Hinckley & Bosworth Borough Council

A Borough to be proud of

Earl Shilton & Barwell

Area Action Plan



Consultation Draft November 2010

Contents

Section 1: Introduction 4
1.1 Background 4
1.2 Area Action Plan 4
1.3 Site Allocations Document 4
1.4 Consultation 5
1.5 Sustainability Appraisal 6

Section 2: Earl Shilton & Barwell: The Places 6

Section 3: Vision & Objectives 7
3.1 The Vision of Earl Shilton & Barwell in 2026 7
3.2 Spatial Objectives 8

Section 4: Policy Context 8
4.1 National Policy 8
4.2 Local Planning Policy 9
4.3 Other Strategies 9

Section 5: Settlement Strategy 10
5.1 Proposed Sustainable Urban Extensions 10
5.2 Strategic Transport Requirements 14
5.3 Utility Provision 15
5.4 Green Infrastructure & Recreation Provision 15
5.5 Other Regeneration Benefits 16

Section 6: Settlement Centres 16
6.1 Identified Issues 16
6.2 A Framework of Opportunities 19

Section 7: Earl Shilton Sustainable Urban Extension 25
7.1 Issues 25
7.2 Development Framework 25

Section 8: Barwell Sustainable Urban Extension 32
8.1 Introduction 32
8.2 Issues 32
8.3 Development Framework 32

Section 9: Wider Settlement Policies & Allocations 38
9.1 Contributions Towards Sustainable development 38
9.2 Design & Construction 38
9.3 Employment Areas 39
9.4 Residential Development 39
9.5 Community Facility Protection 40
9.6 Green Space, Recreation & Allotment Uses 40

Section 10: Implementation Plan 42
10.1 Planning Applications 42
10.2 Implementation & Delivery Plan 43

Appendix 1: Summary of Overarching Strategies, Policy Documents & Evidence Base 44
A1.1 Strategic 44
A1.2 Area-Based Studies 45

Appendix 2: Settlement Centre Design Guidance 46
A2.1 Overarching Design Principles 46
A2.2 Site Specific Design Principles 46
A2.3 Public Realm Strategy 50

Appendix 3: Earl Shilton Urban Extension Guidance 52
A3.1 Making Key Connections 52
A3.2 Integrating Communities 53
A3.3 Creating Open Spaces 54
A3.4 Establishing Character & Identity 55

Appendix 4: Barwell Urban Extension Guidance 61
A4.1 Making Key Connections 61
A4.2 Integrating Communities 62
A4.3 Creating Open Spaces 63
A4.4 Establishing Character & Identity 65

Figures

Figure 1: Area Action Plan Boundary 4

Figure 2: Area Action Plan Process 5

Figure 3: Context Plan 6

Figure 4: Masterplan Concept 7

Figure 5: Area Action Plan Proposals Map 11

Figure 6: Existing Settlements 12

Figure 7: Future Settlements 13

Figure 8: Earl Shilton District Centre Issues 17

Figure 9: Barwell District Centre Issues 18

Figure 10: Earl Shilton District Centre Opportunities 21

Figure 11: Earl Shilton District Centre Public Realm Strategy 22

Figure 12: Barwell District Centre Opportunities 23

Figure 13: Barwell District Centre Public Realm Strategy 24

Figure 14: Earl Shilton Urban Extension Issues 29

Figure 15 (a): Earl Shilton Urban Extension Development Framework 30

Figure 15 (b): Earl Shilton Urban Extension Development Framework 31

Figure 16: Barwell Urban Extension Issues 36

Figure 17: Barwell Urban Extension Development Framework 37

Appendix 2 Figures Ai - iv: Earl Shilton District Centre Illustrative Visualisations 48

Appendix 2 Figure Bi - iv: Barwell District Centre Illustrative Visualisations 49

Appendix 2 Figure C: District Centre Public Realm Strategy Materials Palette 51

Appendix 3 Figure D (i): Earl Shilton Urban Extension Illustrative Vignettes 56

Appendix 3 Figure D (ii): Earl Shilton Urban Extension Illustrative Vignettes - Fox Meadows Approach 57

Appendix 3 Figure D (iii): Earl Shilton Urban Extension Illustrative Vignettes - Eastern Access 58

Appendix 3 Figure D (iv): Earl Shilton Urban Extension Illustrative Vignettes - Central Open Space 59

Appendix 3 Figure E: Earl Shilton Urban Extension Illustrative Visualisations 60

Appendix 4 Figure F (i): Barwell Urban Extension Illustrative Vignettes 67

Appendix 4 Figure F (ii): Barwell Urban Extension Illustrative Vignettes - Western Access 68

Appendix 4 Figure F (iii): Barwell Urban Extension Illustrative Vignettes - South Western Approach 69

Appendix 4 Figure F (iv): Barwell Urban Extension Illustrative Vignettes - Northern Open Space 70

Appendix 4 Figure F (v): Barwell Urban Extension Illustrative Vignettes - Local Centre 71

Appendix 4 Figure G: Barwell Urban Extension Illustrative Visualisations 72

Appendix 3 & 4 Figure H (i): Earl Shilton & Barwell Urban Extension Character Areas 73

Appendix 3 & 4 Figure H (ii): Earl Shilton & Barwell Urban Extension Character Areas 74

Appendix 3 & 4 Figure H (iii): Earl Shilton & Barwell Urban Extension Character Areas 75

Appendix 3 & 4 Figure I: Earl Shilton & Barwell Urban Extension Illustrative Street Typologies 76

SECTION 1: INTRODUCTION

1.1 BACKGROUND

1.1.1 There is a widespread need for additional homes in the Hinckley area. The Council has been discussing the possible location for these homes over the last few years. When working on the Hinckley and Bosworth "Core Strategy" in 2006, the Council found there was general support for concentrating the majority of development in the Hinckley Urban Core. In the following year a technical assessment of different "Directions for Growth" concluded that Land South of Earl Shilton and Land West of Barwell were considered to be the most appropriate location for mixed use urban extensions.

1.1.2 The Hinckley and Bosworth Core Strategy was adopted in 2010 following an independent public examination and confirmed that urban extensions to the south of Earl Shilton and west Barwell should be allocated through the means of an Area Action Plan. Critically, the Core Strategy proposes that the additional homes should be linked to a strategy of regeneration of the existing settlements, especially their centres.

1.2 AREA ACTION PLAN

1.2.1 An Area Action Plan (AAP) is a statutory development plan for a part of a borough where either planned growth is to take place, or regeneration, or action required to protect areas sensitive to change. It is part of the Local Development Framework (LDF) for Hinckley and Bosworth, and sits under the Core Strategy. There are other elements in the LDF which cover nearby areas (such as Hinckley Town Centre) or themes (such as Sustainable Construction). The AAP covers the whole of the existing areas of Earl Shilton and Barwell, and the areas proposed for urban extensions. The AAP Boundary is illustrated on Figure 1.

1.2.2 The AAP is a masterplan that will be used to guide the Council, developers and others investing in the future of Earl Shilton and Barwell in the period to 2026. It is not a finalised masterplan, and will be followed by planning applications made by developers of the various parts. However, it will have the force of a statutory plan when adopted, and future planning applications will need to follow it closely. It is particularly important in addressing the challenges of providing the additional infrastructure and regeneration the settlements need, which are matters of greater scale than individual sites.



Figure 1: Area Action Plan Boundary

Scale: NTS

1.2.3 This document sets out what the Council considers, following careful consideration of the physical evidence and also the results of consultation exercises, should be the preferred way forward or "option" for Earl Shilton and Barwell. There is now an opportunity between Friday 7 January and Friday 18 February 2011 to let us have any further views you may have on this plan. Any comments received during this consultation will be considered when the Council is writing its final plan for submission to the Government in September 2011. The process and timescale for adoption of the final AAP by the Council is illustrated in Figure 2.

1.3 SITE ALLOCATIONS DOCUMENT

1.3.1 The Council is working on a detailed plan for the parts of the Borough outside Hinckley Town Centre and Earl Shilton and Barwell. This is called a Site Allocations Development Plan Document. A draft document was produced in early 2009 which at that time included coverage of Earl Shilton and Barwell. The public responded with comments on that document. Having taken account of those comments, the Council has now included the detailed sites within Earl Shilton and Barwell in this AAP.

1.4 CONSULTATION

1.4.1 Earl Shilton and Barwell Forward (ESBF) have acted as the Project Board on behalf of the Council during the masterplanning process undertaken to prepare this AAP, notably auditing and reviewing the process and outputs. ESBF reflect a wide range of interests in both settlements and key stakeholders, and include representatives of the following bodies:

- Hinckley and Bosworth Borough Council;
- Leicestershire County Council;
- Earl Shilton Town Council;
- Barwell Parish Council;
- Primary Care Trust;
- Leicestershire Constabulary;
- Earl Shilton Town Centre Partnership; and
- Voluntary Action Hinckley and Bosworth.

1.4.2 In recognition of the central role that the landowners and developers of the urban extensions will have in their delivery, a Forum was established to ensure that they are informed of the project's progress and allow them to input into and comment on the emerging Masterplan proposals at key stages.

1.4.3 The AAP Masterplan Options for Earl Shilton and Barwell settlement centres and the proposed sustainable urban extensions were presented in manned public exhibitions held in Barwell on the 4th and 5th December and in Earl Shilton on the 11th and 12th of December 2009. The events were well publicised, and the exhibitions were very well attended, with 148 people signing in over the 2 days at Barwell, and 78 signing in over the 2 days at Earl Shilton.

1.4.4 The exhibition material presented the collated site and project information and Masterplan option concepts. The concepts sought to highlight how distinctly different approaches can be taken to the proposed development, particularly in terms of the location of the employment development, community facilities and recreation provision. Attendees were asked to express their views on the pros and cons of the option concepts, and identify potential changes or variations via a feedback form.

1.4.5 A masterplanning game was also provided, where attendees were asked to build a sustainable urban extension based on a minimum number of new dwellings, employment areas, schools and community facilities, and recreation space. The key elements of the proposed development were represented by playing pieces which were placed onto a map of the area. Once all of the playing pieces had been placed the final 'masterplan' was photographed for record. The exhibition material was also posted on the Borough Council's website with a feedback form, and subsequently displayed at the Borough Council offices until the 8th January 2010

1.4.6 A stakeholder consultation event followed on the 2nd and 3rd March 2010. The event related primarily to the masterplanning of the proposed sustainable urban extensions. The purpose of the event was to bring key stakeholders together (landowners, developers, Borough Council members and officers, local community representatives, and key infrastructure and environment bodies including the Environment Agency, Severn Trent and County Council Transport Team) and engage them in the design process through a series of interrelated masterplanning exercises, in order to inform the preparation of a preferred option for each sustainable urban extension that responded to the emerging evidence base and the views expressed in the public consultation exercise.

