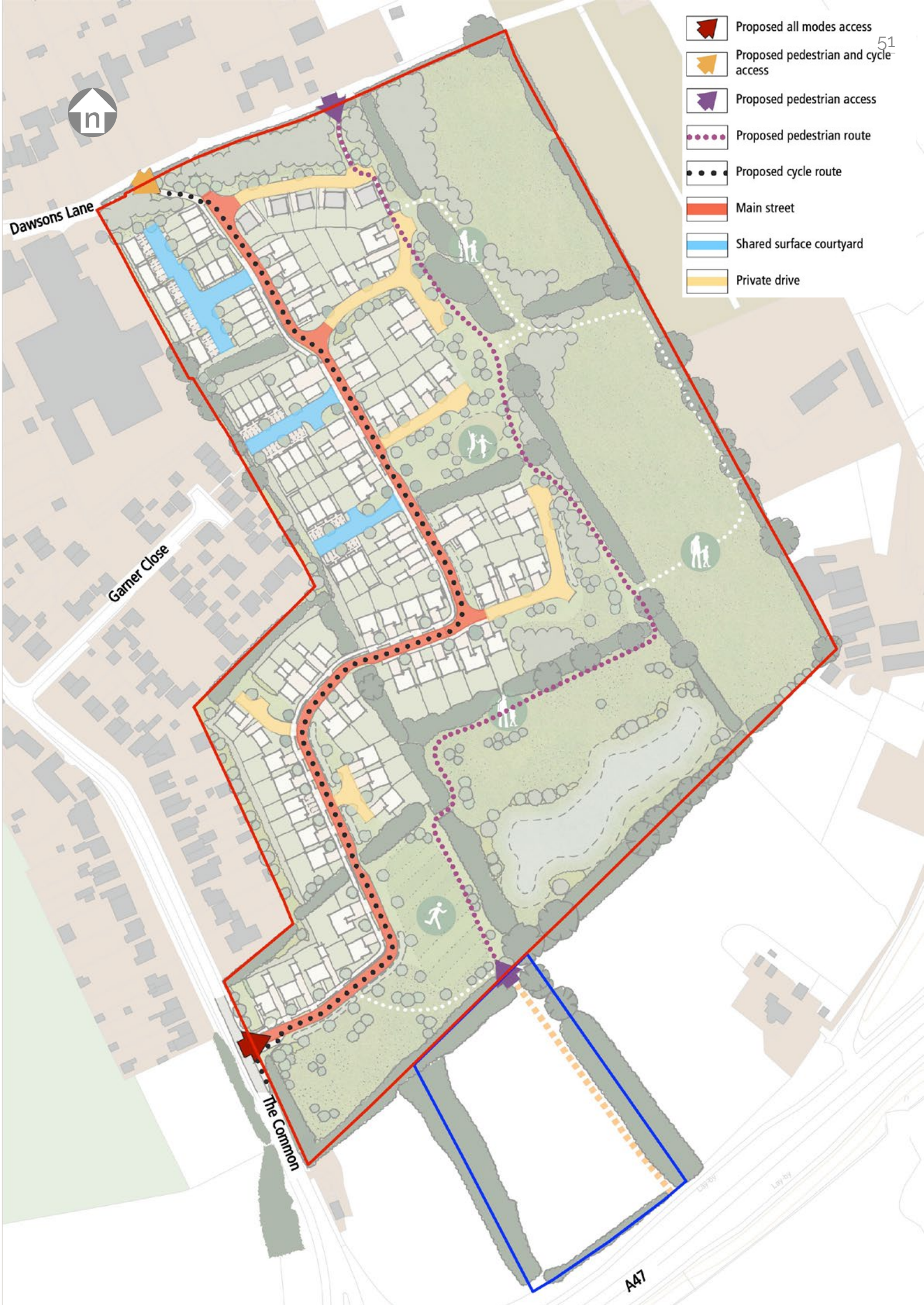
- Provision of a key new pedestrian link across the site and within the public open space. Following field edges, it is proposed to link Dawson’s Lane in the north to Leicester Road (A47) in the south.
- Provision of cycle connections to The Common and Dawson’s Lane, with on carriageway cycle route along the Main Street.
- Provision of pedestrian routes (minimum 2m width) through the site, offering pedestrians easy access to development and a link to the proposed north-south footpath.
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for user.
- To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements crossing points will be defined where appropriate, to enable all users to cross safely.

