in development character to create successful places. Therefore, development should provide a range of dwelling types at an average density of approximately 35dph.

7.2.7 Given the site constraints and requirement to provide significant open spaces and employment development, the maximum amount of residential development deemed possible would be approximately 46ha if the WWTW is developed for residential uses. The minimum amount of land that could be developed is approximately 40ha if the WWTW remains in situ within the urban extension area. The land allocated at Earl Shilton can, therefore, accommodate between approximately 1400 and 1600 sustainable homes at an average density of 35dph.

7.2.8 The Council will expect compliance with Core Strategy Policy 16 on Housing Density, Mix and Design (except in respect of the density requirement, which will reflect the latest PPS3 requirements).

Affordable Housing

7.2.9 The Council will expect compliance with Core Strategy Policy 15 on Affordable Housing. In line with this policy, the Council will further explore the potential to accept commuted sums and alternative delivery strategies in lieu of on-site affordable housing for development proposals within the urban extension, to contribute towards affordable housing schemes within the wider urban area. Any approach of this nature would have to demonstrate conformity with national policy, including the Planning Obligations Circular 05/2005 and the Community Infrastructure Levy Regulations 2010.

Employment Development

Policy 13: Employment in Earl Shilton Urban Extension

The development will provide a minimum of 4.5ha of land for industrial and warehousing use within B2 and B8 use classes. The development should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero-carbon development. A buffer must be provided between the employment area and any surrounding land allocated for residential use to protect their amenity.

7.2.10 Employment land should be provided within the urban extension in order to give the opportunity for some additional employment close to the new homes and to contribute to the overall needs of the area's economy. In accordance with Policy 2 of the Core Strategy, the employment land shall provide for industrial (B2) and warehousing (B8) development so that there is not competition with the focus on office development within Hinckley town centre. Similarly, to reflect anticipated demand, the employment units provided should range from 100 to 1500m^2.

7.2.11 The Core Strategy set out a requirement to provide a maximum of 10ha of land for employment purposes. However, following further study and consultation, it was established that the full extent of this area will not be required. As such, the minimum amount of land that should be developed for employment uses is 4.5ha.

7.2.12 Employment uses are to be located to the east of the urban extension area, next to the A47, and north of the existing watercourse. They would be accessed via a new junction close to Mill Lane.

7.2.13 A buffer shall be provided between the employment land and surrounding residential development to ensure a high level of amenity is secured for future residents.

Community Hub

Policy 14: Community Hub in Earl Shilton Urban Extension

A Community Hub will be provided at the heart of the urban extension at the confluence of the principal routes bisecting the site. The Community Hub will provide:

- *New primary school and children's centre;*
- *Limited local convenience retail provision;*
- *Recreation facilities; and*
- *Facilities for neighbourhood policing.*

7.2.14 The Community Hub will be situated in a central location on the main public transport route. It will be sited around an important junction, where a new vehicular route to Earl Shilton town centre (using the existing road network to the north of the urban extension site) is proposed.

7.2.15 The Community Hub will provide a new primary school, limited retail provision and recreation facilities in accordance with Policy 2 of the Core Strategy. Retail provision shall remain limited to ensure the viability or retail attractiveness of Earl Shilton settlement centre is not compromised. However, it would also be desirable to include a public house or equivalent. Nursery provision may also be appropriate. Health provision was also referred to in Policy 2, but consultation with the Primary Care Trust has highlighted that it would be more appropriate to meet the new residents needs through a extension to the existing facilities in the town centre. This is included within the Infrastructure Plan.

7.2.16 The Development Framework allocates approximately 2.5ha of land to the Community Hub, including approximately 2ha for the 2 form entry primary school. Efficient use of land and facilities in the Community Hub shall be encouraged, including formalised community use of the school premises in / out of school hours.

Open Space and Green Infrastructure

Policy 15: Green Infrastructure in Earl Shilton Urban Extension

The development of the urban extension will include provision for a variety of open spaces within an over-arching green infrastructure network, as indicated on the Development Framework, providing recreation opportunities, sustainable drainage systems, biodiversity enhancement and a strong landscape framework. The development will retain key landscape features and strategic footpaths that cross through the site, to ensure access from Earl Shilton to the open countryside.

7.2.17 Development will be required to comply with Core Strategy Policy 19 on Open Space. In order to create a truly sustainable community, the new homes in the urban extension need to be close to a variety of green spaces. The provision of some green infrastructure requirements off site may be acceptable, providing that satisfactory means of walking and cycling access is made to the area of provision.

7.2.18 The urban extension is being introduced into a mature countryside landscape. In order to maximise the value of these countryside assets and to ensure that mature landscaping is available to the first

residents, it is essential that existing landscape features are retained and enhanced.

Outdoor Sports Provision

7.2.19 Sports provision should be situated in a central location, in part as an extension to the existing Weavers Recreation Ground. It should extend east and south towards the A47 and incorporate the existing public rights of way. Other types of public open space and children's play areas will also be sited in this area to create a large, multi-functional space, with varying landscape character.

7.2.20 The amount of sports provision will vary in accordance with the eventual amount of residential development that comes forward. As a minimum this would be 4.67ha, in addition to 0.71ha that might be shared with the primary school. As a maximum this would be 5.55ha, in addition to 0.71ha that might be shared with the primary school.

Accessible Natural Green Space

7.2.21 Accessible Natural Green Space should be provided in three main areas:

- Following the alignment of an existing water course which runs in an east-west direction across the centre of the site;
- Surrounding an existing water body to the south-west; and
- Wrapping around the north eastern edge of the site next to the A47 and Thurlaston Lane.

7.2.22 In addition, if the WWTW is retained, an area of Accessible Natural Green Space should be provided to the north-west of this facility, which would fall within the cordon sanitaire – an area where residential development would not be permitted.

7.2.23 The Accessible Natural Green Space following the existing watercourse will contain a mix of wet and dry attenuation basins / ponds to be created as part of a sustainable urban drainage system. The exact size of these will be determined following a more detailed design exercise.

7.2.24 Accessible Natural Green Space to the north east of the site should contain woodland planting to mitigate the visual impact of development on surrounding areas. Accessible Natural Green Space surrounding the existing water body should retain as much of the existing natural habitats as possible.

7.2.25 The amount of Accessible Natural Green Space to be provided will vary in accordance with the eventual amount of residential development that comes forward and is a requirement of the Core Strategy. In addition, the amount of open space to be provided will be affected by the retention or relocation of the WWTW. If the WWTW is retained, a cordon sanitaire will need to be provided, which will increase the amount of Accessible Natural Green Space within the urban extension. The area within the cordon cannot be used for residential development or formal open space provision.

7.2.26 If the WWTW is retained, 9.93ha of Accessible Natural Green Space will result from the amount of residential development that can be delivered and the requirement for the cordon sanitaire. If the WWTW is developed for residential uses, 7.82ha of Accessible Natural Green Space is required as a result of the amount of land available for residential development.

Equipped Children's Play Space

7.2.27 The provision of Equipped Children's Play Space should meet Fields in Trust (formerly National Playing Fields Association) guidance with regard to the distance of dwellings to play areas and the type of play areas to be provided – Locally Equipped Areas of Plan (LEAPs) and Neighbourhood Equipped Areas of Play (NEAPs). These areas are located throughout the residential development and within the central open space. The Core Strategy sets out policy on the amount of space required for these areas. Developers must balance policy requirements against FIT guidance and also consider the amount of Casual / Informal Play space to be provided. The area of Equipped Children's Play Space to be provided is dependent on the amount of residential development that comes forward.

Casual / Informal Play Space

7.2.28 These areas should surround the children's play areas and provide space for more informal types of play which does not involve equipment. They will be provided throughout residential development and distributed according to FIT guidance and the guidance above. The area of Casual / Informal Play Space to be provided is dependent on the amount of residential development that comes forward and is a requirement of the Core Strategy.

Infrastructure

Policy 16: General Highways Provision for Earl Shilton Urban Extension

Development should provide:

- *A new access point to former Mill Lane junction and the use of improved access through Fox Meadows.*
- *Improved connections to Earl Shilton Town centre via local links through Astley Road and the use of Mill Lane. No increased use of Breach Lane for general vehicular traffic will be permitted.*
- *A spine road through the urban extension connecting all residential, employment, community hub uses and suitable for bus use.*

7.2.29 Improvements to transport and accessibility shall be made in connection with the development of the Earl Shilton urban extension. Focus shall be concentrated on public transport, cycling and pedestrian links, with strong emphasis on connections between the urban extension and existing settlement, and on fostering better links with Barwell and Hinckley. Increased provision of sustainable transport links and methods will be encouraged.

7.2.30 Car parking provision in the urban extension should accord with Policy 29.

Policy 17: Walking and Cycling in Earl Shilton Urban Extension

Development should provide for direct, safe and attractive walking and cycling routes which achieve:

- *Access between the urban extension and Earl Shilton town centre.*
- *Access between the existing residential and the new employment areas in the urban extension.*
- *Access between the new residential and the existing employment areas (including, for cycling, employment areas in Barwell and Hinckley).*
- *Access between the new and existing residential and recreational facilities (including, for cycling, facilities in and near Hinckley).*
- *Relocation and enhancement of existing Public Rights of Way.*
- *Access over the A47 to open countryside.*
- *Overall permeability of the urban extension for walking and cycling.*

7.2.31 The development framework indicates seven pedestrian access points into and out of the development, which link towards the existing settlement centre. These points are located along the north-western boundary of the urban extension. Other opportunities for pedestrian access may exist along the existing settlement edge and should be explored further at the planning application stage. Two further access points for pedestrians are available via the proposed cycleway connections to Thurlaston Lane in the north and Astley Road at the centre of the urban extension.

7.2.32 Three of the proposed pedestrian access points are located along the perimeter of the recent Montgomery Gardens development. These extend up to the edge of the Montgomery Gardens site and will simply need to be extended into the urban extension. The remaining four access points are located at Mill Lane, The Leecrofts, Meadow Court Road and Breach Lane.

7.2.33 The current pedestrian permeability of Earl Shilton is very good; there are a number of direct pedestrian routes along existing quiet residential streets, which provide good natural surveillance and benefit from existing street lighting. There is, however, some scope for improvement in terms of signage, improved lighting and improved crossing facilities. There are a number of junctions along Astley Road, Meadow Court Road and Alexander Avenue with partial or no dropped kerb crossings or tactile paving. These junctions will need to be improved to facilitate and encourage pedestrian movements between the urban extension and the town centre. It is also proposed that the existing uncontrolled pedestrian crossing of the High Street, at the junction with Alexander Avenue, is upgraded to a signalised (pelican) crossing. A further pedestrian crossing is proposed on Station Road, immediately to the north of Equity East Road. The details of these improvements will need to be examined more fully at the planning application stage.

7.2.34 Earl Shilton benefits from direct access to the newly constructed, high quality cycle route alongside the A47 bypass (Clickers Way). This forms part of the longer distance cycle route between Hinckley (4 miles to the west) and Leicester (11 miles to the north).

7.2.35 The Earl Shilton Development Framework proposes four dedicated cycle access points onto the by-pass. These comprise three existing connections at Thurlaston Lane, Mill Lane and Breach Lane, plus a new connection mid-way between Breach Lane and Mill Lane.

7.2.36 Cycle access between Thurlaston Lane and Clickers Way is available via the new zig-zag ramp constructed as part of the bypass scheme. Connections at Mill Lane and Breach Lane are at grade. Both lanes have been stopped-up to vehicular traffic where they meet the bypass, thus removing through traffic and enhancing the environment for cyclists and pedestrians. The proposed new connection to Clickers Way is approximately 500m north-east of Breach Lane and is also at grade with the bypass. This location also provides access to the existing public bridleway, which runs to the north of the bypass between Breach Lane and Mill Lane. Other bridleways exist to the south of the bypass, linked to the north via grade separated crossings and providing opportunities for off-road recreational cycling.

7.2.37 Four connection points for cycling are proposed between the urban extension and the existing Earl Shilton settlement centre. These are located in the south at Breach Lane, centrally via Astley Road / Alexander Avenue and in the north via Mill Lane and Thurlaston Lane. These on-road, lightly trafficked routes provide convenient access to a wide range of retail, employment, education and community services available in Earl Shilton within 1km to 1.5km. The routes utilise existing residential streets, which provide good natural surveillance and benefit from existing street lighting. Additional signage for cyclists and additional cycle parking facilities within the town centre should be provided, for example adjacent to the Post Office.

7.2.38 The Development Framework indicates a number of cycleways running through the Earl Shilton urban extension. It should be noted that these are not the only places that cyclists will be encouraged to ride. The whole urban extension will be fully permeable for cyclists and through the road hierarchy strategy and use of Home Zone principles, an environment will be created which actively promotes cycling as a mode choice.

7.2.39 Earl Shilton urban extension will also be required to provide improved links to Burbage Common (see Policy 5).

Policy 18: Utilities in Earl Shilton Urban Extension

Development must make provision for water, waste water, electricity and gas infrastructure to serve the urban extension.

7.2.40 In Section 5 the overall shared utilities requirements for Earl Shilton and Barwell were set out. However, there will also be a need to provide utilities infrastructure specifically for the Earl Shilton site, in order for its development to proceed satisfactorily.

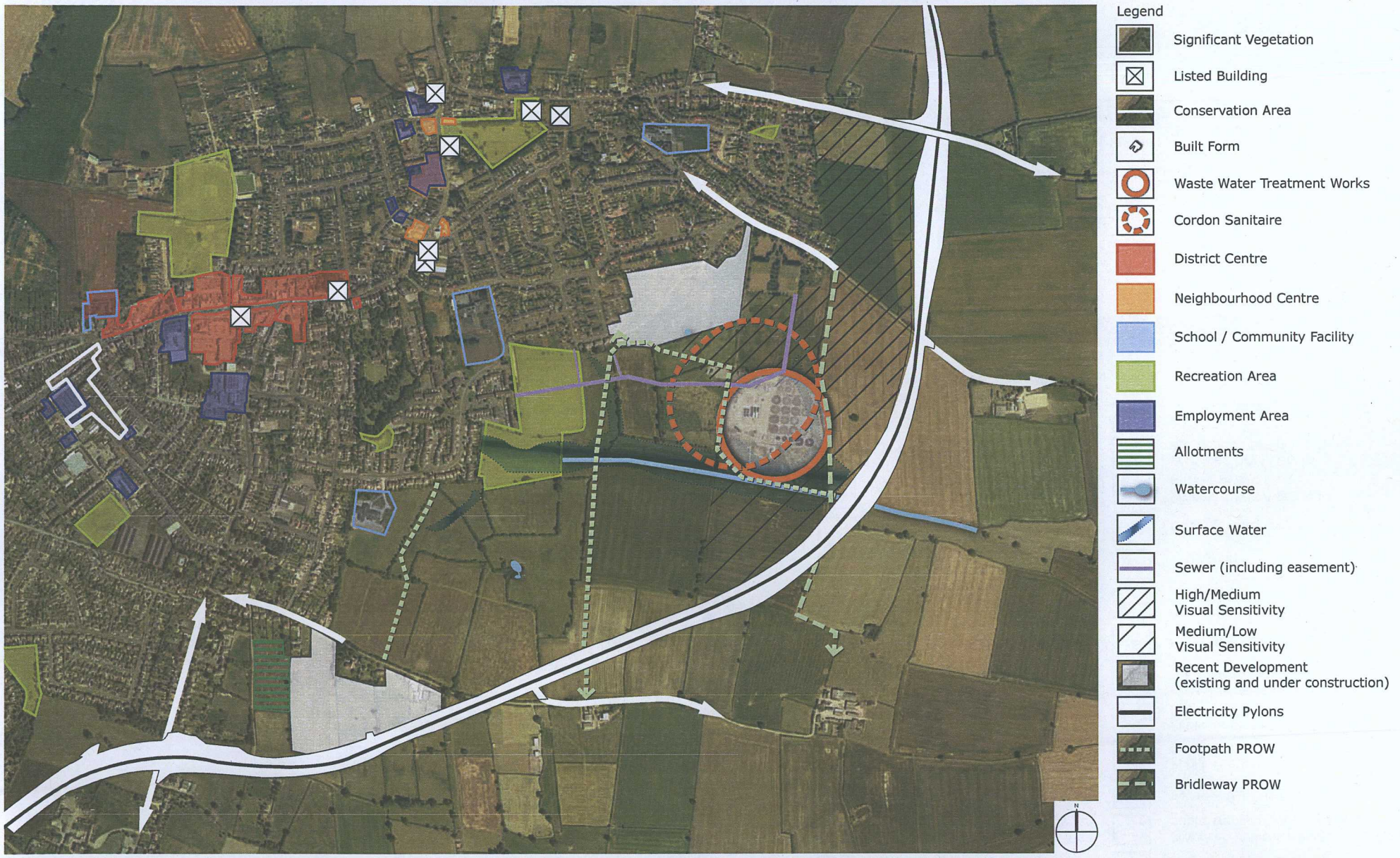
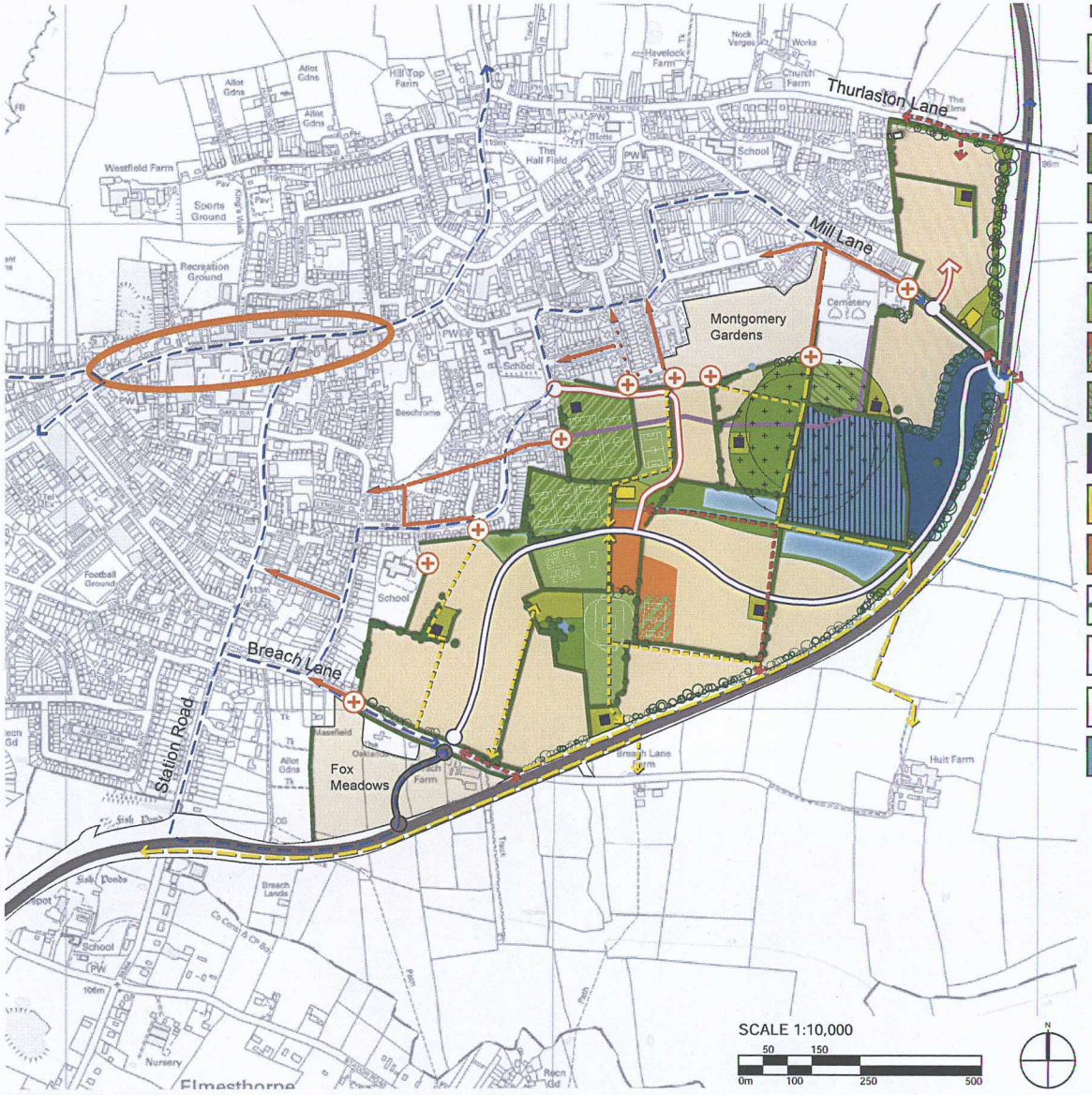