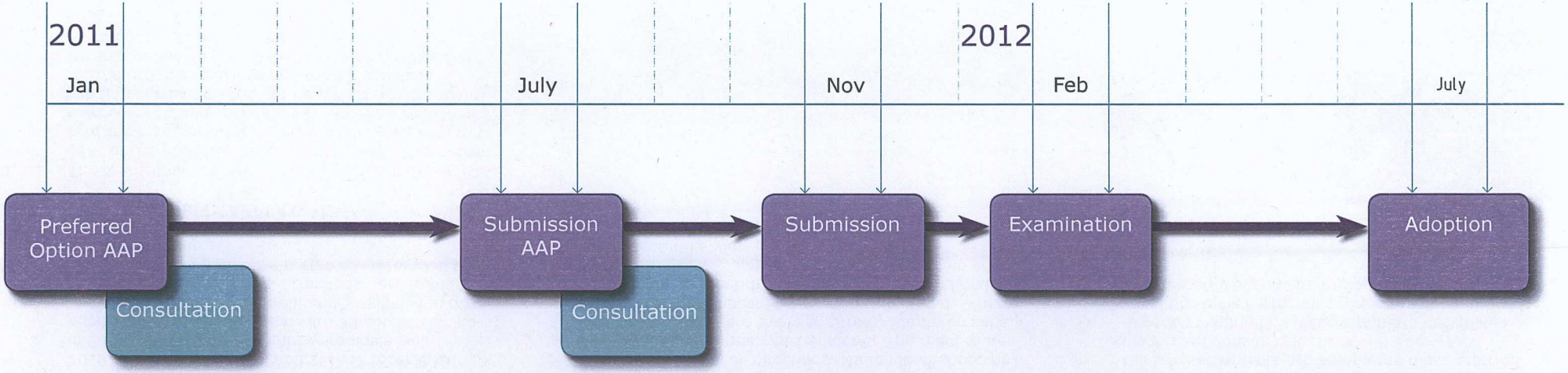

Figure 2: Area Action Plan Process

Scale: NTS

1.4.7 The outputs of the workshop have been developed by the Council into the preferred Masterplan that forms this AAP. The preferred option has already been the subject of early public consultation, via a manned exhibition held on the 8th and 9th October 2010 in Barwell and 15th and 16th October 2010 in Earl Shilton. These events were again well publicised and well attended with 99 people signing in over the 2 days at Barwell, and 51 signing in over the 2 days at Earl Shilton. Attendees were asked to express their views on the preferred Masterplan via a feedback form.

1.5 SUSTAINABILITY APPRAISAL

1.5.1 The Council has carried out a Sustainability Appraisal (SA) of the preferred option for the AAP. This shows how the plan performs in terms of the economy, the environment, and social issues. An early version of the SA showed how the different Masterplan options for the urban extensions and town and village centres performed, as compared to each other and as compared to a "do nothing" scenario.

SECTION 2: EARL SHILTON & BARWELL: THE PLACES

2.5.1 Earl Shilton and Barwell are two settlements in the south west part of Leicestershire, lying between Hinckley and Leicester (refer to Figure 3). Earl Shilton is the larger of the two centres, with around 9,250 people, located on top of a low ridge. Barwell is slightly the smaller of the two settlements with around 8,750 people.

2.5.2 Earl Shilton has a rich industrial history and was a prosperous village, accommodating a number of shoe, hosiery and knitwear factories in the 18th and 19th centuries. Barwell also saw considerable growth during this period, principally as a result of the shoe trade associated with the industrial revolution. From the 1970s the local shoe and hosiery trade encountered strong foreign competition, which led to the departure of many of the traditional manufacturing companies from the area.

2.5.3 Earl Shilton town centre is largely a traditional linear High Street with buildings predominantly arranged in terraces along both sides of Wood Street, Station Road, the Hollow and High Street. Barwell village centre is the meeting point of five routes which radiate out from all directions. Its range of shopping is rather smaller than Earl Shilton's. The main routes through Barwell are the High Street, Stapleton Lane, Shilton Road, Chapel Street and Kirkby Road. Where these routes meet they are generally well defined by buildings, although these vary in size, scale and architectural style.

2.5.4 However both Earl Shilton and Barwell contain pockets of significant deprivation, particularly relating to income, education skills and training, employment and health, and both centres are in need of regeneration. The most deprived parts of the two settlements are among the most deprived neighbourhoods in Leicestershire. The areas experiencing multiple deprivation are designated Local Strategic Partnership 'priority neighbourhoods' with targeted actions to improve these areas.



Figure 3: Context Plan

Scale: NTS

SECTION 3: VISION & OBJECTIVES

3.1 THE VISION OF EARL SHILTON & BARWELL IN 2026

3.1.1 The overall vision for the Earl Shilton and Barwell Area Action Plan is :

The development of sustainable communities, with distinct identities and character, providing attractive and accessible living and working environments, with thriving urban centres, supported by infrastructure that encourages green living, and well connected to Hinckley and the surrounding countryside.

3.1.2 This was developed through extensive stakeholder and community consultation carried out by Hinckley and Bosworth Borough Council. The vision has been drawn from some key aims:

- The settlements of Earl Shilton and Barwell will be thriving communities with their own sense of identity and character, providing attractive environments and opportunities for residents to live and work in, and centres that meet the day-to-day needs of residents and workers alike. Hinckley Town Centre will remain the focal point of the area for comparison shopping, leisure provision and higher education, and so pedestrian and cycling routes and public transport provision will be improved between the settlements, to offer a realistic alternative to car travel. Green infrastructure, notably parks and green links to the surrounding countryside, will be key features of the settlements.
- In this context, the planned urban extensions to Earl Shilton and Barwell will act as a catalyst for their regeneration, notably through the enhancement of the existing centres, improvement of the existing facilities, and provision of new facilities to assist the integration of the existing and new communities.
- The urban extensions themselves will be attractive new places where people will want to live and work. They will be an integral part of the settlements to which they are connected. Residents and occupiers will have attractive, efficient and safe access to the settlement centres, particularly through excellent walking and cycling routes and public transport. The developments will reflect and build upon the distinctiveness and sense of place enjoyed by Earl Shilton and Barwell to form organic extensions to the places, while being memorable in their own right, and as such will be exemplars in sustainable design and development.
- They will contain a range of housing types and tenures to meet local needs, as well as the necessary community infrastructure to support the day-to-day needs of residents, including neighbourhood shops, primary schools and health facilities located within a community hub. They will also accommodate high quality employment provision to enable residents to work close to home should they choose to, while providing new employment opportunities for the wider population of both settlements. Green infrastructure, in terms of new parks and green links, will be a strong feature of these new communities, with a focus on links to existing networks in Earl Shilton and Barwell, and their rural hinterlands.

3.1.3 To ensure the vision is achieved, the following spatial objectives have been identified.

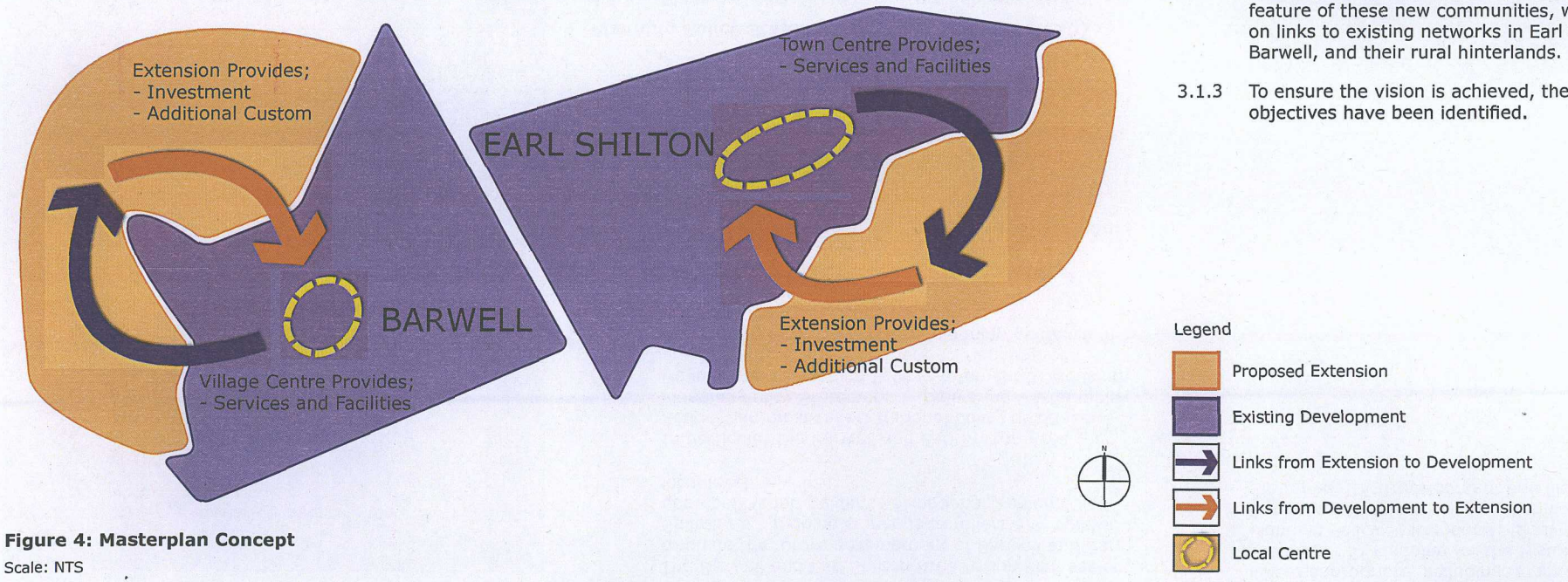

Figure 4: Masterplan Concept

Scale: NTS

3.2 SPATIAL OBJECTIVES

1. To provide thriving communities in Earl Shilton and Barwell that have their own sense of identity and character, recognising their unique identity.
2. To integrate the Urban Extensions with the existing communities and provide an inclusive, attractive and vibrant environment with a high quality of life for all residents.
3. To deliver high quality new homes which are supported by further high quality community, health and educational facilities through the upgrading of existing facilities or the provision, where appropriate, of new facilities.
4. To retain and enhance employment opportunities in Earl Shilton and Barwell through protection of existing employment sources and through the provision of new and diverse opportunities in the development of the Sustainable Urban Extensions.
5. To increase and improve the range of retail provision in Earl Shilton and Barwell and to ensure the centres continue to support the role of Hinckley as the sub regional centre.
6. To increase and improve the levels of accessibility and transport choice, principally focusing on sustainable methods of transport, in and around Earl Shilton and Barwell, the proposed Urban Extensions, Hinckley Town Centre and the surrounding countryside.
7. To contribute to the enhancement of the public realm and appearance of the centres of Earl Shilton and Barwell, providing more attractive places for users and investors.
8. To provide green infrastructure which forms the heart of new communities with well designed green spaces and links to the surrounding countryside and supports sustainable, healthy and active lifestyles for residents.
9. To enable the achievement of sustainable lifestyles which involve a reduction in energy use in the areas of home occupation and travel.

SECTION 4: POLICY CONTEXT

The Barwell and Earl Shilton Area Action Plan seeks to guide the future development of Barwell and Earl Shilton and in doing so needs to reflect and build upon policy and guidance at national, regional and local level.