Proposed Vehicular Access

5.4.7 Vehicular access to the proposed development will be provided via a new access point located on the western edge of the site, from The Common. A safe and suitable access to the site can be achieved for all users through the delivery of the proposed new access, designed in accordance with MfS and LHDG it is acceptable from a safety and operational perspective.

5.4.8 The layout of development in relation to The Common and creation of the access for the site will include a relocation of the speed limit change signs (exact location of signage to be agreed at detailed design stage). Together this will create an attractive sense of arrival into the town, reflecting the character of other arrival points to Barwell.

opposite: Movement Strategy



Street Hierarchy

5.4.9 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

5.4.10 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. Incorporating nature, particularly tree planting, within the streets is a key principle in the design of the streets.

5.4.11 The development and internal road network will be designed to encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.

5.4.12 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.

Main Street

5.4.13 This will provide the main vehicular access route into the development from The Common, to the west of the site. This route will be varied in character along its length, with a 5.5m wide carriageway with footways on one or both sides. The Main Street will incorporate verges and street trees to bring green infrastructure into the development.

5.4.14 Footways, where provided, will be 2m wide to allow a safe pedestrian access across the development and out to surrounding facilities. The footways will be raised ensure legibility for all users as the higher volume route in the development.

Shared Surface Courtyards

5.4.15 These lead from the Main Street providing access to the development located along the north western edge of the site. They will be formal in character with green infrastructure provided at regular intervals between parking areas.

5.4.16 There will be no separate pedestrian footway, allowing the carriageway to be used equally by all users within these quieter areas of the site. It is intended that refuse and emergency vehicles will be able to use these roads and turning heads will be provided within these areas.