Figure 14: Earl Shilton Urban Extension Issues

Scale: NTS



Legend

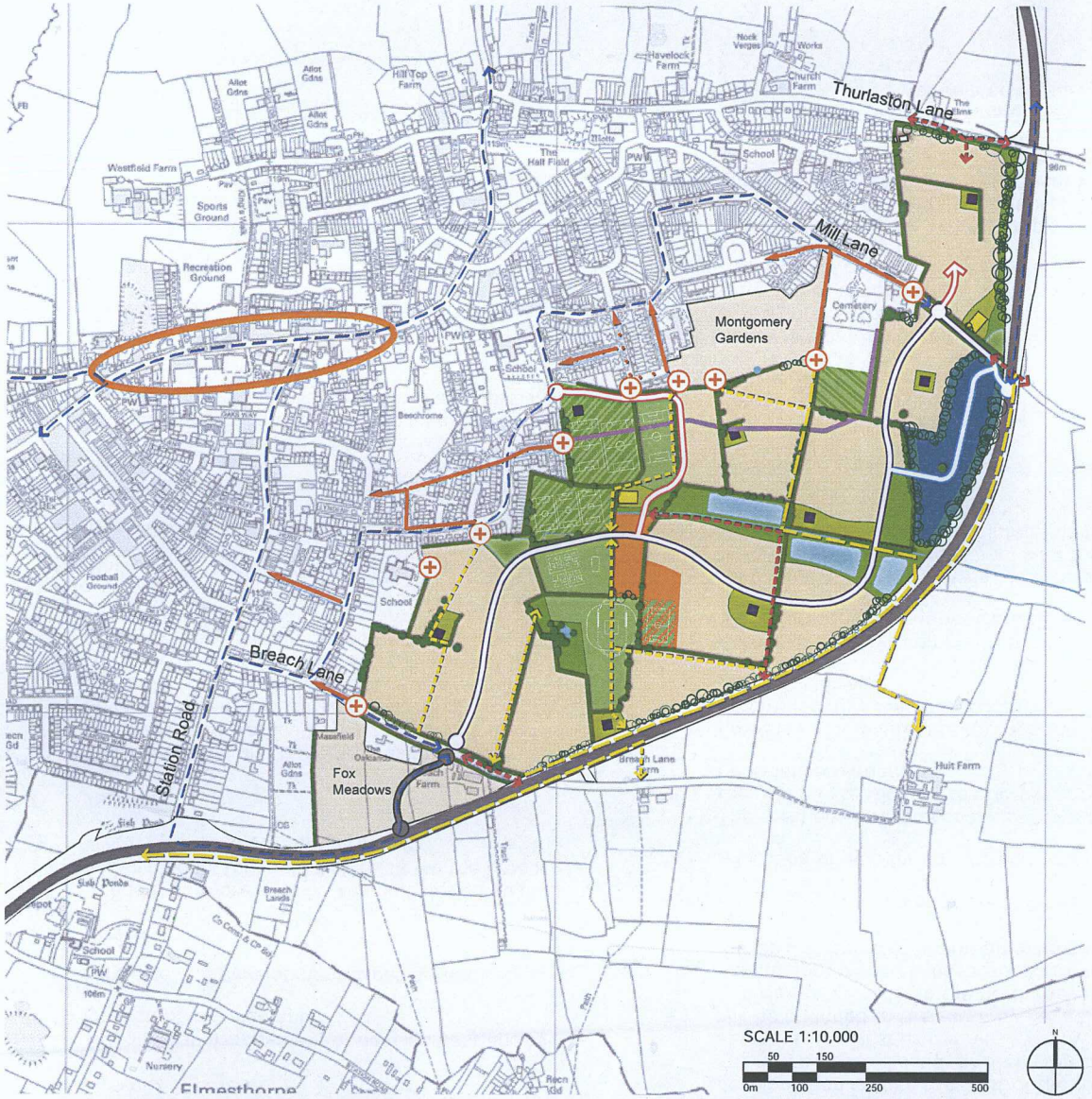
- Residential
- Employment
- Natural Green Space
- Outdoor Sports Provision
- Existing Recreation
- Casual / Informal Play Space
- Outdoor Sports Provision (dual use school grounds)
- Cemetery Extension
- Children's Play (LEAP)
- Children's Play (NEAP)
- Community Focus
- Retained Hedgerow (incorporating footpaths & swales where possible)
- Notable Trees / Vegetation
- Landscape Buffer
- Existing Infrastructure (WWTW)
- Proposed Vehicular Route (including public transport link)
- Proposed Vehicular Route (including cycleway)
- Proposed Vehicular Route (including public transport link & cycleway)
- Existing Vehicular Route
- Public Footpath (retained, diverted & proposed)
- Public Bridleway (diverted)
- Proposed Footpath / Cycleway (includes existing / diverted PROWs)
- Public Transport Link
- Pedestrian Link to Earl Shilton & Town Centre
- Town Centre
- Existing Watercourse
- Proposed Wet Attenuation Basin / Swale
- Proposed Dry / Grass Attenuation Basin
- Foul Sewer
- Cordon Sanitaire

Indicative Land Budget	Retained WWTW
Land Use	**Area (ha)**
Residential	39.95 (c.1400 units @ 35dph)
Local Centre	2.5
Employment	4.55
Cemetery Extension	1.1
WWTW	5.74
Outdoor Sports Provision (5.38ha required* - c.0.71ha shared pitches within school grounds)	4.67
Natural Green Space & Attenuation (6.72ha required*)	9.93
Children's Play Space (0.5ha required*)	0.44
Casual / Informal Play Space (2.35ha required*)	2.35
Total Proposed GI	17.39
Total Site Area	71.23

NB: Road alignments and equipped children's play locations are subject to change following a detailed block layout. Open space requirements are based on 1400 units.

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

Scale: 1:10,000 @ A3



NB: Road alignments and equipped children's play locations are subject to change following a detailed block layout. Open space requirements are based on 1630 units.

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

Scale: 1:10,000 @ A3

Indicative Land Budget	WWTW Replaced with Residential
Land Use	**Area (ha)**
Residential	46.49 (c.1630 units @ 35dph)
Local Centre	2.5
Employment	4.55
Cemetery Extension	1.1
Outdoor Sports Provision (6.26ha required* - c.0.71ha shared pitches within school grounds)	5.55
Natural Green Space & Attenuation (7.82ha required*)	7.82
Children's Play Space (0.59ha required*)	0.48
Casual / Informal Play Space (2.74ha required*)	2.74
Total Proposed GI	16.59
Total Site Area	71.23

SECTION 8: BARWELL SUSTAINABLE URBAN EXTENSION

8.1 INTRODUCTION

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

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

8.1.2 In addition, more specific 'themed' design guidance is provided in Appendix 4 to reinforce the broader layout requirements set out above.

8.2 ISSUES

8.2.1 The constraints and opportunities for development in Barwell, and particularly the urban extension site, have 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 16 and summarised below.

- The A447 is rural in nature;
- There is a local wildlife site within the site;
- The River Tweed and its flood area runs through the site;
- It contains important landscape and ecological features, including watercourse/bodies, grasslands, trees, hedgerows and wildlife
- There are historic features of interest including Barwell Farm Farmhouse (listed) nearby;
- Visually sensitive land to the north-east and south-west;
- There are existing residences and businesses / commercial operations within and adjacent to the site;
- Existing power lines, water main and sewers cross the site;
- Public footpaths cross the site; and
- Restored landfill site now used as a public park, but there may still be contamination issues to address.

8.3 DEVELOPMENT FRAMEWORK

8.3.1 The Barwell Sustainable Urban Extension will be developed on land to the west of the existing village – to the north and south of Stapleton Lane. It will extend as far west as the A447 'Ashby Road' and will be bounded to the south by Barwell House Farm and Hinckley Road. To the north, development will extend approximately as far as public footpath T97. Principal features of the urban extension will be:

- Provision of a range of houses to meet local needs;
- Allocation of land for employment uses;
- The creation of several open spaces throughout the urban extension 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 Ashby Road and Stapleton Lane at four new junctions;
- Community facilities provided in a central location to the south of Stapleton Lane, with the potential to include a primary school, children's centre, shops, nursery and a pub / restaurant;
- Provision of children's play areas throughout the development;
- Retention of Little Fields Farm Meadow (Local Wildlife Site); and
- 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.

8.3.2 The provision of new homes, employment opportunities, community facilities and open space is the primary driver of development within the Barwell 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 Barwell through the creation of new connections to the existing settlement (footpaths and cycleways) and the Village Centre – principally via Stapleton Lane.

Policy 19: Barwell Urban Extension

Development of the urban extension will be required to generally follow the disposition of land uses within the Development Framework at Figure 17. Deviation from the Development Framework will only be permitted where the applicant(s) can prove that there would be no prejudice to the achievement of the overall requirements of the other Policies in this Area Action Plan. Proposals should follow the design principles set out in Appendix 4.

8.3.3 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.

8.3.4 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 20: Housing in Barwell Urban Extension

A total of 2500 sustainable homes will be provided within the Barwell Urban Extension.

8.3.5 Residential development will be located throughout the whole site in 3 main areas:

- To the north of Stapleton Lane;
- To the south of Stapleton Lane, surrounding the Local Centre and extending as far as the existing River Tweed; and
- To the east of the Ashby Road, extending as far north as the River Tweed and as far south as the location of a new area designated for employment uses.

8.3.6 The Core Strategy set out a requirement for 2500 dwellings to be provided within the Barwell 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 in development character to create successful places. Therefore, development should provide a range of dwelling types at an average density of between 30 and 35dph.

8.3.7 Given the amount of land available for development and the potential for varying the Barwell urban extension boundary, it is expected that all 2500 houses can be accommodated within the allocation site. The Development Framework at Figure 17 illustrates the development of approximately 79ha of land at an average density of 32dph.

8.3.8 The Council will expect compliance with Core Strategy Policy 16 on Housing Density, Mix and Design (except in respect of the density requirement).

Affordable Housing

8.3.9 The Council will expect compliance with Core Strategy Policy 15 on Affordable Housing. In line with this policy, the Council will further explore the potential to accept commuted sums and alternative delivery strategies in lieu of on-site affordable housing for development proposals within the urban extension, to contribute towards affordable housing schemes within the wider urban area. Any approach of this nature would have to demonstrate conformity with national policy, including the Planning Obligations Circular 05/2005 and the Community Infrastructure Levy Regulations 2010.

Employment Development

Policy 21: Employment in Barwell Urban Extension

The development will provide a minimum of 6.2ha of land for industrial and warehousing use within B2 and B8 use classes. The development should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero-carbon development. A buffer must be provided between the employment area and any surrounding land allocated for residential use to protect their amenity. In any event a landscape buffer shall be maintained between the residential development on the north side of Hinckley Road and the allocated employment land in the southern part of the urban extension, as indicated on the Development Framework.

8.3.10 Employment land should provided within the urban extension in order to give the opportunity for some additional employment close to the new homes and to contribute to the overall needs of the area's economy. In accordance with Policy 2 of the Core Strategy, the employment land shall provide for industrial (B2) and warehousing (B8) development so that these is not competition with the focus on office development within Hinckley town centre. Similarly, to reflect anticipated demand, the employment units provided should range from 100 to 1500m^2.

8.3.11 The Core Strategy set out a requirement to provide a maximum of 15ha of land for employment purposes. However, following further study and consultation, it was established that the full extent of this area will not be required. As such, the minimum amount of land that should be developed for employment uses is 6.2ha

8.3.12 Employment uses are to be located in the southern part of the urban extension area between the Ashby Road and the existing Moat Way industrial estate, close to the proposed access from the A447.

8.3.13 A buffer shall be provided between the employment land and surrounding residential development to ensure a high level of amenity is secured for existing and future residents.

Community Hub

Policy 22: Community Hub in Barwell Urban Extension

A Community Hub will be provided to the west of the crossing of the urban extension spine road and Stapleton Lane. The Community Hub will provide:

- *New primary school and children's centre;*
- *Limited local convenience retail provision;*
- *Recreation facilities;*
- *Health facilities (if a location in or close to Barwell cannot be secured); and*
- *Facilities for neighbourhood policing.*

8.3.14 The Community Hub should be situated in a central location to the south of Stapleton Lane. It will be sited around an important junction where a new route through the urban extension (running north-south and accommodating public transport) will meet Stapleton Lane.

8.3.15 The Community Hub will provide a new primary school, limited retail provision and recreation facilities in accordance with Policy 2 of the Core Strategy. Retail provision shall remain limited to ensure the viability or retail attractiveness of Barwell settlement centre is not compromised. However, it would also be desirable to include a public house or equivalent. Nursery provision may also be appropriate. Health provision may also be required if an appropriate site for the new health centre cannot be secured in or close to Barwell District Centre. These requirements are included in the Infrastructure Plan.

8.3.16 The Development Framework allocates approximately 3ha of land to the Community Hub, including approximately 2ha for the 2 form entry primary school. Efficient use of land and facilities in the Community Hub shall be encouraged, including formalised community use of the school premises out of school hours.

Open Space and Green Infrastructure

Policy 23: Green Infrastructure in Barwell Urban Extension

The development of the urban extension will include provision for a variety of open spaces within an over-arching green infrastructure network, as indicated on the Development Framework, providing recreation opportunities, sustainable drainage systems, biodiversity enhancement and a strong landscape framework. The development will retain key landscape features and strategic footpaths (including the Leicestershire Round) that cross through the site, to ensure access from Barwell to the open countryside.

8.3.17 The urban extension is being introduced into a mature countryside landscape. In order to maximise the value of these countryside assets and to ensure that mature landscaping is available to the first residents, it is essential that existing landscape features are retained and enhanced.

8.3.18 Development will be required to comply with Core Strategy Policy 19 on Open Space. In order to create a truly sustainable community, the new homes in the urban extension need to be close to a variety of green spaces, some close to homes, and larger spaces for more informal use further away.

Outdoor Sports Provision

8.3.19 The majority of the Sports Provision within the Barwell urban extension is to be located to the north of Stapleton Lane – to the west of Kirkby Road and the Berrywell Drive development. A smaller area should also be provided to the south of Stapleton Lane, complementing the existing Boston Way recreation ground.

8.3.20 The use of the area near the Boston Way recreation ground for sports pitches is subject to more detailed design exercises and study with regard to flood risk and drainage. In a scenario where the amount of employment land to be provided is reduced, this area may be moved to a location to the south of the urban extension.

8.3.21 For the 2500 dwellings provided, a total area of 9.6ha is required for outdoor sports provision. Barwell Park – on the site of the former tip to the east of the urban extension – will be retained in all development scenarios.

Accessible Natural Green Space

8.3.22 Accessible Natural Green Space should be provided in four main areas:

- A linear 'corridor' following the alignment of the Ashby Road – to the south of Stapleton Lane;
- An area to the south of the urban extension, to the rear of existing properties on Hinckley Road;
- A linear 'corridor' following the alignment of the River Tweed – both east-west and north-south; and
- The western and northern edges of the urban extension to the north of Stapleton Lane.

8.3.23 In addition, Accessible Natural Green Space will be provided in smaller areas throughout the urban extension, associated with retained hedgerows and public rights of way.

8.3.24 Accessible Natural Green Space close to the River Tweed will contain a mix of wet and dry attenuation basins / ponds, to be created as part of a sustainable urban drainage system. The exact size of these will be determined following a more detailed design exercise.

8.3.25 Along the western and northern edges of the urban extension, Accessible Natural Green Space will be used to mitigate the visual impact of development on surrounding areas. Native woodland planting should be used in these locations to facilitate this.

Equipped Children's Play Space

8.3.26 The provision of Equipped Children's Play Space should meet Fields in Trust (formerly National Playing Fields Association) guidance with regard to the distance of dwellings to play areas and the type of play areas to be provided – Locally Equipped Areas of Plan (LEAPs) and Neighbourhood Equipped Areas of Play (NEAPs). These areas should therefore be located throughout the residential development. In addition, Equipped Children's Play Space should be provided in two specific locations; to the north of Stapleton Lane and to the east of the Ashby Road – refer to Creating Open Spaces below.

8.3.27 The Core Strategy sets out policy on the amount of space required for these areas. Developers must balance policy requirements against FIT guidance and also consider the amount of Casual / Informal Play space to be provided – see below. The precise area of Equipped Children's Play Space to be provided is dependent on the amount of residential development that comes forward.

Casual / Informal Play Space

8.3.28 These areas should surround Equipped Children's Play Space (see above) and provide areas for more informal types of play that does not involve equipment. They will be provided throughout residential development and distributed according to FIT guidance and the location of Equipped Children's Play Space – see below. The precise area of Casual / Informal Play Space to be provided is dependent on the amount of residential development that comes forward and is a requirement of the Core Strategy.

Infrastructure

Policy 24: General Highways Provision for Barwell Urban Extension

The urban extension will provide:

- *Two new access points onto the A447*
- *General highway improvements to Stapleton Lane, public footpaths and the Leicestershire Round long distance path*
- *A spine road through the urban extension connecting all residential, employment and Community Hub uses, and suitable for bus operation*
- *Connection of spine road with Stapleton lane, providing key access point to Barwell Town Centre*

8.3.29 Improvements to transport and accessibility shall be made in connection with the development of the Barwell urban extension. Focus shall be concentrated on public transport, cycling and pedestrian links with strong emphasis on connections between the urban extension and existing settlement and on fostering better links with Earl Shilton and Hinckley. Increased provision of sustainable transport links and methods will be encouraged.

8.3.30 Car parking provision in the urban extension should accord with Policy 29.

Policy 25: Walking and Cycling in Barwell Urban Extension

Development should provide for direct, safe and attractive walking and cycling routes which achieve:

- *Access between the urban extension and Barwell District Centre*
- *Access between the existing residential and the new employment areas in the urban extension*
- *Access between the new residential and the existing employment areas (including, for cycling, employment areas in Earl Shilton and Hinckley)*
- *Access between the new and existing residential and recreational facilities (including, for cycling,*

facilities in and near Hinckley)

- *Relocation and enhancement of existing Public Rights of Way*
- *Access over the A447 to open countryside*
- *Overall permeability of the urban extension for walking and cycling.*

8.3.31 There are a number of existing public footpaths crossing the site of the urban extension, which are to be retained and enhanced to serve the development. There is also good permeability for pedestrians within Barwell, with links connecting to the town centre via existing lightly traffic streets and existing public footpaths. The Development Framework for Barwell urban extension shows seven pedestrian links between the urban extension and the existing village of Barwell. Other opportunities for pedestrian access may exist along the existing settlement edge and should be explored further at the planning application stage. The southernmost access point gives direct access into the Moat Way Industrial Estate. This is proposed to operate as a shared cycle/footway. Also at the southern edge of the site, the opportunity exists to divert part of the Leicestershire Round through the urban extension.

8.3.32 Between Moat Close and Stapleton Lane, three further pedestrian access points are proposed to serve the southern area of the urban extension. These connect with existing footways and footpaths in Boston Way, Hereford Close and Galloway Close, as indicated on the proposed Masterplan. To the north of Stapleton Lane, three more pedestrian access points are proposed to serve the northern area of the urban extension. These are positioned where existing public footpaths join Harvey Close and Kirkby Road. From this northern area of the urban extension, pedestrians also have access to existing footways along Stapleton Lane and Kirkby Road.

8.3.33 Permeability within the existing settlement of Barwell is good with a number of direct pedestrian routes between the urban extension and centre utilising either off-road footpaths or footways alongside existing residential streets. The former offer a quiet, traffic-free environment, but do not enjoy the levels of natural surveillance or street lighting available along the public highways. All these routes will need to be upgraded in terms of new signage, enhanced street lighting (where practicable) and improved crossing facilities. There are a number of junctions along Hereford Close, Galloway Close, Fairacre Road, Stapleton Lane and Kirkby Road with partial or no dropped kerb crossings or tactile paving that will need to be improved to facilitate and encourage pedestrian movements between the urban extension and the town centre. In addition, a new signal controlled (pelican) crossing should be provided on Kirkby Road just to the south of Charnwood Road. The details of these improvements will need to be examined more fully at the planning application stage.

8.3.34 To maximise connectivity for cyclists between the urban extension and surrounding networks, a number of access points are proposed in the Development Framework. This includes two cycleway connections westwards onto the A447 Ashby Road and five connections eastwards linking to Barwell. The southernmost connection to Ashby Road is proposed just north of Barwell House Farm and will run alongside the main public transport and vehicle access route travelling through the centre of the urban extension. A second cycleway connection to Ashby Road is proposed 600m further north, approximately mid-way along the Ashby Road frontage. Stapleton Lane will also provide an additional cycle route through the proposed Barwell urban extension, connecting to Ashby Road in the north-west and Barwell in the south-east.

8.3.35 Additional cycling connections to the existing Barwell settlement centre are proposed at Kirkby Road in the north, Moat Close in the south and two central connections at Stapleton Lane and Hereford Close. The Kirkby Road access is located adjacent to Charnwood Road and will provide a key access route between the urban extension and existing secondary school facilities, as well as other facilities within the Earl Shilton settlement centre. Stapleton Lane provides direct access into central Barwell. The connection via Hereford Close (and Galloway Close) utilises existing lightly trafficked streets to provide access to existing facilities within Barwell. Finally, the connection to Moat Close provides direct access to employment opportunities within the existing industrial estate, as well as southern areas of the existing settlement.

8.3.36 All local facilities and services within Barwell are within 1km to 1.5km of the urban extension, thereby providing excellent opportunities for many local journeys to be undertaken by bicycle. The urban extension will, however, be required to provide additional signage for cyclists and additional cycle parking facilities within the town centre, for example within The Square. In addition, the section of existing footpath between Jersey Way and The Barracks should be converted to a cycleway, to facilitate cycle access to the southern area of the urban extension (via Galloway Close and Hereford Close). Details of these improvements will need to be examined more fully at the planning application stage.

8.3.37 Within the urban extension a number of dedicated cycle routes are suggested as indicated on the Development Framework. These include a cycleway along the main vehicular / public transport route passing through the centre of the urban extension. This route will also provide direct cycle access into the proposed residential and employment areas, as well as other cycle routes running through the urban extension. The whole urban extension will be fully permeable for cyclists and, through the road hierarchy strategy and use of Home Zone principles, an environment will be created which actively promotes cycling as a mode choice.

Policy 26: Utilities in Barwell Urban Extension

Development must make provision for water, waste water, electricity and gas infrastructure to serve the urban extension.

