

Earl Shilton SUE

Design and Access Statement



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Doc Reference

42523-WOOD-XX-XX-
RP-T-0001_S0_P01.1

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Contents

1.	Introduction	3
2.	Planning and design policy	7
3.	Site and context appraisal	9
4.	Involvement and design evolution	23
5.	Proposed development	27
6.	Building for a healthy life	51

1. Introduction

This Design and Access Statement (DAS) is submitted on behalf of Bloor Homes, Jelson and Barwood Land in support of Outline Planning Applications (OPAs) for land at Weaver's Meadow, Earl Shilton, Leicestershire which is allocated as Earl Shilton Sustainable Urban Extension in the adopted Development Plan.

1.1 Purpose of the document

1.1.1 The DAS sets out the design approach to the proposed development, demonstrating how this responds to the site and context and how it has been informed by consultation and engagement with the local community and a range of stakeholders.

1.1.2 The DAS defines the key parameters and principles that will guide more detailed proposals submitted through reserved matters applications prior to construction.

1.1.3 The DAS includes an illustrative masterplan and example images to indicate how the potential detailed layout and appearance of the proposed development may be brought forward within these defined parameters.

1.1.4 The DAS should be read in conjunction with the outline planning applications and accompanying documentation, including the Planning Statements and environmental reports.

1.2 Overview of the Development Proposals

1.2.1 In the process of allocating the site to provide a sustainable urban extension (SUE) to Earl Shilton, Hinckley and Bosworth Borough Council (HBBC) set out their vision for the site, identifying the opportunity to provide new homes, employment, community facilities, open space and improved access to the adjacent countryside for the benefit of both new residents and the existing community. Bloor Homes, Jelson Homes & Barwood Land share this vision.

1.2.2 The Wood design and planning team has worked for a number of years with the developers, HBBC and a range of stakeholders including the local community to realise the vision for the SUE. As well as providing new market and affordable homes, employment space and community facilities including public open space, sports pitches and a school, the proposed development allows growth in the population of Earl Shilton, bringing the potential for increased footfall to shops and businesses already based in the town. To make the most of this potential the design provides good connections to the town centre and ensures that the proposed street and open space network within the site responds to and forms an integral part of the surrounding town and countryside context, whilst creating a new identity to the southern and eastern edge of Earl Shilton.

Figure 1.1 shows the general location of the SUE.

Right: Earl Shilton gateway feature



1.2.3 It has always been envisaged that a connected network of green infrastructure would be a key component of the proposed SUE. This will be comprised of retained mature planting, new tree and shrub planting, new public open space, enhanced recreational areas and new sustainable drainage features, providing a distinctive and high-quality setting to the development and links to the town and surrounding area.

1.2.4 Delivery of the vision for the SUE will provide a wide range of additional benefits:

- Up to 1,500 new quality homes of a range of sizes, types and tenures to meet the local need identified by HBBC.
- Up to 20% (300) of these homes will be affordable in-line with HBBC requirements, helping first time buyers and improving access to homes for local people.
- The increased population of Earl Shilton will generate additional household expenditure of nearly £30m, some of which will help boost the local economy, through patronage of local businesses in and around the town.
- A new community hub and focus for local services at the heart of the SUE.
- The provision of up to 5.3 hectares of new employment land for B2 (General industry), B8 (Storage or Distribution) and Class E (Business) use and 560 new jobs once fully occupied.
- Land for a primary school to provide new education facilities.
- The provision of around 19 hectares of new and improved public open space including new areas of planting, landscaping and sustainable rainwater drainage features.
- Funding for investment in sports and leisure facilities of Weavers Springs will improve the leisure options provided by existing facilities in Earl Shilton.

- A multi-functional green infrastructure network to manage surface water and also provide ecological benefits including a connected network of valuable habitats.
- Access and movement will be enhanced through improved footpath and cycle connections to Earl Shilton, highway improvements and through additional patronage and financial contributions to local bus services.
- A comprehensive s.106 package of contributions to education, transport and other off-site facilities.

1.3 Achieving Enhanced Connectivity

1.3.1 One of the key challenges and opportunities of the SUE is the need to create enhanced connectivity, both to and through the site. This is to minimise the impact of traffic associated with the development but also to ensure that there is a good range of accessible routes to encourage sustainable and active travel choices - making walking, cycling and public transport an attractive alternative to car use.

1.3.2 A holistic range of measures will be delivered to achieve these objectives. This includes new connections onto the A47 Clickers Way to allow direct access avoiding local roads, placing new local facilities at the heart of the site with shops and services to meet the day-to-day needs of residents within walking distance of home and the provision of new and enhanced footpath and cycle links to and through the site.

1.3.3 All of these measures will provide benefits for the new neighbourhood, but will also provide enhanced connectivity for the existing community, with improved access to the adjacent countryside, new local services and facilities within walking distance and improved services on existing public transport routes.

Below: View from Clickers Way across the site looking north.

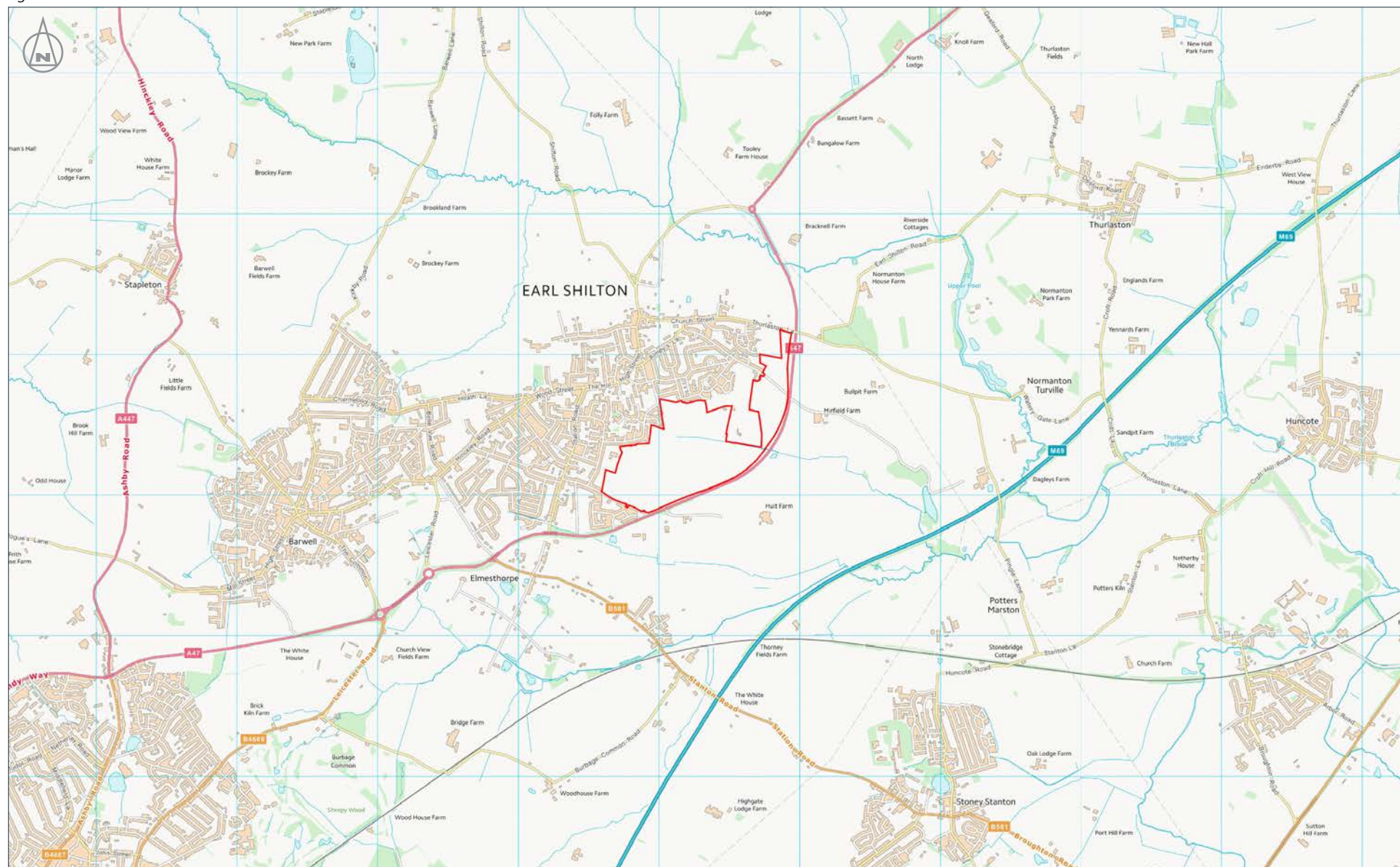


Below: View of Earl Shilton town centre



1.3.4 The enhanced connectivity should also benefit the town centre, creating the potential for greater foot-fall and use of existing businesses.

Figure 1.1 – Site location



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1.4 Purpose of the Design Statement

1.4.1 The statement provides information on the design and access components of the planning application for the SUE, which will deliver a high quality, residential-led mixed use neighbourhood and a sustainable approach to growth in Earl Shilton.

1.4.2 The Development Plan provides the policy framework for planning decisions and the purpose of this statement is to demonstrate the key benefits of the application and its conformity to the requirements of the Development Plan and other material considerations. This document also provides:

- A concise description of the issues and evaluations that informed the design decisions leading to the proposed form of development;
- An outline urban design and landscape framework, including parameter and principles plans setting the design and access strategy for the development; and
- Information on the development in terms of amount, layout, scale, appearance, landscape treatment, access and circulation.

1.4.3 The design and access framework and parameter and principle plans will establish the following:

- A quality threshold and framework which promotes sustainable design and a co-ordinated approach to growth in Earl Shilton;
- The design parameters and principles to guide future reserved matters applications; and
- A clear brief for the subsequent developer and their designers when bringing forward the development to ensure a successful and attractive place is created.

1.5 Document Structure:

1.5.1 The DAS is structured as follows:

Section 2: Planning and design policy - provides an overview of the policy context that has informed the outline design of the proposed development;

Section 3: Site and context appraisal - provides an overview of the site and its surroundings and summarises specific design considerations relating to the key physical, social and economic context of the site. This section identifies how the site's opportunities and constraints have informed the design and access principles for the development;

Section 3: Involvement and design development - sets out the process of stakeholder participation undertaken and describes how this has informed the evolution of the masterplan;

Section 4: Proposed development - identifies the guiding design and access principles that underpin the development proposals. Sets out the design proposals for the site in the form of parameter plans, principle plans and an illustrative masterplan, including land use, layout, landscape, scale, density, access and indicative materials, setting out how the design responds to the site and context and addresses the identified design and policy considerations;

Section 6: Building for a healthy life - provides an outline assessment of how the design and access principles perform against the Building for a Healthy Life criteria.

2. Planning and design policy

The planning policy context is central to the proposals presented in this DAS, establishing the principle of development on the site and informing the vision and design principles underpinning the masterplan.

2.1 Planning Policy Context

2.1.1 HBBC identified two SUEs at Barwell and Earl Shilton in its 2009 Core Strategy to assist the regeneration and planned growth of the towns to meet local housing needs. The Earl Shilton and Barwell Area Action Plan (AAP) was adopted in 2014 and also forms part of the Development Plan. The AAP sets out the strategy for the development of each town in greater detail and contains policies for

Below: development framework for Earl Shilton SUE from the AAP adopted in 2014 (source: HBBC)



housing, employment, retail, recreation/open space and community facilities whilst providing design guidance within an overall proposed development framework, including the conservation and protection of specific open spaces.

2.1.2 A key aim of the Earl Shilton SUE is for the growth of the town to support the regeneration of the town centre. This was an objective of the Core Strategy and was carried through to the AAP.

2.1.3 In response to the Core Strategy policies and the specific objectives, policy and guidance of the AAP, Bloor Homes, Jelson Homes and Barwood Land (hereafter referred to as “the applicants”) have developed comprehensive proposals for an SUE to the south of Earl Shilton and are seeking outline planning permission from the Council for a residential led, mixed use development of the Earl Shilton SUE, covering a total area of approximately 65 hectares (ha) of land.

2.1.4 The applicants own or control the vast majority of the land within the site boundary. The main exception being an area currently used as sports pitches and natural open space, which is under the control of Earl Shilton Town Council and referred to as Weavers Springs recreation area.

2.1.5 The masterplan site boundary also includes some adjacent highway land, which is required for access to the existing highway network. Improvements will be required and are likely to be delivered under s.278 of the Highways Act.