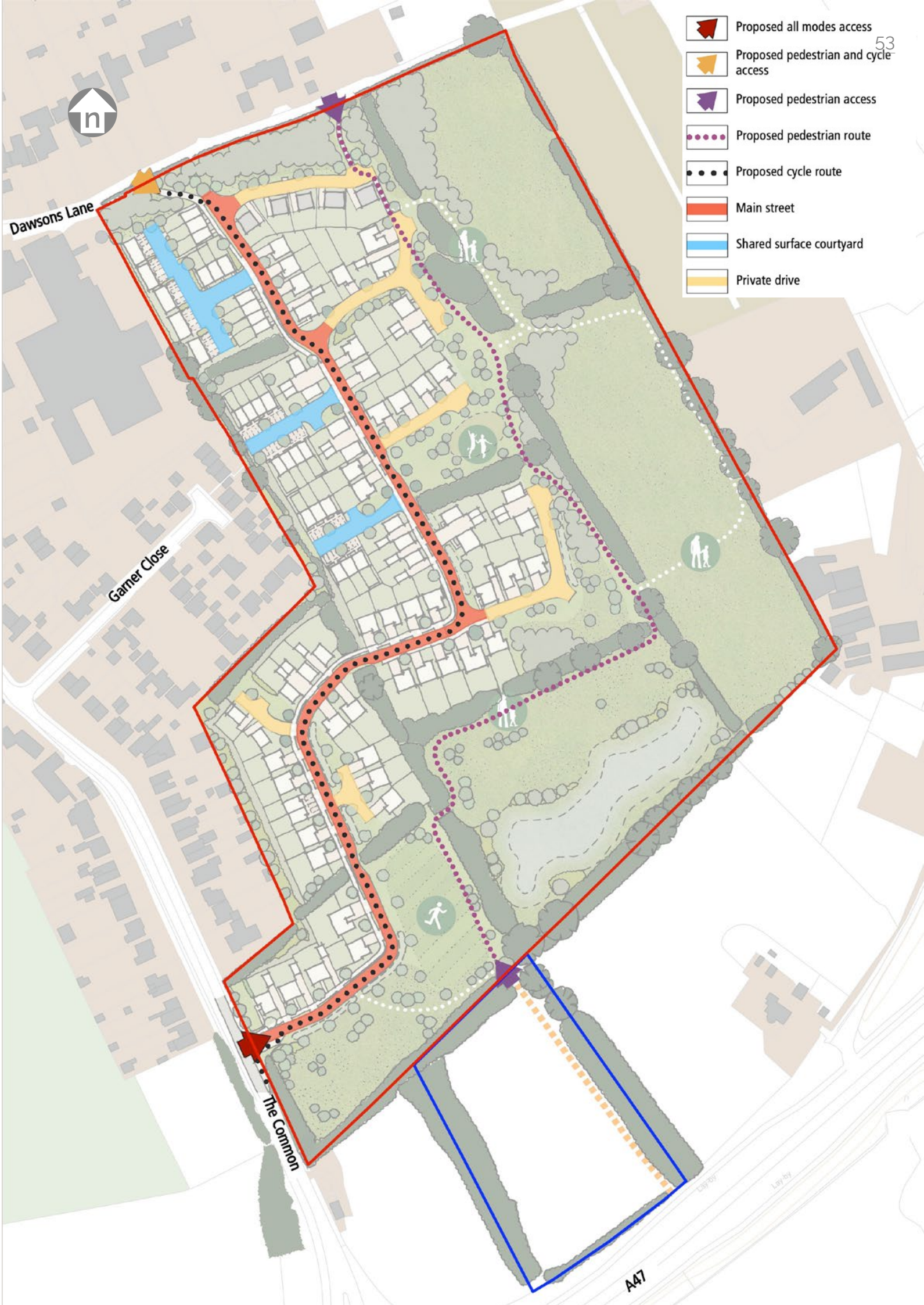
Private Drives

5.4.17 Private Drives will form quiet shared surface areas serving a small number of homes around the edges of the development. They will allow reversing of refuse vehicles and access to bin collection areas either on-plot or at shared collection areas.

5.4.18 These road types will vary in width with potential for narrowing to reduce vehicle speeds and for widening to allow for parallel parking. There will be no separate pedestrian footway, allowing the carriageway to be used equally by all users within these quieter areas of the site.

The Good Design Guide : Urban Design Objectives	Score
Functional	
Support Mixed Uses and Tenures	
Successful Public Spaces	
Adaptable and Resilient	X
Distinctive Character	
Attractive	
Encourages Ease of Movement	X

opposite: Movement Strategy





5.5 Built Form: a Coherent Pattern of Development

5.5.1 The design solution for the site will reflect the variety in townscape form that can be seen in Barwell and in particular the area surrounding the site.

Density

5.5.2 The proposed development envelope has the potential to achieve an average density of approximately 25 dwellings per hectare (dph) across the site, which is appropriate for the site’s location and reflect the lower density areas of Barwell.

5.5.3 This average density allows for the formation of differing densities across the development; including higher densities towards the western boundary, and lower densities towards the peripheries of the site.

Building Heights (Scale)

5.5.4 Building heights are proposed to be a maximum of 2-storey (9m), reflecting the surrounding built form. Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes.