In particular the Barwell and Earl Shilton Area Action Plan must reflect national policy guidance, Planning Policy Statement 1: Delivering Sustainable Development, Planning Policy Statement 3: Housing and Planning Policy Statement 4: Planning for Sustainable Growth, and local planning guidance in the Local Plan and Core Strategy.

4.1 NATIONAL POLICY

Planning Policy Statement 1: Delivering Sustainable Development (2005)

4.1.1 Planning Policy Statement 1 provides a framework of the elements that need to be taken into consideration in delivering sustainable communities. It sets out the key principles which should be applied to ensure that development plans contribute to the delivery of sustainable development.

Planning Policy Statement 3: Housing (June 2010)

4.1.2 Planning Policy Statement 3 provides the national framework for the delivery of the governments housing objectives and should also be read in conjunction with Planning Policy Statement 1. It seeks to achieve high quality housing with a variety of market and affordable housing which contribute to the creation of sustainable, mixed communities.

Planning Policy Statement 4: Planning for Sustainable Economic Growth (December 2009)

4.1.3 Planning Policy Statement 4: Planning for Sustainable Economic Growth sets out planning policies for economic developments, set within the governments overarching objective for sustainable economic growth. It recognises the importance of promoting the vitality and viability of town centres and other centres as important places for communities, promotes regeneration, and aims to tackle deprivation.

4.1.4 In addition to the above, this Area Action Plan has also had regard to other Planning Policy Statements where appropriate, including: Planning Policy Statement 5: Planning for the Historic Environment, Planning Policy Statement 9: Biodiversity and Geological Conservation and Planning Policy Statement 25: Development and Flood Risk.

4.2 LOCAL PLANNING POLICY

Hinckley & Bosworth Core Strategy (2009)

4.2.1 The Core Strategy was adopted by the Borough Council in December 2009 and provides strategic guidance for the development of Hinckley & Bosworth up to the year 2026. The key Core Strategy policies which inform the Barwell and Earl Shilton Area Action Plan are:

- **Policy 2: Development in Earl Shilton & Policy 3: Development in Barwell** seeks to allocate land for mixed use sustainable urban extensions to the south of Earl Shilton and west of Barwell. In Earl Shilton this includes 2000 new homes, 10 hectares of employment and in Barwell this includes 2500 new homes, 15 hectares of employment. In addition the policy seeks green space provision, neighbourhood shops, primary school and children's centre, GP's and neighbourhood policing. The policy seeks to diversify existing house stock within the settlements, provide a range of employment opportunities, regenerate the existing local centre and public realm, require transport improvements and support the development of the tourism industry of both the settlements.

4.2.2 The broader aims for the development of Barwell and Earl Shilton are reinforced with further requirements set out in other Core Strategy policies, including;

- **Policy 5: Transport Infrastructure** in the Sub regional Centre seeks transport interventions to, in part, support the urban extensions. It seeks new public transport linkages, pedestrian and cycle linkages and traffic calming measures.

- **Policy 15: Affordable Housing** assigns the level, target and tenure split for affordable housing within the urban extension.

- **Policy 16: Housing Density, Mix and Design** requires a mix of housing types taking into account the type of provision likely to be required as informed by the most up to date housing market assessment and other evidence based documents. This policy also assigns a minimum net density of 40 dwellings per hectare for the SUE.

- **Policy 19: Green Space and Play Provision** provides the expected standards in the quantity and accessibility of green space and play provision within the Borough.

- **Policy 20: Green Infrastructure** provides strategic interventions to support the implementation of the Green Infrastructure Network including those which run through the Barwell and Earl Shilton Urban Extension.

- **Policy 24: Sustainable Design and Technology** sets the requirements for development to reach the applicable level for the Code for Sustainable Homes and BREEAM.

4.2.3 The Area Action Plan will expand on the above policies within the Core Strategy, providing more detailed policy and guidance on future development within Barwell and Earl Shilton.

4.2.4 Detailed guidance on affordable housing provision is provided in the emerging Affordable Housing Supplementary Planning Document (SPD), which is due to be adopted in April 2011. This SPD will support Core Strategy policies 15, 16,17 and 18 and seek to optimise affordable housing provision as part of new housing developments and encourage the timely delivery of affordable housing.

Hinckley & Bosworth Local Plan (2001)

4.2.5 The Local Plan is gradually being replaced by Development Plan Documents which form part of the Local Development Framework. The Hinckley and Bosworth Borough Local Plan had an original end date of 2006; however, under the provisions of the 2004 Planning Act, a number of Local Plan policies are now saved until they are replaced by policies in Development Plan Documents.

4.2.6 There are a series of saved Local Plan policies that will remain applicable to development in Barwell and Earl Shilton.

4.3 OTHER STRATEGIES

4.3.1 A series of other local strategies, guidance and evidence base documents were considered, both on a strategic and area based level, to ensure that the Area Action Plan takes into account the spatial implications of relevant documents. These are summarised in Appendix 1.

Leicestershire Sustainable Community Strategy (2008)

4.3.2 The Leicestershire Community Strategy sets out priority outcomes for Leicestershire from 2008 to 2013. It has been developed by Leicestershire Together, which is the Local Strategic Partnership for Leicestershire and includes all of the organisations and partnerships that deliver public services in the County. The aim of Leicestershire Together is to improve the quality of life for the people of Leicestershire and make Leicestershire the best possible place to live and work for everyone.

Hinckley & Bosworth Borough Community Plan (2010-2015)

4.3.3 Hinckley and Bosworth's second Community Plan sets out the priorities for improvement over a five year period, but puts this into the context of a longer term vision for the type of place the borough should be in 2026.

4.3.4 In addition to the above documents, the Masterplan Options: Earl Shilton & Barwell Area Action Plan and Public Realm Improvement Study: Earl Shilton & Barwell have been developed specifically for the development of the Barwell and Earl Shilton Area Action Plan.

Public Realm Improvement Study: Earl Shilton & Barwell

4.3.5 The Public Realm Improvement Study analyses Barwell and Earl Shilton's town centres to identify and understand the issues that need to be overcome and what opportunities for improvement are present.

4.3.6 The study identifies a series of public realm improvements which seek to reduce vehicular dominance, enhance the experience of residents and visitors and strengthen investor confidence. In addition the study proposes a series of improvements that will create a unique character and identity for the two centres, which encompasses the old and the new, and responds to local distinctiveness.

SECTION 5: SETTLEMENT STRATEGY

5.1 PROPOSED SUSTAINABLE URBAN EXTENSIONS

5.1.1 It is proposed to extend Earl Shilton and Barwell to provide for the long term housing needs of the wider Hinckley area, and the local needs of the two settlements themselves, together with the provision of complementary employment development.

5.1.2 These additional homes and employment development are a key part of the strategy to address issues of deprivation and regeneration in Earl Shilton and Barwell, as illustrated in Figure 4. This figure provides a simple illustrative overview of the beneficial consequences of the increased population associated with the urban extensions. Ensuring the existing town centres are maintained and ensuring the investment in the urban extensions maintains the existing settlement hierarchy, the positive impact of the increased population and activity should be apparent.

Policy 1: Settlement Boundary

The settlement boundary of Earl Shilton and Barwell is defined on the Proposals Map (Figure 5).

5.1.3 The settlement boundary of Earl Shilton and Barwell as identified on the Proposals Map (Figure 5) is contiguous with the coverage of this Area Action Plan.

Policy 2: Sustainable Urban Extensions

Land to the south east of Earl Shilton and west of Barwell is allocated on the Proposals Map (Figure 5) for development of sustainable urban extensions comprising residential, employment and community uses. This land must be developed in accordance with the other Policies in this Area Action Plan and Policies 5, 15, 16 19, 20, and 24 in the Core Strategy for transport, green and other infrastructure requirements.

5.1.4 Land is allocated to the south east of Earl Shilton and to the west of Barwell for sustainable urban extensions (see Figure 5). The land chosen is immediately adjacent to the existing built up area of each settlement. This is:

- to ensure the greatest benefit to the settlement centres of Earl Shilton and Barwell;
- to facilitate ease of access between the new homes and Hinckley itself, with its services and employment opportunities;
- to maximise the opportunity for joint public transport servicing of the existing and new housing areas, and to make viable routes within new developments.

5.1.5 The land south of Earl Shilton and west of Barwell was chosen over the alternatives (north of Earl Shilton and south of Barwell) during the preparation of the Core Strategy, because they are affected by fewer constraints (Directions for Growth HBBC 2007). Alternatives were more affected by:

- power and gas lines;
- wildlife sites;
- a certain amount of floodplain;
- land currently reserved as a "green wedge" to separate Barwell from Hinckley; and
- land at higher elevation therefore causing more visual impact.

5.1.6 In addition the alternatives did not have the advantages of roads acting as natural barriers to further expansion in the way that the allocated sites have.

5.1.7 The strategy for the settlements is for the urban extensions to be truly sustainable solutions. Therefore the developments need to include a variety of land uses. This mix includes provision of industrial and warehousing development and open space.

5.1.8 The urban extension proposals are linked to the provision of additional investment in community facilities for Earl Shilton and Barwell, including retailing, education, health, recreation and facilities for meeting. The provision of these will be undertaken in terms of the future enlarged settlements as a whole, with planning for existing and new populations taking place together. This will result in some additional facilities within the urban extensions and some provided within the centres.

5.1.9 The maximum opportunities for choosing walking, cycling and public transport as options will be realised by the creation of public transport loops through the urban extensions, connecting to the settlement centres, key community facilities and employment areas.

5.1.10 The expanded populations of the settlements will help to support their settlements centres, breaking the current cycle of decline through increased spending and the attraction of additional investment. To help facilitate this, funding from the developments will also be sought for the environmental enhancement of the settlements centres, notably through the implementation of the public realm strategies included in this AAP.