2.1.6 Earl Shilton is recognised as an important location for housing/economic growth within the Borough and is well placed to benefit from development that leads to new jobs and investment. Achieving a well designed comprehensive masterplan approach is essential to ensure that these benefits also extend to the existing community of Earl Shilton and provide a range of quality and affordable new homes within an attractive environment. New development must integrate and connect to the surrounding residential areas, support community services and facilities within the town and be sensitive to the wider landscape setting.



Relevant HBBC policy documents

2.1.7 The scheme is therefore submitted in a favourable context having been allocated for development as an SUE comprising a mix of residential, employment, community and other uses by HBBC through the statutory plan making process. This outline submission aims to respond positively and comprehensively to the requirements of the Core Strategy and the AAP. However, it also seeks to use the greater depth of technical work undertaken during preparation of this outline submission, in order to create a better and more deliverable masterplan. This has resulted in some variation from the development framework outlined in the AAP.

2.1.8 In addition to the Core Strategy and AAP, a number of national and other local planning policies are of relevance and have been taken into account in developing the proposals. Full details of the planning policy context are provided within the Planning Statement that accompanies this submission.



Extract from the National Design Guide

2.2 Design Policy Context

2.2.1 The following section summarises relevant design policy guidance that has informed the proposed scheme design, much of which has been introduced since the adoption of the AAP and has also led to the evolution of the design approach that underpinned the initial development framework.

National design guidance

2.2.2 The need for well-designed places is central to national policy, as articulated in the National Planning Policy Framework (NPPF), the National Design Guide and guidance document Building for a Healthy Life. NPPF paragraph 130 acknowledges the key role that design plays in sustainable development and details the following key characteristics of good design, stating that well designed developments:

- Will function well and add to the overall quality of the area, both in the short term and over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime, disorder, or fear of crime, do not undermine quality of life, community cohesion or resilience.

The Good Design Guide SPD

2.2.3 HBBC adopted a Supplementary Planning Document (SPD) 'The Good Design Guide' in 2020. The urban design objectives contained within the SPD have been considered in order to produce a scheme that complies with borough-wide and area-specific policies whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.

2.2.4 The development proposals follow the principles set out in the identified policy and guidance documents and Section 6 includes an outline assessment against the Building for a Healthy Life criteria.



HBBC design policy guidance

3. Site and context appraisal

This section provides an overview of the site and its surroundings in terms of its environmental, social, economic and historic context as well as access to the site. Comprehensive analysis of the site and environmental topics is fully detailed within the Environmental Statement (ES) accompanying the planning application. This section highlights the key aspects arising from the site and context analysis that have informed the design and access principles underpinning the proposed development.

3.1 Area Overview

3.1.1 The SUE is located to the south east of Earl Shilton and covers land currently in open space and agricultural use between Earl Shilton and the A47. Figure 3.1 shows the general extent of the site boundary which extends to approximately 65ha. The A47 forms a strong outer boundary to the SUE.

3.1.2 Earl Shilton adjoins the neighbouring settlement of Barwell to the west and is located approximately 5km to the north-east of the main local town of Hinckley. Further afield, Nuneaton is located 10km to the south west, Leicester is 12km to the north east.

3.1.3 The town is well connected via the A47 Clickers Way, to the strategic highway network of the A5 and M69 at Hinckley. Earl Shilton has direct public transport connections with regular bus services to Hinckley, Nuneaton, Coventry and Leicester.

3.1.4 Earl Shilton town centre is located 0.8km to the north-west of the site and is accessible via Astley Road and, thereafter, either Alexander Avenue or Equity Road East. There is also access to the town centre from the north-eastern area of the site via Mill Lane and Alexander Avenue. The centre and the wider town offers a range of local and higher-level services including shops, a supermarket, community uses - including a library, primary and secondary schools, sports pitches and a large medical practice - and a range of industrial and commercial employers. Figure 3.1 shows the general context of the SUE site.



Town gateway



Civic amenities



Earl Shilton Town centre

Figure 3.1 – Site context



View across site towards Montgomery Rd and the Church of St Simon & St Jude



View of A47 Clickers Way along southern boundary of site



View across site towards waste water treatment plant



Homes along Breach Lane opposite the south-western boundary of site

3.2 Landscape and visual context

3.2.1 The site and land-uses around Earl Shilton are characteristic of urban fringe locations. The site is bounded to the north and west by the outskirts of Earl Shilton (comprising mostly residential development), and to the south and east by the A47 bypass (Clickers Way).

3.2.2 Land uses beyond the A47 predominantly comprise of open, arable agricultural land interspersed by isolated farmsteads and villages such as Huncote, Stoney Stanton and Croft. There is a Waste Water Treatment Works (WWTW) adjacent to the central part of the site. Townlands Primary School is located to the south-west of the site. Other surrounding features are of an urban fringe character including informal paths, fences and a cemetery.

Wider Visibility

3.2.3 The site is not visible as a whole from any single vantage point due to a combination of scale, the presence of the WWTW and the intervening topography and vegetation within the site and

immediate surroundings. Most views of the site are obtained from within close proximity, notably from the southern and eastern edges of Earl Shilton, and local public rights of way (PRoWs) and roads within the immediate vicinity. These views are typically restricted to the edges and elevated areas of the site, with the lower lying and central parts typically screened from view by vegetation, combined with their lower lying valley location. Views are typically of fields and recreation grounds that lie immediately adjacent and are filtered and foreshortened by vegetation. Depending upon the angle of view, urban form associated with Earl Shilton is often visible, particularly when viewed from the south and east of the site.

3.2.4 From further afield, to the south and east, views of the site are limited due to the elevated nature of the southern part and the presence of cuttings and embankment associated with the A47. In addition, there are a number of PRoWs within the site that experience a variety of views of the wider countryside to the south and east and Earl Shilton itself to the north-west.

3.2.5 The site displays the characteristics of an urban fringe landscape within which the previous rural framework has, in parts become unmanaged, and overlaid with a variety of more urban elements. Some of these prominent urban elements such as the WWTW and recreation ground, against the backdrop of Earl Shilton, are visible at close distance from the east but become less distinguishable when viewed at a middle distance.

Neighbouring Edges

3.2.5 The proximity of neighbouring residential areas requires consideration in the design of new development in the immediately adjacent areas. As an urban extension the proposed development generally 'wraps around' existing developed areas of the town to the north, west and south west.

- To the south west, the site is bounded by, and accessible to, residential roads Breach Lane and Masefield Drive;
- To the west, the site generally abuts homes, including those on Equity Road East, Meadow Court Road, Astley Road and The Leecrofts. Townlands Primary School and associated playing fields also abut the site in this area;
- To the north, the site is bounded by residential roads including Weaver Road, Avenue South, Montgomery Road and Montgomery Gardens and the WWTW;
- To the north east, the site extends beyond Mill Lane to Thurlaston Lane, again bordering established residential areas to the west; and
- To the eastern, south-eastern and southern boundaries, the site is bounded by the A47 Clickers Way, with few visual receptors in the immediate vicinity of the bypass.



Network of existing footpaths on site



Existing playing fields at Weavers Springs recreation area

3.3 Historic Environment

3.3.1 Historic maps dating back as far as 1801 indicate that the site has mainly been used for agriculture. There are no designated heritage assets within the site. The nearest scheduled monument is the Earl Shilton Motte and Bailey Castle located approximately 480m to the north. The nearest conservation area is Earl Shilton Conservation Area located over 600m to the north-west of the site.

3.3.2 There is potential for Prehistoric and Roman deposits to be present within the site. There is also evidence of medieval agricultural activity and there may be the potential for Saxon, medieval remains and post-medieval sub-surface archaeological remains to survive within the site boundary.

3.3.3 Of the 14 listed buildings within 2km of the site the most notable and only one visible from the site is the Grade II* listed Church of St Simon and St Jude. As a prominent local landmark, providing views to the spire of the church from within the proposed development could help to reinforce a sense of local identity.



Church of St Simon and St Jude

3.4 Social and Economic Context

Access to Community Facilities

3.4.1 The site is well located in terms of access and connections to local facilities and services in the town centre and the surrounding residential areas.

3.4.2 The town centre of Earl Shilton is located approximately 800m to the north-west of the site. The centre provides a selection of local services including a supermarket, shops, community uses (including a library), primary and secondary schools, recreation uses, a large medical practice and a range of industrial and commercial employers. There are also sports clubs in the town.

3.4.3 The site falls within the practice catchments of three primary healthcare practices. The nearest is the Heath Lane Surgery (8 GPs) in the town with further provision at the Barwell Medical Centre (5 GPs) and the Centre Surgery in Hinckley. Accident and emergency and a range of inpatient and outpatient services are provided at Hinckley & District Hospital.



Existing community facilities within the town centre

Social Infrastructure

3.4.4 Development has the potential to enhance existing elements infrastructure through increased patronage of facilities, developer contributions and increased economic activity.

3.4.5 Provided suitable footpath, cycle, public transport and road connections are made, the development of new homes can assist in the overall regeneration and vibrancy of the town, encouraging the use of local businesses and supporting economic growth.

3.4.6 The provision of homes including affordable homes in an area where there is significant demand and housing need creates further social benefit. The site has the scale to provide a range of types and sizes of home, thereby contributing to the community's social diversity, whilst integrating with existing residential areas.

3.4.7 Appropriate financial contributions towards social and community infrastructure will also be generated by the development. The increased demand for school places will be met through provision of a 2ha site for a new primary school. Increased demand for recreational open space also creates opportunities for an extended open space network and improved sports provision at Weaver's Springs for the benefit of new and existing residents.

3.4.8 The provision of up to 5.3ha of new employment land plus local retail and the school as part of the development will create local jobs. Further job opportunities will be created throughout the construction period.

3.5 Access and Movement

3.5.1 This section identifies the access and movement opportunities and constraints within and around the site that have been taken into account in developing the design and access proposals. Full access information can be found in the Transport Assessment, which sets out details of the measures that will be required to ensure safe and effective access to the site.

Vehicle Access

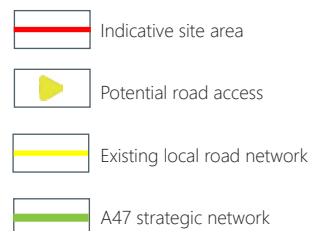
3.5.2 Figure 3.2 indicates the existing road network in the area surrounding the site. Mill Lane and Breach Lane are the only roads that currently lead into the site, with a number of other roads leading up to, or bounding the site, as described below:

- **Mill Lane** provides access to the northern part of the SUE and is linked to the north eastern edge of the town centre via both Almey's Ln and Chapel St / Church St. Alexander Avenue provides a direct link to the town centre from a junction with Mill Lane approximately mid way along and 200m north of the site. For the last 350m towards the A47, Mill Lane is a narrow rural lane which has become a dead end for vehicles since being severed by the Clickers Way bypass. This access would require upgrading to provide a suitable access to the SUE.
- **Breach Lane** links between Station Road to the west and is severed by the A47 Clickers Way (with cycle and pedestrian only access) - before continuing east of the A47. This road runs along the south western boundary of the site and the north eastern boundary of the housing on Masfield Drive / Masfield Place. For much of its length between Station Road and the site Breach Lane is a suburban road, although the section adjacent to the site is a narrower rural lane which would need to be upgraded to provide vehicle access to the site. The AAP does not propose Breach Lane as a potential access.

- **Masfield Drive** is accessed off the A47 and routes north to the edge of the site. The road ends where it meets Breach Lane and is not connected. The route is not considered suitable or available for access into the site.
- **Astley Road** is a continuation of Meadow Court Road which connects to Equity Road East (to the west). Astley Rd connects to Alexander Avenue (to the north). There are good connections to the town centre from both ends of Astley Rd / Meadow Court Rd; via Station Rd from Equity Rd East and directly from Alexander Rd. There is currently footpath access to the site from Astley Rd via the Weavers Springs recreation area. There is an existing access to the car park from Astley Rd, around 50m to the south of the junction with Weaver Rd. This is gated and opened only when access is required.

- At the junction of **Avenue South / Montgomery Road** there is currently a turning head and a pedestrian / cycle access to Weaver's Springs recreation area. The footpath route continues alongside field boundaries as it crosses the SUE area. Avenue South links to Alexander Avenue to the north. Montgomery Road extends into the residential development to the east, which overlooks the northern boundary of the central area of the SUE site.
- Access directly from the **A47 Clickers Way** into the site is currently limited to gated farm accesses. The design of any new junctions will need to take into account the speed and status of the road as part of the strategic highway network.