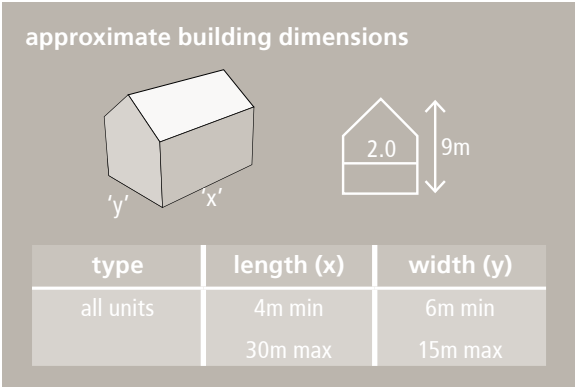
Continuity and Massing

5.5.5 The edge of town setting dictates an informal approach to façades. The degree of continuity will

vary, although principal elevations should face onto the street with secondary elevations, garages and parking spaces subservient to the street frontage and set behind principal elevations.

5.5.6 The street scene should be well-ordered and relatively informal. There should be a looser feel along private drives. Continuity of space should be ensured through surface and boundary treatments.

above: Example Redrow scheme



The Good Design Guide : Urban Design Objectives	Score
Functional	X
Support Mixed Uses and Tenures	X
Successful Public Spaces	X
Adaptable and Resilient	X
Distinctive Character	X
Attractive	
Encourages Ease of Movement	



5.6 Homes and Buildings: Functional, Healthy and Sustainable

5.6.1 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of the local area.

5.6.2 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment. These principles are to be adopted during the detailed design stage of any future Reserved Matters application.

5.6.3 The homes within the proposals will be a variety of different types, including terraces, semi-detached and detached properties. This will allow for a diverse population and work towards meeting the housing needs of Barwell,

5.6.4 House frontages should be carefully designed with generous windows for habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

5.6.5 The majority of dwellings will have a private outdoor amenity space and all have good links to the open space and footpath network within and beyond the site. Secure cycle storage and bin storage space will be included on-plot.

above: Example Redrow scheme

5.6.6 Homes will be finished to a high quality and will meet the policy requirements for accessible and adaptable dwellings. Habitable rooms should have high levels of natural daylight and connect well to gardens and terraces.

5.6.7 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

5.6.8 The custom build houses will allow more flexibility in their design and construction, leading to houses with different qualities to suit not only the initial occupants but will provide a more diverse housing stock for future generations in this area.

The Good Design Guide : Urban Design Objectives	Score
Functional	X
Support Mixed Uses and Tenures	
Successful Public Spaces	
Adaptable and Resilient	X
Distinctive Character	
Attractive	
Encourages Ease of Movement	



5.7 Context: Enhances the Surroundings

5.7.1 A thorough analysis of the site and its surroundings has been undertaken as part of the design process. The form of the illustrative masterplan has been designed to enhance the existing natural features on and around the site, for example by retaining and supplementing existing trees and hedgerows and providing an overall Biodiversity Net Gain.

5.7.2 Sustainable Drainage Systems (SUDS) have been integrated into the masterplan and will not only function as drainage infrastructure but will bring ecological benefits to the open space of the site.

5.7.3 The design has considered views into and out of the site, building heights and building orientation have been considered in order to create a gradual interface with and make the most of the natural surroundings.

5.8 Identity: Attractive and Distinctive

5.8.1 Development should contain a mixture of building types from smaller homes to larger detached houses. Dwelling sizes should be varied within the layout of the development to create elevational interest and contrast in scale, detailing and materials. A mix of building heights will create a more informal streetscape.

5.8.2 Roofs should enjoy generous pitches with different house designs having the same or a very similar pitch to ensure a consistent approach to roof line and gables.

5.8.3 Elevations on street corners should include windows or other detailing to provide overlooking from corner turning buildings and to animate the street scene. Blank walls facing any street will be unacceptable.

opposite: Examples of local materials and detailing.

5.8.4 Materials should reflect local character references to create a well-integrated development. Suggested materials and details include:

- **Walls:** A range of finishes for the walls would be appropriate, primarily red brick, white or cream render. These materials could be used on the whole facade or in combination on the elevation. Additional detailing under the eaves is found on some historic dwellings.
- **Roofs:** Buildings should be mainly eaves fronted and finished in slate grey or brown tiles. Gable fronted elements or hipped / half hipped roofs could also be used. Dormer windows could be gable fronted or eyebrow dormers. Brick chimneys are a feature in the area.
- **Doors and Windows:** Window frames should be white, as are the majority in the local area. Glazing bars would be acceptable. Contrasting detailing around windows could feature. Doors could be a range of traditional colours. Flat or pitched door canopies or porches could be a feature.