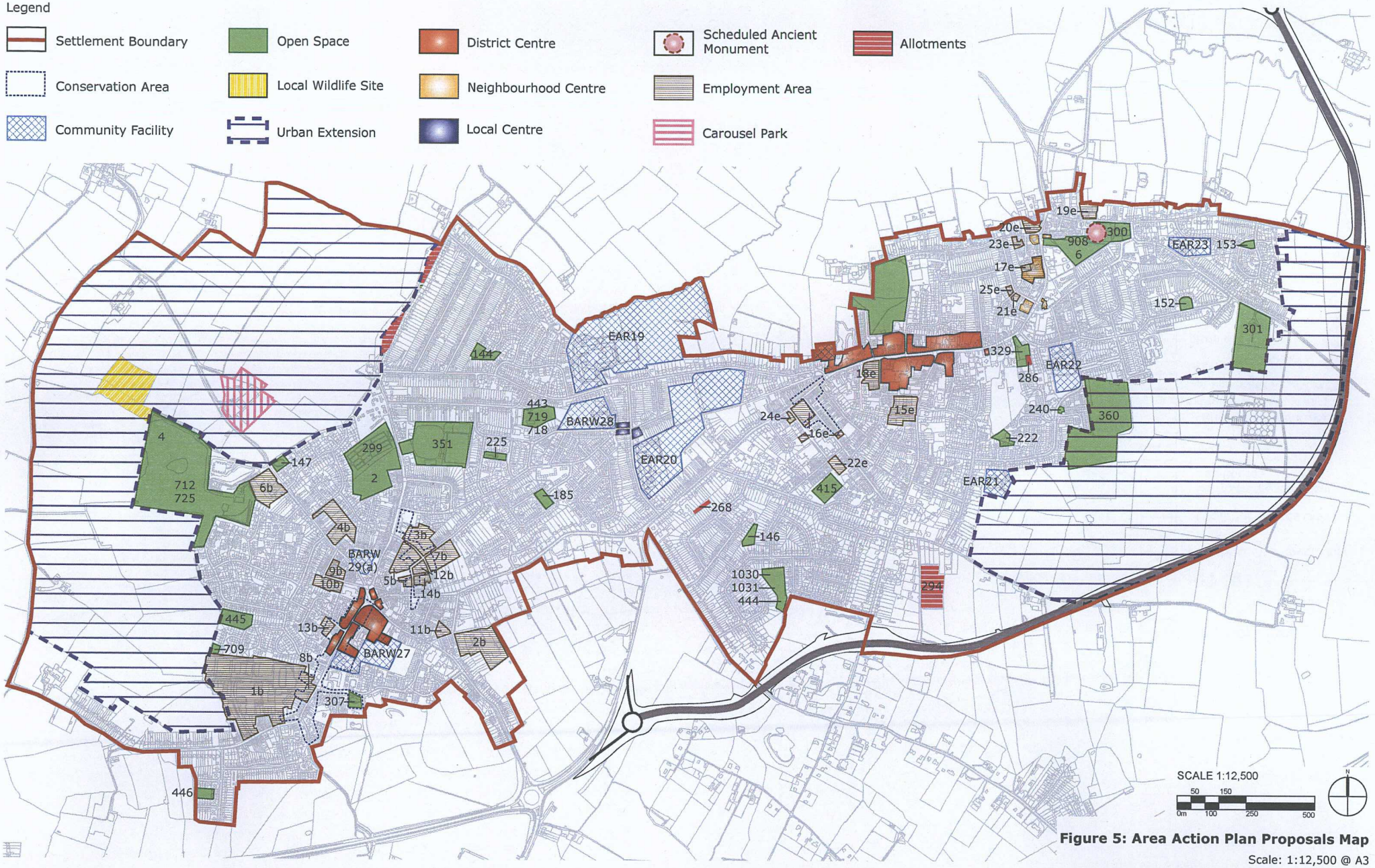

Figure 5: Area Action Plan Proposals Map

Scale: 1:12,500 @ A3

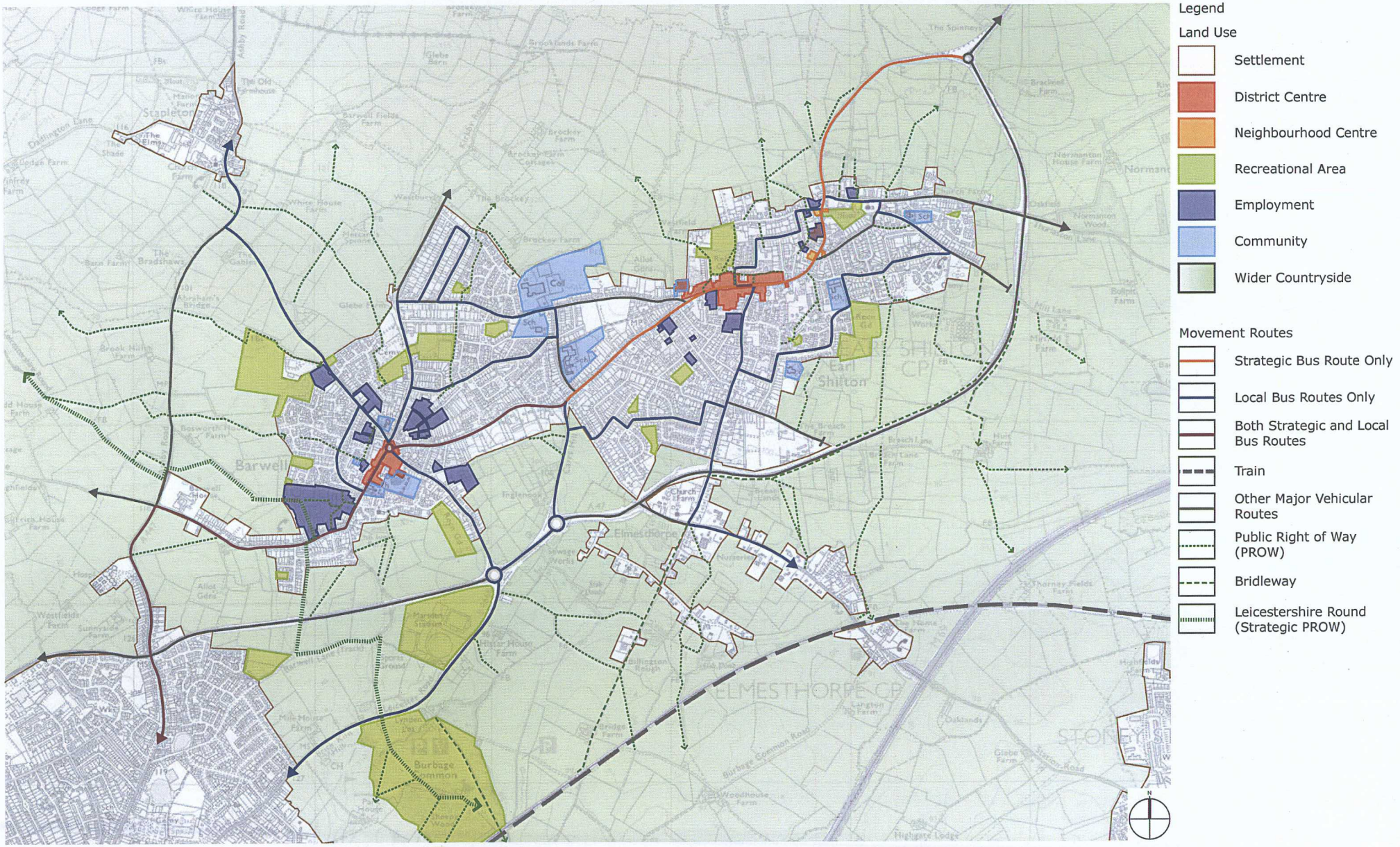

Figure 6: Existing Settlements

Scale: NTS

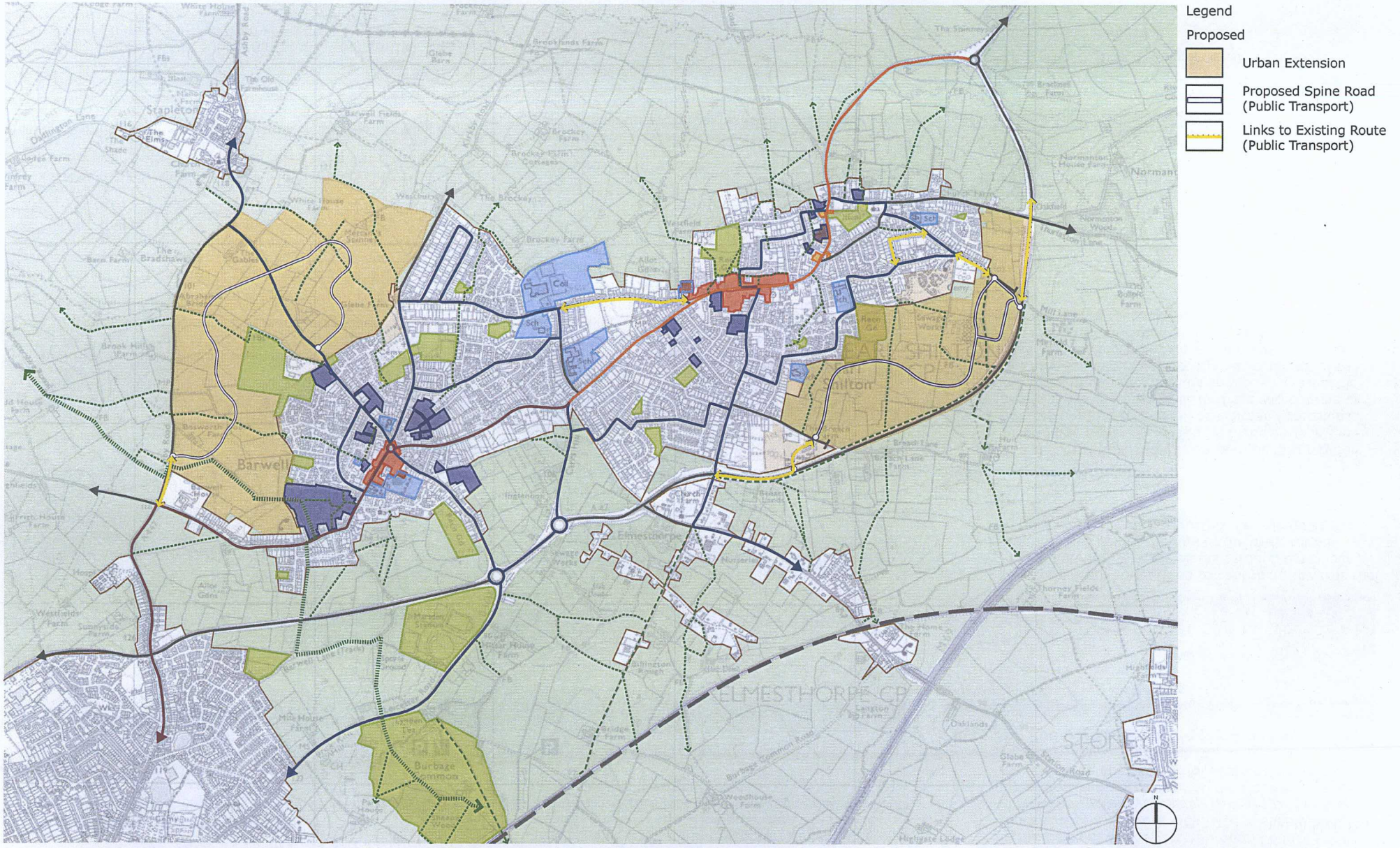

Figure 7: Future Settlements

Scale: NTS

5.2 STRATEGIC TRANSPORT REQUIREMENTS

5.2.1 The Core Strategy proposes that the four settlements of Hinckley, Burbage, Earl Shilton and Barwell act together as an 'urban area', with clear linkages between them, and all four settlements playing a critical role in supporting Hinckley town centre in its role as a sub regional centre.