Figure 3.2 – Existing local road network and potential road access points





Homes on Masefield Drive to the south west of the SUE



Existing access to Weavers Springs recreation area from Astley Rd



Mill Lane, viewed looking north-west, in vicinity of the site



Local bus service on Astley Road

Public Transport

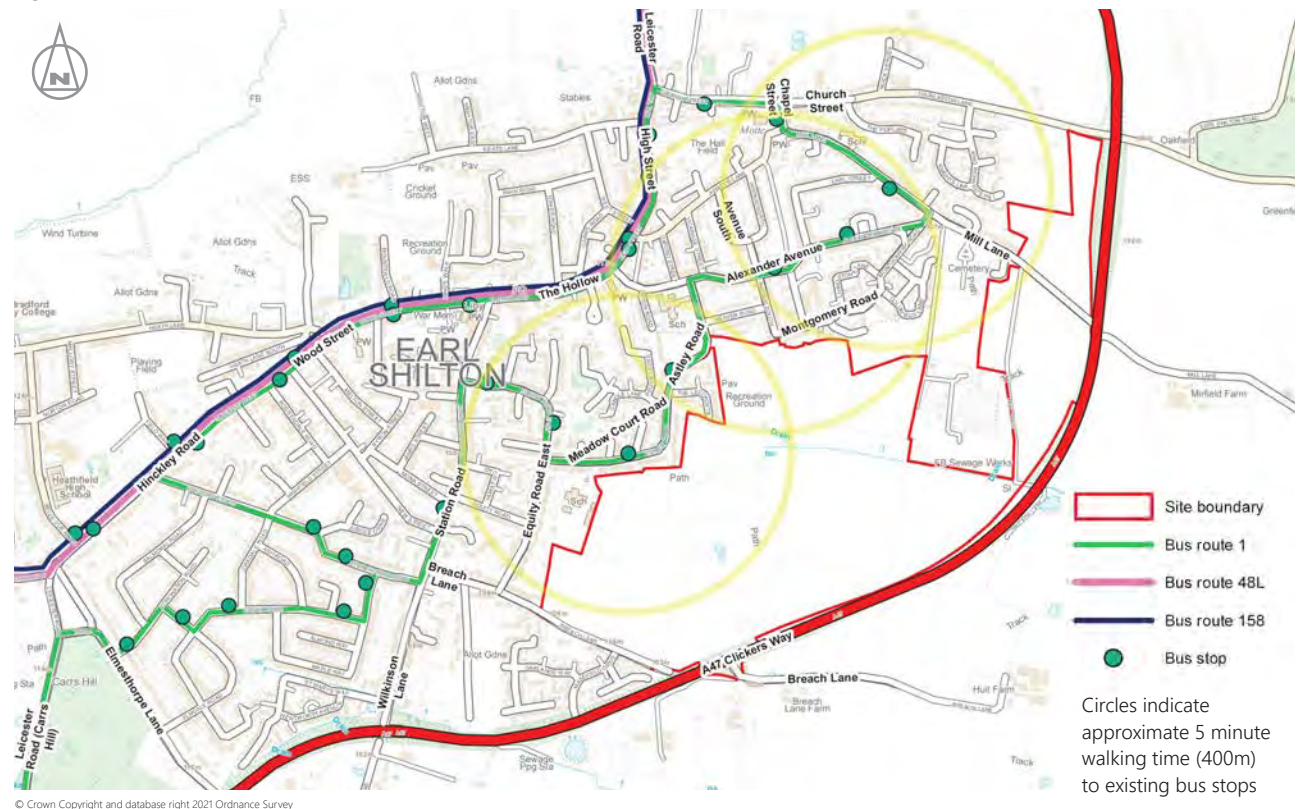
3.5.3 Earl Shilton is served by several local bus services providing good connectivity to Leicester, Barwell, Hinckley, Nuneaton and Coventry. Figure 3.3 indicates the proximity of these routes to the site.

3.5.4 Bus service 1 runs between Earl Shilton and Hinckley and is routed close to the site, along Meadow Court / Astley Road, Weaver Road, Alexander Avenue and Mill Lane, with the closest bus stop located on Astley Road, approximately 400m from the SUE.

3.5.5 In addition bus services 48 and 158 run through Earl Shilton town centre. Both services run between Leicester, Earl Shilton, Barwell, Hinckley (closest railway station) and Nuneaton, with the 48 route extending to Coventry. The nearest bus stop to the site for these services is on the High Street, located approximately 800m north west of the site.

3.5.6 There is potential for any of the existing bus services to be extended through the site if the road width and geometry are designed to accommodate buses.

Figure 3.3 – Public transport access



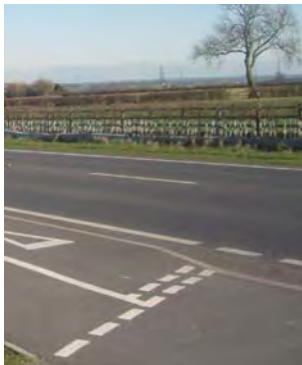
Public Rights of Way (PRoW)

3.5.7 There are three public footpaths within the site, one between Meadow Court Road and Breach Lane, one between Montgomery Road and Breach Lane Farm and another between Montgomery Road and Huit Farm.

3.5.8 There are two public bridleways within the site. One between Mill Lane and the A47 close to its crossing of the Earl Shilton Brook, the other running from this point north of and parallel to the A47 as far as Breach Lane.



Existing footpath adjacent to Weavers Springs recreation area

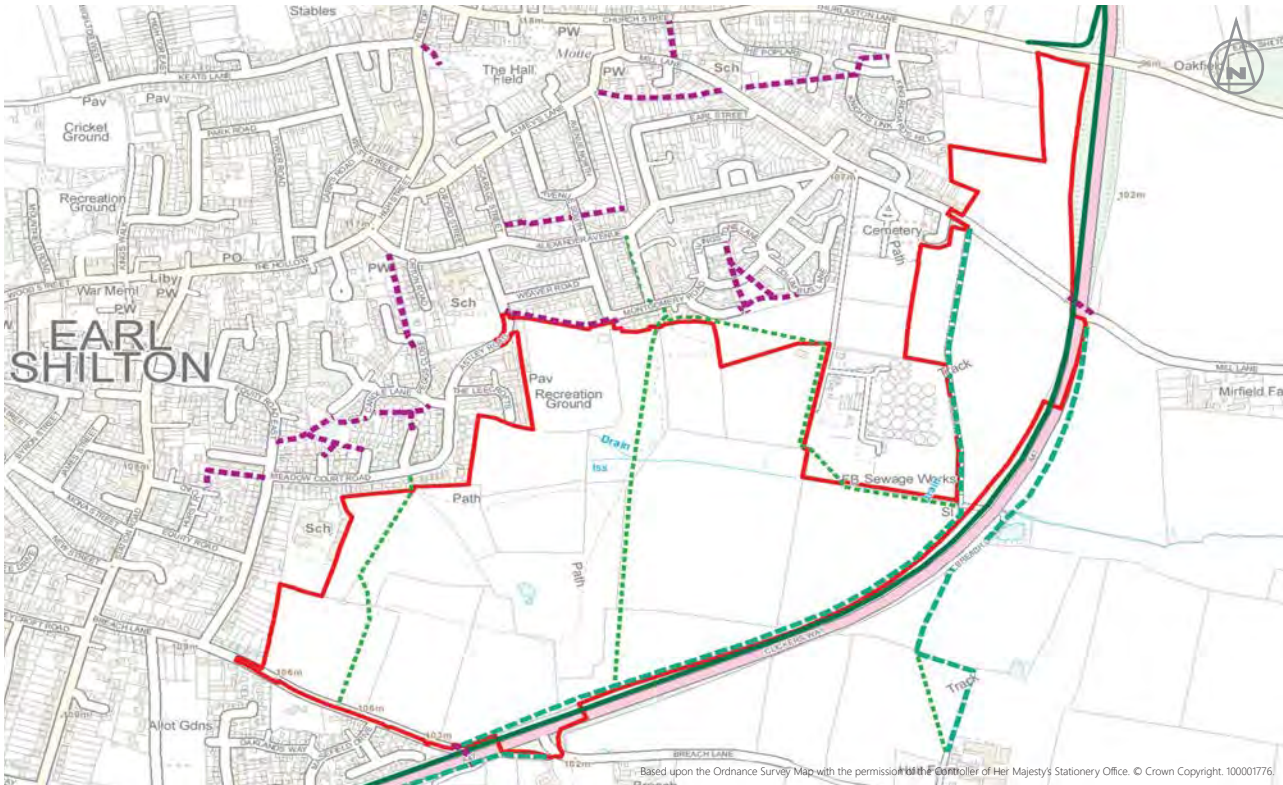


Segregated footpath / cycleway adjacent to A47 Clickers Way

Other Footpath and Cycle Links

3.5.9 The site is well connected by footpaths to the surrounding residential areas and nearby community facilities. A shared cycle and pedestrian route runs in a segregated lane along the A47 Clickers Way. Part of the Mill Lane is open for all traffic including pedestrian and equestrian. There is a short section of shared cycle and pedestrian route between Oaks Way and Wood Street. The streets in the residential areas surrounding the site to the west, north and east are typically cycle friendly and provide good links to Earl Shilton town centre. The key footpath and cycle links are indicated on Figure 3.4.

Figure 3.4 – Public rights of way and other footpath and cycle connections



3.6 Townscape

3.6.1 Earl Shilton has grown extensively from its pre-industrial village origins, with examples of built development from almost every period since industrialisation in the nineteenth century, which centred largely around the manufacture of boots and stockings. Due to the shape of the proposed SUE site, wrapping as it does around the majority of the southern edge of the town, new development will interface with existing townscape, typically at relatively low suburban densities from the early twentieth century to the present day. As such, existing adjacent development provides no overall cohesion or strong historic steer to guide the layout or appearance of the SUE area.

3.6.2 The planned development of the SUE provides an opportunity for the creation of a new, coherent and well-designed area of town, that consolidates the existing varying edge condition, and creates a well-designed framework for growth. The focal feature of the area will be a new community hub which will provide local services and facilities within walking distance of the new homes. The linear form of the existing town centre, higher up the hill may provide a suitable model for the community hub. The main east / west route through the town - the original alignment of the A47 prior to the opening of Clickers Way - is a more dense spine of development that connects streets that generally run in a north / south orientation, sloping up or down towards the centre of town. This configuration is a good model for the SUE, as it would provide order and cohesion as the town extends beyond what is currently a relatively fragmented edge.

3.6.3 Although there are no extensive areas of high quality townscape within Earl Shilton, there are several good quality individual examples and small groups of housing from the 19th, 20th and 21st century. These provide a template for the design, materials and details that can be used for the SUE, in order to create a consistent and cohesive local identity.

3.6.4 There are a number of features common to all eras of development in Earl Shilton. Using these as design cues to guide the appearance of new development will help to consolidate the variety of different styles, strengthen local identity and create a sense of place. Common design features include:

- Red brick (originally from locally sourced clay)
- Predominantly slate roof tiles
- White framed windows
- Window openings or subdivisions predominantly of tall / narrow proportions
- Limited use of contrasting light coloured render / painted brick
- Simple detailing
- Small area of semi-private space in front of homes, enclosed by a low wall or hedge

Columns left to right:

Examples of nearby homes dating from pre-1900

Examples of nearby homes dating from early to mid-1900s

Examples of nearby homes dating from the late 1900s

Examples of more recently built nearby homes







Established sustainable drainage features on adjacent site



Earl Shilton Brook at underpass beneath A47



Outfall from WWTW

3.7 Flood Risk and drainage

3.7.1 Most of the SUE drains to the Earl Shilton Brook, which is a tributary of the Thurlaston Brook. The Brook issues in the centre of the site and drains to the east. Part of the area north of Mill Lane drains to the north towards the Thurlaston Brook.

3.7.2 Several other surface water drains discharge into the watercourse including the WWTW outlet pipes. There are two short sections of ditch along field boundaries/in hedgerows within the lower part of the site conveying flows to the Earl Shilton Brook.

3.7.3 Environment Agency (EA) flood maps indicate that the site is located within Flood Zone 1, i.e. there is a less than 0.1% risk of flooding from fluvial sources. Modelling undertaken as part of the Flood Risk Assessment (FRA) of the proposed development, identified limited areas of flood risk associated with the immediate channel of the Brook.

3.7.4 The 2 ponds within the site are ephemeral and likely to dry out during long periods of low rainfall.



Hedgerow habitat

3.8 Ecology and Biodiversity

3.8.1 There are no non-statutory nature conservation sites within or close to the site. The closest wildlife site lies to the south of the A47 and is unlikely to be affected by the proposed development.

3.8.2 The site habitat is comprised of arable land, semi-improved grassland and hedgerows of varying quality, mature and semi-mature standard trees, scrub, streams / wet ditches, ponds, and tall ruderal vegetation. Much of the existing hedgerow and field boundary planting can be retained to provide visual interest, to filter views into and within the site and to maintain wildlife corridors.