8.3.38 In Section 5 the overall shared utilities requirements for Earl Shilton and Barwell were set out. However, there will also be a need to provide utilities infrastructure specifically for the Earl Shilton site, in order for its development to proceed satisfactorily.

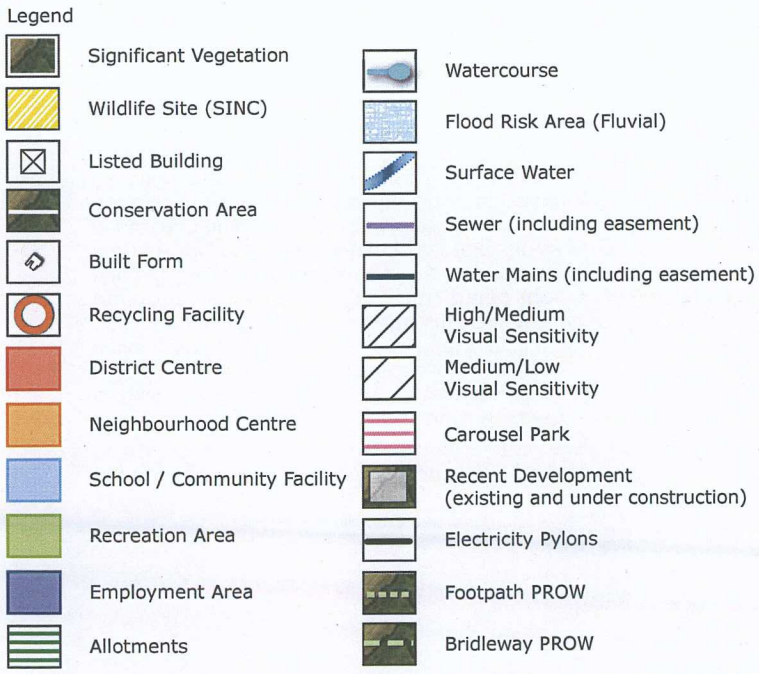
Policy 27: Carousel Park

Land is allocated on the Proposals Map for the existing travelling show people's ground plus an extension of three pitches.

Mitigation measures will be required as part of the urban extension proposals to protect the amenity of the development's residents and the security of the park.

8.3.39 There is a need for adequate provision for travelling showmen, especially in the winter season when fairs are not happening. There is an identified need for an additional three pitches by 2016 within Hinckley and Bosworth (Leicestershire, Leicester & Rutland Gypsies' And Travellers' Accommodation Needs Assessment 2006-2016, Curs, 2007). Carousel Park is a successful existing travelling show peoples' site. The site currently comprises six plots for use by travelling show people. It is considered that a three plot extension could be sympathetically assimilated into the surrounding area. This site is considered to accord with Planning Circular 04/07: Planning for Travelling Show people, as existing local community facilities, infrastructure and facilities are accessible at this location.

8.3.40 The development of the Barwell urban extension in accordance with Policy 19 and as indicated in the Development Framework (Figure 17) will result in the development of residential properties immediately to the north and east of Carousel Park. Given the occasional noise generated by existing operations on the park, appropriate mitigation (e.g. a landscape buffer) will be required to protect the amenity of residents. Measures may also be required to ensure the security of the park.



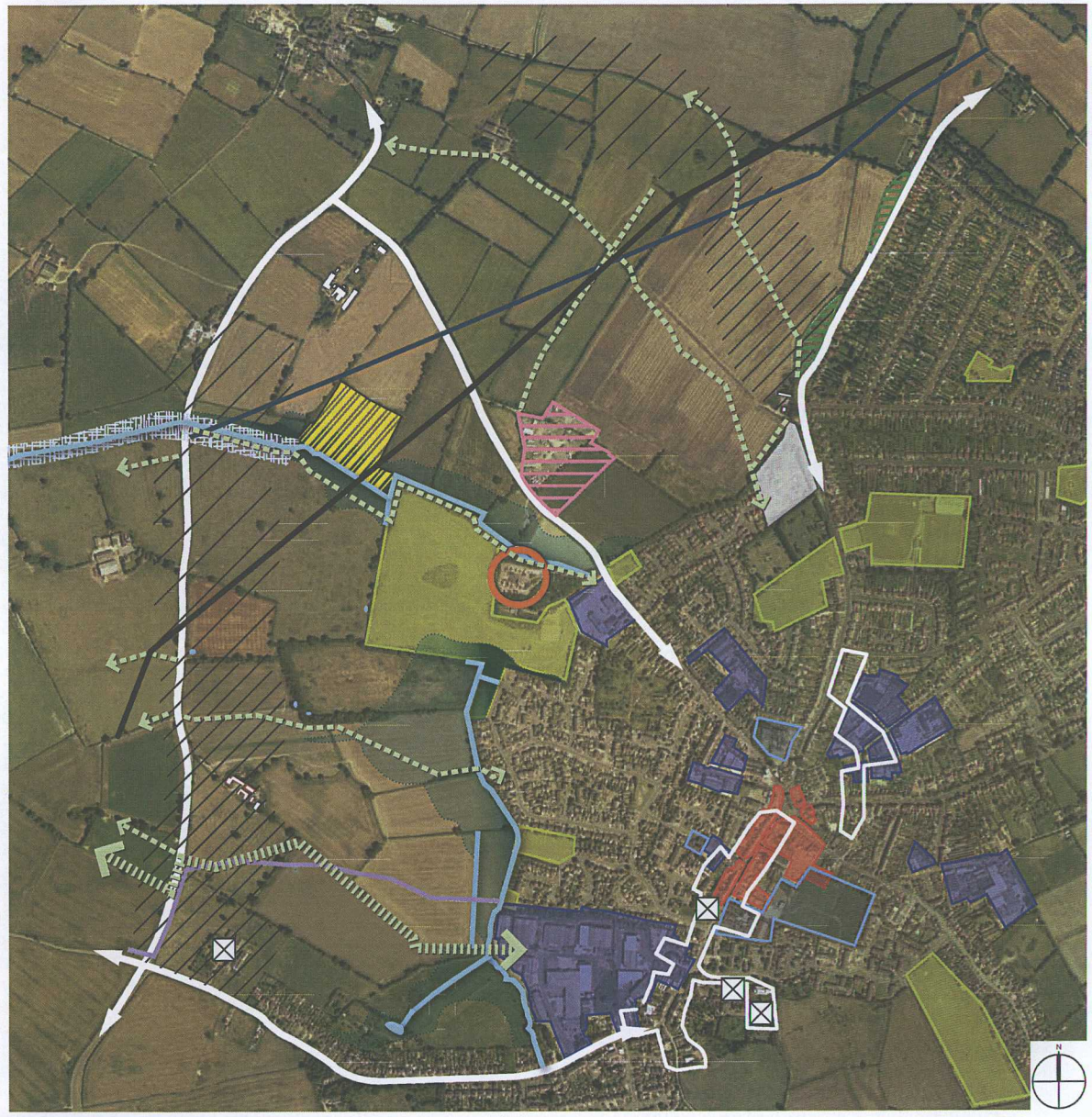
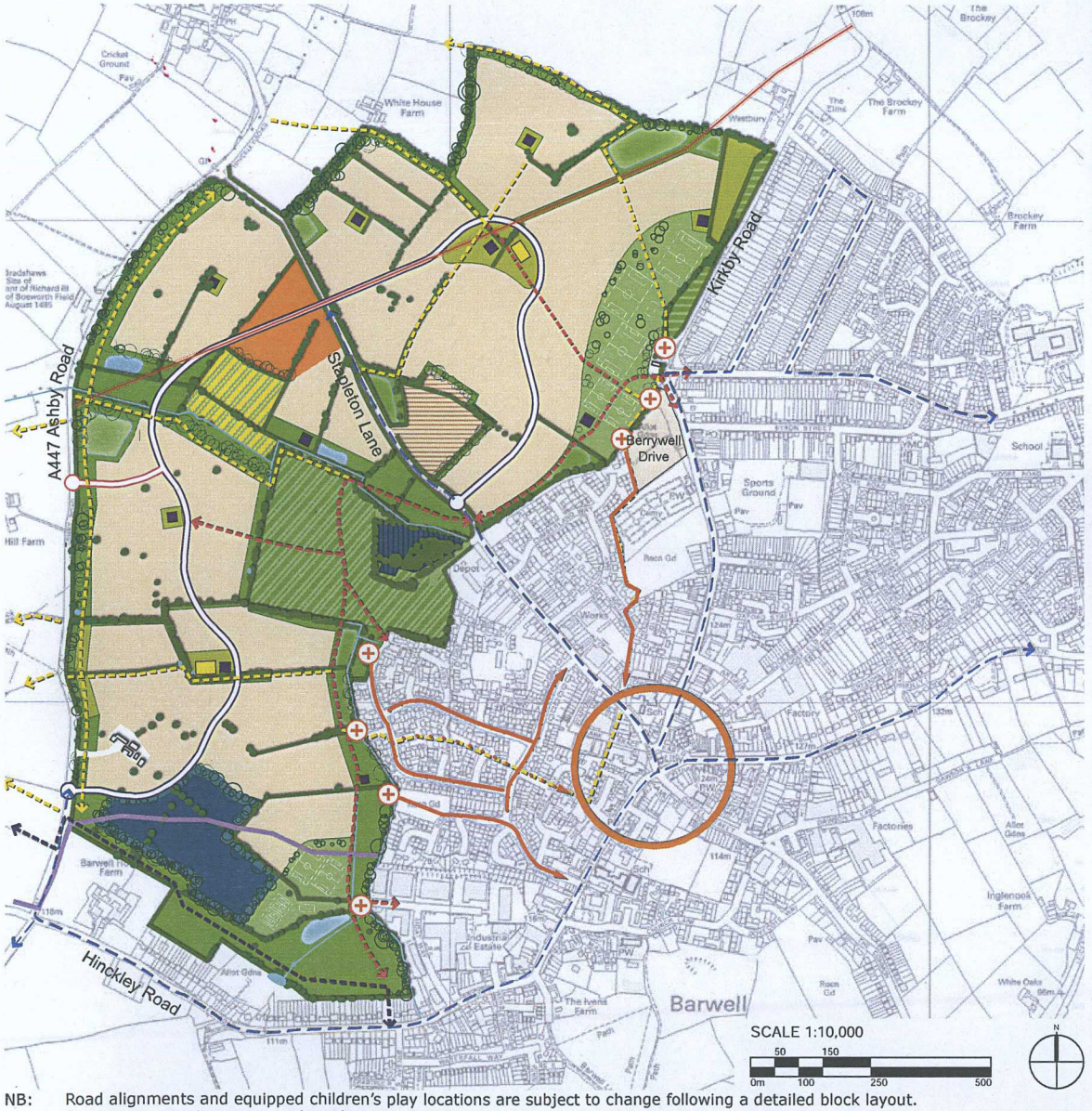


Figure 16: Barwell Urban Extension Issues

Scale: NTS



Legend

- Residential
- Employment
- Natural Green Space
- Outdoor Sports Provision
- Existing Recreation
- Existing Allotments
- Existing Carousel Park (including proposed extension)
- SINC (Little Fields Farm Meadow)
- Casual / Informal Play Space
- Children's Play (LEAP)
- Children's Play (NEAP)
- Community Focus
- Existing Infrastructure (HWRC)
- Retained Hedgerow (incorporating footpaths & swales where possible)
- Notable Trees / Vegetation
- Existing Development
- Proposed Vehicular Route (including cycleway)
- Proposed Vehicular Route (including public transport link & cycleway)
- Public Footpath (retained, diverted & proposed)
- Leicestershire Round (diverted)
- Proposed Footpath / Cycleway (includes existing / diverted PROWs)
- Public Transport Link
- Pedestrian Link to Barwell & Village Centre
- Landscape Buffer
- Village Centre
- Existing Watercourse
- Proposed Wet Attenuation Basin / Swale
- Proposed Dry / Grass Attenuation Basin
- Water Mains & Easement
- Foul Sewer

NB: Road alignments and equipped children's play locations are subject to change following a detailed block layout. Open space requirements are based on 2500 units.

Figure 17: Barwell Urban Extension Development Framework

Scale: 1:10,000 @ A3

Indicative Land Budget	
Land Use	**Area (ha)**
Residential	78.84 (c.2500 units @ 32dph)
Local Centre	3.35
Employment	6.2
Little Fields Farm Meadow	2.7
Outdoor Sports Provision (9.6ha required*)	9.6
Natural Green Space & Attenuation (12ha required*)	30.71
Children's Play Space (0.9ha required*)	0.6
Casual / Informal Play Space (4.2ha required*)	4.2
Total Proposed GI	45.43
Total Site Area	136.2

SECTION 9: WIDER SETTLEMENT POLICIES & ALLOCATIONS

The Core Strategy identifies the principle that sustainable urban extensions will support regeneration and reinvigorate the important urban areas of Earl Shilton and Barwell. It is therefore important that this Area Action Plan considers the future development needs of the two settlements in their entirety. This section, together with the earlier Section 6: Settlement Centres are therefore required to provide a focus on the existing urban areas. The purpose of this section is to set out details of preferred approach to development management and site allocations within Earl Shilton and Barwell, outside of the areas defined on the proposals map for the development of sustainable urban extensions.

9.1 CONTRIBUTIONS TOWARDS SUSTAINABLE DEVELOPMENT

9.1.1 The vision for the Hinckley and Bosworth Borough, as detailed in Chapter 3 of the Core Strategy (November 2008), is one of quality and attractive built and natural environments, services, facilities and infrastructure to suit the need of the workers, visitors and residents of the Borough, thus leading to thriving communities. The successful achievement of this vision will, in part, depend upon the ability to ensure that new development does not place an undue burden on the Borough's infrastructure. This can be mitigated through appropriate planning conditions and where required, the collection and implementation of planning obligations in line with national policy, currently the Planning Obligations Circular 05/2005 and the Community Infrastructure Levy Regulations 2010.

9.1.2 Earlier sections of this AAP consider planning obligations relating to development within the SUEs. In addition to this, it is also important to mitigate any additional demand placed on local infrastructure from development taking place elsewhere within Earl Shilton and Barwell.

Policy 28: Developer Contributions

Planning permission will only be granted where the developer can demonstrate that the necessary infrastructure, services, facilities and amenities to support the development are in place, or will be provided when needed. The provision of infrastructure should derive from the development, whether physically provided on site on an acceptable off-site location or through financial contributions. It is expected that contributions would reflect the need for new infrastructure to mitigate the impact of the new development. As there may be a cumulative impact locally, or an impact on services delivered from a different location but that relate to the development, contributions for off-site provision may be pooled.

9.2 DESIGN & CONSTRUCTION

9.2.1 The built environment can contribute to the well-being of communities and individuals in a variety of ways including socially, economically, psychologically and physically. The Council will therefore seek the delivery of good quality design through this Area Action Plan, in order to support the wider regeneration of Earl Shilton and Barwell.

9.2.2 A number of policies on design for new development can be found within the Core Strategy, including Policy 16: Housing Density, Mix and Design; and, Policy 24: Sustainable Design and Technology (December 2009). In addition, Core Strategy Policies 2 and 3 include provisions that expect development to respect the character and appearance of the Conservation Areas within Earl Shilton and Barwell, and the industrial heritage of the settlements. Further details relating to the Conservation Areas are available in Conservation Area Appraisals and associated Management Plans. For reference purposes, Conservation Area boundaries are included on the Proposals Map. It is intended that this Area Action Plan will build upon the fundamental design principles that have been established through the Hinckley & Bosworth Core Strategy (December 2009). The Council will also take account of relevant national practice guidance on design, including: Manual for Streets and Building for Life.

9.2.3 The following policy is proposed to ensure that appropriate design quality is achieved within all developments across the settlements of Earl Shilton and Barwell:

Policy 29: Design

Developments will be permitted where the following requirements have been considered and met where applicable:

- *Development respects the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, smell, noise and visual intrusion;*
- *There is no unacceptable loss of parking or garden amenity areas;*
- *There is no detriment to the character or appearance of the dwelling or the surrounding area;*
- *The siting and density of the proposal is respectful of the area's character and layout;*
- *The proposal positively compliments the local distinctiveness of existing buildings and landscape settings;*
- *The design positively compliments the scale, proportions and height of the existing building and neighbouring structures;*
- *The use and application of building materials compliments and respects those of adjoining/ neighbouring buildings and the local area;*
- *The landscaping and planting of the scheme is complimentary to the development and its surrounds;*
- *The access needs of the developments end users have been addressed, particularly in developments to which there will be public access; and*
- *Development maximises the opportunities for conservation of energy and resources through design, layout, orientation and construction.*
- *The development meets highway design standards set out in the most up to date edition of the Leicestershire County Council's 'Highways, Transportation and Development' (Htd) document.*
- *The development meets all car and cycling parking standards and requirements set out in the most up to date edition of Leicestershire County Council's 'Highways, Transportation and Development' (Htd) document.*

9.3 EMPLOYMENT AREAS

9.3.1 It is important that the supply of employment land allocated in the Area Action Plan is adequate to meet needs within Barwell and Earl Shilton. The Core Strategy includes the requirement to ensure that a range of employment opportunities are available within Earl Shilton and Barwell (Policies 2 and 3). In addition to the new employment land allocations being proposed within the sustainable urban extensions, it is also necessary to consider the future of existing employment sites within the settlements. The Hinckley & Bosworth Employment Land and Premises Study Review (May 2010) provides an appraisal of existing employment sites across the Borough, including sites within Earl Shilton and Barwell. Appendix I of that document provides site specific employment land assessments, setting out evidence to support decision making in relation to future employment land allocations. This provides specific recommendations in relation to existing employment sites, categorising them under the headings contained in the table below:

Category	Policy
A	Key/flagship employment areas to retain
B	Fit-for-purpose employment areas. Regeneration policy may mean that alternative development is appropriate, but to be resisted if possible
C	Lower quality employment areas – part/whole redevelopment appropriate. Regeneration policy may require all/part of area to be retained for employment uses.

9.3.2 Taking the findings of the Employment Land and Premises Study Review into account, the following policy and site allocations are proposed:

Policy 30: Existing Employment Areas

Locations for the development and protection of land for employment uses within Barwell and Earl Shilton are defined on the proposals map. Within these locations, the Council will:

- *Retain and protect the following sites identified as key employment areas:*

Proposals Map ID	Site	Settlement
1b	Industrial Estate, Mill Street Industrial site	Barwell
15e	Oaks Industrial Estate, Station Road	Earl Shilton

- *Consider proposals for alternative employment, or other uses on their individual merits, within the following areas. These sites are identified as fit-for-purpose employment areas:*

Proposals Map ID	Site	Settlement
2b	Factories Dawson Lane	Barwell
6b	Works South of Stapleton Lane	Barwell
7b	Barwell Business Centre, Kingsfield Rd	Barwell
8b	Land fronting High St to the rear of Mill St Industrial Estate	Barwell
10b	Works off Bank Terrace (south)	Barwell
11b	Works West of Hill St	Barwell
18e	Factory Units Wood St	Earl Shilton
20e	Factory West of Hill Top	Earl Shilton

- *Actively consider proposals for appropriate alternative uses within the following employment areas:*

Proposals Map ID	Site	Settlement
3b	Workshop Units, Arthur Street	Barwell
4b	Factory, Friswell Lane	Barwell
5b	Konfidence Works, Arthur Street	Barwell
9b	Works, off Bank Terrace (north)	Barwell
12b	Factory, Arthur Street	Barwell
13b	Factory, off the Barracks	Barwell
14b	Workshop Units, George Street	Barwell
16e	Factory/Works, Rossendale Road	Earl Shilton
17e	Workshop Units, High Street	Earl Shilton
19e	Factory, Church Street	Earl Shilton
21e	Works. South of West Street	Earl Shilton
22e	Churchill Works, Highfield Street	Earl Shilton
23e	Factory, Keats Lane	Earl Shilton
24e	Warwick Building, Rossendale Road	Earl Shilton
25e	Factory, West Street	Earl Shilton

9.4 RESIDENTIAL DEVELOPMENT

9.4.1 The Core Strategy sets out a requirement for the Council to support development to deliver the following minimum numbers of residential dwellings within existing settlement boundaries to meet local needs up to 2026:

- Earl Shilton - 10
- Barwell - 45

9.4.2 These figures were originally set in March 2008. Therefore, In order to establish the minimum requirements for the remainder of the plan period (to 2026), account needs to be taken of planning permissions that have been granted, or that have expired, between April 2008 and September 2010. In Earl Shilton, there have been 46 additional commitments during this period, meaning that the minimum requirement has now been met. In Barwell, there has been an overall reduction of 7 commitments during this period, meaning that the minimum figure that the Council will seek to support will be revised to 52.

9.4.3 The preferred approach will be for the Borough to support the regeneration of Earl Shilton and Barwell, by considering proposals for residential development on brownfield sites within the existing settlements on their individual merits. This will correspond closely with Policy 32: Existing Employment Areas, which sets the principle for alternative development on a number of employment areas where it is deemed appropriate for regeneration purposes. The availability of developable and deliverable sites for housing will be monitored as part of the Strategic Housing Land Availability Assessment Process.

9.4.4 Policies specifically relating to requirements for 'Affordable Housing' , 'Housing Density, Mix and Design' and 'Sustainable Design and Technology' are contained in the Core Strategy (Policies 15, 16 and 24).

Policy 31: Residential Development

The Council will support proposals for residential development on brownfield land, where appropriate, within the settlement boundaries of Earl Shilton and Barwell.