5.2.2 Core Strategy Policy 5 sets out transport improvements in the wider urban area, which are needed to support overall growth, much of which is represented by the urban extensions in this AAP. Owing to the close proximity of the two settlements, the transport impact of each urban extension falls on the same elements of the strategic highway network, and the solutions necessary to mitigate the impact and to encourage sustainable travel choices need to be considered all together. The improvements in Policy 5 which affect the two urban extensions together are:

- Improvements to the A47/A5 'The Long Shoot' junction to provide for additional public transport priority measures.
- Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Council's Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect Hinckley, Burbage, Barwell and Earl Shilton urban areas.
- Improvements to the A47 (Hinckley Northern Perimeter Road and Earl Shilton by-pass) and A447 to facilitate improved public transport movement along those corridors.
- New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas.
- New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton.
- Traffic calming measures in Barwell and Earl Shilton, e.g. along The Common and routes through Earl Shilton / Barwell.
- Improvements to the provision and management of car parking and public transport to support the increased use of Hinckley town centre.

The Highway Network

5.2.3 Further strategic transport assessment work is being undertaken to support the preparation of this AAP and confirm the likely highway infrastructure improvements required to ensure that the planned development does not unacceptably impact upon the area's highway network capacity and safe operation. The Infrastructure Plan that will accompany this AAP will be derived from this analysis

Policy 3a: Highway Requirements

Development of the two Sustainable Urban Extensions shall provide jointly for required improvements to the highway network identified in the AAP Infrastructure Plan, and confirmed through detailed Transport Assessments that take account of all of the development proposed in the AAP area in the plan period.

5.2.4 The Strategic Transport Assessment will identify key transport infrastructure requirements over the period of the plan. These key requirements will be derived using Paramics modelling in association with the forecast background traffic growth up to 2026. The initial modelling results indicate that there will be congestion on the highway network within the study area during peak periods in 2026, particularly within Hinckley and Nuneaton and at key junctions along the A5 corridor, both with and without the development of the urban extensions. The A5 junctions at Dodwells and Longshoot are key 'hot-spots' within the modelled network. Whilst the net impact of urban extension generated traffic at these locations is relatively small in comparison to overall flows at the junctions (less than 5%), mitigation will be required commensurate with the scale of the impacts. More significant impacts are forecast at the A47 Normandy Way junction with the A447 Ashby Road, where the urban extension generated traffic accounts for approximately 20% of all traffic using the junction during peak periods. The suggested improvements to be set out in the Infrastructure Plan will be derived from the final analysis, and are intended to provide a suitable, safe and less congested highway network within the study area.

5.2.5 Developers will be required to contribute towards the implementation of these off-site works through developer contributions where they meet the tests set out in the Community Infrastructure Levy Regulations 2010.

The Cycle and Pedestrian Network

5.2.6 There are a number of existing cycle and pedestrian links within and between Earl Shilton and Barwell, and the urban areas of Hinckley and Burbage. Further cycle routes to be implemented are identified in the Hinckley & Bosworth Borough Council's Hinckley Cycle Network Plan. These should be tied in with the cycleway/footway linkages required to integrate the urban extension developments, and maximise the opportunity for sustainable travel.

Policy 3b: Pedestrian and Cycle Requirements

Development of the two Sustainable Urban Extensions shall provide jointly for high quality cycle and pedestrian linkages from the developments to Barwell and Earl Shilton settlement centre and improved linkages between Barwell, Earl Shilton and Hinckley town centre and key community and recreation facilities.

5.2.7 Developers will be required to contribute towards the implementation of these works through developer contributions where they meet the tests set out in the Community Infrastructure Levy Regulations 2010.

Public Transport Provision

5.2.8 In order to establish the maximum opportunity for sustainable travel choices to be made early in the development of the Sustainable Urban Extensions, and to provide accessibility to those without use of cars, it is important that bus services are available from the earliest phases of the development of the urban extensions. These need to provide links to key employment, education and leisure destinations in the wider area (see Figures 6 and 7), and it will be most practical for them to be planned for both urban extensions together.

5.2.9 Public transport studies have indicated that it may be possible to arrange for the diversion of existing Hinckley – Leicester buses through the urban extensions and for the extension of existing Hinckley – Barwell and Earl Shilton services to the urban extensions. Should this arrangement prove satisfactory, it would provide a more sustainable service in the longer term than the approach of introducing dedicated services for the urban extension developments alone. It would mean that existing service patronage would be upheld and increased, and there would be customers for the

diverted services from their inception. However, there would need to be safeguards to ensure that journey times for existing users are not unduly adversely affected, that the capacity of buses is sufficient at peak times and that capacity for the full growth of the urban extensions is provided.

Policy 3c: Public Transport Requirements

Development of the two Sustainable Urban Extensions shall provide jointly for high quality bus linkages from new developments to Barwell and Earl Shilton and improved bus linkages between Barwell, Earl Shilton, Hinckley town centre.

5.2.10 Developers will be required to contribute towards the implementation of these services through developer contributions where they meet the tests set out in the Community Infrastructure Levy Regulations 2010.

5.3 UTILITY PROVISION

Policy 4: Overall Utilities Requirements

Development of the two Sustainable Urban Extensions shall provide for the following (as set out in the Infrastructure Plan):

Reinforcement of the Avon - Soar Link Water Main and new water distribution mains to the urban extensions

Adequate reinforcement of sewerage system and water treatment works

Reinforcement of the 33kV electricity distribution system between Hinckley and Middlefield Substations

Extension of capacity of Barwell Substation

5.3.1 Water supply to the urban extensions would need to be taken from the Avon – Soar Link Main which crosses the Barwell urban extension site from east to west. Discussions with Severn Trent Water have suggested that this Water Main would need duplication in certain sections.

5.3.2 Initial proposals for providing sewerage treatment to the developments are for both urban extensions to have their sewerage taken to and treated at Earl Shilton Sewage Treatment Works.

5.3.3 Earl Shilton Sewage Treatment Works does not have capacity to accept the flows generated by the urban extensions. Severn Trent has explained that to accommodate existing expected growth within Earl Shilton and Barwell area, plans are in place to increase the capacity and improve the quality of effluent discharged from the Sewage Treatment Works. These proposals form part of the forthcoming asset improvements plan which runs between 2010 and 2015. It is understood that funding in the order of £5million has been secured to implement the scheme through the approval of Severn Trent's asset management plan for 2010-15 by OFWAT.

5.3.4 An alternative proposal for treating sewerage from the settlements would be to upgrade Hinckley sewage treatment works and centralise treatment from Hinckley including Earl Shilton and Barwell. This would enable closure of the Earl Shilton Sewage Treatment Works and provide more land for urban uses within the Earl Shilton urban extension. At present a decision has not yet been made regarding which option for sewage treatment should be pursued.

5.3.5 Electricity for both urban extensions could be sourced from the national grid via Hinckley substation and Barwell substation. For this to happen the 33kV lower voltage distribution system between Hinckley Substation and Middlefield Substation will need reinforcement and also the capacity of Barwell substation itself.

5.3.6 The same 33kV electricity distribution system that extends to the Barwell primary substation runs east/west across the Barwell development area and poses a constraint to development. This however is regarded as a matter pertinent to the Barwell urban extension in particular.

5.3.7 National Grid Gas has confirmed that its long term strategy has capacity to cater for growth such as the Earl Shilton and Barwell urban extensions.

5.4 GREEN INFRASTRUCTURE & RECREATION PROVISION

Policy 5: Overall Green Infrastructure Requirements

Development of the two Sustainable Urban Extensions shall provide jointly for contributions to the following elements of the Borough's Green Infrastructure Network:

Increase the size of Burbage Common and Woods to raise both the community value and biodiversity holding capacity and improve access to the site, particularly for pedestrians and cyclists.

Protect existing access from Earl Shilton to Burbage Common and provide a recreational corridor to Burbage Common and beyond.

5.4.1 Green infrastructure is a network of multi-functional green spaces. This network of both public and privately owned land and water supports native species, maintains natural and ecological processes, protects and enhances the historic environment and landscape character, sustains air and water resources, and contributes to the health and quality of life of people and communities.

5.4.2 A Green Infrastructure Strategy for Hinckley & Bosworth has been prepared (2008). This strategy examines existing green infrastructure resources and assets, and key issues which could affect the provision, protection or delivery of green infrastructure in the Borough. A public benefit assessment was then undertaken to identify where green infrastructure could deliver the greatest public benefit. From this, a borough wide strategic green infrastructure plan was developed to provide the overall spatial framework for green infrastructure in the Hinckley & Bosworth, along with the definition of green infrastructure zones which address the particular needs, characteristics and functions of three distinct areas of the borough in detail. The wider policy for green infrastructure zones is in the Core Strategy (Policy 20).

5.4.3 The growth proposed in Hinckley & Bosworth provides an opportunity to plan for the strategic green infrastructure network, serving the needs of both rural and urban communities and strengthening the links between them. It must link in with the

wider green infrastructure framework for the Leicestershire region and will provide important green corridors to enable wildlife migration and protection and enhancement of biodiversity.

5.4.4 Developers will be required to contribute towards the enhancements of the strategic green infrastructure network through developer contributions where they meet the tests set out in the Community Infrastructure Levy Regulations 2010.

Policy 6: Overall Sports and Leisure Facilities

Development of the two Sustainable Urban Extensions shall provide jointly for a contribution towards the construction of a new sport and leisure hub on land off the A47 in the vicinity of Hinckley United FC.

5.4.5 The existing Hinckley Leisure Centre is inadequate for current needs and the costs involved to undertake the required improvements do not provide value for money and would 1 result in the loss of the facility for a significant length of time. The Borough's Cultural Strategy (2007-2012) proposes the concept of a sporting hub, which is considered to provide a number of benefits including developing a clear sporting focus for future sporting provision for the Borough, as well as providing an opportunity to increase commercial viability and thereby improving the range of sporting activities available for public consumption.

5.4.6 The Core Strategy makes reference in Policy 2: Development in Earl Shilton and Policy 3: Development in Barwell in support of the development of new leisure facilities and sporting hub on land off the A47 in the vicinity of Hinckley United Football Club. The sporting hub location is proposed to support the linkages between the settlements identified as part of the Hinckley urban area. This sporting hub would include the provision of a new and improved leisure centre, which would be supported by sustainable transport links and enhanced walking and cycling connections from Barwell, Earl Shilton, Hinckley and Burbage. Due to the level of growth planned in the urban area (particularly in Barwell and Earl Shilton), the Council believe that a sporting hub central to these main settlements would be best placed to provide a top class and accessible facility for all residents.

5.4.7 Developers will be required to contribute towards the development of these facilities through developer contributions where they meet the tests set out in the Community Infrastructure Levy Regulations 2010.

5.5 OTHER REGENERATION BENEFITS

Policy 7: Skills Development

Within the development of the two Sustainable Urban Extensions, the Council will seek to negotiate commitments and contributions to provide employment and training opportunities within construction for local people.