3.8.3 A number of legally protected, priority and notable species have the potential to occur on site. Full details of these are provided in the Ecology Assessment that supports the planning application.

3.8.4 Development provides opportunities to mitigate for the loss of habitat and consequent impacts on potentially present species through creation of suitable alternative habitat and improved management.



Opportunity to introduce new habitat to increase bio-diversity

3.9 Utilities and Services

3.9.1 A major sewer serving the WWTW runs from the western boundary in an easterly direction across the playing fields towards the works. In addition, an 11Kv overhead power line runs from Meadow Court Road across the south western area of the site, leaving the site close to the junction of the A47 with Breach Lane. Both of these features are denoted on the Opportunities and Constraints Plan (Figure 3.5) and described in more detail in the accompanying Utilities Statement.

3.10 Air Quality

3.10.1 The proposed development will need to be designed to ensure that new homes are located to avoid potential odour impacts from the WWTW. A stand-off distance of 100m from sources to new housing is recommended in the AAP. Modelling has been undertaken to refine the design of the SUE as part of the Odour Assessment which accompanies the outline planning submission.

3.11 Noise

3.11.1 A Noise Assessment has been undertaken that identifies road noise from the A47 to be the dominant noise source on site. However, the assessment indicates that the site is suitable for development and that only a small number of homes close to the A47 will require enhanced sound protection. This could potentially be provided by screening and will be considered as part of detailed design at reserved matters stage. Noise limits for the proposed employment uses are recommended to protect the amenity of existing residents of Mill Lane, Union Mill Close and new homes.



Typical tree cover on site - native species associated with hedgerows



View of southern edge of site looking south towards the A47 where the highway is elevated above the site



Overhead power line within south western area of the site



Waste Water Treatment Works



Bund and buffer planting between A47 and adjacent new homes

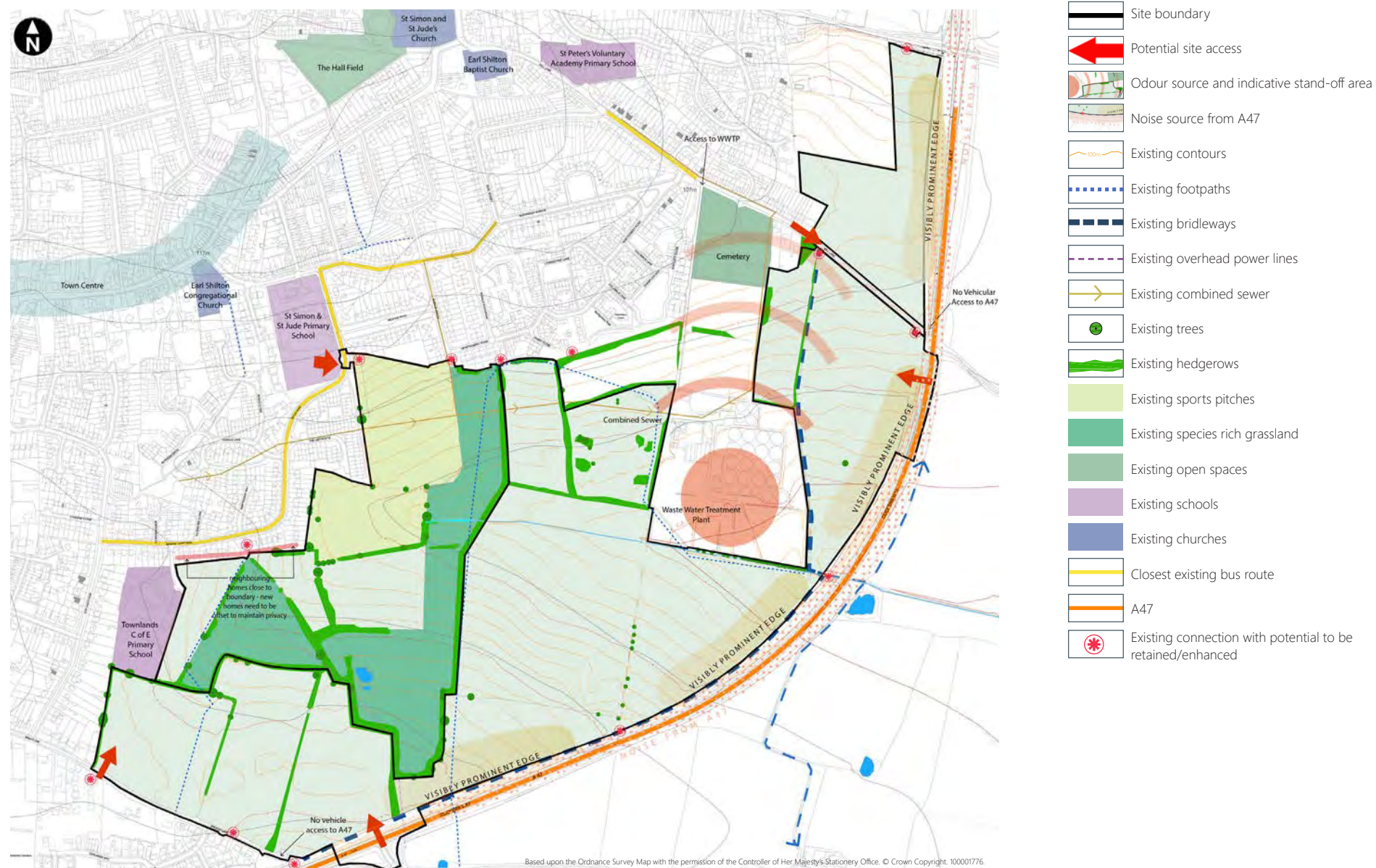


Existing screen planting around the perimeter of the WWTW



Summary of design opportunities	Summary of design constraints
● A sustainable urban extension will create a quality living and working environment, enhance the southern edge of Earl Shilton and contribute to the regeneration of the town. ● There are multiple potential access points for vehicles from Astley Road, Clickers Way, Mill Lane and Breach Lane. ● Suitable site in the area north-east of the WWTW to provide new employment and commercial development with good visibility to and access from the A47. ● Opportunity to provide a site for a new primary school. ● Opportunity to deliver a range of market and affordable family homes to meet local needs with good access to Earl Shilton's town centre and existing schools, shops and services if good pedestrian, cycle, public transport and road connections are provided. ● New homes and businesses will in turn boost trade and potentially deliver funding for improved services and facilities, aiding regeneration of the town. ● New homes and businesses in the area will have good access to existing nearby bus routes. The quantum of new homes will bring increased demand, creating the potential for enhanced frequency of existing routes and/or provision of new/diverted routes through the site. ● New homes and businesses will have good access to existing cycle and footpath links, including public footpaths and bridleways within and surrounding the site. ● Opportunity to enhance access to recreation and play facilities and to retain and enhance existing sports facilities and pitches in the Weavers Springs recreation area within the site. ● Opportunity to retain and enhance mature boundary trees and hedgerows and increase green infrastructure improving landscape amenity and ecological diversity of the site. ● Opportunity to retain existing ponds and to maximise use of the Earl Shilton Brook corridor for sustainable surface water drainage and green infrastructure. ● The majority of the site is readily developable, with only slight slopes and few significant technical constraints.	● The WWTW adjoining the north eastern part of the site creates an odour related constraint especially for land in the immediate vicinity to the north. ● A combined sewer crosses the northern part of the site in an east/west alignment, resulting in a corridor (due to an associated easement requirement) over which development is restricted. ● Proximity of adjacent homes on neighbouring sites along the northern boundary of the site creates a requirement for sensitive design and layout to minimise impacts on views and to maintain privacy. ● Visibly prominent southern and eastern edge of the site along parts of Clickers Way/ A47 requires sensitive design to create an appropriately soft and filtered built and landscaped edge to the new development, to minimise impacts on views into the site. ● Homes close to the A47 will need to be laid out and designed to limit the impact of traffic noise, eg through placement of homes to screen noise from rear gardens. ● Existing overhead power lines in the south western part of the site may require diversion, undergrounding or the creation of an associated easement through the development. ● Existing watercourse and flood zone area in the central part of the site needs to be retained and protected. ● Retention of hedgerow framework within the site. ● Existing accesses at Breach Lane and Mill Lane are suitable for limited use / smaller scale vehicles and may need improvement for increased use. ● Existing homes along Meadow Court Road adjacent to the site are close to the site boundary and new homes will need to be offset to maintain privacy.

Figure 3.5 – Summary of design opportunities and constraints plan



4. Involvement and design evolution

This section summarises the process of stakeholder engagement that has been undertaken and describes how this has informed the design approach.

4.1 Local Stakeholder Engagement

4.1.1 The starting point for the design was the Earl Shilton Development Framework adopted by Hinckley and Bosworth Borough Council (HBBC) as part of the Area Action Plan (AAP) for Barwell and Earl Shilton.

4.1.2 The Wood (formerly Amec) planning and design team undertook its own analysis of the site, taking into account the findings of the comprehensive technical and environmental appraisals outlined in Section 3. This led to the development of an outline plan which responded to the site design constraints and opportunities but varied from the AAP plan in a number of ways.

4.1.3 The emerging plan was informed by consultation with a range of stakeholders, as outlined below.

Earl Shilton Town Council

4.1.4 The proposed development is within the Earl Shilton Town Council boundary and includes the Weavers Springs recreation area owned by the Town Council. Engagement with the Town Council has taken place over many years.

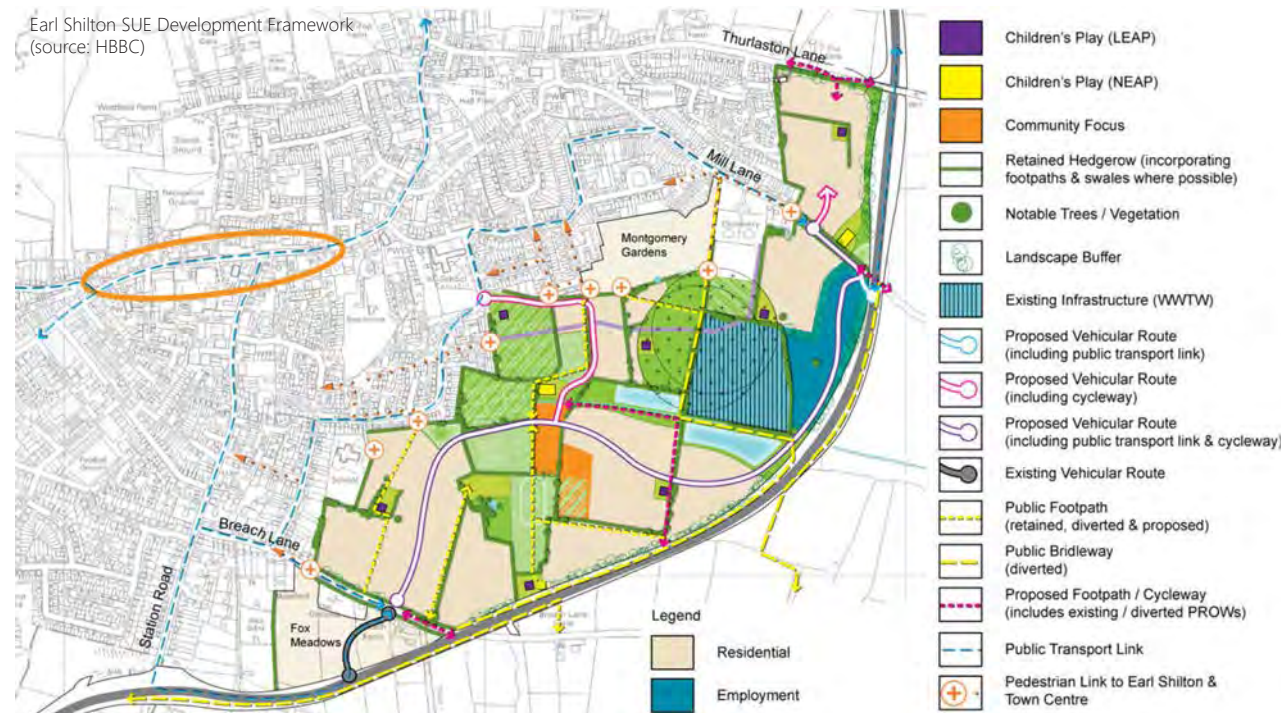
4.1.5 At the start of the design development process in 2012, the Wood (then Amec) team gave a presentation to Earl Shilton Town Council and attended follow up meetings with the aim of:

- Providing an overview of the emerging approach
- Explaining how the AAP masterplan was being developed
- Discussing the key potential benefits of the development
- Understanding the Town Council's key issues and priorities

4.1.6 The SUE consortium has remained engaged with the Town Council throughout the intervening period of design development, and will continue to do so.