5.8.5 The images opposite represent a suggested materials and details palette which should inform the design of dwellings at the reserved matters stage.

5.8.6 The area enjoys well maintained front gardens and public green areas. Participation in this tradition in the new development should be encouraged through the provision of usable front gardens with the street hierarchy.

The Good Design Guide : Urban Design Objectives	Score
Functional	
Support Mixed Uses and Tenures	
Successful Public Spaces	
Adaptable and Resilient	
Distinctive Character	X
Attractive	X
Encourages Ease of Movement	

5.9 Public Spaces: Safe, Social and Inclusive

5.9.1 The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices

Landscape Strategy

5.9.2 Green Infrastructure forms an extremely important part of this proposal, both in terms of the need to respond to the Green Wedge context; matters of local landscape character; and also biodiversity enhancement. The key elements of the overall strategy are summarised below.

Existing Vegetation

5.9.3 The vast majority of existing vegetation on site will be retained, notably the mature hedgerow framework, and it has been used to guide both the extent and internal divisions of the development envelope. The hedgerow network will be subject to an appropriate management regime and additional planting where required to fill in gaps etc. This approach will ensure the influence of the hedgerow framework in the local landscape is retained. There will be some modifications to the hedgerow at the site access point, however, the depth and density of the hedgerow along The Common to the south of the proposed access is such that in order to accommodate the visibility splays, only the frontage vegetation of this hedgerow will be removed, with a substantial part of it remaining behind the splay to retain its sense of physical presence and visual containment along The Common.

Woodland Belt and Copse Planting

5.9.4 Strategically located small native woodland copses and planting belts form an important part of the mitigation strategy. They are located to provide visual and physical containment to the proposed built form, and read consistently with elements of local landscape character, in key locations, guided by the visual analysis and Green Wedge considerations, as illustrated on the Illustrative Landscape Masterplan. These elements of native planting will all combine to provide a “comprehensive whole” that serves to visually and physically contain the site in a manner consistent with local landscape character.

Active Public Open Space

5.9.5 The areas of open space located closer to the built form will be areas for dedicated dog exercising etc. avoiding encroachment into the wider grassland meadows which could be potentially damaging to species-rich grasslands by excessive nutrient enrichment.

Grassland Meadows and Biodiversity Enhancement

5.9.6 The open spaces at the outer edges of the proposal will be managed as grassland meadows. As such, their appearance as simple paddocks or field enclosures will be both retained and enhanced, capturing all of their positive attributes in terms of landscape character but simultaneously improving their current intensively grazed appearance on biodiversity credentials.

opposite: Illustrative Landscape Masterplan (Pegasus)





Street Scene Landscaping

5.9.7 The layout of the proposed development will incorporate substantial garden and street scene space as well as the proposed areas of strategic green infrastructure described. These areas will incorporate street and garden trees which will, over time, contribute to a strong network of green infrastructure and further softens the appearance of new built form from the wider landscape.

5.9.8 The main route through the development forms a green spine which will include swales and new tree planting to bring the landscape into the overall development envelope. Its presence will provide a softening to some of the areas of built form and also serve to break up the overall mass development

Play Strategy

5.9.9 A local equipped area for play (LEAP) is located centrally within a small pocket park. The play space can be accessed on level, surfaced footpath routes to maximise inclusivity.