5.5.1 The economy within the Borough has historically been highly reliant on manufacturing employment and significant job losses have occurred in the more traditional industries such as hosiery, textiles and boot and shoe industries. Deprivation within Hinckley and Bosworth is most prevalent in relation to education, skills, training, income, environment, health, crime and employment. Earl Shilton and Barwell are within the 10 most deprived areas in Leicestershire on the Index of Multiple Deprivation. Earl Shilton ward has a significantly higher percentage (45.5%) of population with no or unknown qualifications compared to the national average (35.8%). The percentage of those without qualifications that are not in employment is even more apparently disparate compared to the national average. 57.1% of those out of work within the Earl Shilton ward are unqualified/unknown qualifications in comparison to the national average 38.4%, further justifying the need for commitments to training within the AAP. The figures for Barwell are slightly less pronounced with 43.3% of the total population having no or unknown qualifications, while 45.0% of those who are unemployed have no or unknown qualifications (Figures from Office of National Statistics). Policy 7 seeks to take advantage of the major developments planned at the settlements that are likely to continue over a period of approximately 15 years. It seeks to address educational and skills shortage within the locality and provide a foundation of skills for future growth within Hinckley and Bosworth while diversifying from the traditional manufacturing based skill supply.

SECTION 6: SETTLEMENT CENTRES

This section sets out policy and guidance to act as a catalyst in the regeneration of Earl Shilton and Barwell settlement centres. The centres have a critical socio-economic role to play in ensuring the long term development of sustainable communities.

The overall aim of the AAP is to improve environmental quality, reinforce character and identity, and improve the retail offer in the settlement centres; enhancing the appeal of Earl Shilton and Barwell to both new and existing residents.

A principal feature of this regeneration will be a series of phased improvements to the public realm and the identification of a number of related 'opportunity sites'. Development on these sites will be encouraged where it is in compliance with the policy and guidance set out here. However, its eventual realisation will remain subject to the usual processes involved in gaining planning consent.

6.1 IDENTIFIED ISSUES

6.1.1 The following key issue in each centre have been identified during the masterplanning process:

Earl Shilton (refer to Figure 8)

- The centre is a "stretched" traditional high street, with a wide retail offer;
- There are some attractive buildings, but also some poor quality shop fronts;
- There are some longer term development opportunities;
- Whilst the amount of traffic has recently reduced, a more pedestrian friendly centre has not yet been created;
- Public spaces are of poor quality, but there is the potential to expand and improve them, and connect to the Community Park; and
- Travel to the town centre on foot and by bicycle should be encouraged, but car access and parking is also required to encourage future trade.



Figure 8: Earl Shilton District Centre Issues

Scale: NTS

Barwell (refer to Figure 9)

- It has a weak retail offer, with a number of vacant shops and too many takeaways;
- Part of the centre is a conservation area and there are some attractive buildings, but there are also many poor quality shop fronts;
- There are some development opportunities that can be used to strengthen the centre's role;
- Public spaces are of poor quality, but there is the potential to expand and improve them;
- The new community centre is not well connected to the village centre;
- Travel to the town centre on foot and by bicycle should be encouraged, but car access is also required to encourage future trade; and
- Car parking provision is very limited and needs to be increased.



Figure 9: Barwell District Centre Issues

Scale: NTS

6.2 A FRAMEWORK OF OPPORTUNITIES

Policy 8: District Centres

The Council invites proposals which realise the development opportunities for the regeneration of the centres of Earl Shilton or Barwell highlighted in Figures 10 and 12, and will permit them subject to having regard to other policies in this Area Action Plan and in the Core Strategy. Proposals should follow the design principles set out at Appendix 2. They should feature public realm improvements as set out in Figures 11 and 13, which will in part be financed by the respective urban extension developments.

6.2.1 The opportunity sites have been identified through the masterplanning process and were subject to extensive consultation at options and preferred option stage. Reasons for their identification are:

- Potential to improve character and identity in key locations;
- Locations where new development has the ability to define and enclose key routes;
- Relationship to public realm improvement proposals and the ability to improve pedestrian circulation;
- Ability to provide car parking in close proximity to shops and other services; and
- Creation of public space with surrounding activity that could be used to host street markets or other events.

6.2.2 The eventual realisation of these opportunities will depend on the desire of their current owners and / or others to bring them forward for development. This section of the AAP demonstrates ways in which that could happen and that would be successful in urban design terms. This is primarily through appropriate physical responses to existing context and the creation of new route and spaces. Land-use (resulting in increased levels of activity) is suggested, but the aim should be to create buildings which can adapt to changing uses over time.

Earl Shilton

6.2.3 The framework of opportunities for Earl Shilton is presented in Figure 10. Development opportunity sites in Earl Shilton are principally associated with Wood Street; between Land Society Way and Station Road. Other proposals in related areas – such as The Hollow – will be encouraged if they are in keeping with the spirit of the overarching design principles and the policy set out here.

6.2.4 The opportunity sites in Earl Shilton and the primary reasons for their identification are summarised below:

Site	Reasons for Identification	Suggested Development
1. 68 Wood Street – Hardy and Draper	Single storey building with flat roof does not define the street; is not in keeping with the scale and form of adjacent buildings or the general character of Wood Street. Storage building to the rear does not present an active facade to Wood Street community park or the adjacent public car park.	New building with ground floor retail and residential upper floor uses (up to 2 storeys in height with potential for accommodation in the roof space). Large site would continue to facilitate parking / delivery access and potential development of storage building adjacent to Wood Street community park.
2. 62-34 Wood Street and Quality Hotel	Two storey building (facing Wood Street) with flat roof does not define the street; is not in keeping with the form of adjacent buildings or the general character of Wood Street. Hotel presents section of blank facade to King's Walk with narrow footway. Poor access to Wood Street Community Park / public car park.	New group of buildings with ground floor retail uses and upper floor residential uses (up to 2 storeys in height with accommodation in the roof space). Creation of new pedestrian access to public car park and Wood Street Community Park. Present more active facade to King's Walk and widen footway. Potential to widen pavement and create space for street market on Wood Street.
3. 30 Wood Street – Stride Furniture showroom	Single storey building with flat roof in important corner location does not define the street; is not in keeping with the scale and form of adjacent buildings or the general character of Wood Street. Presents blank facade to King's Walk.	New building with ground floor retail and residential upper floor uses (up to 2 storeys in height with accommodation in the roof space). Present more active facade to King's Walk. Parking / service access to rear.
4. Earl Shilton Library	The public realm associated with the library, the Methodist Church and the Church Hall is not of a standard that would be expected of this important 'civic' location. The Library itself does not conform to the general character of Earl Shilton.	Improve public realm along Wood Street in front of the Library, Methodist Church and Church Hall. Consider redevelopment / new library in the future.
5. Methodist Church Hall	The public realm associated with the library, the Methodist Church and the Church Hall is not of a standard that would be expected of this important 'civic' location. The Church Hall itself does not conform to the general character of Earl Shilton.	Improve public realm along Wood Street in front of the Library, Methodist Church and Church Hall. Consider redevelopment / new Church Hall in the future. New building should turn the corner on the Wood Street / Co-op access road.
6. Co-op and adjacent businesses (The Motor-ist Centre, Dawaat, Hollywood Nail Care, Swinton Insurance)	The large area of car parking associated with the Co-op has resulted in a lack of definition and activity on Wood Street. There is potential to redevelop this site and adjacent land (see below) to create more development frontage to Wood Street – increasing activity, defining the street and improving the character and appearance of Earl Shilton in this important location.	A new food store / collection of smaller shops / residential development could be built with frontage to Wood Street and car parking to the rear. This would include buildings up to 2 storeys in height (on the Wood Street facade) with potential for accommodation in the roof space.
7. Existing employment site on the corner of Wood Street and Land Society Lane	This collection of buildings surrounding a car park / delivery area presents a blank facade to Wood Street / Land Society Lane – reducing activity and architectural quality. It is a single storey in height which creates a lack of definition to the street and fails to provide a landmark of any note in this important location at the gateway to the main shopping street.	A new retail / residential development could be built with frontage to Wood Street / Land Society Lane. This would include buildings up to 2 storeys in height with potential for accommodation in the roof space. This could be explored in tandem with the opportunity identified above (Co-op and adjacent businesses) or independently.

Barwell

6.2.5 The framework of opportunities for Barwell is presented in Figure 12 and set out below.

Site	Reasons for Identification	Suggested Development
1. Constitution-al Club	This is a large site in the centre of Barwell adjacent to the newly built George Ward Centre and existing public car park accessed from Stanley Street. The main building presents a blank gable / side elevation to Chapel Street (in tandem with vacant site) and the modern addition to the facade is not in keeping with the traditional character of Barwell.	Has the potential to provide new retail premises and / or residential development / health care facilities that would enclose the existing perimeter block (to the west) and create new public routes from the existing public car park / community centre to the village centre. Development (architecture and land-use) should complement the newly built George Ward Centre.
2. Top Range Motors	A small to medium sized site situated in a prominent location when travelling towards the village centre along Kirby Road / Stapleton Lane. Currently vacant and comprised of areas of hard standing and 2 storey workshop. Fails to provide appropriate landmark in key gateway location, does not define the street or provide active facade.	Has the potential to provide new retail premises and / or residential development or become a surface car park to facilitate better access to existing businesses in the village centre. If developed this could include buildings up to 2 storeys in height with potential for accommodation in the roof space. New development would need to ensure an adequate footway is created on Stapleton Lane. If utilised as surface car park then surface treatments and boundaries should accord with public realm strategy.
3. The Co-op	Whilst the ground floor is well utilised and provides a valuable amenity to Barwell residents, the upper floors are inactive and their appearance is not in keeping with the more traditional architectural characteristics seen elsewhere in the village centre.	Redevelop entire building or remodel upper floors, retaining retail use on ground floor. Upper floors could be utilised for a range of uses including residential, commercial or health care – e.g. doctors surgery or dental practice.
4. Malt Mill Bank	The existing library is relocating and will leave a vacant retail unit. A large car park exists to the rear of buildings on Malt Mill Bank and taken as whole, this site presents a key opportunity in a prominent location in Barwell village centre.	New retail and / or financial and professional services based development with apartments on upper floors.
5. 6-12 High Street	Under used retail premises close to Barwell village centre in good quality building.	Locate new retail / leisure uses or health care related activities on ground and potentially upper floors.
6. Bank Terrace	Employment uses located in predominantly residential areas close to the village centre.	Appropriate for private residential development or 'extra care' type development.

Policy 9: Earl Shilton and Barwell District Centres - Protection of Existing Uses

The District Centres of Earl Shilton and Barwell are defined on the Proposals Map (Figure 5). Within the District Centres proposals for change of use or redevelopment which would result in the loss of ground floor retail premises, pubs, or community facilities will only permitted if:

There is a satisfactory presence of other services and facilities which provide an alternative to the lost use within the District Centre

Efforts to market the premises for the established use have been made for a minimum of 12 months at a realistic price

New retail development will not normally be permitted outside the District Centres or the Neighbourhood and Local Centres in Policy 34.

Policy 10: Earl Shilton and Barwell District Centres – Hot Food Takeaways

Planning permission for redevelopment or change of use to hot food takeaway (A5) uses will only be permitted if the number of hot food takeaway uses is not greater than 10% of the units in the Centre.

6.2.6 Earl Shilton District Centre has a total of 88 units (Summer 2010). It has a wide range of retail services, including household-goods stores such as carpet, curtain and electrical appliance stores, sports clothing and jewellers. This is in addition to a range of non-retail services, such as five hot food takeaways, two cafés and a series of financial services providers. This centre also has a wide selection of community facilities including a health centre, church, dentist and library.