9.5 COMMUNITY FACILITY PROTECTION

9.5.1 The provision and protection of facilities that meet local needs within settlements is an important factor in sustaining local economic activity and community life. It provides the opportunity for services to be accessed locally, which can reduce the need to travel, encourage linked trips and contribute towards improving the vitality and viability of the local area.

9.5.2 Educational facilities can provide a significant contribution within the community, often encouraging social interaction amongst students and parents who reside in and around the catchment area. As a result development proposals which involve the conversion or redevelopment of land or buildings currently in use for educational and community purposes, will be considered against the criteria set out in the following policy.

Policy 32: Existing Educational and Community Sites

Planning permission for development other than for educational or community purposes on playing fields and ancillary open space, or on land in existing education or community use within settlement boundaries, will not be granted unless:

- *The developer provides an equivalent range of replacement facilities in an appropriate location serving the local community; or*
- *The developer provides evidence that there is a surplus of educational and/or community facilities; or*
- *The development of a small part of a larger site in educational or community use would result in the enhancement of facilities on the remainder of the site.*

9.5.3 The following Community Facilities are identified on the proposals map:

Earl Shilton Community Facilities		
Ref:	**Location:**	**Use:**
EAR19	William Bradford College	Community Facility
EAR20	Heathfield High School	Community Facility
EAR21	Townlands Church of England Primary School	Community Facility
EAR22	Weavers Close Primary School	Community Facility
EAR23	St Peters Primary School	Community Facility

Barwell Community Facilities		
BARW27	Barwell Church of England School	Community Facility
BARW28	Barwell Newlands Primary School	Community Facility
BARW29(a)	Barwell Infant School	Community Facility

9.6 GREEN SPACE, RECREATION & ALLOTMENT USES

9.6.1 Open space and green infrastructure provide multiple benefits, including community well-being, biodiversity and environmental health. There is a requirement to protect and where appropriate enhance existing spaces within Earl Shilton and Barwell to meet the current and future needs of the community.

9.6.2 Planning Policy Guidance Note 17 paragraph 10 states that, *'Existing open space, sports and recreational buildings and land should not be built on unless an assessment has been undertaken which has clearly shown the open space or the buildings and land to be surplus to requirements.'*

9.6.3 The Open Space, Sport and Recreation Study (2010) (PPG17 Study) indicates that sites under 0.2 ha should not be allocated, unless they are related to a larger site. For example, Kirkby Road MUGA (0.09 ha) forms an element of Kirkby Road Park (1.45 ha).

Policy 33: Green Space, Recreation and Allotment Uses

Planning Permission will not be granted for proposals that would result in the loss of land or buildings providing for open space, recreation or allotment use, as allocated on the proposals map, except where:

- *The developer provides an equivalent range of replacement facilities in an appropriate location to serve the local community;*
- *The developer provides adequate proof that there is a surplus of land and/or facilities beyond the needs of the local community; and*
- *The development of a small part of a larger site would result in the enhancement of facilities on the remainder of the site.*

9.6.4 The above policy relates to the following locations, which are referenced on the proposals map as indicated below:

Earl Shilton

Earl Shilton Open Space, Recreation and Allotment Uses		
Proposals Map Reference:	**Location:**	**Primary Purpose:**
5	Wood Street Community Park	Formal Park
903	Wood Street Community Park Play Area	Children
904	Wood Street Community Park MUGA	Young People
905	Wood Street Community Park Youth Shelter	Young People
906	Wood Street Community Park BMX Track	Young People
907	Wood Street Community Park Basketball Hoop	Young People
6	Hall Fields	Formal Park
908	Hall Fields Play Area	Children
153	King Richard's Hill	Amenity Green Space
152	Alexander Avenue	Amenity Green Space
301	Mill Lane Cemetery	Cemeteries and Churchyards
222	Borrowdale Close	Amenity Green Space
240	Astley Road	Amenity Green Space
360	Weaver Springs Recreational Ground	Formal Park
415	Stoneycroft Sports and Social Club	Outdoor Sports Facilities
146	Oakdale Road	Amenity Green Space
444	Maple Way Play Area	Children
1030	Maple Way Basketball Court	Young People
1031	Maple Way	Amenity Green Space
268	Heath Court	Allotments
294	Breach Lane Allotments	Allotments
286	United Reform Church Allotments	Allotments
300	St Simon and St Judes	Cemeteries and Churchyards
329	United Reformed Church	Cemeteries and Churchyards

Barwell

Barwell Open Space, Recreation and Allotment Uses		
Ref:	**Location:**	**Primary Purpose:**
4	Barwell Park	Formal Park
712	Barwell Park Skate Park	Young People
725	Barwell Park Play Area	Children
147	Stapleton Lane Flood Retention Basin	Amenity Green Space
2	Kirkby Road	Formal Park
351	Barwell Sports and Social Club	Outdoor Sports Facilities
144	Willowtree Close	Amenity Green Space
225	Newlands Road	Amenity Green Space
443	Radford Park (Masefield Cl)	Amenity Green Space
718	Radford Park Play Area (Masefield Cl)	Young People
719	Radford Park MUGA (Masefield Cl)	Young People
185	Hastings Drive	Amenity Green Space
445	Boston Way	Amenity Green Space
709	Boston Way Play Area	Children
446	Waterfall Way	Children
307	St Mary's Church	Cemeteries and Churchyards
288	Kirkby Road Allotments	Allotments
299	Barwell Cemetery	Cemeteries and Churchyards

9.6.5 A number of additional locations outside of the AAP boundary are also recognised as providing green space amenity to the residents of Earl Shilton and Barwell (for example, The Common). Any Green Space designations outside of the AAP boundary will be considered in due course through the Site Allocations and Generic Development Control Policies DPD.

Policy 34: Local and Neighbourhood Centres in Earl Shilton and Barwell

Local and Neighbourhood Centres are defined on the Proposals Map. Within the 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*
- *Efforts to market the premises for the established use have been made for a minimum of 12 months at a realistic price*

9.6.6 Neighbourhood centres typically comprise a small parade of shops or equivalent offer, not necessarily providing a fuller range of facilities. Two areas within Earl Shilton and Barwell are defined in this category.

9.6.7 The provision of local facilities to meet local community needs is an important factor in sustaining community life, particularly in villages and is especially important for those with limited access to transport. It also provides the opportunity for services to be accessed locally, reducing the need for travel. New local facilities should be considered positively, provided that they are suitably located and are aimed at meeting local needs.

SECTION 10: IMPLEMENTATION PLAN

10.1 PLANNING APPLICATIONS

10.1.1 The Council has set out the requirements of the urban extensions of Earl Shilton and Barwell in this Area Action Plan. These comprise both requirements specific to each urban extension (in Sections 7 and 8) and joint requirements (Section 5). The Council considers, in line with Policies 2 and 3 of the Core Strategy, that the best way in which these requirements can be satisfied is for a single outline application to be made for each urban extension. Such outline applications will need coordination in order to be able to meet the "joint" requirements covering both Earl Shilton and Barwell.

10.1.2 Developers should contact the Council at the earliest opportunity for advice in respect of the nature and scope of the planning applications and the submission requirements. The National and Local Requirements Checklist should also be considered. The full list can be viewed on the Hinckley and Bosworth Borough Council website via the following link:

http://www.hinckley-bosworth.gov.uk/downloads/608/development_control

Public Consultation

10.1.3 The Council's consultants have undertaken several stages of public consultation in Earl Shilton and Barwell regarding the urban extensions and the regeneration of the centres. However, developers will be expected to consult on applications before they are submitted. They should consider the various consultation methods advocated in the Council's Statement of Community Involvement (2006). See especially Table 2 on page 10.

Design and Access Statement

10.1.4 Proposals must be accompanied by a Design and Access Statement that clearly demonstrates how the principles outlined in this AAP are reflected in the more detailed masterplanning required to support the planning applications and how the proposals comply with the relevant policies of both the Core Strategy and the AAP.

Environmental Impact Assessment, Flood Risk Assessment & Transport Assessment

10.1.5 Without prejudice to the Council adopting a screening and/or scoping opinion through The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, it is expected that the application submissions for the both urban extensions will need to include an Environmental Statement, to include a Transport Assessment and Flood Risk Assessment.

10.1.6 During the preparation of the AAP, the following specific issues have been identified as requiring further detailed assessment during the planning application process (note that this is not an exhaustive list):

Ecology

10.1.7 Consultation with the County Council highlighted that there are no statutory designated wildlife sites within the urban extension sites, but Little Fields Farm Meadow in the Barwell urban extension site is designated as a Local Wildlife site. The existing ecological information available suggested that there may well be other features and species of interest within the site and, therefore, the landowners and developers have undertaken Phase 1 habitat surveys to identify habitats and species of interest. These have indicated that future specific surveys undertaken in the appropriate season will be required.

Archaeology

10.1.8 Consultation with the County Council highlighted that whilst there are no Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields recorded within the urban extension sites, there are features of interest in the area that suggests an assessment of the archaeological potential of all of the land proposed for development will be required.

Flooding

10.1.9 The Tweed River runs along the eastern edge and through the Barwell urban extension site. Similarly a watercourse runs through the Earl Shilton urban extension site. Both watercourses have associated flood plains and detailed modelling is required to confirm their extent, whilst accounting for climate change (20% increase in peak river flows), prior to submitting detailed masterplans. The potential for surface water flooding to occur in both urban extension sites also requires assessment.

Surface Water Drainage

10.1.10 Strategic area-wide surface water drainage assessments have been made for both urban extensions, based on a worst case scenario. To ensure that the urban extensions do not increase the risk of flooding elsewhere, an initial assessment of the surface water retention areas has been defined on a sub catchment basis. At the planning application stage, drainage strategies will need to be prepared in conjunction with the flood risk assessments to ensure that run-off does not increase over levels that presently exist. These strategies would need to demonstrate how sustainable drainage systems can be employed that reflect underlying ground conditions.

Noise and Air Quality

10.1.11 The recent opening of the Earl Shilton Bypass may have implications for the proposed development, notably in terms of noise and air quality. Whilst those matters were considered in the 2003 Environmental Statement relating to the Bypass, they did not include the traffic generated by the development now proposed. Any future assessments should therefore be based on detailed traffic modelling of the proposed development, and identify what mitigation measures might be required.

10.1.12 Consultation with the Environmental Health Department has also highlighted that the relationship between the proposed employment areas and existing and proposed residential areas needs to be carefully considered in terms of the potential noise impact. Similarly in the Barwell urban extension site, the relationship of the proposed residential development to Carousel Park needs to take account of the occasional noise generated.

Contamination

10.1.13 Consultation with the Environmental Health Department has highlighted that the large public open space immediately adjacent to the Barwell urban extension is a restored landfill. An assessment is required to determine whether there are any landfill gas and leachate issues that have implications for the location of sensitive land uses close to it.

Minerals

10.1.14 The Leicestershire Minerals and Waste Core Strategy and Development Control Policies Development Plan Document includes Policies MCS10 and MCD8 that seek to protect minerals from sterilisation, and consultation with the County Council has highlighted that both urban extensions lie within Sand and Gravel Mineral Consultation Areas. The County Council's Resources Map indicates the potential presence of pockets of glacial sand and gravel deposits within both sites. Therefore, further detailed assessments are required to consider this matter.

10.2 IMPLEMENTATION & DELIVERY PLAN

Phasing and Trajectory

10.2.1 The Council are currently working with the landowners and developers of the urban extension sites to determine the likely phasing and timing of delivery of the urban extensions.

Infrastructure Plan

10.2.2 Prospect Leicestershire are currently co-ordinating the preparation of an Infrastructure Plan that will underpin the proposals in this AAP. The plan will identify the specific infrastructure required as a result of the planned growth of Earl Shilton and Barwell. It will:

- Confirm the infrastructure requirements arising from specific schemes, or where the infrastructure requirement may be shared;
- Identify the roles and responsibilities of the lead agencies and stakeholders;
- Outline the likely delivery mechanisms; and
- Encourage the required public and private funding to be made available at the earliest opportunity.

10.2.3 This will provide the required certainty for developers and infrastructure providers to plan effectively, optimising both private and public investment as it becomes available, and ensure expeditious procurement and implementation.

10.2.4 MONITORING

10.2.5 When it is put into action, the Area Action Plan will need to have a monitoring framework. The Council will in the publication version of the AAP set out how it intends to monitor the Spatial Objectives in Section 3. This will be carried out in conjunction with the monitoring of the wider Core Strategy so as to minimise work, and the results will be published in the Council's Annual Monitoring Report each December.

APPENDIX 1: SUMMARY OF OVERARCHING STRATEGIES, POLICY DOCUMENTS & EVIDENCE BASE

A1.1 STRATEGIC

Community

Green Infrastructure Study *(October 2008)*

A1.1.1 The Green Infrastructure Strategy looks at the network of green spaces, pathways, bridleways and wildlife corridors, how they link our towns and villages and how we can improve these connections for the benefit of wildlife and recreation.

Green Space Strategy 2005- 2010 and Green Space Strategy Audits of Provision 2007 Update

A1.1.2 These two studies provide the Council's strategy for the achievement of measureable improvements in the quality and accessibility of green space provision within the borough. The Strategy seeks to address shortfalls in the quantity, quality and accessibility of provision of green space and recommends a clear plan for the improvement of these spaces.

Open Space Quality Audit *(2004)*

A1.1.3 The Open Space Quality Audit is an evidenced based document which has undertaken a robust assessment and audit of existing areas of open space, considering both quantitative and qualitative aspects. This audit provides the evidence in which the green space strategy is based. This document is currently being updated by the Open Space, Sport and Recreation Study based upon Planning Policy Guidance 17.

Economy

Hinckley & Bosworth Economic Regeneration Strategy *(2008-2012)*

A1.1.4 Hinckley & Bosworth Economic Regeneration Strategy establishes key economic objectives for the anticipated employment development elements at Earl Shilton and Barwell.

Employment Land and Premises Study *(May 2010)*

A1.1.5 The Employment Land and Premises Study assesses the supply, need and demand for employment and premises within the borough. This study provides the evidence base to underpin and inform the amount, location and type of employment land and premises required in Barwell and Earl Shilton.

Hinckley & Bosworth Borough Council District, Local and Neighbourhood Centre Review *(June 2010)*

A1.1.6 This review identifies the location and hierarchy of district, local and neighbourhood centres within the borough and identifies the number and type of premises within these centres.

Leicester and Leicestershire Housing Market Area Employment Land Study *(2008)*

A1.1.7 This study reviewed the existing supply and demand forecasts, estimates the gap between supply and demand, reviews the existing allocations and advises on delivery of employment provision in the borough.

Environment

Biodiversity Assessment *(2009)*

A1.1.8 The Biodiversity Assessment describes all habitats and species found across the borough and outlines the biodiversity requirements against which potential new or re-development will be assessed.

Hinckley and Bosworth Borough Landscape Character Assessment *(July 2006)*

A1.1.9 The Landscape Character Assessment is an evidenced based document which identifies the features that give a locality it 'sense of place' and pinpoints what makes it difference from neighbouring areas. The assessment identifies ten different landscape character areas in the borough and defines their characteristics, capacity and sensitivities, and proposes landscape strategies.

Joint Strategic Flood Risk Assessment *(Nov 2007)*

A1.1.10 The Joint Strategic Flood Risk Assessment is a jointly prepared evidenced based document with Hinckley & Bosworth, Blaby and Oadby & Wigston Borough Councils. This assessment identifies those areas within the borough that are subject to risk of flood and used as a planning tool to assist in directing development to the most sustainable and suitable locations.

Areas of Special Character Review *(Nov 2010)*

A1.1.11 This review assesses the areas of special character identified in the local plan, to ascertain their contribution and importance to the character of settlements in the Borough. In addition these areas are also assessed in relation to other possible designations and statutory mechanisms of protection.

Sustainability

Sustainable Design Supplementary Planning Document (SPD) *(April 2008)*

A1.1.12 The Sustainable Design SPD promotes sustainable development and provides guidance on a series of sustainable measures. This SPD aims to guide developers in the design process to enable them to achieve the requirements set out in Core Strategy Policy 24 and the overarching sustainability objectives of the urban extension.

Infrastructure

Hinckley Core Strategy Transport Review *(2007)*

A1.1.13 The Hinckley Core Strategy Transport Review examines the assessment of highways and transportation implications of the development of the proposed Barwell and Earl Shilton urban extensions, considering how their impact can be mitigated through public transport and encouraging walking and cycling.

Hinckley Area Cycling Network Plan *(1999)*

A1.1.14 The Cycling Network Plan aims to secure the provision and promotion of cycling infrastructure. It focuses upon safe cycle routes to schools, radial routes leading and linking the settlement centres, cycle routes to employment, residential and community areas and public transport interchanges.

Leicester & Leicestershire HMA Authorities: Growth Infrastructure Assessment *(2009)*

A1.1.15 The Growth Infrastructure Assessment examines the primary infrastructure implications of the housing and jobs growth proposed in the area to the period to 2026. The study provides a useful starting point for considering the infrastructure requirements of the anticipated Barwell and Earl Shilton Sustainable Urban Extensions.

Housing

Strategic Land Availability Assessment Review *(2009)*

A1.1.16 The Strategic Land Availability Assessment provides the background evidence on the potential supply of housing land in the Borough and identifies potential deliverable and developable sites for residential development. The Strategic Land Availability Assessment is reviewed annually taking account of updated information, policy changes and changing market conditions.

Leicester and Leicestershire Strategic Housing Market Assessment *(2007/2008)*

A1.1.17 The Strategic Housing Market Assessment identifies housing need within the county. It also makes recommendations in terms of the level of affordable housing provision that should be sought, the tenure split and the types and sizes of housing required to meet the identified need. This document is currently in the process of being updated.

A1.2 AREA-BASED STUDIES

Site Analysis and Contextual Appraisal *(2009)*

A1.2.1 This appraisal provides a townscape and landscape character and visual assessment of the settlements, urban extension sites and surrounding countryside.

Masterplan Brief: Earl Shilton & Barwell Area Action Plan *(November 2009)*

A1.2.2 The Masterplan Brief draws together the key drivers for future development in Earl Shilton and Barwell taking into account overarching socio-economic strategies which apply to the areas, planning policy requirements and the community vision. This brief forms a key document in informing the Masterplan Options stage of the process.

Masterplan Options: Earl Shilton & Barwell Area Action Plan *(November 2009)*

A1.2.3 The Masterplan Options is a report which documents the preparation of a series of 'spatial options' for the regeneration of Earl Shilton and Barwell. These options serve to highlight the pros and cons of particular approaches to development, based on the opportunities and constraints of each site.

Employment and Retail Report *(November 2009)*

A1.2.4 The Employment and Retail Report provides recommendations relating to the employment and retail provision in Barwell and Earl Shilton and informs an important part of the Masterplan. It seeks to ensure that masterplanning delivers the correct type, quality and size of premises in the right locations, to provide the optimal response to identified economic priorities. It also advises on the commercial opportunities in the settlement centres such as the potential expansion of the retail offer.

Sustainability Appraisal Scoping Report: Earl Shilton & Barwell Sustainable Urban Extensions Area Action Plan *(November 2009)*

A1.2.5 The Sustainability Appraisal Scoping Report sets out the objectives against which the Masterplan Options would be appraised and describes the existing environmental and socio-economic baseline conditions prevailing across Earl Shilton and Barwell. This report also incorporates the requirements of the Strategic Environmental Assessment (SEA). The scoping report presents the findings of the first stage of the Sustainability appraisal, forming a consultation document designed to enable statutory consultees with environmental responsibilities in England to comment on the scope of the SA and SEA.

Sustainability Appraisal: Earl Shilton & Barwell Sustainable Urban Extensions Area Action Plan *(June 2010)*

A1.2.6 The Sustainability Appraisal follows the production of the Scoping Report and provides an interim appraisal of the emerging Masterplan Options. This report identifies the positive and negative aspects of each proposed Masterplan option, as measured against indicators and sustainability appraisal objectives, to assist the development of a preferred Masterplan option that complies with the principles of sustainable development.

Strategic Transport Assessment *(2010)*

A1.2.7 This assessment considers the highways implications of the proposed development and establishes an access and movement strategy for all modes of transport.

Utility Infrastructure and Drainage Appraisal *(2009)*

A1.2.8 This appraisal identifies the presence and capacity of existing utility infrastructure in the area and a strategy for meeting the needs of the development. Within this the implications of the presence of the Waste Water Treatment Works in Earl Shilton is also examined. The study also advances the strategic flood risk assessment and identifies an appropriate drainage strategy. A detailed Flood Risk Assessment will, however, be required at the planning application stage.

Sustainability Assessment *(2009)*

A1.2.9 This study provides a framework for the development of the Masterplans and Area Action Plan which maximises opportunities for achieving and embedding environmental sustainability.

Barwell Conservation Area Appraisal *(Sept 2010)* ***& Earl Shilton Conservation Area Appraisal*** *(Feb 2010)*

A1.2.10 The Barwell & Earl Shilton Conservation Area Appraisals define and record the special architectural and historic interest of these Conservation Areas. In Barwell the specific focus is on High Street and Arthur Street. In addition, they define the boundaries of the Conservation Areas and identify problems and pressures affecting the areas, as well as highlighting opportunities for preservation and enhancement.

Consultation Summary *(2010)*

A1.2.11 This reports summarises the consultation undertaken during the preparation of the Masterplan and Area Action Plan for the Earl Shilton and Barwell and its outcomes.

APPENDIX 2: SETTLEMENT CENTRE DESIGN GUIDANCE

The design principles set out below apply to new development proposals in Earl Shilton and Barwell District Centres. There are overarching design principles that apply to all future development and site specific design principles which apply to the framework of opportunities identified above.