5.9.10 The play space will be of natural play theme and positively contribute to the setting of the public open space. The play space will provide equivalent provision to the Fields in Trust design guidance for LEAP play

above: Example Redrow scheme

provision with a focus on inclusive play experiences for all user needs. This includes:

- Intended primarily for children who are beginning to go out and play independently
- Within 5 minutes walk from the child’s home
- Positioned beside a pedestrian route
- Minimum of 400sqm activity zone
- A buffer zone of 20m between the activity zone to the nearest property
- Designed to provide a stimulating and challenging play experience that may include equipment providing opportunities for balancing, rocking, climbing, overhead activity, sliding, swinging, jumping, crawling, rotating, imaginative play, social play and play with natural materials such as sand and water, or other activities
- Seating for accompanying adults and siblings should be provided, together with one or more litter bins

The Good Design Guide : Urban Design Objectives	Score
Functional	X
Support Mixed Uses and Tenures	
Successful Public Spaces	X
Adaptable and Resilient	X
Distinctive Character	X
Attractive	X
Encourages Ease of Movement	X

5.10 Nature: Enhanced and Optimised

5.10.1 Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

Retention and Management of Existing Vegetation

5.10.2 In locations where development is proposed, the impacts to existing vegetation will be limited. While direct loss of vegetation will be required for the placement of new access roads, the Illustrative Masterplan indicates only direct loss of vegetation for the main access from The Common and the primary access road within the site.

5.10.3 The zones of residential development occur within open fields with existing vegetation (trees and hedges) situated on the field peripheries that are not a direct constraint to development.

5.10.4 A significant benefit of the proposals is the retention of approximately 65% of the site for open space and green infrastructure. The primary benefits of this are:

1. That existing trees and hedges may be managed and enhanced.
2. New planting may be undertaken.

5.10.5 The open space fields provide a green corridor linking between The A47, The Common and Dawson’s Lane. Within these locations existing hedgerows may be managed and augmented with new planting and mature and veteran trees managed to ensure their long term retention and survival. This should include the use of intervention amelioration of the root systems of veteran trees, as well as pruning to maximise longevity and enhance the wildlife/biodiversity benefit the veteran trees provide.

New Structure of Planting

5.10.6 Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the overall character within the scheme and provide continual reference to the surrounding landscape.

5.10.7 Particular attention has been paid to the retention and enhancement of the existing green networks/ ecological routes that form the ‘Green Wedge’. In order to retain its character and function, much of the open space is to be undisturbed but new planting is to include new woodland copses. All planting is interlinked, thus allowing the creation of, as well as enhancement, of wildlife corridors.

5.10.8 The provision of a management plan is a key mitigating factor. A consistent management plan for existing trees and hedges, as well as new planting, will provide a significant benefit.



5.10.9 The importance of incorporating street trees, as well as tree planting within other components of the green infrastructure, is reiterated in the NPPF:

“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should 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”. (Para 131, NPPF 2021)

above: Example Redrow scheme

5.10.10 The proposed Illustrative Masterplan incorporates trees planted within the street scene along much of the main route through the scheme. This reflects the character along The Common and helps to soften the development frontage. In addition, new east/west tree planting areas are introduced, reflecting historic hedgerow locations and reinforcing the principle of enclosure of development within field parcels.

Biodiversity Net Gain

5.10.11 In terms of the site design, biodiversity enhancement has been a key consideration from the outset. As such, the development is concentrated in the northern part of the application site, and, with the exception of a proposed public footpath and some areas of woodland screen planting, the western edges are not directly impacted and would be retained as open space. Biodiversity enhancement is a key objective in this retained land. Impacts to boundaries will be associated with the removal of sections of hedges to facilitate access roads. All other boundaries and all mature trees will be retained.

5.10.12 Within the retained areas, targeted habitat enhancement measures will be particularly associated with grassland restoration and enhancement. The key objective will be to establish these fields as examples of the lowland meadow priority habitat type. There will also be some areas of woodland and scrub screen planting will also provide a different habitat type in the long-term. Retained boundaries will also be subject to immediate restoration in the form of restocking, coppicing etc. in combination with long term management on a long rotation. These measures are entirely consistent with the historic habitats that would have once been present here prior to agricultural intensification.