HBBC Developer Forum

4.1.7 During the same period a number of meetings took place with the HBBC Developer Forum. These meetings included the applicants, infrastructure providers and officers representing HBBC and Leicestershire County Council. The forum focused on overcoming the issues and constraints to delivery and provided an opportunity for the SUE consortium to outline progress and present the evolving design and planning application for review.



HBBC officer meetings

4.1.8 The officer meetings were similar to the Developer Forums. Attendees included the project team and HBBC officers, to discuss issues affecting the proposed development and attempting to find solutions to overcome the issues to help deliver the SUE. A number of meetings of this type have taken place since 2012, with more recent meetings in 2021 focusing on the final revisions to the proposed plans.

Meetings with Leicestershire County Council (LCC)

4.1.9 As with the additional HBBC officer meetings outside of the Developer Forum, there has been a separate ongoing dialogue with the Highway Authority LCC throughout the application process, reflecting the central importance of access. Meetings since 2020 have focused on detailed revisions to the proposed access strategy in readiness for submission.

Meetings with HBBC drainage, open space and recreation officers

4.1.10 Early engagement with relevant officers allowed the principles and parameters of the proposed sustainable drainage system to be established from the outset, consequently informing the design of the wider green infrastructure network including public open space.

Meetings with Earl Shilton Town Team

4.1.11 A number of meetings took place with the Earl Shilton Town Team - an organisation with the remit of promoting the regeneration of Earl Shilton town centre. The meetings focused on how the SUE could most positively impact on the town and optimise the delivery of economic benefits.

4.2 Technical stakeholder consultation

4.2.1 A screening opinion for an Environmental Impact Assessment was sought from HBBC, it was assessed that such an assessment was required. Therefore additional technical departments within the council and a number of other statutory bodies were consulted on the proposals and have inputted to the EIA scoping and screening opinions for the proposed development; these are listed below. Scoping opinions were received and these were subsequently updated in November 2020. Consultees included:

- Blaby District Council
- English Heritage / Historic England
- Environment Agency
- Highways Agency
- HBBC Environmental Health (Pollution) officers
- LCC Minerals
- LCC Ecology
- Leicestershire and Rutland Wildlife Trust
- Natural England



Above: initial design concept used to inform the exhibition material

4.3 Public consultation

4.3.1 As described above, an initial masterplan was prepared, informed by preliminary engagement with key stakeholders. To gain input and feedback from local residents, the applicants held a two day public exhibition and consultation event at Earl Shilton Baptist Church - a fully accessible venue in a prominent location close to the site.

4.3.2 The exhibition was a drop in session, with information boards allowing visitors to view and discuss the proposals with the project team. The same information was available on a project website and details of how to access the website were provided in the publicity used to advertise the exhibition. The information boards provided:

- the background to the proposals, including information about the site, its location and the planning policy context;
- an overview of how the outline design of the proposed development had been informed by an extensive environmental and technical appraisal;
- a summary of the community benefits that will be delivered by the proposed development;
- a further insight into the environmental assessments undertaken, to determine the environmental impacts of the proposed development;
- an indicative masterplan of the proposed development;
- information to explain to residents how to respond to the consultation and what the next steps were in terms of the proposed planning application.

4.3.3 Attendees and online visitors were encouraged to complete a questionnaire seeking views on:

- key issues to be considered when planning for new jobs, community facilities and homes within Earl Shilton
- key benefits to the Earl Shilton community that the development could deliver
- how the proposals could be improved

4.3.4 Responses could be provided directly to the team at the exhibition, using feedback forms or using a website that provided details of the proposals and was accessible to anybody not able to attend the exhibition. The consultation proved to be an extremely informative exercise enabling the project team to better understand the views and issues that would affect the local community but also gathering intelligence and building relationships with local representatives. The feedback received has informed the preparation of the outline proposals, wherever possible addressing and responding to issues raised.

4.4 Design response and evolution

4.4.1 Although none of the issues raised during the public consultation required significant revisions to be made to the overall approach to the proposed development, a number of changes and improvements were made to the plan in response to feedback. The outcomes from the consultation were relayed back to the community through the website.

4.4.2 The design changes made in response to the consultation feedback are summarised below:

- Local residents within the Astley Road area highlighted that consideration should be given to the use of Avenue South as a potential vehicle access to the site. This opportunity was subsequently considered in consultation with the highway authority (LCC) concluding that the proposal should not be taken forward.
- The indicative proposed position of the school site has been changed, to improve accessibility and provide a better design for the area.

- To address concerns about the proximity of proposed new homes to existing homes along Meadow Court Road, an increased buffer will be provided to give greater protection to the amenity of existing residents.
 - The consultation highlighted that there was a need to enhance the provision and form of the proposed green spaces in the southern part of the development. This has now been completed, resulting in improved links to the community hub.
- 4.4.3 A draft outline planning application for the site was prepared in 2014. As part of the pre-application process the outline design proposals were the subject of an external design review by the East Midlands Design Review panel. The review highlighted potential to improve the relationship between the proposed community hub, the movement network and the surrounding areas. The feedback has been addressed in the latest design revisions.

Below: indicative content of the display boards used in the public consultation



4.4.4 Prior to submission of the application, the applicants entered an extended period of review, resulting in submission being delayed for a number of years. Since the extended review period has finished, further engagement has taken place with LCC and HBBC officers and Earl Shilton Town Council, including a briefing to members. The focus of these meetings and briefings has been to provide progress updates and to outline a number of refinements undertaken to the proposals, partly in response to the Design Review Panel comments and partly arising from a revised approach to phasing and delivery, which has resulted in a number of changes to the access and drainage strategy.

Below: Illustrative Masterplan prepared for submission in 2014



4.4.5 In revising the masterplan to incorporate these changes, the Wood planning and design team has taken the opportunity to review and refine the 2014 proposals to reflect changes in national planning and design policy that place a greater emphasis on the importance of placemaking. This has led to a revised masterplan concept (see Figure 4.1 below)

and development of placemaking principles and clearly defined character areas with specific design requirements to inform the detailed design of subsequent reserved matters applications, ensuring delivery of a high quality, sustainable and attractive new neighbourhood for Earl Shilton.

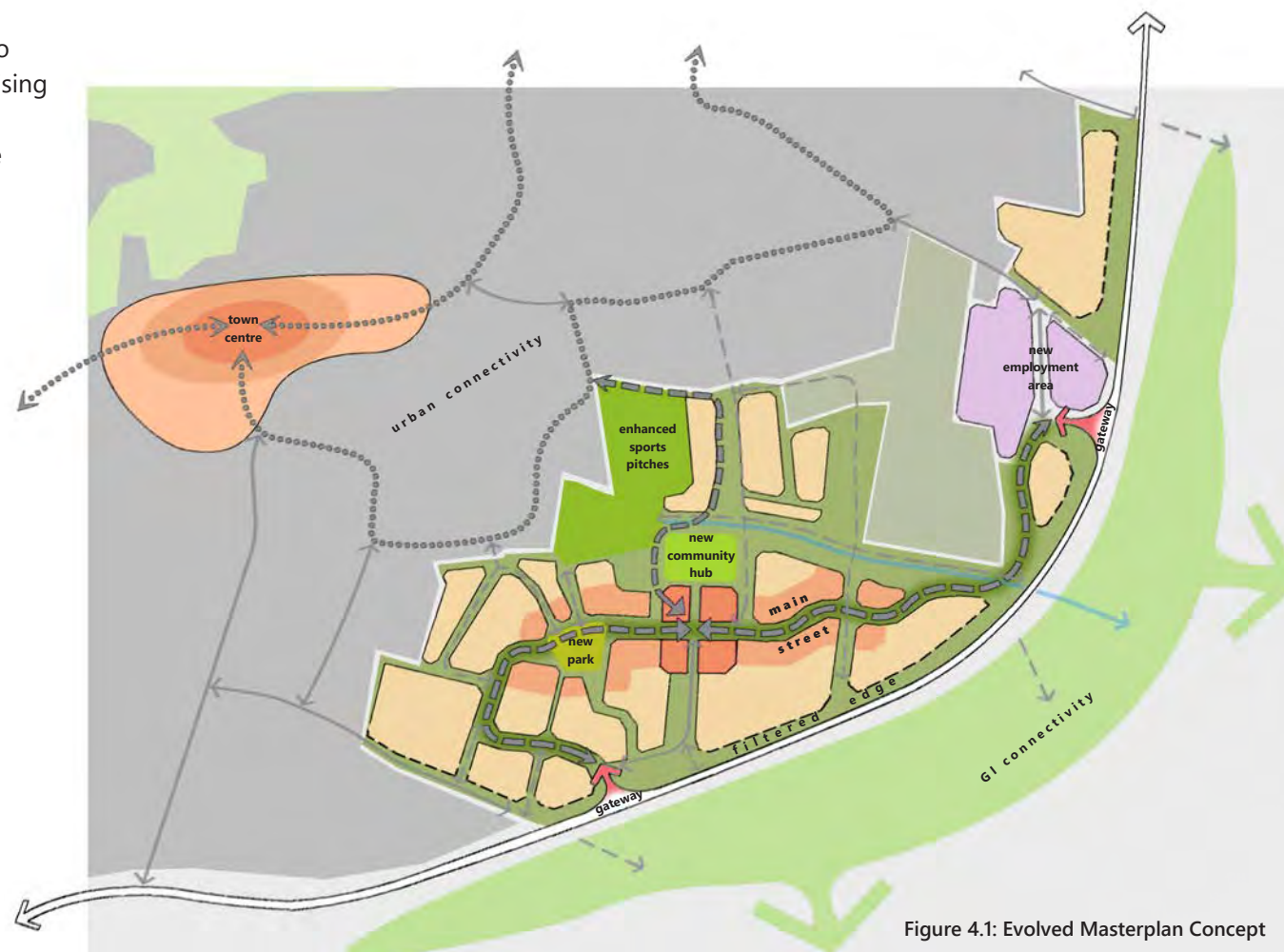


Figure 4.1: Evolved Masterplan Concept

5. Proposed development

This section provides an overview of the proposed development, defining the key design parameters and principles for use, amount, layout, scale, form, access, movement, landscape and placemaking.

5.1 Overview

5.1.1 The commentary explains how the proposed design has been developed in response to the constraints and opportunities identified through the process of site appraisal and stakeholder consultation set out in the previous chapters.

5.1.2 The supporting illustrative masterplan demonstrates how the key requirements for the SUE articulated in the Area Action Plan - to provide new homes, employment land and a range of community benefits - could be met within the proposed design parameters and principles.



Figure 5.1: Aerial view of illustrative masterplan looking north

The Application Process

5.1.3 The proposals explained and presented in this section support applications for outline planning for the Earl Shilton SUE setting out a single comprehensive and integrated masterplanning approach. The design parameters fix the key components and structure of the scheme, the design principles define the proposed urban design framework for the development and the illustrative masterplan and supporting material show how the development may be brought forward through subsequent reserved matters applications.

Overview of the proposed development

5.1.4 As envisaged in the Action Plan, the proposed development delivers a balanced and well integrated extension to the town. In addition to new homes, employment and an extensive network of green infrastructure, at the heart of the scheme a new community hub will be provided including retail, social facilities and land for a new primary school. The proposed development provides a new and well defined edge to the town, strengthening links to the surrounding countryside for existing and new residents and providing good connections from the new community to the town centre.

5.1.5 The overall layout responds to the site context, enhancing what is currently an urban fringe area to provide a new southern edge to Earl Shilton and a quality setting for the proposed new development based around sustainable principles of five minute (400m) walking distances between the majority of homes, local community facilities and access to public transport.

New homes

5.1.6 The proposed development will deliver up to 1500 new homes, providing a range of sizes and tenures to meet local housing need. The new homes will be provided in a layout that integrates with existing adjacent existing neighbourhoods and complements their character.

5.1.7 The illustrative masterplan (Figures 5.2 to 5.4) indicates 1500 new homes on a total net area of around 35ha at an overall average density of 42-43 dwellings per hectare (dph).

5.1.8 The homes will be developed in phases and the location, number of properties and mix of units for each phase will be established via the submission of subsequent reserved matters applications once outline consent has been secured.

Employment

5.1.9 Up to 5.3ha will be provided for a mix of office, industrial and distribution uses, providing new space for employment in the town. This area is located at the eastern gateway to the site, so will be visible to and easily accessible from the A47 Clickers Way, whilst being within walking distance of the proposed new homes and community hub.