Illustrations of how the proposals would appear in the settlement centres are provided in Figures A & B respectively.

A2.1 OVERARCHING DESIGN PRINCIPLES

Character – A place with its own identity

A2.1.1 New development should respect the existing characteristics of Earl Shilton and Barwell, whilst seeking to establish new architectural identities and create distinctive places.

Traditional development forms are appropriate in both Earl Shilton and Barwell. More contemporary development forms will be acceptable where designs can demonstrate inspiration and progression from their context. Building materials in Earl Shilton and Barwell are predominantly red brick, slate roofs and cement render in white and off-white shades.

Continuity and enclosure – A place where public and private spaces are clearly distinguished

A2.1.2 New development should follow or establish a common building line along streets to create a continuity of built form.

Existing set back distances should be respected. Where the objective is to create a new public space or increase pedestrian space, then departures from this will be acceptable. Property boundaries should be clearly delineated by physical means or surface treatments.

Quality of the public realm – A place with attractive and successful outdoor areas

A2.1.3 New development should be accompanied by associated public realm improvements that accord with the guidance set out in the public realm strategy.

Design concepts have been prepared for both Earl Shilton and Barwell and are supported by strategy plans and materials palettes. This should be the starting point for public realm improvement proposals.

Ease of movement – A place that is easy to get to and move through

A2.1.4 Existing movement patterns should be respected and where new ones are created they should be well planned and designed to integrate with existing routes and spaces.

Pedestrians and cyclists should be prioritised first in the movement hierarchy. New routes or improvements to existing routes should result in direct, well overlooked routes and spaces.

Legibility – A place that has a clear image and is easy to understand

A2.1.5 New development should provide landmarks in appropriate locations that signify importance, function and choice of movement.

Buildings in important locations should be distinct from neighbouring development through variation in scale, materials and design. These will typically be associated with major junctions and key public spaces.

Adaptability – A place that can change easily

A2.1.6 New development should be capable of adapting to changing uses over time, particularly in core retail locations.

Along primary streets and in buildings defining public spaces this requires sufficient room for mechanical and electrical services to be incorporated beneath floors and within ceilings – resulting in taller floor to ceiling heights. Ground floors should have level threshold access or access that complies with building regulations. Upper floors should be able to accommodate residential and / or other uses.

Diversity – A place with variety and choice

A2.1.7 A mix of uses is encouraged, both horizontally – along streets – and vertically – within buildings. This will encourage more activity throughout the day, leading to vibrant streets and spaces.

The settlement centres should remain the focus of commercial and retail activity helping to maintain their current role. A broad mix of uses in buildings that have frequent entrances 'on the street' will be a key component of this.

A2.2 SITE SPECIFIC DESIGN PRINCIPLES

Earl Shilton (refer to Figure 10)

68 Wood Street – Hardy and Draper (refer to Figure Ai)

Ground floor of Wood Street frontage to retain retail / commercial function;

- Wood Street frontage to be at least two storeys in height, with the potential for additional residential accommodation within the roof space;
- New development to respect the amenity of adjacent residential dwellings on Mountfield Road;
- Development facing Wood Street Community Park and public car park to rear of 62-34 Wood Street and Quality Hotel to have 'active' ground floor; and
- In addition, development in the above location should be at least two storeys in height, with the potential for additional residential accommodation within the roof space.

62-34 Wood Street and Quality Hotel (refer to Figure Ai & Aii)

- Buildings to be arranged to create a public space on Wood Street that has active edges – retail / commercial – and capable of hosting a 'street market' and other small, public events;
- New route to be created between public car park / Wood Street Community Park and Wood Street, to be defined by development with active ground floors;
- Development to be at least two storeys in height, with the potential for additional residential accommodation within the roof space;
- Development overlooking public car park to have minimal inactive facades and operational activities such as service access; and
- Bin storage should be within buildings, with designated collection points provided in the car park.

30 Wood Street – Stride Furniture showroom (refer to Figure Aiii)

- Building designed to 'turn' the corner on Wood Street / Kings Walk;
- Ground floor should retain a retail / commercial function;
- Scale to be two storeys in height, with potential for residential accommodation within the roof space; and
- Existing tree adjacent to this site on Kings Walk to be retained.

Earl Shilton Library, Methodist Church and Church Hall (refer to Figure Aiv)

- Public realm improvements to be implemented in line with public realm strategy; and
- Future redevelopment of Library and Church Hall sites to allow the Methodist Church to remain the dominant building on this site.

Co-op and adjacent business's (The Motorist Centre, Dawaat, Hollywood Nail Care, Swinton Insurance)

- Development to face Wood Street and create internal 'streets' that are overlooked by development with 'active' frontages;
- Opportunity for 'landmark' development;
- Two to three storey development appropriate on the Wood Street frontage to accommodate change in level between existing pavement and car park;
- New development to respect the amenity of adjacent residential dwellings on Oaks Way / Station Road;
- Development proposals must have regard to adjacent proposals to the west of this site;
- Existing pedestrian route between Wood Street and Oaks Way retained and enhanced; and
- Provision of car parking must continue to serve Earl Shilton town centre in addition to Co-op store / new development.

Existing employment site on the corner of Wood Street and Land Society Lane

- Development to turn corner on Land Society Way / Wood Street and create active frontage;
- Potential for 'landmark' building on Land Society Way / Wood Street corner;
- Two storey development with potential for residential accommodation in the roof space is appropriate;
- New development to respect the amenity of adjacent residential dwellings on Land Society Way; and
- Existing pedestrian route between Wood Street and Oaks Way retained and enhanced.

Barwell (refer to Figure 12)

Constitutional Club

- Development to complete existing perimeter block formed by buildings on Chapel Street / High Street / Stanley Street;
- New development forming the eastern edge of the perimeter block should overlook a new public route, which links Stanley Street and Chapel Street and the existing Stanley Street public car park;
- New buildings should be well related to the George Ward centre and existing dwellings on Chapel Street / Stanley Street; and
- Vehicular access (if required) should continue to be achieved via Chapel Street.

Top Range Motors (refer to Figure Bi & Bii)

- If developed, a two storey building with a ground floor retail / commercial unit with upper floor residential uses and potential for accommodation in the roof space is appropriate;
- Development must respect the amenity of existing dwellings on Kirkby Road;
- Development must also define Stapleton Lane and provide an adequate pedestrian footway;
- If utilised as car park, access should be from Kirkby Road;
- Car parking spaces should be orientated perpendicular to Stapleton Lane and set back behind an adequate pedestrian footway; and
- A landscape scheme should include tree planting along Stapleton Lane and ornamental shrub planting, with surface treatments to match the wider public realm improvement strategy.

The Co-op (refer to Figure Bi & Biii)

- Ground floor retail use should be retained;
- Where new uses can be found for upper floors, they should be remodelled in an architectural style that is more characteristic of Barwell and suited to this landmark location; and
- Public realm improvements will be carried out to the space in front of the Co-op in accordance with the Public Realm strategy.

Malt Mill Bank (refer to Figure Bii)

- If developed comprehensively, a new building or collection of buildings should broadly maintain the existing building line and continue to define Malt Mill Bank;
- Development of single plots should also conform to the existing building line and the scale and proportion of adjacent buildings;
- Development up to two storeys in height, with the potential for accommodation in the roof space is appropriate; and
- Development must respect the amenity of existing dwellings on Shilton Road and East Green.

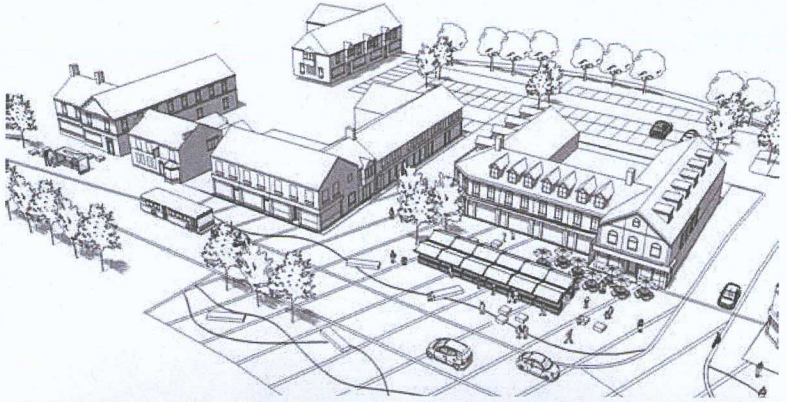
6-12 High Street (refer to Figure Biv)

- Where new uses are planned for this building, the existing facade should be retained and enhanced;
- Signage and shop fronts should not dominate the existing facade; and
- The addition of upper floors is not permitted.

Bank Terrace

- Where existing employment sites are redeveloped for residential use, their form and scale should respect existing adjacent residential development;
- Two storey dwellings with accommodation in the roof space are appropriate; and
- Development must respect the amenity of existing dwellings on Bank Terrace, Stafford Street and Fairacre Road.

Ai



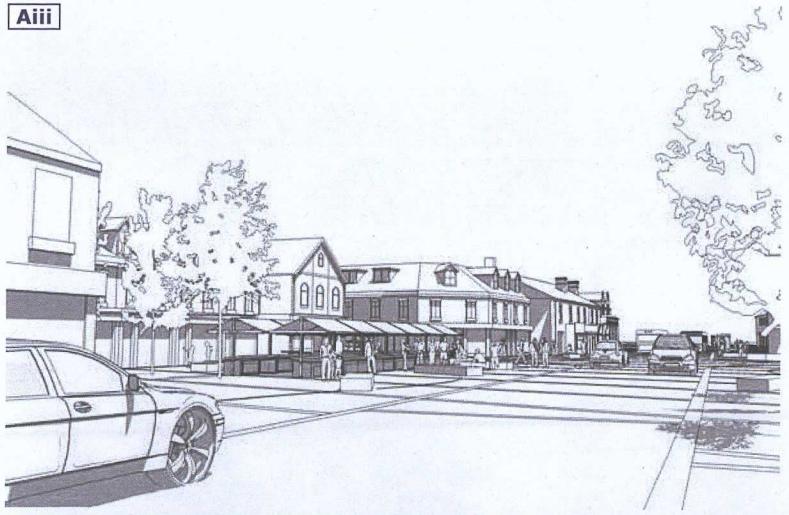
Aerial view looking in a northwesterly direction towards the proposed market square. New shops and apartments are set back from Wood Street creating a new area of public realm for people to sit and play, hold markets and for shops to spills out onto. A strong desire line between Wood Street and the town park has been created.

Aii



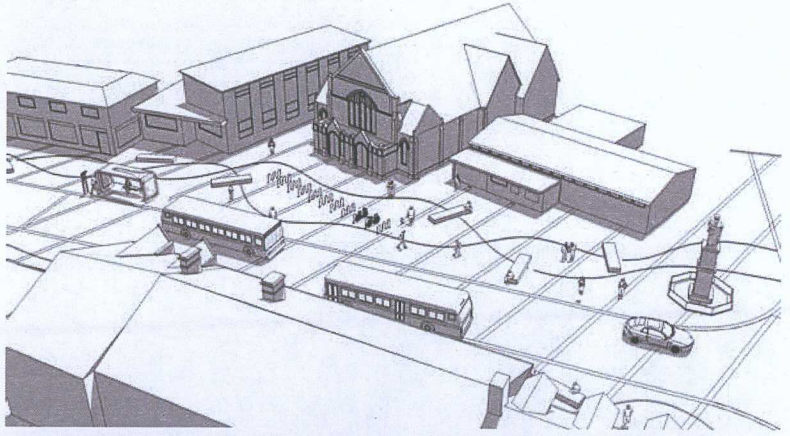
Street view looking in a northwesterly direction looking at the market square. Active ground floors, market stalls, areas of seating, planting and cafe spill out creates a vibrant street scene. Apartments above the shops offer a mixed-use environment to be used day and night.

Aiii



Street view looking in a easterly direction along Wood Street. Proposed development at the junction of Wood Street and Kings Walk wraps the corner and widens the street, creating a more pedestrian friendly link to the town park and nearby dwellings.

Aiv

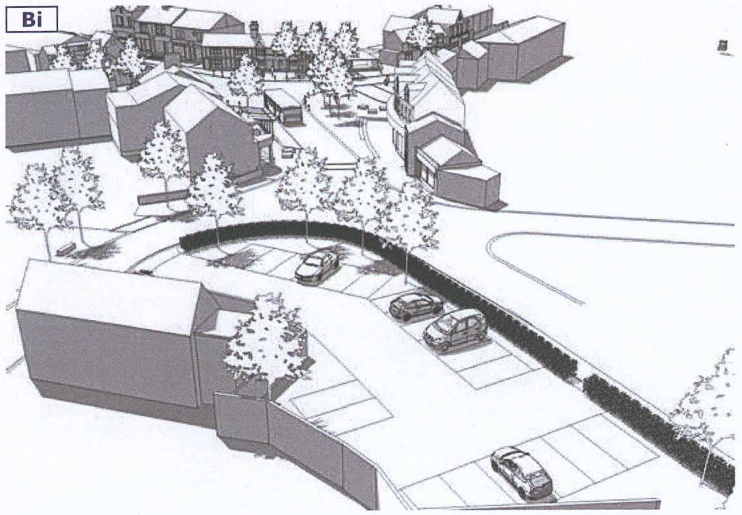


Aerial view looking in a southeasterly direction towards the Methodist Church, library and church hall. Significant public realm improvements to the space and Wood Street include high quality contemporary paving and street furniture.

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

Scale: NTS

Bi



Aerial view looking in an easterly direction showing how a new public car park on the Top Range Motors site would be well related to the village centre in a more convenient, accessible location on Stapleton Lane.

Bii



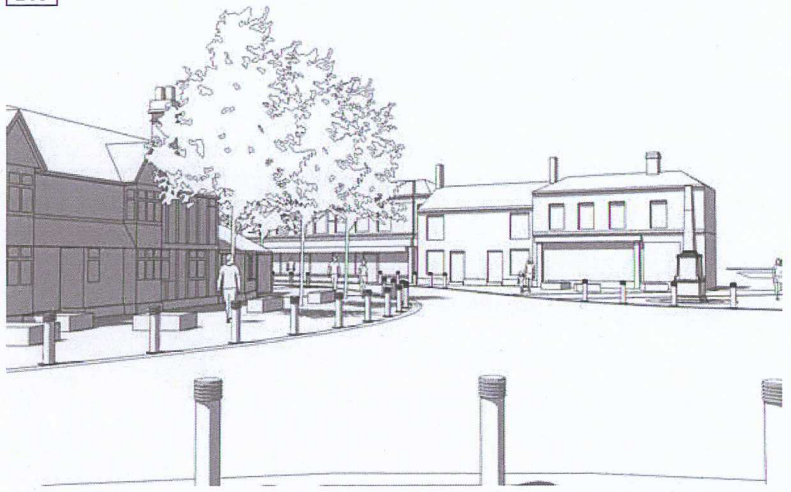
Aerial view looking in a north westerly direction towards Malt Mill Bank, Stapleton Lane and Shilton Road. The Co-op is shown with remodelled upper floors - in a more traditional style - and the Top Range Motors site as a new public car park.

Biii



Aerial view looking in an easterly direction from Stapleton Lane / Kirkby Road towards the village centre and the High Street. The roundabout is replaced by a new junction which is more pedestrian friendly.

Biv



Street level view looking in a south westerly direction towards the High Street. Pedestrian space is increased and enhanced with new street trees and street furniture.

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

Scale: NTS

A2.3 PUBLIC REALM STRATEGY

A2.3.1 The public realm strategy has been formulated following an extensive analysis of the existing settlement centres. This identified a number of key issues that need to be addressed and what opportunities are available for improvement. The strategy outlines a number of strategic initiatives which will be undertaken as and when funding becomes available.

A2.3.2 Public realm improvements are designed to reduce vehicular dominance, enhance the experience of all users and strengthen investor confidence. In addition, they will create a unique character and identity for the two centres, which encompasses the old and the new, and enhances local distinctiveness.

A2.3.3 A summary of the key objectives and design principles from the strategy is set out below and in Figures 11 and 13 for Earl Shilton and Barwell respectively and Figure C:

Earl Shilton

A2.3.4 The design concept aims to build upon Earl Shilton's existing character by using high quality, formal design to enhance its image. A primary objective is to reclaim the public realm from vehicles, which currently dominate and break up the linearity of Wood Street.

A2.3.5 The concept proposes a partly shared space, using modern street furniture that relies on the language of materials, rather than traditional highway traffic calming measures, to increase the legibility of the public realm.

A2.3.6 A long term aspiration is to transform the town centre into a viable and sustainable place for living and working. As a response to the towns manufacturing heritage, the concept incorporates a 'thread and stitch' which runs along the extent of Wood Street as a unifying element and creates pockets of interest in key locations.

A2.3.7 There are opportunities for the 'thread and stitch' concept to be interpreted as a striking public art element, using contrasting bands/strips of contemporary materials and LED coloured lighting. It could also be used to position and structure the location of street furniture items – bollards, seating, trees, bins.

A2.3.8 Using the principles of formality, unity, legibility and simplicity, the existing character of the town centre will be enhanced and its 'modern' landscape qualities emphasised; and an identity and structure for Earl Shilton will be created.

A2.3.9 Design principles are communicated through 'raw materials', 'colour' and 'character and identity':

Raw Materials

Stainless steel, timber, contemporary lighting, specimen trees with an architectural and upright form.

Colour

Vibrant, bold, simple and coordinated colour palette.

Character and Identity

'High Street' with linear character used as an important pedestrian thoroughfare where people trade and goods and services are exchanged.

Contemporary, simple, bold, formal, pedestrian friendly, flexible.

Barwell

A2.3.10 Barwell village centre has the feeling of a historic village. The diverse, predominantly small scale architecture spans several design ages, and the central area, from which main routes radiate out, is still the village heart.

A2.3.11 This traditional and historic character is a reflection of the appearance of the rural landscape that surrounds the village. The scale, proportion and patterns found in the adjacent fields, hedgerows, paths and streams are evident in the urban form and materials used throughout the village. These elements have clearly been instrumental in the evolution of the village to date.

A2.3.12 In developing proposals for improving Barwell village centre's public realm, the local landscape character should be exploited; emphasising and capturing the 'historic' landscape qualities. Field patterns, colours and materials found locally within the surrounding area should be used to give the centre identity and structure.

2.3.13 Design principles are communicated through 'raw materials', 'colour' and 'character & identity':

Raw Materials

Rustic timber and stone, native specimen tree planting.

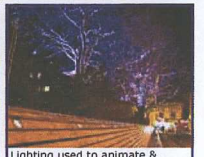
Colour

Natural, bold, diverse, local.

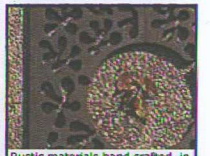
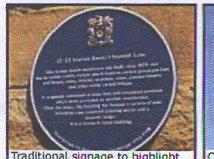
Character and Identity

Ordered, proportional, pattern like, formal (radial), grounded.

EARL SHILTON

	Character & Identity	Colour	Raw Material
Planting	 Formal tree avenue planting emphasises the linear route	 Street trees to provide all year round colour & interest	 Tree planting frames high street and creates a soft pleasant edge
Furniture	 Contemporary street furniture dynamic in colour and form	 Vibrant range of colours	 Bespoke stainless steel furniture
Lighting	 Lighting reinvigorating lifeless buildings & highlighting features	 Bold, bright colour projection, creating an innovative scheme	 Lighting used to animate & revitalise the public realm
Surface	 Striking linear bands create a vibrant shared surface	 Simple palette of materials uniting shared surface	 Block paving to denote shared space & act as traffic calming
Public Art	 Contemporary approach to public art through colour & light	 Bold linear patterns along High Street bring the street to life	 'Walk of Art' - surface art installations along High Street
Traffic Calming	 Pedestrian priority space	 Seamless surface with varying laying patterns & unit sizes	 Shared surface with banding used to slow vehicles
Signage	 Stainless steel displays in to exchange key information	 Stainless steel signage creates a formal feel	 Contemporary banners and signage lining the High Street

BARWELL

	Character & Identity	Colour	Raw Material
Planting	 Planting creates an inviting public realm for public use	 Simple palette of colours & textures	 Plant native tree species typical to the local landscape character
Furniture	 Classical, hand crafted range of street furniture	 Simple, elegant forms of design and palette of colours	 Rustic materials hand crafted, in keeping with the historic centre
Lighting	 Lanterns add a vertical element to the space & aid the concept	 Natural splashes of golden / white light washes	 Lighting to bring life back into space accentuating key features
Surface	 Circular patterns radiate out from the Village Square	 Simple palette of materials	 Tumbled setts create an intimate centre & informal character
Public Art	 A one off sculptural element that becomes renowned in 'Barwell'	 Subtle colours and materials	 One off handcrafted sculpture celebrating local identity
Traffic Calming	 Pedestrian priority space	 Seamless surface with varying laying patterns & unit sizes	 Shared surface with banding used to slow vehicles
Signage	 Traditional signage to highlight historical interests	Colours to tie into coordinated street furniture palette	Raw materials associated with the area

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

Scale: NTS

APPENDIX 3: EARL SHILTON URBAN EXTENSION GUIDANCE

Themed design guidance for the development of the Earl Shilton Urban Extension proposals is set out below set out below. Illustrations of how the guidance might be applied is provided in Figure D, E, H & I.