5.10.13 The proposal has been tested using the Natural England biodiversity Metric 4.0. Whilst only at the outline stage, with the commitment to retain and reinstate three on site and an adjacent offsite field to lowland meadow represents an important habitat enhancement. This approach would deliver a net biodiversity gain of 23.55%. Clearly, as the detailed elements of any application progress, there may be other aspects of the design which impact on this score. As a precautionary approach has been adopted, this should be an increase in score, for example, as more detail about the main urban design evolves. Following this initial calculation, biodiversity Metric 4.0 should therefore continue to be used to test the more detailed design of the site. It is clear, however, that this design should continue to target lowland meadows as the priority habitat for the retained pastures. With hedgerows also being largely retained and subject to appropriate long-term management, this also delivers a significant improvement, which equates to a net gain of 21.27% for hedgerows.

Sustainable Drainage (SUDS)

5.10.14 Surface water runoff will be stored within an above ground detention basin located to the south-west of the development. The detention basin has been

designed to be 1m deep with a 600mm freeboard in the 1 in 100-year + 40% event. The detention basin banks should not exceed a 1:4 gradient.

5.10.15 The detention basin should be appropriately planted to encourage treatment and biodiversity, as well as being landscaped into the public open space to provide an amenity value. Where possible, the basin should be enhanced to include variable depths, gradients, low flow channels and forebays in order to improve the water quality; this will be confirmed at detailed design stage.

5.10.16 Swales are incorporated into the masterplan where possible in order to convey surface water through the site. Across the developable area surface water runoff will be captured via a combination of drains, gullies, and downpipes before being conveyed through the site via a beneath ground pipe system into the storage features.

5.10.17 It is recommended that finished floor levels should be raised a minimum of 150mm above adjacent ground levels to reduce the residual risk of flooding from pluvial and groundwater sources. No dwellings should be located within topographical depressions. Ground levels should be profiled to encourage pluvial runoff and overland flows away from vulnerable infrastructure and towards the nearest drainage point.

The Good Design Guide : Urban Design Objectives	Score
Functional	X
Support Mixed Uses and Tenures	
Successful Public Spaces	X
Adaptable and Resilient	X
Distinctive Character	X
Attractive	X
Encourages Ease of Movement	



5.11 Resources: Efficient and Resilient

5.11.1 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:

- An economic objective – to build a strong, responsive and competitive economy
- A social objective – to support strong, vibrant and healthy communities
- An environmental objective – protecting and enhancing the natural, built and historic environment

5.11.2 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

Sustainable Building Techniques

5.11.3 The proposals will be delivered in line with current building regulations, and, where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation
- Sustainable Drainage systems (SUDS)
- Considering fabric efficiency in the design of buildings
- Use of building materials capable of being recycled
- An element of construction waste reduction or recycling

Siting and Building Orientation

5.11.4 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.

5.11.5 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

Sustainable Drainage Systems

5.11.6 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SUDS) on-site, to ensure that the development does not impact on the surrounding area.

5.11.7 These features will also be designed to create new habitats on site, improving biodiversity.

Materials and Waste Recycling

5.11.8 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that ‘whole life costs’ are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

5.11.9 Dwellings should also be designed with waste and recycling collection in mind, providing space for the storage of waste collection containers within plots and facilitating the collection of these.

Sustainable Communities

5.11.10 The development proposals will form part of a sustainable settlement which has a full range of land uses and facilities, providing a good basis for the creation of a sustainable community. The proposals make effective use of the site, with residential development located adjacent to the existing settlement edge of Barwell, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

5.11.11 Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space and play facilities, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.

Electric Car Charging

5.11.12 Electric Vehicle charging infrastructure should be provided for all homes, to facilitate the residents use of electric cars.