6.2.7 Barwell District Centre provides a range of retail and non-retail services, including a bridal wear shop, discount and convenience store, flower shop, five hot food takeaways and financial services, but excludes a bank. Barwell has a large convenience store with planning permission for a supermarket under reference 08/01022/FUL.

6.2.8 In Barwell there are 43 retail frontages, of which seven were vacant in summer 2010. The hot food offer in five of the units means that during the daytime this is also effectively dead frontage. The vacant units coupled with the number of food/hot food units means that the Centre looks closed. A restriction on any further hot food units may bring back more mainstream retailing.

Options

- Areas / buildings to be improved
- 1 68 Wood Street – Hardy and Draper
- 2 62-34 Wood Street and Quality Hotel
- 3 30 Wood Street – Stride Furniture showroom
- 4 Earl Shilton Library
- 5 Methodist Church Hall
- 6 Co-op and adjacent businesses
- 7 Existing employment site on the corner of Wood Street and Land Society Lane
- Potential routes to be improved / established
- Public realm to be improved - general
- Public realm to be improved - key areas
- (1) Wood Street - footpath improvements, space for street market, narrowing of the carriageway and potential on-street parking
- (2) Civic space - improved setting for Church, Library and Church Hall
- (3) Wood Street / Station Road / The Hollow - widening of footways, improvement to crossing and junction improvements
- (4) Kings Walk - improve connections to Wood Street Community Park
- Highways to be improved
- A Access to Co-op - consider junction improvements to increase ease of movement and pedestrian crossing
- B Wood Street / Station Road / The Hollow - highways improvements in tandem with public realm improvements

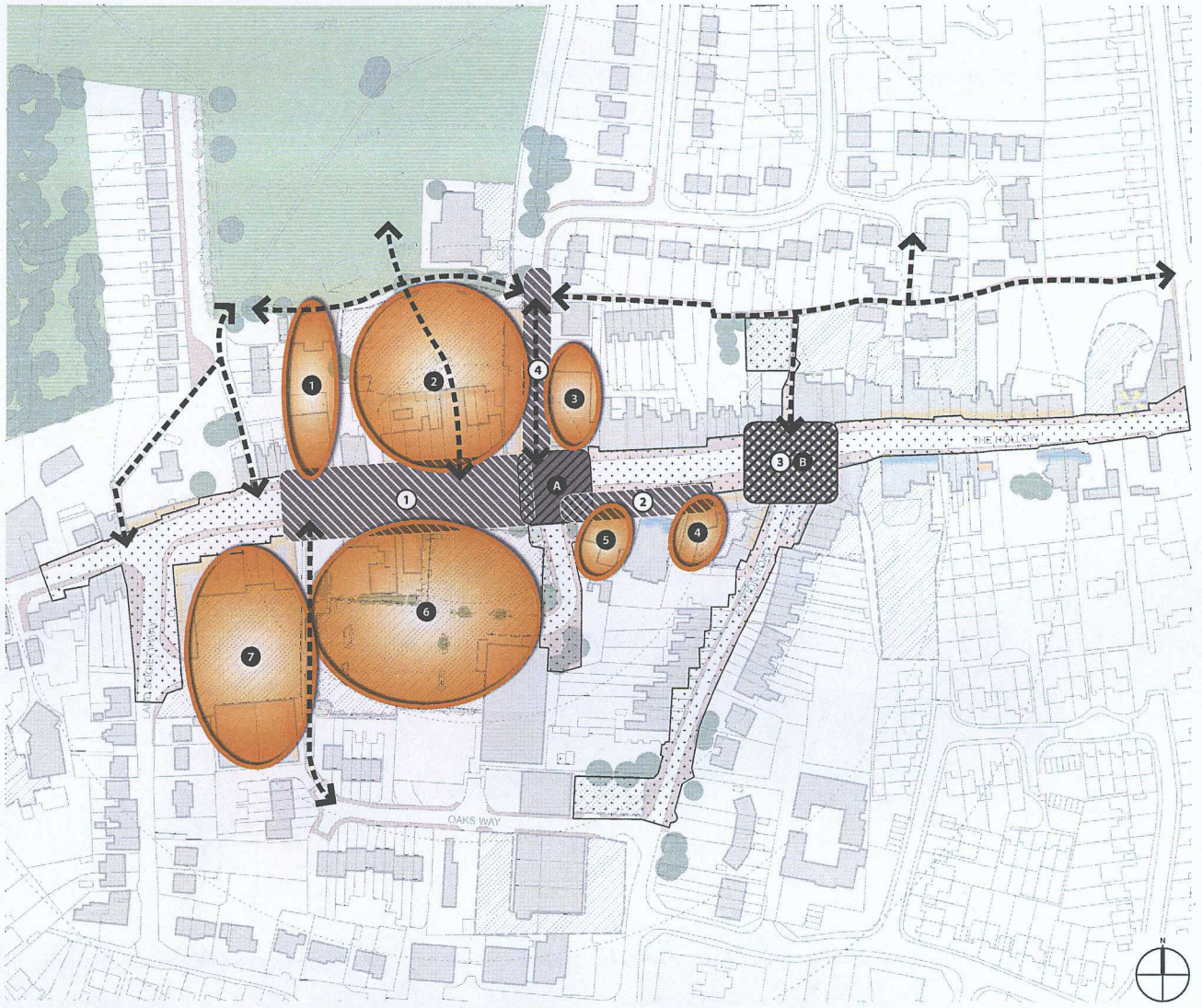

Figure 10: Earl Shilton District Centre Opportunities

Scale: NTS

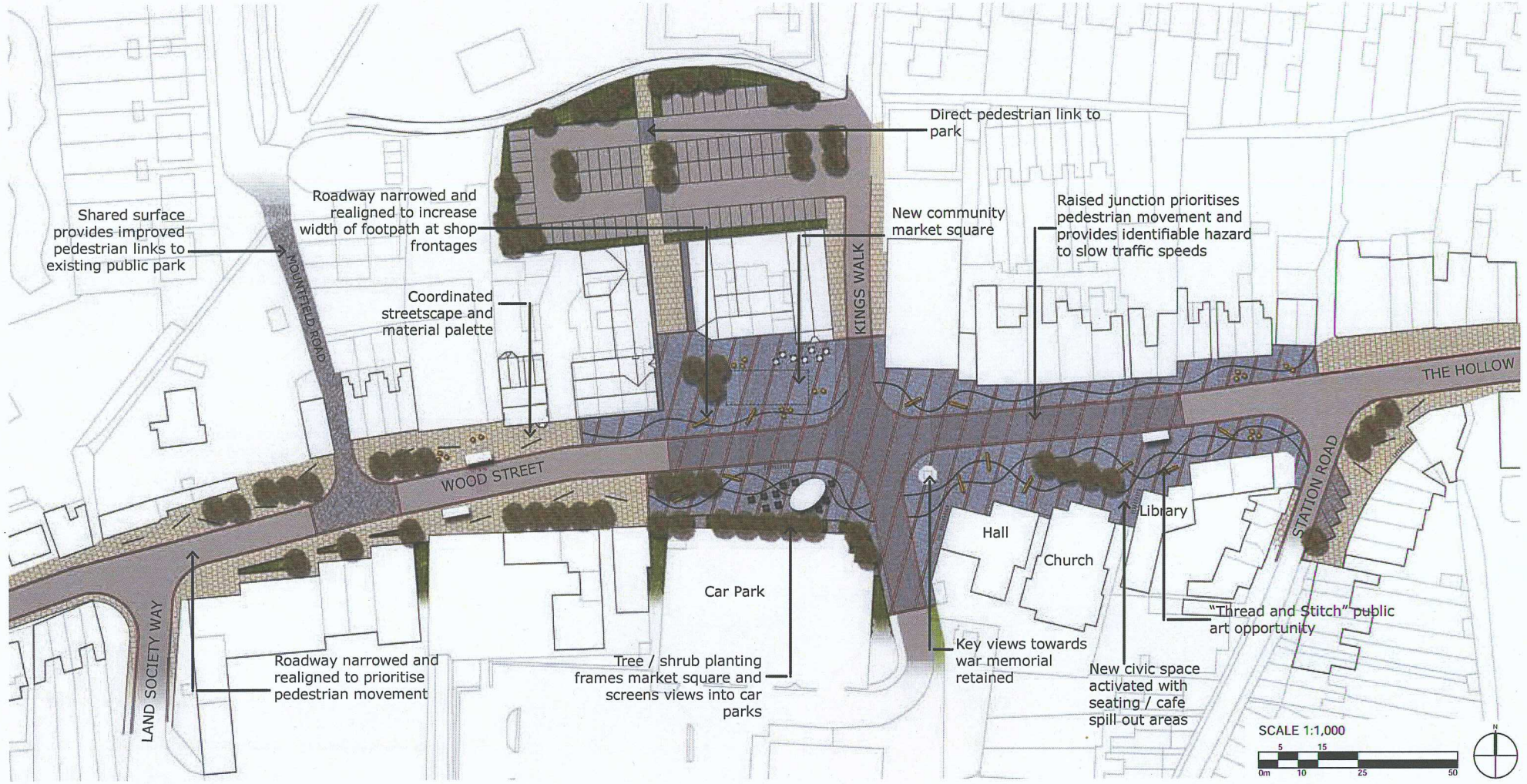

Figure 11: Earl Shilton District Centre Public Realm Strategy

Scale: 1:1,000 @ A3

Legend

- Proposed hub
- Existing war memorial
- Specimen trees
- Main square feature paving / raised junction
- Paved pedestrian surface
- Shared surface
- Tarmac roadway
- Seating cubes / benches
- Covered bus stop
- Cafe / bar spill out space / market space
- Cycle stands
- Recessed lighting strips / banding

Options

- Areas / buildings to be improved
- 1 Constitutional Club
- 2 Top Range Motors
- 3 The Co-op
- 4 Malt Mill Bank
- 5 6-12 High Street
- 6 Bank Terrace
- Potential routes to be improved / established
- Public realm to be improved - general
- Public realm to be improved - key areas
- (1) Village Centre - focus for public realm and highway improvements to include junction realignment and footpath widening
- (2) Public car park - public realm and signage improvements and pedestrian links to the Community Centre and Village Centre
- Highways to be improved
- A Village Centre - Focus for highway improvements to include junction realignment, traffic calming and possible shared surface / raised table