Community Hub

5.1.10 At the heart of the proposed development a new community hub will be provided including land for a new primary school, space for community facilities and local retail floor space providing a mix of uses to meet everyday convenience needs. This will be located in the central part of the site to

the south-east of the existing playing fields. This is in a highly accessible location for new residents, being within 5 to 10 minutes walk of the majority of homes. The hub is at a key node in the street and open space network to maximise accessibility by active travel and future bus services.

Green Infrastructure

5.1.11 Permeating throughout the site and incorporating existing landscape features including mature trees and hedgerows, the new SUE incorporates around 19 hectares of green infrastructure including:

- Enhancement of existing sports pitches in Weavers Springs recreation area;
- New informal and formal green public open space, a range of accessible childrens' play spaces and areas of new planting and landscape;
- New attenuation ponds and sustainable surface water drainage features throughout the development that provide habitats for local wildlife;
- Retention and enhancement of a number of the mature trees and hedgerows throughout the site; and
- A network of footpaths (including existing public rights of way) providing enhanced connectivity and green links that promote increased bio-diversity throughout the site and surrounding area.

Figure 5.2 – Illustrative masterplan



Figure 5.1 – Illustrative Masterplan





Figure 5.3 – Illustrative Masterplan - detail of core area



Figure 5.4 – Illustrative Masterplan - detail of north-eastern area

5.2 Land use parameters

5.2.1 The land use parameters plan (Figure 5.5) shows the location and extent of land uses within the proposed development. It provides a framework for future detailed design and defines the overall development areas and main points of vehicle access that will underpin the reserved matters stage.

New Homes

5.2.2 The land use parameter plan shows about 35ha for residential development, to deliver up to 1500 new market and affordable homes. The residential land use is distributed throughout the site.

5.2.3 The land use parameter plan and supporting illustrative masterplan are based on a mix of homes ranging from one and two bed homes to three and four bedroom homes. There is flexibility to allow for different mixes to come forward subject to local needs and market demand and within the proposed density and building height parameters. The illustrative mix reflects the indicative housing requirement set out in the AAP.

Employment

5.2.4 The land use parameter plan shows up to 5.3ha of flexible employment land to accommodate offices or small scale manufacturing, distribution or other business uses. The site is located in a prominent position, visible from the proposed roundabout access from the A47.

5.2.5 The following specifications have been assumed for the purposes of the outline planning application:

- Small to medium sized units (1,000m² to 1,500m²) for industrial warehousing (use class B2/B8);
- 10 to 15% office footprint within these units;
- Dedicated parking and servicing in accordance with required parking standards;
- Small sized units of between (100m² to 300m²) for offices (use class E);
- Buildings generally up to 17m ridge height but restricted to 12m close to Mill Lane and Union Mill Close; and
- Flexibility for shared entrance, sub-divided units

Community Hub and Primary School

5.2.6 The land use parameter plan shows an area of 0.5 ha for the community hub and 2ha for the adjacent primary school site.

5.2.7 The community hub area allows mixed space for community facilities, residential and up to 2,000m² (gross floor area) of retail space to meet everyday convenience needs. The hub is conveniently located in walking distance of the majority of homes. Bike parking and a small number of car parking spaces will also be provided in line with HBBC parking requirements. The community hub is designed to potentially accommodate homes at first and second floor level above the mixed uses proposed at ground floor level.

5.2.8 The school site has enough space for a two form entry primary school and all required outdoor facilities including parking and outdoor play and sports space.

Green and Blue Infrastructure

5.2.9 The land use parameter plan shows a total area of 19.3ha of green infrastructure, including the existing sports pitch area at Weavers Springs, proposed public open space (formal and informal) and areas identified to provide sustainable urban drainage measures to attenuate stormwater run-off.

Access points

5.2.10 There are five vehicle access points within the proposed development where detailed approval is sought, as shown on the land use parameter plan:

- Southern roundabout access from A47 Clickers Way;
- North-eastern roundabout access from A47 Clickers Way;
- Access from Mill Lane;
- Access from Breach Lane; and
- Access from Astley Road.



Right: Indicative view of homes overlooking proposed community park incorporating retained mature landscape features

Figure 5.5 – Land use parameters plan



5.3 Building height and density parameters

5.3.1 The building height and density parameters plan (Figure 5.6) sets out the height and density parameters for the scheme. The proposed development has been sensitively designed to respond appropriately in terms of scale, massing and density to the surrounding residential area and landscape setting. The plan will underpin future detailed designs at reserved matters stage.

Density

5.3.2 Density within the proposed scheme varies across the site, and allows flexibility for higher density areas in the central area of the site, generally around the community hub and adjacent areas of the main street. Creating an area of higher density around the community hub and along the main street immediately to the east and west helps emphasise the community hub as a focal area of the site. The linear form of the focal area echoes the historic form of nearby Earl Shilton town centre, providing continuity and strengthening the local identity. The layout proposes areas of lower density housing towards the southern and eastern edges of the development.

5.3.3 The site is able to accommodate an overall average net residential density of 42-43 dph (around 1500 homes on 35ha of land), which make efficient use of the land, whilst reflecting the existing built form of Earl Shilton. Densities will range from 25 dwellings per hectare in lower density areas up to 50 dwellings per hectare in the higher density areas identified on the parameter plan.

5.3.4 This net residential area includes incidental open space, children's play areas and the local streets, but excludes the commercial/employment land, the primary school, SuDS areas and recreational open space.

Building heights

5.3.5 The majority of the site will be developed with two to two and a half storey homes (of maximum ridge heights 10m and 12m respectively). Areas with potential to accommodate taller buildings of up to 3 storeys (up to 15m ridge height) to create variety, landmarks and to aid legibility include the community hub and adjacent areas. Subject to detailed design consideration, taller three storey buildings could also be used to mark 'gateways' to and within the site, where this enhances the overall design of the SUE.

5.3.6 The employment areas will need to be flexible with ridge heights generally up to 17m, but with a 12m height restriction in the area adjacent to Mill Lane and Union Mill Close to safeguard residential amenity.



Above: The proposed height and density of development responds appropriately to the context within different parts of the site.

Figure 5.6 – Building height and density parameters plan



5.4 Primary and secondary street hierarchy

5.4.1 The parameter plan (Figure 5.7) identifies the primary and secondary street hierarchy within the site. These streets will be designed to accommodate pedestrians and cycles as well as cars and larger vehicles (including service vehicles and buses).

5.4.2 A separate sustainable connections principles plan (Figure 5.8) indicates the overall movement network including opportunities for footpath connections, access to the town centre and public transport routes.

5.4.3 The alignment of the primary and secondary streets defined in the parameter plan may change in detail at reserved matters stage but the access points and overall primary and secondary network are fixes that will underpin the design.

5.4.4 The primary street will typically have a minimum carriageway width of 6.75m. However; the section between the northern access from Clickers Way and into the employment area will be 7.3m wide, to facilitate access by commercial vehicles. The primary street will have a footway on one side, and a 3m wide shared footpath and cycle lane on the other side. This will provide cycle connectivity between the school, community hub and the northern and southern areas of the SUE.

5.4.5 The secondary streets will be designed with a minimum carriageway width of 6m providing connections onwards into Earl Shilton at Astley Road and Mill Lane.

5.4.6 The primary and secondary streets will connect to the existing highway network at four locations:

- The primary street will connect to the A47 Clickers Way from new roundabouts south of Mill Lane in the north-eastern area of the site and near Breach Lane to the south of the site;
- The secondary streets will connect to Astley Road via a new road through the existing Weavers Springs recreational area and to Mill Lane via a new road through the proposed employment area.

5.4.7 In addition there will be an access provided from Breach Lane for early delivery of a maximum of 50 homes. This will require some minor improvement to the existing lane as far as the proposed point of access into the SUE site (from the north-western end of the Lane) but most of the lane will remain unchanged in character. There will be no road connection between the homes accessed from Breach Lane and the rest of the SUE area.

5.4.8 Access will be provided from within the SUE to the new homes to be built north of Mill Lane. It is proposed that a connection will also be provided to enable vehicles (as well as pedestrians and cyclists) to access this area directly from Mill Lane. This will be carefully designed to discourage use by through traffic, using suitable traffic management measures.

5.4.9 The remainder of the residential roads will be designed to create a connected, pedestrian and cycle friendly movement network, with the majority of streets linking directly to the primary or secondary routes through the site, to aid legibility and echoing the existing urban form of Earl Shilton.

5.4.10 Further pedestrian and cycle connections will be provided into and through the site, including links to existing bus services and the existing cycle route along Clickers Way, as shown on Figure 5.8.



Above: An example of a primary street overlooked by higher density homes, featuring parking and tree planting. There is an opportunity for a similar approach around the new community hub and along adjacent areas of the main street.



Above: One of the existing Earl Shilton bus services that could potentially be routed through the site along either the primary or secondary streets.

Figure 5.7 – Primary and secondary street hierarchy parameters plan



5.5 Sustainable connections principles

5.5.1 A detailed analysis of the surrounding road, footpath and cycle network has been undertaken to identify all opportunities to create a well connected development. The analysis has determined the key access points, and the illustrative masterplan indicates how the site layout has been designed to provide high levels of permeability and connectivity throughout the site and to Earl Shilton town centre.

5.5.2 The movement network has been designed to maximise active travel by encouraging pedestrian, cycle and public transport access to and through the site so residents do not need to rely on access to private cars.

5.5.3 Due to the elongated land form of the SUE, the central location of the focal community hub and the relationship of the site to the adjacent neighbourhoods, town centre and A47 Clickers Way, creating a comprehensive movement network has been a key aspect of the design of the SUE. The resulting network meets a number of strategic objectives:

- to optimise connections to the town centre, as highlighted in Figure 5.8 to support the town centre and to facilitate improved bus access.
- to maximise permeability within the site, prioritising connections to the school and community hub.
- to create effective north south connections between Mill Lane, the employment area, and the community hub via the main / primary street.
- to provide improved connections to the existing cycleway on Clickers Way and routes to the wider countryside.

5.5.4 Vehicle access through the site has been carefully designed to create a balance between convenient access to and from the town centre and to and from the A47, whilst discouraging use of the site and existing roads for 'rat-running'.

5.5.5 Full details of these accesses and proposed traffic management measures are provided in the Transport Assessment that forms part of this application.

Public Transport

5.5.6 Existing public transport provision in the area is already well established and residents of the SUE will easily be able to reach a number of key destinations such as Leicester, Barwell, Hinckley and Nuneaton by bus. The site is located close to existing bus stops on Astley Road, and there are further relatively frequent bus services and stops located in the surrounding residential areas.

5.5.7 The primary and secondary streets have been designed to accommodate extensions or diversions to existing bus routes to create the potential for these to serve the development. Route changes and increases to frequencies will be agreed as part of the s.106 transport package.