A3.1 MAKING KEY CONNECTIONS

A3.1.1 Guidance on the provision of key movement routes through the urban extension and how they should connect with existing routes in the surrounding area is set out below. It demonstrates how a legible network of streets and other routes could be created within the urban extension, without necessarily fixing their geographic location. It also discusses how existing routes can be retained and where minor diversions may be required.

Primary Access and Circulation

A3.1.2 Main access to the urban extension (accommodating public transport, private vehicles, cyclists and pedestrians) is to be achieved from three points; two on the A47 (one of which exists) and one via the existing street network to the north of the site. These are:

- From the A47 via the existing access to the Fox Meadows residential development, crossing Breach Lane;
- From a new four arm roundabout on the A47, designed to achieve access into the site and maintain access to Mill Lane to the east of the A47; and
- From a new route that will cross the existing Weavers Recreation Ground and join Astley Road.

A3.1.3 The junctions on the A47 will be the main point of access for buses and should be designed to accommodate these vehicles.

A3.1.4 The main public transport route through the urban extension should be between Mill Lane and Masefield Drive. It must pass through the employment area and provide a bus stop within it (whatever its eventual size). Its alignment must also ensure that all residents are within 400m (5 minute walk) of a bus stop. Bus stops should be provided in the Local Centre. The public transport route should connect with Mill Lane to the north and could potentially connect with Breach Lane to the south or pass through the Fox Meadows development and connect with the A47.

A3.1.5 Vehicular access to existing properties (and properties being constructed) on Breach Lane should be maintained. Pedestrian and cycle access should be maintained and enhanced. Vehicular access to existing properties on Mill Lane should be maintained. Pedestrian and cycle access should be maintained and enhanced.

Public Rights of Way and Pedestrian Routes

A3.1.6 There are three existing public footpaths that cross the urban extension site and one public bridleway. The strategy for their inclusion within the urban extension is set out below:

- Public Footpath T90 should be retained on its current alignment for the majority of its length. If a children's play area is built in the location shown on the development framework, a minor diversion may be necessary. It should continue to link Breach Lane with Meadow Court Road;
- Public Footpath T89 should be diverted to pass through the central open space and the local centre. It should continue to link the A47 – and Breach Lane to the south – with Ronald Toon Road;
- Public Footpath U17/19 should be retained on its current alignment and will be combined with a diverted Public Bridleway U16 – see below. It should continue to link the Montgomery Gardens development with Bridleway U105 which runs alongside Clickers Way; and
- Public Bridleway U16 should be diverted to run along the western side of the cemetery on the alignment of an existing route. It should join Public Footpath U17/19 as described above. It should continue to link Mill Lane with Bridleway U105 which runs alongside Clickers Way.

A3.1.7 Other dedicated pedestrian / cycle routes should be created throughout the urban extension, primarily within public open spaces. As with the routes described above, they should have appropriate surface treatments, be overlooked by development and be lit where necessary. The location of other key routes to be created is set out below:

- Along the alignment of the existing watercourse in an east-west direction;
- Continuing the north-south alignment of Public Footpath U17/19 to follow an existing hedgerow towards the A47 clickers way; and
- To connect the northern part of the development with Thurlaston Lane.

Residential Streets (refer to Figures H & I)

A3.1.8 The design of residential streets should accord with Leicestershire County Council guidance 'Highways, Transportation and Development' (August 2010), the Manual for Streets (DfT, CLG, March 2007) and Manual for Street 2 (CIHT September 2010). Streets should form a well connected, permeable network of routes. These routes should be legible and well defined by development that reinforces their intended character. The aim should be to create a hierarchy of streets, based on their importance and (in part) on their vehicular capacity.

A3.1.9 The exact nature and location of these streets will be determined in the planning application process following more detailed design exercises. A hierarchy of streets is suggested below to guide future development. It is related to the section on 'Establishing Character and Identity', which also discusses the nature of built form that will define these routes.

Avenue

A3.1.10 Avenues are the main routes through development, accommodating public transport. These routes should include tree planting on both sides of the street, grass verges and footways delineated by kerbs. Non-allocated on-street parking bays should be provided close to the local centre. Direct access to the carriageway from individual dwellings should be permitted, but in some locations parking will need to be provided in semi-private rear courtyards. The carriageway will be wide enough to accommodate buses and cycleways (combined footway / cycleways could be provided off street as an alternative) along with private vehicles.

A3.1.11 The design should seek to provide a unhindered route for buses at all times, bus stops positioned in logical locations.

A3.1.12 Surface treatments will commonly be asphalt for the carriageway and footways, although alternatives such as block paving could be used in locations such as the local centre. Where these routes pass through the local centre traffic speeds should be reduced through horizontal or vertical shift.

Streets

A3.1.13 Streets are the secondary level of circulation within residential development. They will typically consist of a carriageway with a footway on both sides of the street – delineated by a kerb – although this could be provided on a single side only in some locations. Surface treatments will commonly be asphalt for the carriageway and footways, although alternatives such as block paving could be used in some locations. Direct access to the carriageway from individual dwellings should be permitted on all streets. Occasional visitor parking spaces should be provided. Forward visibility should be restricted and horizontal shift introduced to reduce traffic speeds.

Lanes

A3.1.14 Lanes are more informal vehicular routes, where the space between buildings can be shared by pedestrians and vehicular users. There will be less delineation between carriageway and footway and the use of kerbs will be reduced – although they may be used in some locations. Alternative surface treatments to asphalt, such as block paving and setts, will be more common. Direct access to the carriageway from individual dwellings should be permitted on all streets. Occasional visitor parking spaces should be provided. Forward visibility should be restricted and horizontal shift introduced to reduce traffic speeds.

Mews

A3.1.15 Mews are shared spaces for pedestrians and vehicular users. There will be no kerbs and the space between buildings will be at a single 'grade' creating a level, 'shared surface' for all users. Alternative surface treatments to asphalt, such as block paving and setts, should be used in these spaces. Direct access to the carriageway from dwellings will be possible and there will be frequent on street parking bays. Access to garages and parking courtyards will also be common.

Parking Courtyards

A3.1.16 Parking courtyards to the rear of houses or apartments forming perimeter blocks will be acceptable within the urban extension. Although most dwellings should be provided with on plot parking spaces to the front or side, parking courtyards will be required in some areas where direct access to dwellings from the carriageway cannot be achieved. These areas should be designed as spaces in their own right and should not just be thought of as car parks. They should benefit from passive surveillance from surrounding properties and potentially dwellings within the courtyard itself – e.g. coach houses or flats over garages.

A3.1.17 A maximum number of 10 surface car parking spaces is recommended within parking courtyards. A variety of surface treatments should be used to delineate parking bays, vehicular circulation and private residential areas. These areas should be similar to 'Mews' and employ shared surfaces for vehicular and pedestrian circulation. Pedestrian access to dwellings or the street should be secured with gates.

Street Trees

A3.1.18 Whilst the planting of street trees on the avenue is a requirement, the use of street trees throughout the urban extension on all routes is also expected although in less frequent quantities. Trees can be used to add visual interest and amenity, create character, calm traffic and define boundaries such as pedestrian spaces in the local centre, or larger, public open spaces. Native species appropriate to their location should be chosen.

Quality

A3.1.19 The quality of the space between buildings is a critical component in the creation of successful places. Good quality, robust materials should be used in the public realm, particularly in locations that will be used by most people such as the local centre. Materials from local, sustainable sources should be utilised wherever possible.

A3.1.20 The design of the public realm should help to reinforce local distinctiveness and ensure that the Earl Shilton urban extension has its own identity. The use of surface treatments, street furniture, lighting, tree planting and other elements should echo the public realm strategy for the town centre. This will help to create a recognisable character for the entire Earl Shilton Development.

A3.2 INTEGRATING COMMUNITIES

A3.2.1 The principal means by which development will be integrated with the existing community are:

- Through the provision of a large, central open space containing extensive recreation facilities;
- The creation of new public transport connections; and
- Enhancing and creating new pedestrian / cycle routes.

A3.2.2 Development will also enhance the viability of existing businesses and community facilities in and around the settlement centre. This will include a public realm improvement scheme, the nature of which is detailed in the Public Realm Improvement Strategy.

A3.2.3 The central open space is envisaged as a 'giant village green' at the centre of the existing and proposed community. It will be a shared resource where people can engage in formal and informal recreation activities; enhancing health and wellbeing. It will be an extension to the existing Weavers Recreation Ground – which could also be improved – and has the potential to provide a variety of formal sports pitches that could include:

- Football pitches;
- A cricket pitch;
- Tennis courts;
- Rugby pitches;
- Equipped Children's Play Space; and
- Accessible Natural Green Space associated with an existing water body and the existing watercourse.

A3.2.4 A 'sports pavilion' / community centre containing changing rooms and space for indoor sports should also be provided. This should have its own dedicated car park accessed from the main route through development.

A3.2.5 Public transport routes will be provided through the urban extension, and will connect back into the existing road network. This will enable existing residents to benefit from their provision

and connections to Earl Shilton settlement centre, Hinckley and beyond. Development should enable an increase in the frequency of buses generally and additional destinations being added to the route network.

A3.2.6 New pedestrian / cycle routes should be created throughout the urban extension site, linking open spaces and providing opportunities for informal recreation. These routes will connect back into the existing pedestrian network that surrounds the site and offer enhanced connections to and from Earl Shilton.

A3.2.7 New development will be located next to the existing community in some locations. This will occur to the rear of houses on East Equity Road, Meadow Court Road, Astley Road, Weaver Road, Montgomery Road and King Richards Hill. Care must be taken to respect the existing amenity and security of residents in these locations. As a general rule, new development should back onto existing back gardens and face dwellings that look out towards the site. The scale and massing of new development should be in keeping with the existing character of dwellings on these site boundaries.

A3.3 CREATING OPEN SPACES

A3.3.1 The creation of a 'Green Infrastructure' within the urban extension is a key requirement of the Core Strategy. The Core Strategy defines the spaces to be provided as:

- Accessible Natural Green Space;
- Outdoor Sports Provision;
- Casual / Informal Play Space; and
- Equipped Children's Play Space

A3.3.2 The development framework shows how these areas could be provided in spaces that will have varied landscape characters and functions. These are:

- The Central Open Space – primarily fulfilling the requirements for outdoor sports provision (formal recreation), but also containing Accessible Natural Green Space, casual / informal play space and children's play. This space would be classified as a large Neighbourhood Park;
- The Watercourse Corridor – primarily fulfilling the requirements for Accessible Natural Green Space (informal landscapes enhancing natural habitats) and including wet and dry attenuation basins as part of a sustainable urban drainage system; and
- Local Parks – these combine the requirements for Casual / Informal Play Space and Equipped Children's Play Areas and will be distributed throughout the residential development.

A3.3.3 Existing hedgerows should also be retained wherever possible within residential development. Key locations where this is important are where they are associated with pubic rights of way, on the boundaries of the site and where residential development will border of areas such as employment.

A3.3.4 An additional open space may be created as a result of the retention of the waste water treatment works (WWTW) and the requirement for a cordon sanitaire. This would be located to the west of the WWTW and should have the characteristic of an Accessible Natural Green Space.

Central Open Space (refer to Figure Div)

A3.3.5 The Central Open Space should have formal characteristics associated with recreation uses. It will consist primarily of large flat areas of grassed sports pitches and is likely to require some embankments between pitches to create level playing areas. The embankments would provide informal spectator seating around some pitches. The potential also exists for artificial pitches to be created for all year round use and activities such as tennis.

A3.3.6 Well defined footpaths with appropriate surface treatments should be provided to enable pedestrian circulation throughout the area. Trees could be used to define areas for different activities and with varying character, e.g. children's play areas.

A3.3.7 An area of Accessible Natural Green Space should be created around the existing water body within this space. This area should have more informal characteristics, including retained trees and hedgerows, meadow / rough grassland, native shrub planting and informal footpaths.

The Watercourse Corridor (refer to Figure Div)

A3.3.8 This area should follow the alignment of the existing watercourse that crosses the urban extension site and will be retained. It has been designated to make use of the existing topography, which is well suited to the provision of attenuation basins – which could be wet or dry – and should be used to create an informal 'wetland' landscape character. A key objective will be to enhance biodiversity in this area through the creation or enhancement of wildlife habitats.

A3.3.9 The existing watercourse should be utilised as a feature within this space, remaining open and visible. Opportunities for people to get close to the water should be available providing they are safe and well designed.

Local Parks (refer to Figure Diii)

A3.3.10 Local Parks should have a semi-formal character and provide both informal play areas (grass) and play equipment in designated, safe areas. They will be well defined and overlooked by development, which will provide passive surveillance over them – increasing safety and security. These parks should be distinctive in their own right and will become the focus for residents who will live nearby. Each park should have a recognisable feature or design theme, to differentiate them from one another.

A3.3.11 The distribution of these spaces within the urban extension should ensure that all children live within the recommended distances by the Fields in Trust (FIT) from the play areas – Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs). The locations shown on the development framework have been chosen to reflect FIT guidance, to make best use of existing landscape features and locations that are easily accessible. They should be the starting point for future provision of children's play within the urban extension.

Retaining Existing Landscape Features (refer to Figure Dii-iv)

A3.3.12 Existing trees and hedgerows that are assessed to be of strategic value in the creation of green infrastructure are shown on the development framework. These landscape features should be assessed in more detail (surveyed) to determine their quality and potential for retention within development. They are felt to be particularly

important where they are associated with existing public rights of way.

A3.3.13 Some removal of trees and hedgerows is expected to facilitate access and development, but this should be minimised wherever possible. Layouts should be designed to avoid the loss of good quality trees and hedgerows.

A3.4 ESTABLISHING CHARACTER & IDENTITY

A3.4.1 The creation of well designed, distinctive places should be the aim of all new development. This is particularly true in Earl Shilton and Barwell, where there is a desire to differentiate the urban extension's from one another. There is also a requirement to consider the existing character and context of the urban extension sites, and how new development will relate to this.

A3.4.2 The Site Analysis and Contextual Appraisal considered the existing character of Earl Shilton. Although it concluded that there was an eclectic mix of built form present in the town, it identified the following key characteristics:

- A proliferation of workers terraces and factories are found in older parts of the town;
- Red brick is a common building material;
- The use of white or off-white cement render – through colour or painted – is also prevalent;
- 'Traditional' built forms are common – e.g. buildings with rectangular or square footprints and pitched roofs where the ridgeline follows the alignment of the street;
- Slates or plain tiles are common roof coverings;
- Some areas lacked a legible street hierarchy, despite a consistent use of building materials and built form; and
- Successful places resulted from a complementary mix of built from, building materials and landscaping – achieving the right balance of consistency and variety to create legible character and avoid monotony.

A3.4.3 Future designers should draw upon the most successful places that are found in Earl Shilton for inspiration. The aim should not be to copy or recreate the past, but to consider how it could influence future development. Although there is very little contemporary development evident in Earl Shilton this does not mean it would be unacceptable. New forms would help to create distinctiveness and legibility within the urban extension site and would be emblems for change.

A3.4.4 The approach to character should either be through the creation of distinct areas – where a consistent theme is applied throughout – or by applying themes and styles to streets, resulting in a legible street hierarchy. A combination of these approaches can often be successful. Where a street based character hierarchy is employed it should relate to the movement framework – refer to 'Making Key Connections'. The Avenue, Street, Lane and Mews typologies discussed above would be a good starting point for this (refer to Figure H).

A3.4.5 In Earl Shilton, where a maximum of around 1600 houses will be built, it is not felt that the creation of a large number of character areas would be successful. A street based hierarchy, with specific responses to key areas such open spaces would be a more successful response. Developers should explain their approach in Design and Access Statements that accompany applications for development.

A3.4.6 Successful development will be a product of a number of interrelated factors. Guidance on a number of these is set out below.

Building Materials

3.4.7 Good quality, robust building materials should be used throughout the development. As a starting point, the following materials are considered to be acceptable. Other materials may also be suitable.

- Red Brick in a variety of autumnal shades, from reds and dark browns through to more orange hues;
- Yellow / buff brick as a contrasting material;
- Through colour cement render in varied off-white shades;
- Timber cladding (or similar approved material) in varied natural shades; and
- Slate and plain tiles (or similar approved materials).

Scale

A3.4.8 Residential development should be predominantly 2-3 storeys in height. Increases in height are generally desirable around important junctions, at key gateways and in the Local Centre. 'Landmark' buildings should stand out from their neighbours and increased scale is one way in which this can be achieved.

A3.4.9 Consistency in scale should be evident in the street hierarchy, resulting in streets which, for the most part, are defined by buildings of the same height. Variety should be introduced at corners and key junctions. Where development is planned close to existing dwellings on the edge of the urban extension, its scale should be appropriate to these locations.

Continuity of Built Form

A3.4.10 All streets within the urban extension should be well defined by development. This can be achieved in different ways, which will result in varying degrees of continuity. Streets and other spaces that are well defined and overlooked by development benefit from passive surveillance, which is important in fostering safe and secure places. It is also important to create active streets and, in the main, dwellings should have their main entrance facing the street.

A3.4.11 A good measure of the continuity of built form on a street is the ratio of dwellings to 'gaps' along it. The term 'gaps' includes driveways, stand alone garages, rear gardens, access to rear parking courtyards or gardens and other streets. When creating the street hierarchy – see above – designers should be mindful of the character they wish to create and how the continuity of built form will affect this. A high ratio of dwellings to gaps (e.g. terraces) will create more formal character. A lower ratio will result in more informal, 'looser' development.

A3.4.12 As a guide, a ratio of 80% dwellings to 20% gaps is appropriate for more formal streets. A ratio of 50% dwellings to 50% gaps is suitable for more informal streets or the edges of some open spaces and should be the minimum ratio of dwellings to gaps throughout the urban extension.

Corners

A3.4.13 It is important that development on corners addresses both sides of the street. Blank gables will not be acceptable and nor will elevations with only token gestures such as small windows. Buildings on corners should help to signify choices in direction and are important way markers within the street hierarchy. A variety of ways that corners can be turned successfully are set out below:

- Increasing scale and creating distinctive rooflines;
- Using 'angled' dwellings to create chamfered corners;
- Ensuring that right angled dwellings have windows that face both streets;
- Including bay windows at ground floor level or first floor level – e.g. 'Oreil' type;
- Turning the main elevation of a terrace through 90 degrees on the end of a row; and
- Arranging dwellings to avoid excessive rear gardens along one street.

The Local Centre (refer to Figure Div, E & Hiii)

A3.4.14 Development in the local centre should be the most distinctive within the urban extension. Here, a greater variety of built form and building materials should be used, to ensure that buildings stand out from their surroundings and create 'landmarks'. The design of schools and community facilities are the best opportunities for this.

A3.4.15 Buildings should be arranged to create well defined urban spaces at the heart of the community in the local centres. The orientation of these spaces should be considered; e.g. to make best use of existing routes and features, and / or to benefit from solar orientation.

A3.4.16 Although there should be space to park cars, it should be well designed as part of a 'place' and not just a 'car park'. Vehicular circulation and the location of important functional areas, such as bus stops and delivery bays, should all be designed into the 'place' and should not be a product of engineering constraints.



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

Scale: 1:10,000 @ A3



Legend

1. Existing/approved residential development at Fox Meadows
2. Indicative residential development layout
3. Public footpath link
4. Residential frontage overlooking Breach Lane
5. Retained trees and hedgerows form part of enhanced landscape structure
6. Main road and public transport route
7. Southern entrance into proposed development as extension of existing Fox Meadows road layout
8. Breach Lane retained as pedestrian priority route

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

Scale: NTS



Legend

1. Indicative employment area layout
2. Illustrative Clickers Way junction
3. Indicative residential development layout
4. Main road and public transport route
5. Attenuation basins as part of sustainable drainage system and offering potential wildlife habitat benefits
6. Retained trees and hedgerows form part of enhanced landscape structure
7. Future cemetery extension
8. Children's play areas
9. Mill Lane widened to form part of access road
10. Mill Lane potentially realigned to meet new roundabout junction

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

Scale: NTS



Legend

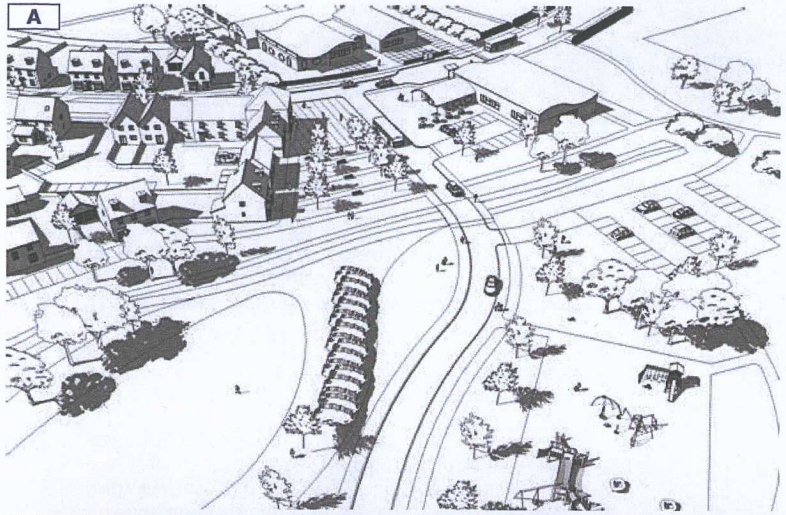
1. Improvements to existing sports pitches
2. Indicative pavilion/community centre layout
3. Pavilion parking also serving sports pitches and children's play area
4. Indicative School layout including parking, outdoor play areas and secure pitches that can be shared with the community
5. Shared pitches
6. Main road and public transport route
7. Retained trees and hedgerows form part of enhanced landscape structure
8. Indicative residential development layout
9. Children's play areas
10. Natural green space incorporating existing ponds and vegetation
11. Indicative courts layout
12. Indicative cricket pitch
13. Potential location for small local shop
14. Parallel car parking along main road to service drop off for school and access to sports pitches and facilities
15. Public Footpath Route
16. Residential frontage overlooking public open space to provide natural surveillance
17. New junction on Astley Road

A 3D view locations (Ref Earl Shilton Local Centre 3D Views). Arrowhead denotes direction of view.