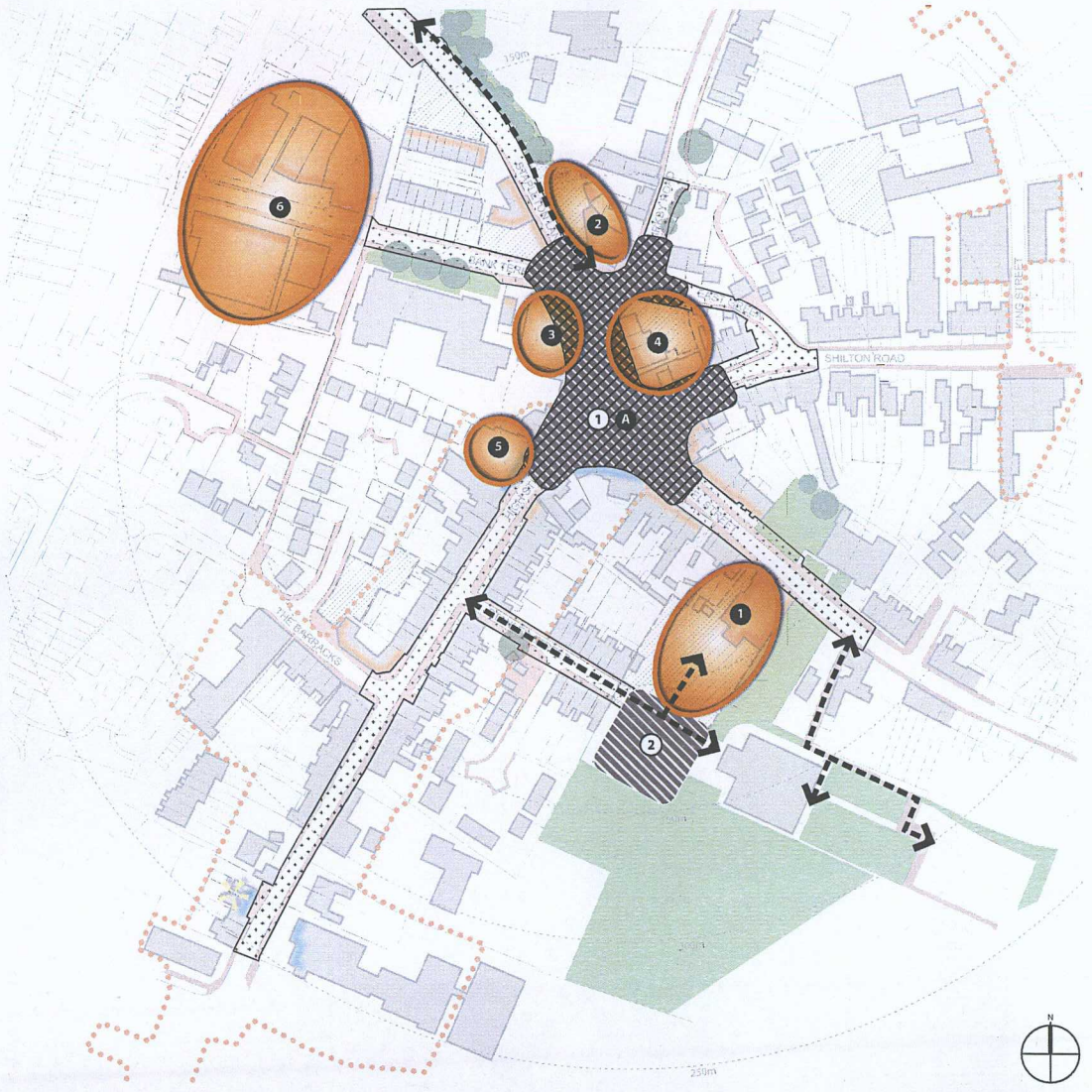

Figure 12: Barwell District Centre Opportunities

Scale: NTS

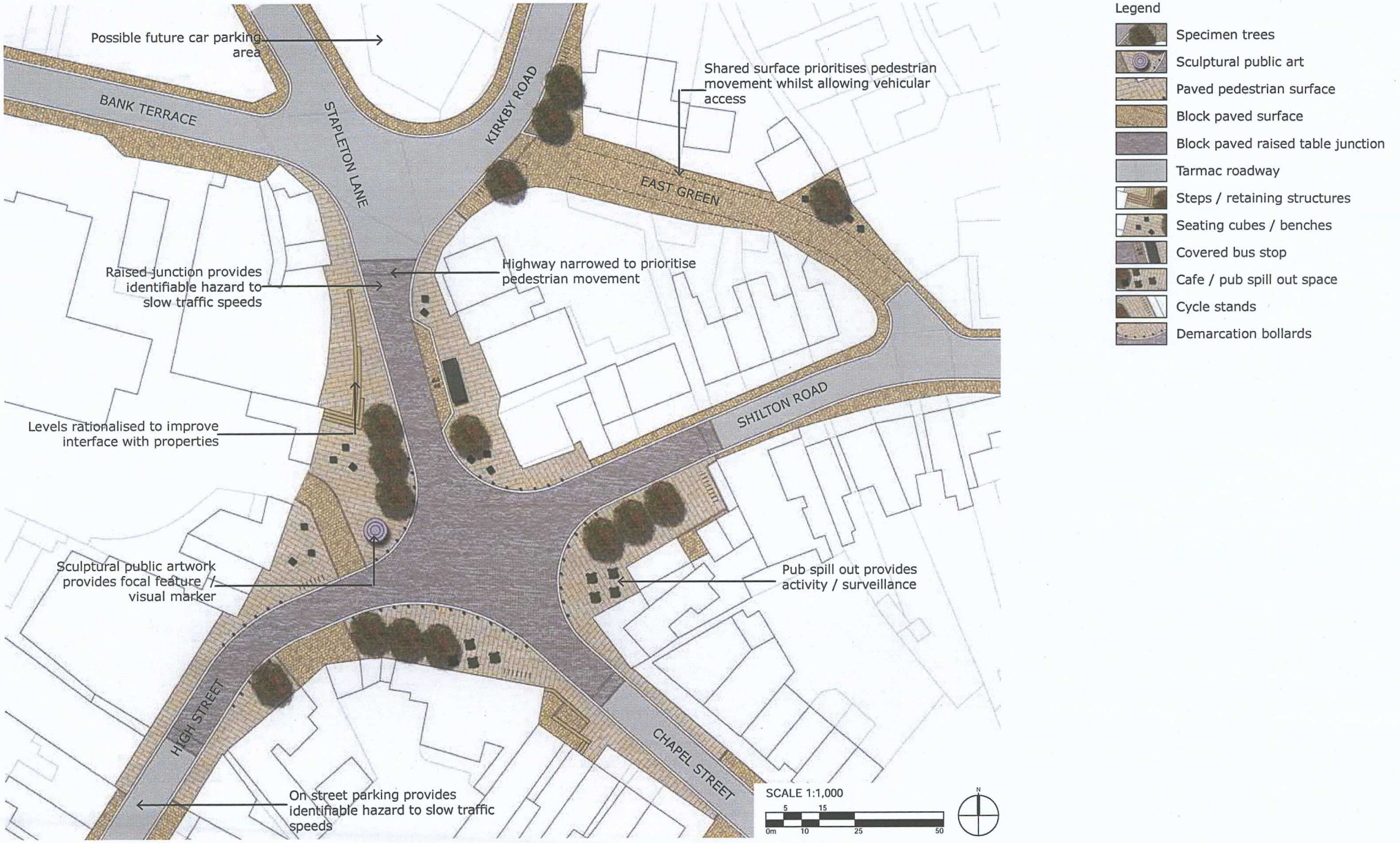

Figure 13: Barwell District Centre Public Realm Strategy

Scale: 1:1,000 @ A3

SECTION 7: EARL SHILTON SUSTAINABLE URBAN EXTENSION

The section below sets out overarching policy and guidance for development of the urban extension to Earl Shilton. It covers:

- The general arrangement of development and the location of key elements;
- Land-use and development capacity; and
- Access.

In addition, more specific 'themed' design guidance is provided in Appendix 3, to reinforce the broader layout requirements.

7.1 ISSUES

7.1.1 The constraints and opportunities for development in Earl Shilton, and particularly the urban extension site, has been identified through a series of focussed site assessments. The principal matters that will directly influence the masterplanning of the proposed growth and development are illustrated in Figure 14 and summarised below.

- Limited existing vehicular access;
- Limited road connections to the town centre from the site;
- Presence of the waste water treatment works and sewers;
- Visually sensitive land to the north;
- Contains important landscape and ecological features including watercourse/bodies, grasslands, trees, hedgerows and wildlife
- A stream (with a flood area) runs through the site;
- Public footpaths cross the site; and
- Noise from traffic on the bypass.

7.2 DEVELOPMENT FRAMEWORK

7.2.1 The Earl Shilton Sustainable Urban Extension will be developed on land to the east of the existing town. It will extend as far as the A47 'Clickers Way' and be bounded to the north by Thurlaston Lane and to the south by Breach Lane. Principal features of the development will be:

- Provision of a range of houses to meet local needs;
- Allocation of land for employment uses;
- The creation of a large central open space for the purposes of formal and informal recreation;
- Provision of a main route through the site that can accommodate public transport (buses) cyclists and private vehicles;
- Access to the development from the A47 via the existing Fox Meadows development and a new junction to be created at Mill Lane;
- Community facilities provided in a central location to include a primary school, a community centre / sports pavilion and small convenience store;
- Provision of children's play areas throughout the development;
- Accessible natural green space, including attenuation as part of a sustainable urban drainage system, and retention of watercourses, trees, hedgerows and public rights of way; and
- An extension to the existing cemetery.

7.2.2 The provision of new homes, community facilities and open space is the primary driver of development within the Earl Shilton urban extension. These elements should be arranged to respect existing landscape features and make best use of the sites natural assets. The new community will be well related to Earl Shilton through the creation of new connections to the existing settlement and the settlement centre.

Policy 11: Earl Shilton Urban Extension

Development of the urban extension will be required to generally follow the disposition of land uses within the Development Framework at Figure 15. Deviation from the Development Framework will only be permitted where the applicant(s) can demonstrate that there would be no prejudice to the achievement of the overall requirements of the other Policies in this Area Action Plan. Proposals should also respond to the design principles set out in Appendix 3.

7.2.3 The Development Framework sets out a clear spatial vision for the urban extension that, if necessary, can accommodate a degree of change over time, to reflect detailed assessment and design work undertaken in the preparation of the planning application for the urban extension.

7.2.4 The exact amount of land to be developed for new homes, employment uses and open space is variable. Variation is primarily dependent upon the decision taken with regard to the retention or relocation of the Waste Water Treatment Works (WWTW). However, key features such as the general location of the main access points and the location of the primary open spaces and the local centre are fixed. They are situated in locations that will allow residential and employment development to take place around them with some flexibility.

Residential Development

Policy 12: Housing in Earl Shilton Urban Extension

A minimum of 1400 sustainable homes should be provided within the Earl Shilton urban extension if the Waste Water Treatment Works remain in-situ, and a minimum 1600 sustainable homes provided if it is relocated off site.

7.2.5 Residential development will be located throughout the whole site in 4 main areas:

- To the north of Breach Lane and west of the central open space;
- To the east of the central open space, bordered by an existing watercourse to the north and the A47 to the south;
- To the south of the existing Montgomery Gardens development;
- Either side of Mill Lane, as far north as Thurlaston Lane and as far south as the WWTW; and
- The WWTW may be developed for residential use.

7.2.6 The Core Strategy set out a requirement for 2000 dwellings to be provided within the Earl Shilton urban extension at a density of 40 dwellings per hectare (dph). Following extensive stakeholder and public consultation, it was determined that an average density of 40dph would not provide the right mix of housing or allow enough variation