Below: existing shared cycle and footway on A47



Pedestrians and Cyclists

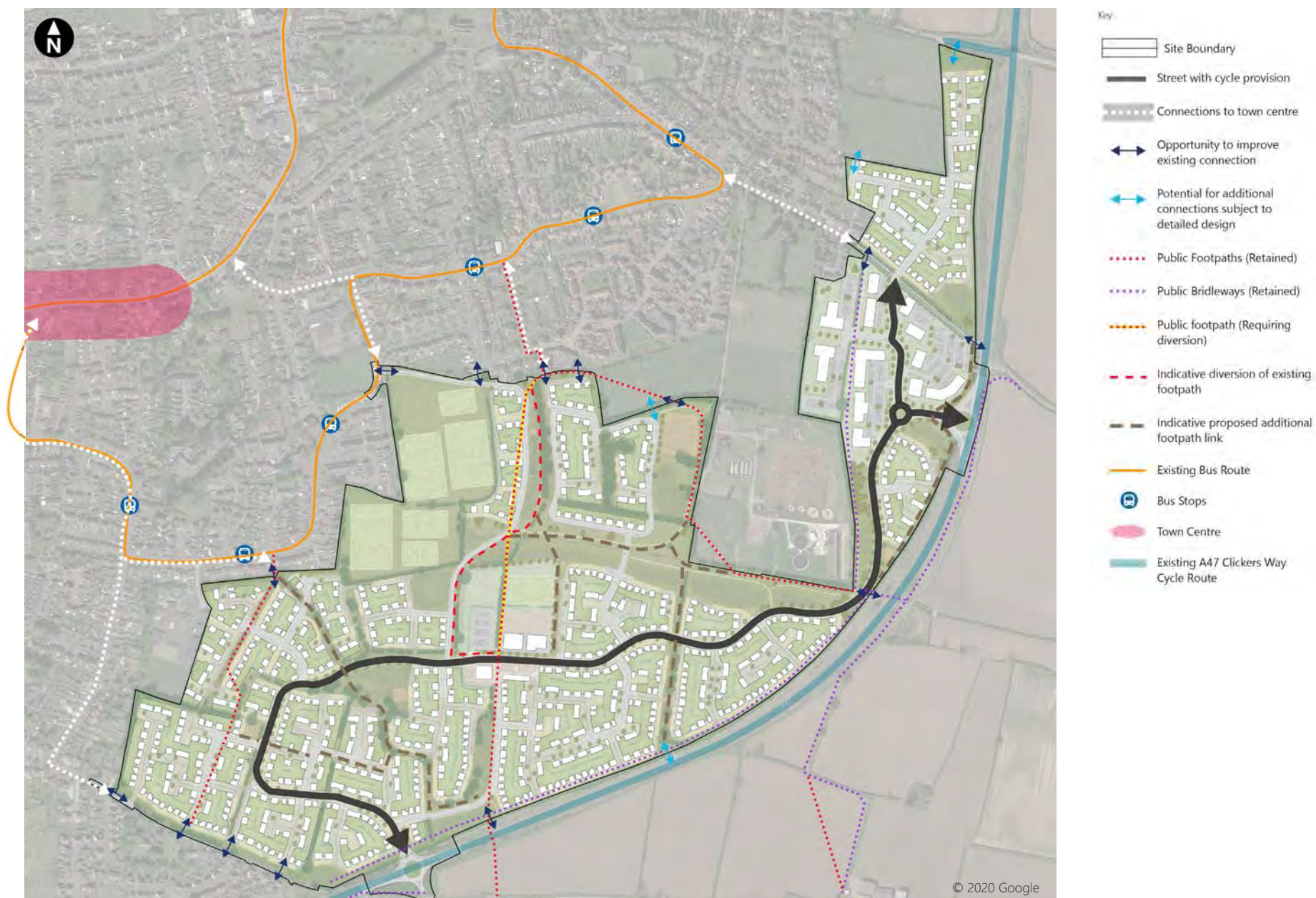
5.5.8 The illustrative masterplan shows the proposed network of footpaths and green corridors within the site that will connect to existing public footpaths and bridleways and to the surrounding residential areas and countryside. All routes will be maintained and extended, with some minor diversions proposed to two routes to improve the overall layout. The network is designed to provide safe and convenient access to local facilities and the town centre. In addition, all new roads will be designed to accommodate safe, attractive and convenient footways, with cycle provision on the primary and secondary streets between Mill Lane in the north and the new connection to Clickers Way at the southern end of the site. This new provision complements the existing dedicated lane along Clickers Way - linking homes, employment and the community hub.

5.5.9 There is potential to create enhanced footpath connections to adjacent residential areas at a number of locations identified on the principles plan. This will improve access to facilities and recreational opportunities for new and existing communities by making use of the enhanced network of paths within and through the site.

Below: section of Mill Lane north of A47



Figure 5.8 – Sustainable connections principles plan



Below: examples of sustainable surface water drainage



5.6 Green and blue infrastructure principles

5.6.1 The character and quality of the existing and proposed landscape within the site has been an important element in shaping the design proposals.

5.6.2 The proposed development aims to retain many of its valued elements and features including trees and hedgerows, waterbodies and streams within a linked landscape framework.

Retention of existing Trees and Hedgerows

5.6.3 Many existing mature trees and hedgerows are retained within the site as most of the existing field boundaries are proposed to be retained, resulting in very low levels of tree loss. The trees and hedgerows to be retained form part of an extensive network of green corridors that run throughout the site, helping both to screen new development and also to create a sense of maturity and enclosure.

5.6.4 Development is maximised on areas with least ecological and landscape features. Some hedgerows of lower quality could not be retained without significantly compromising the proposed layout of homes. New hedgerow planting and strengthening elsewhere will help mitigate against these limited losses and will be detailed under reserved matters submissions.

5.6.5 Retention of existing hedgerows and trees will encourage and enhance biodiversity within the site and the surrounding area. Retained trees

will add vertical interest, soften the appearance of and enclose the proposed built form, provide colour, habitat and shade and to help retain the landscape character and green infrastructure of the area. Wherever possible it is proposed to retain hedgerows within areas of public open space. The illustrative masterplan indicates some limited areas where retained hedgerows are retained as boundaries within private rear gardens.

5.6.6 Where landscape features are retained and enhanced they will be included in a long-term open space management plan, which will ensure their amenity and ecological value is secured.

Green Corridors

5.6.7 The proposed green corridors within the central and eastern part of the site are largely lined with existing hedgerows or proposed new tree planting and connect to public and recreational open spaces and neighbouring residential areas within and outside of the site boundary. They provide predominantly traffic free, green routes from the west to the east and north to the south of the site.

5.6.8 These green corridors soften the proposed development edge and views within the site, providing an organic structure that helps to maintain the landscape character.

Figure 5.9 Green and blue infrastructure principles plan



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Public Open Space

5.6.9 The illustrative masterplan and Figure 5.9 indicate how the public open space is proposed to create an inter-connected network. The network coincides with the alignment of the retained blue and green infrastructure corridors to create multi-functional, ecologically diverse and attractive spaces which are accessible and close to homes throughout the proposed development.

5.6.10 The open space network also links to the enhanced Weavers Springs recreational area and incorporates the proposed play areas. There may be opportunities to create additional connections but this would need to be agreed with the Town Council and consider pitch usage.

5.6.11 Wherever possible open spaces will be designed and managed to be multi-functional, for example to include cycleways and footpaths as well as the SuDS network of existing and proposed ponds, swales and drainage ditches.

5.6.12 The open space provision of about 19ha meets the policy requirement for open space by a combination of new and improved open space aligned to meet local needs. This ensures the SUE is well provided with open space, whilst maintaining the optimum area for the development of new homes and supporting community facilities.

Proposed Tree and Hedge Planting

5.6.13 Additional tree and hedge planting is proposed along green corridors to help strengthen the existing landscape framework. Some new tree planting is also proposed within the development blocks. The new tree planting will provide screening, help strengthen the definition of green edges and help to filter and soften views in and out of the site.

5.6.14 Street tree planting is indicated in the illustrative masterplan along some of the key routes through the site, in order to create tree-lined streets along the main routes.

5.6.15 Further new tree and hedge planting is illustrated throughout the development both within blocks and along the landscape edges of the scheme. This will enhance biodiversity, strengthen the landscape character and enhance the retained site landscape features. A detailed landscape scheme will be submitted at RM stage. This will add detail to the overall landscape strategy as well as specifying and identifying the opportunities for new planting.



Above: Example of retained hedgerow integrated into new development

Play Areas

5.6.16 Play space within the development will comprise of one NEAP, three LEAPs and four LAPs. The potential location for these facilities is identified on Figure 5.9 to demonstrate that the spaces all follow best practice guidance outlined below. This hierarchy of play areas will be supported by the lower tier of LAPs or an appropriate alternative that may include some element of 'play-on-the-way' provision as an integral part of the wider open space network, if this is preferred by HBBC at RM stage. Play spaces have been designed in accordance with Fields In Trust guidance, which aim to:

- Optimise natural surveillance by locating play areas next to new homes;
- Optimise accessibility by locating along the network of footpaths and cycleways that provide safe links throughout the site and minimise the need to cross roads to reach them;
- Ensure access for all through inclusive design and location within short walking times and distances; and
- Provide benefit through access to natural environments



Above: Example of play space overlooked by adjacent homes

SuDS and Drainage Strategy

5.6.17 The surface water runoff generated by the development will be managed in accordance with the National Planning Policy Framework. The preferred method of managing surface water run-off is through the use of Sustainable Drainage Systems (SuDS) such as swales, ponds and ditches.

5.6.18 The SuDS network shown on the illustrative masterplan and highlighted on the Green and Blue Infrastructure Plan (Figure 5.9) indicates a potential solution for the management of surface water in a sustainable and safe way, whilst integrating with and enhancing recreational and wildlife corridors.

5.6.19 The illustrative masterplan indicates provision of new SuDS features at the lowest points of the site in the south west corner, within the central and eastern green corridors of the scheme and at the low points within the site between Mill Lane and Thurlaston Lane (one adjacent to Thurlaston Lane and one adjacent to Mill Lane / Clickers Way). The SuDS features will follow the natural topography of the site, ensuring that the existing stormwater drainage regime is followed as closely as possible. With the exception of a small area north of Mill Lane that drains north, all the surface water will drain to the Earl Shilton Brook, which runs west to east across the centre of the site.

5.6.20 The SuDS features and ponds will provide attractive features and it is proposed that adjacent homes will be positioned to overlook them.

5.6.21 Within the employment area surface water attenuation will need to be accommodated within underground storage located within parking areas,

due to limited space for surface features. As for all other areas of the SUE allowance has been made within the proposed drainage capacity for climate change and the effect of urban creep (overall reduction in permeable surfaces).

5.6.22 Further details of the proposed SuDS measures are provided in the Flood Risk Assessment and Drainage Strategy.

Enhanced Biodiversity

5.6.23 The proposed development will promote biodiversity through the retention of existing landscape features and proposed enhancements such as the enhanced management of open spaces and provision of new green corridors. Green spaces and corridors will provide linkages between the

areas of semi-natural habitat for both wildlife and people. Retained features will be subject to better management to increase the value of the features for wildlife habitat. This includes open spaces that will be seeded to encourage a wildflower mix, new planting to supplement existing hedgerows and improvements to retained ponds.

5.6.24 The SuDS features and attenuation ponds within the green corridors will also be designed to optimise biodiversity. Although there are only limited areas of the site where ecology of any significant value will be affected by the proposed development, a full package of mitigation measures is proposed where this occurs. Details of specific mitigation proposals are provided within the Environmental Statement.



Above: an example of new homes integrated with green and blue infrastructure



Above: examples of active frontages in high, medium and lower density areas

5.7 Placemaking principles

5.7.1 The placemaking principles plan (Figure 5.10) articulates the key elements of the urban design framework that will underpin detailed design. It complements the land use, building heights and primary and secondary access parameters plans and the character areas principles plan set out later in this section. The elements include key building frontages, focal buildings, focal areas, views / vistas and low density edges.

Building frontages and orientation

5.7.2 A key principle is to ensure clear delineation between the public realm, the semi-private space immediately in front of homes and private space within and to the rear of homes. The arrangement of buildings on the illustrative masterplan demonstrates how development blocks can be formed within the network of streets and public open spaces that create a clear distinction between active fronts overlooking the public realm and enclosed private space to the rear of homes.

5.7.3 Blank facades to buildings will be avoided through the use of corner-turning / dual aspect house types with window and door openings positioned to create active frontages to all streets, open spaces, footpaths and cycle routes in order to promote overlooking and natural surveillance.

5.7.4 Where possible the block structure is oriented to maximise the number of south facing facades and roofs within 30 degrees of south (to optimise solar collection where PV panels are provided).

Focal buildings, focal areas and key frontages

5.7.5 In certain locations - subject to detailed design considerations - there is the opportunity to increase the height and increase plot ratios to provide a denser, more urban feel, variety and interest. The main opportunity to do this is around the proposed community and school hub, and along the main street in the areas immediately east and west of the hub. Another is the employment area where focal buildings could be provided at key gateways or nodes within the development.