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

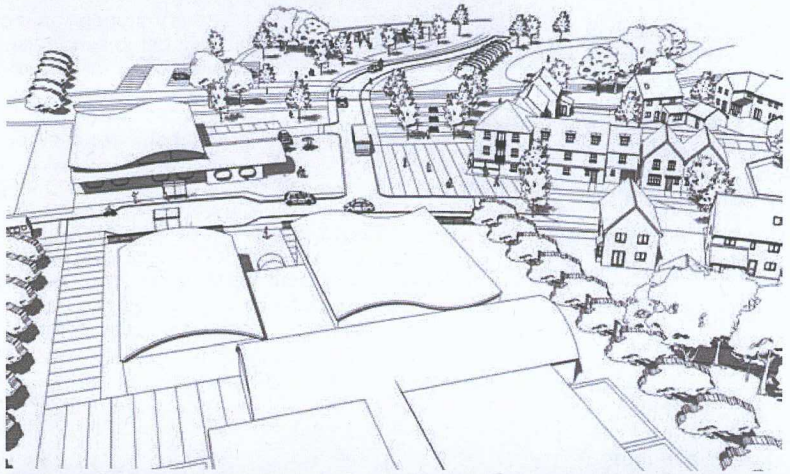
Scale: NTS

A



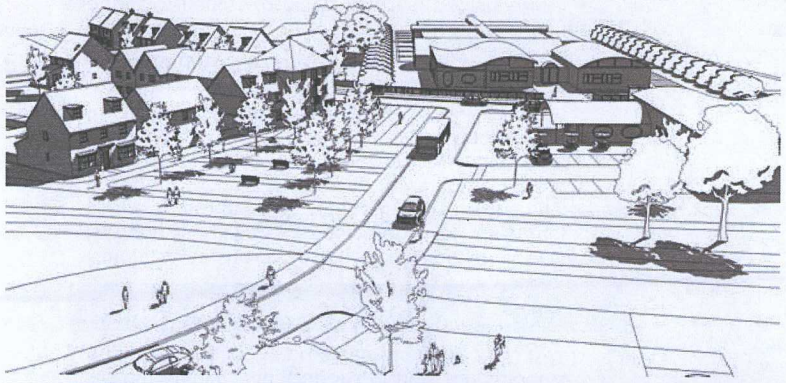
Aerial view looking in a southwesterly direction towards the proposed SUE Local Centre. The culmination of public open space, primary school, pavilion / community building, local shop and residential dwellings creates a mixture of uses and hub of activity accessible to both proposed and existing communities.

B



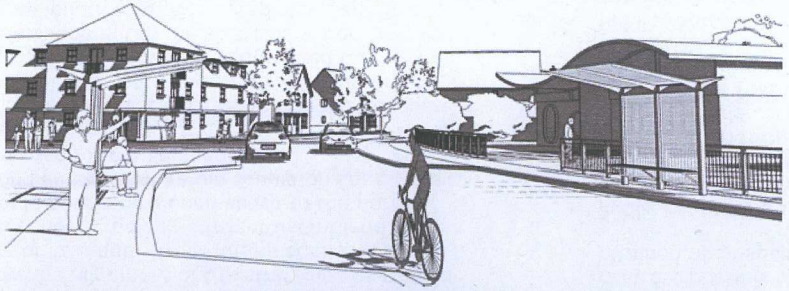
Aerial view looking in a northerly direction. Retained hedgerows define the school grounds and extend through the public open space. The roof design on the school and pavilion helps distinguish them as key civic buildings / landmarks, aiding legibility through the development and defining the local centre.

C



Bird's-eye view looking in a southerly direction. The school building terminates the key visual axis along the primary street.

D



Street view looking in an easterly direction. The local shop / apartments act as a landmark building along the key visual axis when travelling along the primary street.

Viewpoint Locations are shown on Appendix 3 Figure D (iv) Earl Shilton SUE Sketch Vignettes

Appendix 3 Figure E: Earl Shilton Urban Extension Illustrative Visualisations

Scale: NTS

APPENDIX 4: BARWELL URBAN EXTENSION GUIDANCE

Themed design guidance for the development of the Barwell Urban Extension proposals is set out below set out below. Illustrations of how the guidance might be applied is provided in Figure F, G, H & I.

A4.1 MAKING KEY CONNECTIONS

A4.1.1 Guidance on the provision of key movement routes through the urban extension and how they should connect with existing routes in the surrounding area is set out below. It demonstrates how a legible network of streets and other routes could be created within the urban extension, without necessarily fixing their geographic location.

Primary Access and Circulation

A4.1.2 Main access to the urban extension (accommodating public transport, private vehicles, cyclists and pedestrians) is to be achieved from four points; two on the Ashby Road and two on Stapleton Lane. These are:

- From the Ashby Road, between the northern boundary of Barwell House Farm and the existing access to Bosworth House Farm;
- From the Ashby Road, between the access to Brook Hill Farm and Abrahams Bridge (River Tweed Crossing);
- From Stapleton Lane, at a point approximately midway between the access to White House Farm and Carousel Park, to coincide with the location of a strategic water main; and
- From Stapleton Lane, at a point approximately 100m west of the existing access to the Household Waste Recycling Centre.

A4.1.3 The junctions on the Ashby Road and Stapleton Lane will be the main point of access for buses and should be designed to accommodate these vehicles.

A4.1.4 The main public transport route through the urban extension will serve development to the north and the south of Stapleton Lane. It must pass through both employment areas and provide bus stops within them or close to them (whatever their eventual size). Its alignment must also ensure that all residents are within 400m (5 minute walk) of a bus stop. Bus stops should also be provided in the Local Centre.

A4.1.5 The public transport route will form a 'loop' to the north of Stapleton Lane. It is suggested that this will follow the alignment of the strategic water main for some of its length (from the junction close to the local centre), making efficient use of land. The loop should pass a new open space to the north of Stapleton Lane and will rejoin Stapleton Lane via an area allocated for employment uses.

A4.1.6 To the south of Stapleton Lane, the public transport route will link Stapleton Lane with Ashby Road at two locations. As above, it is suggested that it will follow the alignment of the strategic water main for some of its length (e.g. from Stapleton Lane in a southerly direction through the local centre). A new vehicular crossing over the River Tweed will also be required. The route should pass a new open space – see below – and the southern employment area.

A4.1.7 Outside of the urban extension, the public transport route will utilise the existing Ashby Road and Stapleton Lane to reach Barwell Village Centre and surrounding settlements.

Public Rights of Way and Pedestrian Routes

A4.1.8 There are six existing Public Footpaths that cross the urban extension site, one of which (U36) is a National Trail – the 'Leicestershire Round'. The strategy for their inclusion within the urban extension is set out below:

- Public Footpath U36 – the 'Leicestershire Round' – should be diverted to pass through a new open space to the south of the urban extension. This space will separate an employment area from existing development on Hinckley road. The route should also be diverted away from Moat Way and enter the new space via a vacant plot on Hinckley Road. This would enable a more direct connection to Footpath U44 to the south – which is the continuation of the Leicestershire Round and leads to Burbage Common;
- Public Footpath T99 should be diverted to follow the alignment of an existing hedgerow (which should be retained) to its immediate north. This will create an attractive route through development and enable more efficient use of land within areas allocated for residential development;
- Public Footpath T58 should be retained broadly on its current alignment, which follows the River Tweed and the northern boundary of Barwell Park / recycling centre. This will be a key route through Accessible Natural Green Space. The route should be enhanced on the boundary with the recycling centre – possibly through a minor diversion into retained open space to the north;
- Public Footpath U35 should be retained on its current alignment, which follows a track and an associated hedgerow. It should pass through a new open space to be created to the north of Stapleton Lane. From here, it should continue north through residential development (along a 'street') and potentially lead into an Equipped Children's Play Space;
- Public Footpath U33 should be retained on its current alignment (associated with an existing hedgerow) from White House Farm to the junction with Footpath U33. From here, it should pass through residential development (along a 'street') and into an area allocated to Outdoor Sports Provision, eventually connecting back into the existing settlement to the east of the urban extension; and
- Public Footpath T97 should be retained on its current alignment along the northern edge of the urban extension – which it will define for part of its length. Between the northern edge of the urban extension and Kirkby Road, Footpath T97 will pass through residential development (along a 'street') and an area allocated to Outdoor Sports Provision.

A4.1.9 Other dedicated pedestrian / cycle routes should be created throughout the urban extension, primarily within public open spaces. As with the routes described above, they should have appropriate surface treatments, be overlooked by development and be lit where necessary. The location of other key routes to be created is set out below:

- Within the open space corridor to be created alongside the Ashby Road;
- Within the open space corridor to be created between the eastern edge of the urban extension and the existing settlement – this will extend from Hinckley Road in the south to Charnwood Road in the north, crossing Stapleton Lane; and
- A route that will connect Barwell Park with the urban extension to the west of Barwell Park.

Residential Streets (refer to Figure H & I)

A4.1.10 The design of residential streets should accord with Leicestershire County Council guidance 'Highways, Transportation and Development' (August 2010), the Manual for Streets (DfT, CLG, March 2007) and Manual for Street 2 (CIHT September 2010). Streets should form a well connected, permeable network of routes. These routes should be legible and well defined by development that reinforces their intended character. The aim should be to create a hierarchy of streets based on their importance and, in part, on their vehicular capacity.

A4.1.11 The exact nature and location of these streets will be determined by others following more detailed design exercises. A hierarchy of streets is suggested below to guide future development. It is related to the section on 'Establishing Character and Identity', which also discusses the nature of built form that will define these routes.

Avenue

A4.1.12 Avenues are main routes through development, accommodating public transport. These routes should include tree planting on both sides of the street, grass verges and footways delineated by kerbs. Non-allocated on-street parking bays should be provided close to the local centre. Direct access to the carriageway from individual dwellings should be permitted, but in some locations parking will need to be provided in semi-private rear courtyards. The carriageway will be wide enough to accommodate buses and cycleways (combined footway / cycleways could be provided off street as an alternative) along with private vehicles.

A4.1.13 The design should seek to provide a unhindered route for buses at all times, bus stops positioned in logical locations.

A4.1.14 Surface treatments will commonly be asphalt for the carriageway and footways, although alternatives such as block paving could be used in locations such as the local centre. Where these routes pass through the local centre traffic speeds should be reduced through horizontal or vertical shift.

Streets

A4.1.15 Streets are the secondary level of circulation within residential development. They will typically consist of a carriageway with a footway on both sides of the street – delineated by a kerb – although this could be provided on a single side only in some locations. Surface treatments will commonly be asphalt for the carriageway and footways, although alternatives such as block paving could be used in some locations. Direct access to the carriageway from individual dwellings should be permitted on all streets. Occasional visitor parking spaces should be provided. Forward visibility should be restricted and horizontal shift introduced to reduce traffic speeds.

Lanes

A4.1.16 Lanes are more informal vehicular routes, where the space between buildings can be shared by pedestrians and vehicular users. There will be less delineation between carriageway and footway and the use of kerbs will be reduced – although they may be used in some locations. Alternative surface treatments to asphalt, such as block paving and setts, will be more common. Direct access to the carriageway from individual dwellings should be permitted on all streets. Occasional visitor parking spaces should be provided. Forward visibility should be restricted and horizontal shift introduced to reduce traffic speeds.

Mews

A4.1.17 Mews are shared spaces for pedestrians and vehicular users. There will be no kerbs and the space between buildings will be at a single 'grade' creating a level, 'shared surface' for all users. Alternative surface treatments to asphalt, such as block paving and setts, should be used in these spaces. Direct access to the carriageway from dwellings will be possible and there will be frequent on street parking bays. Access to garages and parking courtyards will also be common.

Parking Courtyards

A4.1.18 Parking courtyards to the rear of houses or apartments forming perimeter blocks will be acceptable within the urban extension. Although most dwellings should be provided with on plot parking spaces to the front or side, parking courtyards will be required in some areas where direct access to dwellings from the carriageway cannot be achieved. These areas should be designed as spaces in their own right and should not just be thought of as car parks. They should benefit from passive surveillance from surrounding properties and potentially dwellings within the courtyard itself – e.g. coach houses or flats over garages.

A4.1.19 A maximum number of 10 surface car parking spaces is recommended within parking courtyards. A variety of surface treatments should be used to delineate parking bays, vehicular circulation and private residential areas. These areas should be similar to 'Mews' and employ shared surfaces for vehicular and pedestrian circulation. Pedestrian access to dwellings or the street should be secured with gates.

Street Trees

A4.1.20 Whilst the planting of street trees on the avenue is a requirement, the use of street trees throughout the urban extension on all routes is also expected although in less frequent quantities. Trees can be used to add visual interest and amenity, create character, calm traffic and define boundaries such as pedestrian spaces in the local centre, or larger, public open spaces. Native species appropriate to their location should be chosen.

Quality

A4.1.21 The quality of the space between buildings is a critical component in the creation of successful places. Good quality, robust materials should be used in the public realm, particularly in locations that will be used by most people such as the local centre. Materials from local, sustainable sources should be utilised wherever possible.

A4.1.22 The design of the public realm should help to reinforce local distinctiveness and ensure that the Earl Shilton urban extension has its own identity. The use of surface treatments, street furniture, lighting, tree planting and other elements should echo the public realm strategy for the town centre. This will help to create a recognisable character for the entire Earl Shilton Development.

A4.2.1 The principal means by which development will be integrated with the existing community are:

- The provision of an extensive network of Accessible Natural Green Space;
- The creation of new areas for Outdoor Sports;

- The creation of new public transport connections;
- By locating a new 'community focus' in a central location on Stapleton Lane; and
- By enhancing and creating new pedestrian / cycle routes – including an improved 'Leicestershire Round'.

A4.2.2 Development will also enhance the viability of existing businesses and community facilities in and around the Village Centre. This will include a public realm improvement scheme, the nature of which is detailed in the Public Realm Improvement Strategy.

A4.2.3 The principal area allocated for Outdoor Sports will be located to the north east of the site close to Kirkby Road. It will be a shared resource where people can engage in formal recreation activities, enhancing health and wellbeing. It has the potential to provide a variety of formal sports pitches which could include:

- Football pitches;
- A Cricket pitch;
- A Running Track;
- Rugby pitches; and
- An Equipped Children's Play Space.

A4.2.4 Public transport routes will be provided through the urban extension and will connect back into the existing road network. This will enable existing residents to benefit from their provision and connections to Barwell Village Centre, Hinckley and beyond. Development should enable an increase in the frequency of buses generally and additional destinations being added to the route network.

A4.2.5 New pedestrian / cycle routes should be created throughout the urban extension site, linking open spaces and providing opportunities for informal recreation. These routes will connect back into the existing pedestrian network that surrounds the site and offer enhanced connections to and from Barwell. In particular, the Leicestershire Round National Trail should be provided with an enhanced route to the south of the Barwell urban extension.

A4.2.6 The Barwell urban extension has an extensive boundary with the existing community. There are a number of small existing 'green' spaces on the western edge of Barwell (e.g. Boston Way recreation ground) and a large open space in the form of Barwell Park. In addition, the River Tweed is located close to the existing edge of Barwell. For these reasons, and when taking other constraints into account, the decision has been taken to retain a green 'corridor' between existing and proposed development. New pedestrian connections between existing and proposed development will be created within this space. Key locations for this will be:

- Boston Way recreation ground;
- Hereford Close – two points;
- Harvey Close / Berrywell Drive; and
- Kirkby Road.

A4.2.7 This open space corridor and the pedestrian connections across it will help to integrate existing and proposed communities. Care must be taken to respect the existing amenity and security of residents whose dwellings are close to the open space. As a general rule, new development should face onto the space, providing passive surveillance. The scale and massing of new development should be in keeping with the existing character of dwellings on these site boundaries.

A4.3 CREATING OPEN SPACES

A4.3.1 The creation of a 'Green Infrastructure' within the is a key requirement of the Core Strategy. The core strategy defines the spaces to be provided as:

- Accessible Natural Green Space;
- Outdoor Sports Provision;
- Casual / Informal Play Space; and
- Equipped Children's Play Space

A4.3.2 The development framework shows how these areas could be provided in spaces that will have varied landscape characters and functions. These are:

- The Northern Open Space – fulfilling the requirements for Casual / Informal Play Space and Equipped Children's Play Space in a central location to the north of Stapleton Lane. This space would also act as a collection point for a number of public rights of way to create a small Neighbourhood Park;
- Kirkby Road Sports Pitches – primarily fulfilling the requirements for Outdoor Sports Provision (formal recreation), but also including an Equipped Children's Play Space and providing pedestrian / cycle routes between the existing community and the urban extension;
- The Tweed Vale – fulfilling the requirements for Accessible Natural Green Space by retaining and enhancing important natural habitats (including Little Fields Farm Meadow), and including wet and dry attenuation basins as part of a sustainable urban drainage system;
- The Ashby Road Corridor – fulfilling the requirements for Accessible Natural Green Space and Casual / Informal Play Space, this linear space will be created on the eastern side of Ashby Road. It will stretch from Stapleton Lane to Barwell House Farm and provide an offset between development and the surrounding landscape to the west;
- The Southern Open Space – fulfilling the requirements for Casual / Informal Play Space and Equipped Children's Play Space in a central location to the east of the Ashby Road. This space would create a small Neighbourhood Park in a location benefitting from existing mature vegetation;
- The Leicestershire Round Corridor – an area of Accessible Natural Green Space on the southern edge of the containing the re-routed Leicestershire Round. Would also create on offset between existing development on Hinckley Road and new development – employment / residential – with the; and
- Local Parks – these combine the requirements for Casual / Informal Play Space and Equipped Children's Play Areas and will be distributed throughout the residential development.

A4.3.3 Existing hedgerows should also be retained wherever possible within residential development. Key locations where this is important is where they are associated with pubic rights of way, on the boundaries of the site and where residential development will border areas such as employment.

Northern Open Space (refer to Figure Fiv)

A4.3.4 The northern open space should have semi-formal characteristics and become a focal point for the community to the north of Stapleton Lane. It will include two Equipped Children's Play Spaces – a LEAP and a NEAP to cater for children of all ages – which will be surrounded by Casual / Informal Play Space in the form of grassed areas. Retained trees and hedgerows will be a key element of its landscape character and will help to create a mature, leafy setting. These features should be augmented with new planting in appropriate locations, e.g. to define routes and divide the space into smaller areas.

A4.3.5 The space should be well defined by development of varied character that will surround it on all sides. Some of its boundaries should be physically defined by railings, fencing, hedgerows and / or trees. Internally, it will be divided into several smaller areas with different landscape characters by footpaths – some of which will be retained public rights of way. Adequate provision should be made for pedestrians to cross surrounding roads easily, directly and safely to access this space. The 'Avenue' should pass close to, or define the edge of this space and therefore it would be an ideal location for a bus stop.

Kirkby Road Sports Pitches

A4.3.6 This area will have formal landscape characteristics associated with recreation uses. It will consist primarily of large flat areas of grassed sports pitches and may require subtle earthworks between pitches to create level playing areas. These could provide informal spectator seating around some pitches. The potential also exists for artificial pitches to be created for all year round use.

A4.3.7 Well defined footpaths with appropriate surface treatments should be provided to enable pedestrian / cycle circulation across this space. Trees could be used to define areas for different activities and with varying character, e.g. Equipped Children's Play Space.

The Tweed Vale (refer to Figure Fii)

A4.3.8 This space should have an informal landscape character and retain many of its existing natural features. It will follow the River Tweed from the Ashby Road to the boundary of Barwell Park and around the northern edge of this space to Stapleton Lane. The existing Little Fields Farm Meadow will form part of this area, although access to it will be restricted. Principal landscape features within the Tweed Vale will be meadow / rough grassland, existing trees and hedgerows and wetland habitats (wet and dry attenuation basins) associated with a sustainable urban drainage system.

A4.3.9 A new vehicular crossing will need to be created over the River Tweed between Little Fields Farm Meadow and the Ashby Road. This route will connect development to the north and south of Stapleton Lane and the local centre. This should be achieved in a manner as sympathetic as possible to its rural setting and avoid heavily engineered highway designs. New pedestrian / cycle routes will also be created within this space and should employ surface treatments and lighting solutions (where necessary) that are sensitive to their surroundings.

4.3.10 The Ashby Road Corridor (refer to Figure Fii & Fiii)

A4.3.11 This space is located on the eastern side of the Ashby Road and will follow its alignment from Barwell House Farm to Stapleton Lane. Existing landscape features within it should be retained and enhanced with new planting to create a landscape with an informal character. The objective is to offset development from the Ashby Road – and surrounding landscape to the west – to maintain the rural aspect of the Ashby Road along much of the boundary – accepting points of access. This linear strip should vary in width, but should not be less than 40m wide and could be wider than this in places.

A4.3.12 New pedestrian / cycle routes will be created within the Ashby Road Corridor to allow safe pedestrian movement away from the Road. They should employ surface treatments and lighting solutions (where necessary) that are sensitive to their surroundings. Residential development within the area will define the eastern edge of this space and should be similarly in keeping with its rural aspect, resulting in lower density, less formal development forms.