The Good Design Guide : Urban Design Objectives	Score
Functional	X
Support Mixed Uses and Tenures	X
Successful Public Spaces	
Adaptable and Resilient	X
Distinctive Character	
Attractive	
Encourages Ease of Movement	



5.12 Lifespan: Made to Last

5.12.1 The importance of designing with the future in mind is explained in the National Design Guide:

“Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan.” (Para. 151, NDG 2021)

5.12.2 Public and private spaces will be well-defined through the careful positioning of houses and open space, which will foster a sense of ownership in future residents. The buildings themselves are envisioned to be designed with sustainable and durable materials to ensure they stand the test of time.

A Sense of Ownership

5.12.3 The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

opposite: Existing allotments on Dawson’s Lane

Adoption Areas

5.12.4 When completed, responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement)
- Private property ownership
- Shared maintenance areas such as shared private drives.

Adapting to Changing Circumstances

5.12.5 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live. This should be considered in the detailed design of the properties at the Reserved Matters stage.

The Good Design Guide : Urban Design Objectives	Score
Functional	X
Support Mixed Uses and Tenures	
Successful Public Spaces	X
Adaptable and Resilient	X
Distinctive Character	
Attractive	
Encourages Ease of Movement	

6. Design Code

A Built Form and Landscape Design Code accompanies this Design and Access Statement. The Code sets placemaking principles to guide future Reserved Matters submissions.

6.1 Introduction

6.1.1 The Built Form and Landscape Design Code (the Code) that accompanies this Design and Access Statement has been prepared to direct the preparation of Reserved Matters proposals pursuant to the anticipated approval of the Outline Planning Application that this statement supports.

6.1.2 The Code contains placemaking principles for the future development of the site and focuses on the built form and landscaping aspects of the scheme. All development situated within the site must adhere to the regulations set out within the Code.

6.1.3 The purpose of the Code is to plan and regulate new development on the site, to achieve a high standard of design and create a strong sense of place.

6.1.4 The overarching objectives of the Code are to:

- Provide a delivery tool to help implement the masterplan.
- Define critical elements of additional design control and guidance to ensure that high levels of design quality are achieved in the future delivery of the development.
- Deliver quality consistently across the proposed new development.
- To provide a mechanism to coordinate the implementation of different elements within the proposed development.
- To provide a tool and key point of reference for use by developers, architects and their consultants at various stages in the development process from detailed design, through to on-site construction and management.

6.1.5 To deliver these objectives, the Code is structured in the following sections:

- Section 1 - Introduction
- Section 2 - Site Wide Principles
- Section 3 - Movement and Access
- Section 4 - Landscape
- Section 5 - Character Areas
- Section 6 - Conclusion

below: Artist's impression of the site entrance



7. Conclusion

This Design and Access Statement explains the analysis of the site and its context and has gone on to set out the design proposals and their benefits.

7.1.1 The purpose of this DAS is to set out the development principles for the site and support the application for Outline Planning Permission at Land East of The Common, Barwell. The masterplan in this DAS has been developed with reference to and in accordance with current design policy and guidance.

7.1.2 The site is able to accommodate a range of new dwellings, including affordable homes and self build plots, new open space, a play area, retained and enhanced trees and hedgerows, surface water drainage (SUDS) and footpath links.

7.1.3 The development seeks to promote character and quality in its urban design approach. The masterplan has been developed in response to clear constraints and opportunities on the site as well as a review of local context. The design of the masterplan has focussed on creating a development which responds to local character.

7.1.4 The proposals represent a sustainable development which will include a natural play area within a focal green space within the scheme.

7.1.5 The scheme responds to the landscape character of the site and surroundings, with the existing vegetation around the site boundaries retained and new planting to enhance existing vegetation.

7.1.6 This DAS explains clearly how the evolution of the masterplan has been influenced by local context and stakeholder involvement.

7.1.7 The proposed new development presents the opportunity to provide a high quality development of much needed homes, creating an attractive and long-lasting place to live for years to come, with benefits for the wider community.

above: Artist's impression of the view across the play area