The Southern Open Space

A4.3.13 This space should be located on the northern side of an existing hedgerow which crosses the site in an east-west direction. This is a double hedgerow containing trees and is a significant landscape feature that should be retained within the wider residential development. The space should have semi-formal characteristics and become a focal point for the community to the east of Ashby Road. It will include two Equipped Children's Play Spaces – a LEAP and a NEAP to cater for children of all ages – which will be surrounded by Casual / Informal Play Space in the form of grassed areas. The retained hedgerow will be a key element of its landscape character and will help to create a mature, leafy setting. A retained public right of way should also follow the alignment of the hedgerow on the southern edge of this space.

A4.3.14 To the north and east, the space should be well defined by residential development. The 'Avenue' should also define it to the east. In addition to the existing hedgerow, some of its boundaries should be physically defined by railings or fencing – especially close to the 'Avenue'. Adequate provision should be made for pedestrians to cross surrounding roads easily, directly and safely to access this space.

The Leicestershire Round Corridor (refer to Figure Fiii)

A4.3.15 This space should have informal landscape characteristics, principally in the form of retained natural habitats, trees and hedgerows. The Leicestershire Round should be diverted (from Moat Way) to pass through this space, giving it a role and function beyond that which it has now. An existing watercourse that crosses the space should be retained and a new pond could be created within it as part of a sustainable urban drainage system. This could lead to the creation and enhancement of existing wetland habitats.

A4.3.16 Barwell House Farm is currently visible from within this space (to the west) and will become an important landmark to those following the Leicestershire Round Strategic Footpath. The design of the space, including any landscape enhancements, should ensure that this situation is maintained. The provision of access to this space via a gap in the residential frontage on Hinckley Road – a re-routed Leicestershire Round – should be an objective of development. The surface treatment for the Leicestershire Round should be in keeping

with the informal characteristics of the space. To the west, this space will connect with the Ashby Road Corridor and provision will need to be made for the Leicestershire Round to cross the Ashby Road.

Local Parks

A4.3.17 Local Parks should have a semi-formal character and provide both informal play areas (grass) and play equipment in designated, safe areas. They will be well defined and overlooked by development which will provide passive surveillance over them – increasing safety and security. These parks should be distinctive in their own right and will become the focus for residents who will live nearby. Each park should have a recognisable feature or design theme, to differentiate them from one another.

A4.3.18 The distribution of these spaces within the urban extension should ensure that all children live within the recommended distances by the Fields in Trust (FIT) from the play areas – Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs). The locations shown on the development framework have been chosen to reflect FIT guidance, to make best use of existing landscape features and locations that are easily accessible. They should be the starting point for future provision of children's play within the urban extension.

Retaining Existing Landscape Features (refer to Figure Fii-iv)

A4.3.19 Existing trees and hedgerows that are assessed to be of strategic value in the creation of a green infrastructure are shown on the Development Framework. These landscape features should be assessed in more detail (surveyed) to determine their quality and potential for retention within development. They are felt to be particularly important where they are associated with existing public rights of way.

A4.3.20 Some removal of trees and hedgerows is expected to facilitate access and development, but this should be minimised wherever possible. Layouts should be designed to avoid the loss of good quality trees and hedgerows.

A4.4 ESTABLISHING CHARACTER & IDENTITY

A4.4.1 The creation of well designed, distinctive places should be the aim of all new development. This is particularly true in Earl Shilton and Barwell, where there is a desire to differentiate the urban extensions from one another. There is also a requirement to consider the existing character and context of the urban extension sites, and how new development will relate to this.

A4.4.2 The Site Analysis and Contextual Appraisal considered the existing character of Barwell. Although it concluded that there was an eclectic mix of built form present in the village, it identified the following key characteristics:

- Barwell is structured around a number of routes which meet at its centre, as opposed to Earl Shilton which is more of a linear corridor;
- Workers terraces are found close to the village centre, notably on High Street and Chapel Street;
- Red brick is a common building material;
- The use of white or off-white cement render – through colour or painted – is also prevalent;
- 'Traditional' built forms are common – e.g. buildings with rectangular or square footprints and pitched roofs where the ridgeline follows the alignment of the street;
- Slates or plain tiles are common roof coverings;
- There are more areas of industrial development in Barwell than in Earl Shilton; and
- Successful places resulted from a complementary mix of built from, building materials and landscaping – achieving the right balance of consistency and variety to create legible character and avoid monotony.

A4.4.3 Future designers should draw upon the most successful places that are found in Barwell for inspiration. The aim should not be to copy or recreate the past, but to consider how it could influence future development. Although there is very little contemporary development evident in Barwell, this does not mean it would be unacceptable. New forms would help to create distinctiveness and legibility within the urban extension site, and would be emblems for change.

A4.4.4 The approach to character should either be through the creation of distinct areas – where a consistent theme is applied throughout – or by applying themes and styles to streets, resulting in a legible street hierarchy. A combination of these approaches can often be successful. Where a street based character hierarchy is employed it should relate to the movement framework – refer to 'Making Key Connections'. The Avenue, Street, Lane and Mews typologies discussed above would be a good starting point for this (refer to Figure H).

A4.4.5 In Barwell, where a maximum of around 2500 houses will be built in three main areas, it is felt that the creation of 'character areas' could be successful. These could be defined broadly as Land to the north of Stapleton Lane, land between Stapleton Lane and the Rived Tweed – around the local centre – and land to the south of the River Tweed, east of the Ashby Road. These areas could be differentiated from one another through the use of varied building materials, and / or varying architectural styles or forms – potentially resulting in more contemporary development in some areas.

A4.4.6 A street based hierarchy, with specific responses to key areas such open spaces should also be created within these larger 'character areas'. Developers should explain their approach in Design and Access Statements that accompany applications for development.

A4.4.7 Successful development will be a product of a number of interrelated factors. Guidance on a number of these is set out below.

Building Materials

A4.4.8 Good quality, robust building materials should be used throughout the development. As a starting point, the following materials are considered to be acceptable. Other materials may also be suitable.

- Red Brick in a variety of autumnal shades, from reds and dark browns through to more orange hues;
- Yellow / buff brick as a contrasting material;
- Through colour cement render in varied off-white shades;
- Timber cladding (or similar approved material) in varied natural shades; and
- Slate and plain tiles (or similar approved materials)

Scale

A4.4.9 Residential development should be predominantly 2-3 storeys in height. Increases in height are generally desirable around important junctions, at key gateways and in the Local Centre. 'Landmark' buildings should stand out from their neighbours and increased scale is one way in which this can be achieved.

A4.4.10 Consistency in scale should be evident in the street hierarchy, resulting in streets which, for the most part, are defined by buildings of the same height. Variety should be introduced at corners and key junctions. Where development is planned close to existing dwellings on the edge of the urban extension, its scale should be appropriate to these locations.

Continuity of Built Form

A4.4.11 All streets within the urban extension should be well defined by development. This can be achieved in different ways, which will result in varying degrees of continuity. Streets and other spaces that are well defined and overlooked by development benefit from passive surveillance, which is important in fostering safe and secure places. It is also important to create active streets and, in the main, dwellings should have their main entrance facing the street.

A4.4.12 A good measure of the continuity of built form on a street is the ratio of dwellings to 'gaps' along it. The term 'gaps' includes driveways, stand alone garages, rear gardens, access to rear parking courtyards or gardens and other streets. When creating the street hierarchy – see above – designers should be mindful of the character they wish to create and how the continuity of built form will affect this. A high ratio of dwellings to gaps (e.g. terraces) will create more formal character. A lower ratio will result in more informal, 'looser' development.

A4.4.13 As a guide, a ratio of 80% dwellings to 20% gaps is appropriate for more formal streets. A ratio of 50% dwellings to 50% gaps is suitable for more informal streets or the edges of some open spaces and should be the minimum ratio of dwellings to gaps throughout the urban extension.

Corners

A4.4.14 It is important that development on corners addresses both sides of the street. Blank gables will not be acceptable and nor will elevations with only token gestures such as small windows. Buildings on corners should help to signify choices in direction and are important way markers within the street hierarchy. A variety of ways that corners can be turned successfully are set out below:

- Increasing scale and creating distinctive rooflines;
- Using 'angled' dwellings to create chamfered corners;
- Ensuring that right angled dwellings have windows that face both streets;
- Including bay windows at ground floor level or first floor level – e.g. 'Oreil' type;
- Turning the main elevation of a terrace through 90 degrees on the end of a row; and
- Arranging dwellings to avoid excessive rear gardens along one street.

The Local Centre (refer to Figure Fv, G & Hiii)

A4.4.15 Development in the local centre should be the most distinctive within the urban extension. Here, a greater variety of built form and building materials should be used, to ensure that buildings stand out from their surroundings and create 'landmarks'. The design of the school and children's centre would be the best opportunities for this. Shops with apartments above, and a pub / restaurant will also help to establish an identity for the Barwell urban extension and create activity in the local centre.

A4.4.16 These buildings should be arranged to create a well defined urban square at the heart of the community. The orientation of the space should be considered; e.g. to make best use of existing routes and features, and / or to benefit from solar orientation. The alignment of a strategic water main will need to be accommodated within the Barwell local centre.

A4.4.17 Although there should be space to park cars in the local centre, it should be well designed as a 'place' and not just a 'car park'. Vehicular circulation and the location of important functional areas, such as bus stops and delivery bays, should all be designed into the 'place' and should not be a product of engineering constraints.



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

Scale: 1:10,000 @ A3



Legend

1. Little Fields Farm Meadow - existing local wildlife site
2. Natural green space - public open space alongside the River Tweed incorporating a public footpath route
3. Main road and public transport route
4. Ashby Road junction
5. Wet and dry attenuation basins as part of sustainable drainage system and offering potential wildlife habitat benefits
6. Retained trees and hedgerows form part of enhanced landscape structure
7. Indicative residential development layout
8. Bridge over River Tweed
9. Residential frontage overlooking public open space to provide natural surveillance

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

Scale: NTS



Legend

1. Earthworks and woodland planting between employment and residential areas
2. Indicative employment area layout
3. Barwell House Farm
4. Diverted Leicestershire Round footpath route
5. Ashby Road junction
6. Natural Green Space providing attractive buffer between existing and proposed development and setting for public right of way
7. Indicative residential development layout
8. Main road and public transport route

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

Scale: NTS



Legend

1. Feature open space incorporating children's play (LEAP and NEAP) and casual/informal play space
2. Indicative residential development layout
3. Retained trees and hedgerows form part of enhanced landscape structure
4. Public footpaths
5. Main road and public transport route
6. Residential frontage overlooking public open space to provide natural surveillance

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

Scale: NTS



Legend

1. Central public parking area serving local shops and school
2. Focal central open space adjacent to proposed road junction
3. Indicative school layout including reception, hall and outdoor play spaces
4. Potential Children's Centre location
5. Proposed nursery location
6. Potential public house at prominent location on western edge of local centre
7. Proposed local shops including small convenience store/supermarket
8. Retained trees and hedgerows form part of enhanced landscape structure
9. Main road and public transport route
10. Indicative residential development layout

A 3D view locations
(Ref Barwell Local Centre 3D Views).
Arrowhead denotes direction of view.

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

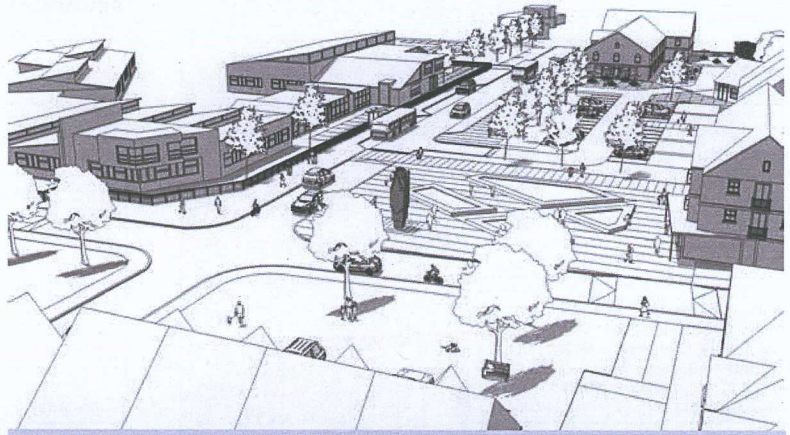
Scale: NTS

A



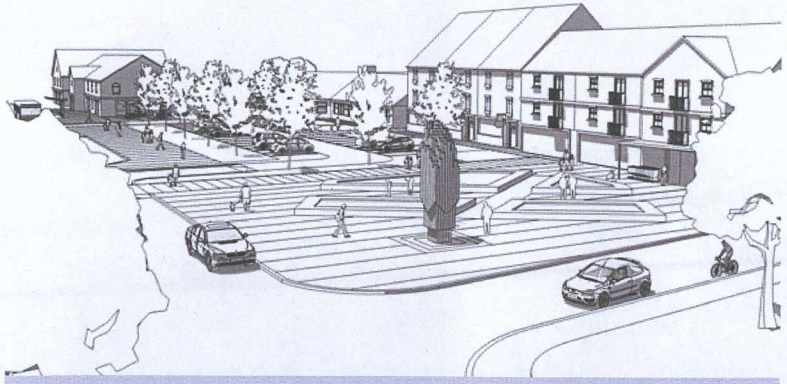
Aerial view looking in a northwesterly direction towards the proposed SUE Local Centre. Local shops, a public house, children's centre, school and apartments define a central square and local hub for the community.

B



Aerial view looking in a southwesterly direction towards the proposed primary school. The contemporary architectural style creates a distinctive landmark along Stapleton Lane and the primary street.

C



Bird's-eye view looking in a northwesterly direction towards the local square. Parking is integrated into the space providing a convenient drop off and pick up for the school and parking for the shops.

D



Street view looking in a southwesterly direction looking along the row of local shops. The public house terminates the view and encloses the square. Street furniture, trees high quality landscaping and active ground floors add interest and variety to the street scene.

Viewpoint Locations are shown on Appendix 4 Figure F (v) Barwell SUE Sketch Vignettes

Appendix 4 Figure G: Barwell Urban Extension Illustrative Visualisations

Scale: NTS

AVENUE






Location	• Primary route through development including public transport
Character	• Semi-formal - arrangement of individual / paired dwellings with repetition of house types / building materials • Use of detached, semi detached and 'linked' properties • Some gaps in frontage to facilitate driveway access • 2-3 Storey dwellings with an emphasis on increasing height at corners and important junctions
Parking Strategy	• Driveways to front of dwellings associated with stand alone or integral garages • Driveways recessed to side of dwellings • Use of 'drive-under' accommodation and integral garages • Occasional rear parking solutions serving 2-5 dwellings
Boundary Treatment / Set Back	• Front gardens 2m-6m (6m associated with driveways) • Driveways • Railings and / or hedgerows
Streetscape	• Footpaths delineated by kerbs • Asphalt for carriageway and footway • Grass verges • Street trees at regular intervals

STREET






Location	• Secondary routes within residential areas
Character	• Semi-formal - repetition of house types or groupings to achieve 'continuous' building line • Consistent use of building materials • Mix of semi detached, 'linked' and terraced houses • Occasional use of detached dwellings • Some gaps in frontage to facilitate driveway / rear access • 2-2.5 Storey dwellings
Parking Strategy	• Driveways recessed to side of dwellings • Driveways to front associated with integral garages • Use of 'drive-under' accommodation and integral garages • Occasional rear parking solutions serving 2-5 dwellings • Communal on street (unallocated)
Boundary Treatment / Set Back	• Front gardens 0.5m-2m to be provided • Use of driveways • Railings and / or hedgerows
Streetscape	• Footpaths delineated by kerbs • Asphalt with areas of block paving, setts, or rolled chippings • Occasional street trees

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

Scale: NTS

LANE

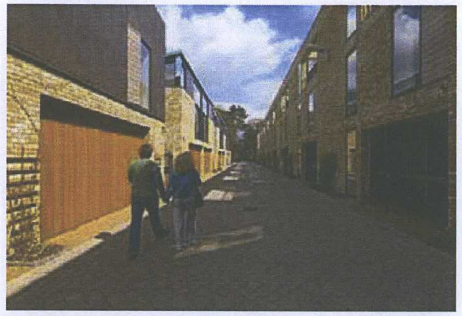





Location	• Secondary routes within residential areas associated with existing hedgerows, public rights of way and the edges of natural green space
Character	• Informal - Limited repetition of house types, occasional use of paired dwellings • Staggered building line • Varied use of building materials • Mix of detached, semi detached and 'linked' houses • 2-2.5 Storey dwellings
Parking Strategy	• Driveways to front of dwellings • Driveways recessed to side of dwellings • Communal on street (unallocated)
Boundary Treatment / Set Back	• Front gardens 2m-6m (6m associated with driveways) • Driveways • Timber fencing and / or hedgerows
Streetscape	• 'Shared' surface with reduced use of footpaths delineated by kerbs • Block paving, setts, or asphalt with rolled chippings - limited use of asphalt on its own • Occasional street trees • Ornamental shrub planting

MEWS






Location	• Tertiary routes between Streets and Lanes
Character	• Semi-formal - repetition of house types / groupings to achieve 'continuous' building line • Consistent use of building materials • Mix of 'linked' and terraced houses • Occasional semi detached houses • Gaps in frontage to facilitate driveway / rear access • Access to integral garages or Flat Over Garage (FOG) type units • 2 Storey dwellings
Parking Strategy	• Occasional driveways recessed to side of dwellings • Use of 'car ports' or 'drive-under' accommodation • Occasional rear parking solutions serving 2-5 dwellings • Communal on street (unallocated)
Boundary Treatment / Set Back	• None, e.g. dwellings located directly on edge of shared surface • Or minimal privacy strip e.g. 0.5m delineated by surface, soft landscaping
Streetscape	• 'Shared' surface • Block paving, setts • Occasional street trees • Ornamental shrub planting

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

Scale: NTS

EMPLOYMENT






Character	• Main entrances to face the street and be clearly visible within the facade • Vary use of building materials and add fenestration to avoid blank or monotonous facades • Staff / visitor parking to front and / or side • Provide natural daylighting to reduce energy use and break up facades • Vary roofscape to create interest or reduce scale

LOCAL CENTRE





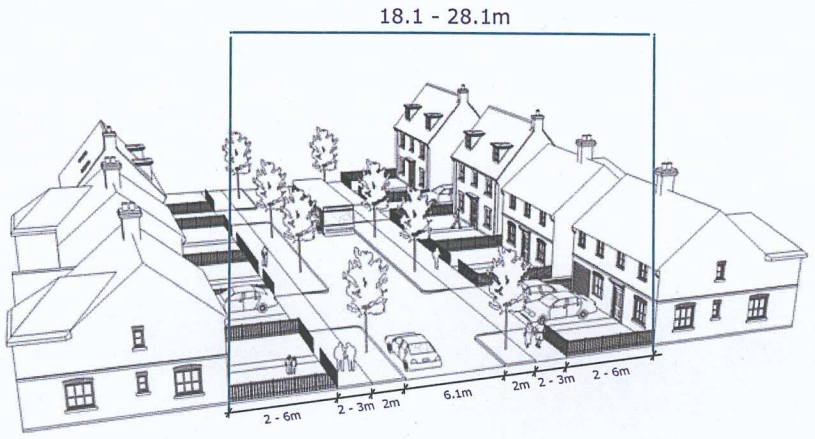

Character	• Diverse mix of buildings and architectural styles • Well defined urban spaces surrounded by active facades e.g. ground floor shops • Shared surfaces to create pedestrian friendly space • Public car parking accommodated on street and within areas designed into spaces - not separate car parks • Mix of surface treatments to include asphalt, block paving and setts • Inclusion of street trees and ornamental shrub planting • Potential locations for public art

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

Scale: NTS

TYPICAL STREET SCENES

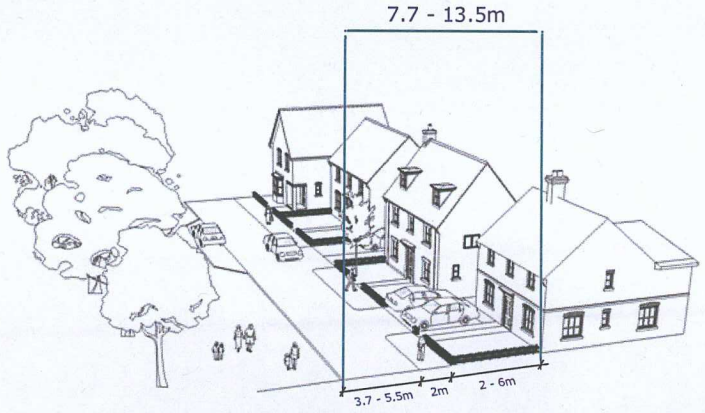
Avenue



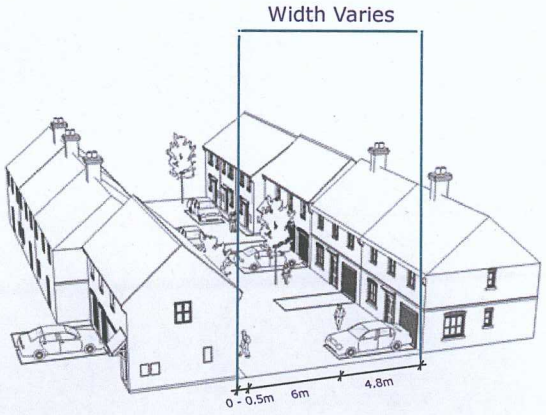
Street



Lane



Mews



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

Scale: NTS