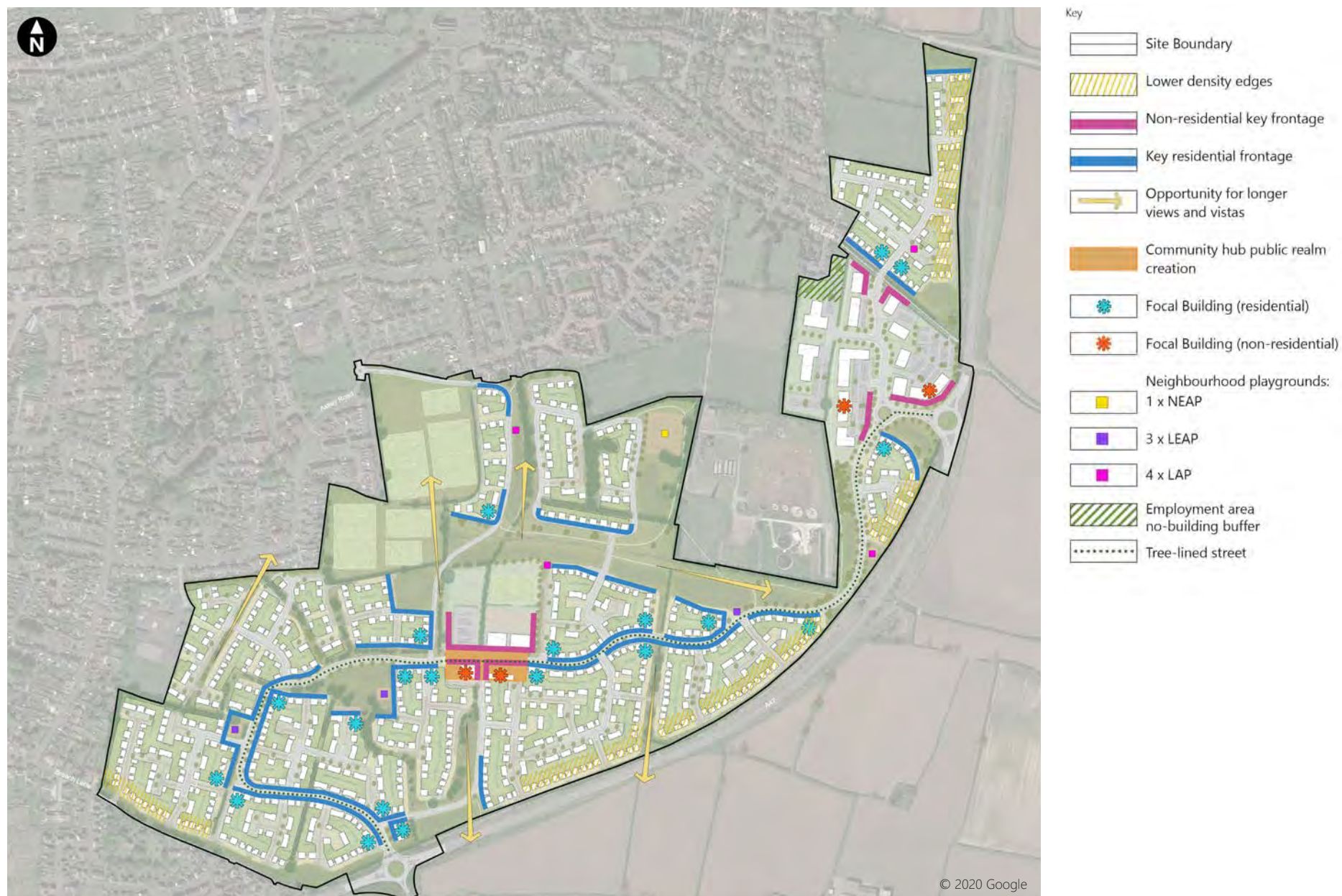
5.7.6 Key frontages are proposed at other locations within the site, including along parts of the main street and at prominent gateways to the site. The purpose of key frontages is to provide contrast and visual interest at significant focal areas within the street network, adding visual interest and variety, which in turn enhances legibility and wayfinding.

Key views in and out

5.7.7 The church spire of St Simon and St Jude is a key local landmark and is visible from parts of the site. A number of the green corridors frame views of the spire and consideration should be given to retaining some of these views to help strengthen local identity and sense of place.

5.7.8 The landscape and building design along the southern and eastern boundary of the SUE area needs to create a filtered edge to help soften the visual impact of the development in distant views of the site and from Clicker's Way.

Figure 5.10 – Placemaking principles plan



5.8 Character area principles

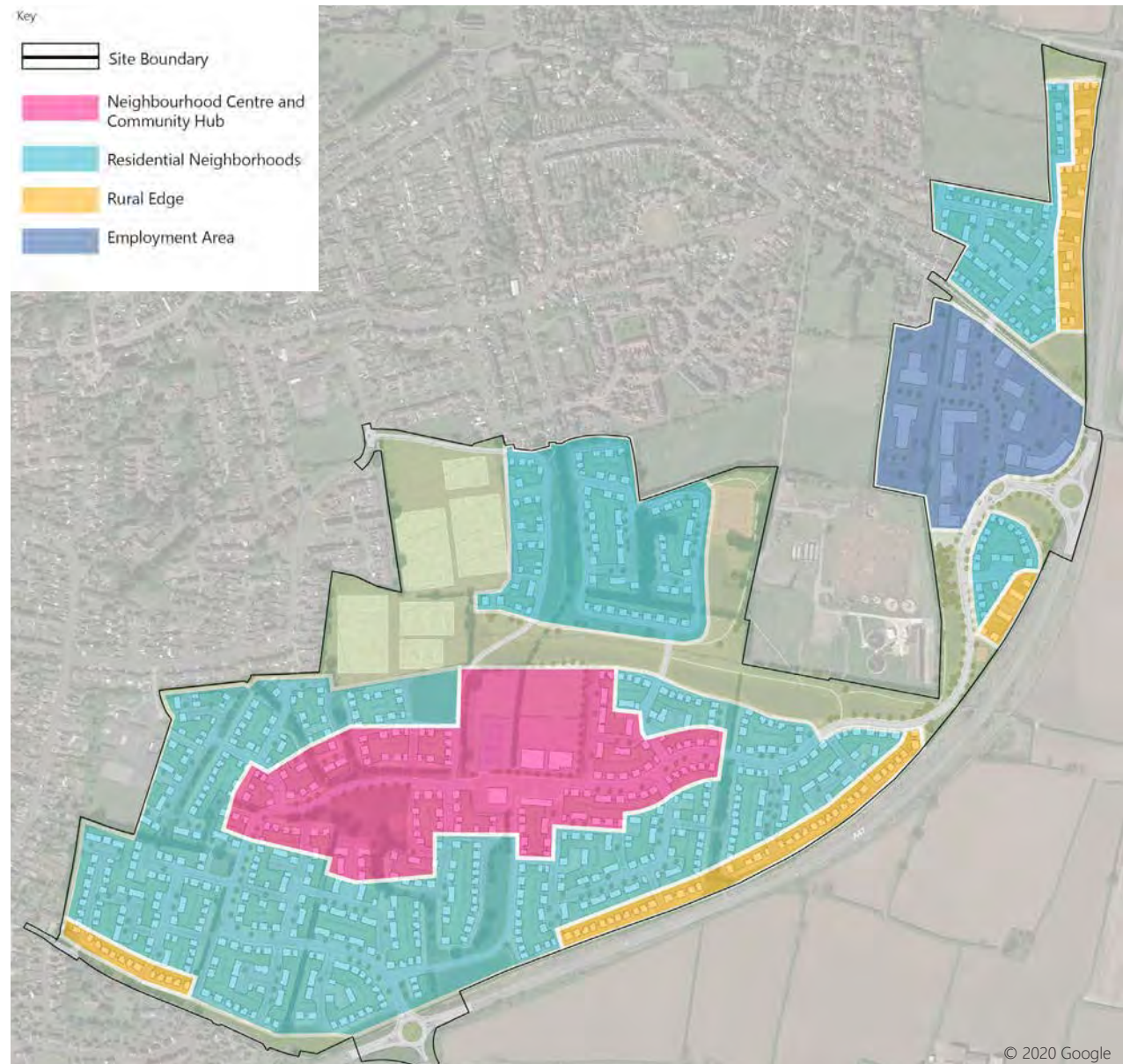
5.8.1 There are four proposed character areas within the scheme, reflecting different uses and locations within the development:

- the neighbourhood centre and community hub;
- residential neighbourhoods
- the southern and eastern edges; and
- the employment area.

5.8.2 Whilst the illustrative masterplan for the sustainable urban extension at Earl Shilton gives an indication of how the development may look, many details of the layout, building and landscape design will be determined through reserved matters applications. The purpose of the character areas is to help create areas of distinct character within the site where elements such as scale, appearance, building materials and details, boundary treatments and hard and soft landscape details are relatively consistent. In order to reinforce the distinction between different character areas, some contrasting details will be used in the different character areas.

5.8.3 This section outlines and illustrates the differing design approaches and details that could be utilised within each character area.

Figure 5.7 Character areas principles plan



Neighbourhood centre and community hub

5.8.4 This is the core area of the site, where the primary school, local retail and community facilities are located alongside higher density homes. The character area extends along the tree-lined main street to the east and west. The linear form of this focal area echoes the form of Earl Shilton's main street, reinforcing the sense of place.



Below: examples of similarly scaled neighbourhood centres



Neighbourhood centre and community hub character area

Category:	Defining characteristics:
Scale and Massing	Up to 3-storey in areas fronting the community hub, open space and the main street to the east and west of the community hub. The community hub space will be designed in detail to create a central focal feature for the whole proposed development. Potential for apartment blocks to turn corners and town houses along streets in between. Frontages within the community hub to be tight to public realm/pavement where possible to give continuous façade and enclosure either side of the central square and immediate approaches. Transition from higher to lower storeys to be graduated, making use of 2.5 storey along the main street.
Density and Use	Homes up to 50dph subject to development of a detailed design solution that meets placemaking objectives. Mixed use to comprise local retail and community uses subject to market demand (at ground floor) with higher density residential. Flexible design to allow for re-use of ground floors for different uses, potentially with residential above in the community hub.
Access and Movement	Public realm focussed on prioritising safe access for pedestrians and cyclists to the square at the heart of the central hub area and the focal open space hub to the west of the community hub. Pedestrian and cycle routes connect into these spaces via secondary roads linked by the main spine, which has a shared footpath cycleway running along one side (and footpath along the other side). Parking for the community hub is to be provided as shared / communal facilities to serve all uses within the hub, encouraging linked trips. This is to be designed as an attractive landscaped parking court (or square). The primary school will be accessed directly off the proposed primary street with on-site parking for staff and a limited number of visitors only. Safe and pedestrian-friendly drop-off arrangements will need to be considered at detailed design stage. Parking provision at the Weavers Springs sports hub will be enhanced.
Public realm	Public realm should be informal, but in contrast the central hub area should be marked by a semi-formal public square/space in high quality materials that may be used for outdoor events. Use of macadam finish for road carriageways will be acceptable but channel details could be employed to visually narrow streets. The length of carriageway through the central hub should have a contrasting finish or material. Other focal places should be paved in blocks or setts or other contrasting finish. Footway paving materials should be carefully considered to add variety to streets and lanes.
Architectural design	There is scope to use standardised building typologies, however, these need to be tailored to the overall design approach for the site, which is to create a distinctive neighbourhood that may be contemporary in style but should reflect traditional buildings and materials found in Earl Shilton to help bring cohesion to the site and to provide the new neighbourhood with a sense of place and connection to the town. In general the wider SUE provides a transition from rural edge to urban centre, but reference for designs of the core area surrounding the community hub should be taken from urban rather than rural locations, creating a focal, relatively more dense heart to the development, mirroring the linear form of the nearby town centre and approaches. Detailing should be robust and help create visual interest and managed variety. Groups of buildings should be designed collectively, with whole street scenes in mind rather than plot by plot.
Facing Materials	Predominantly Leicestershire type brick, with some render and painted brick and a mix of grey, red and brown roof tiles. The buildings within the community hub may use contrasting materials.
Landscaping and Boundaries	Generally properties will be located close to the back of the spine road pavement, strengthening the character of the hub as a mini high street. Where there is a set-back these semi-private spaces should be enclosed with railings or dwarf walls. Side and rear enclosures should be walls. Plain timber fences in the public realm should be avoided. Formally planted street trees will be integral part of the public realm.

Residential neighbourhoods

5.8.5 The majority of medium density new homes and residential streets fall within this character area.

Images indicating potential appearance:



Indicative Plan Extract:



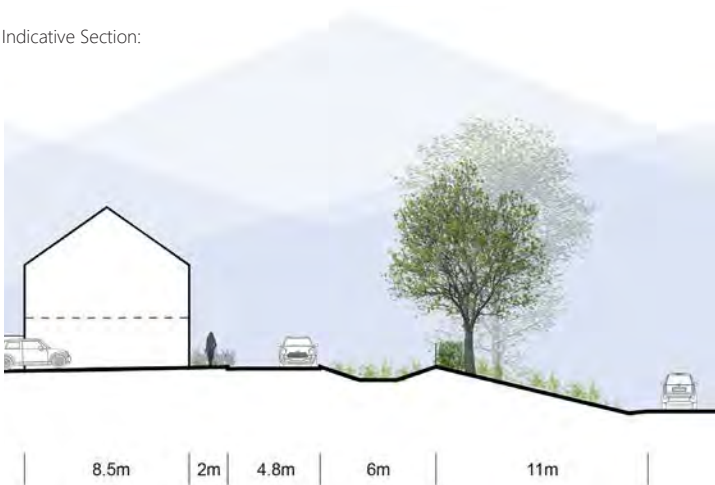
Residential neighbourhoods character area

Category:	Defining characteristics:
Scale and Massing	Predominantly 2 to 2.5 storeys but with occasional use of 3 storeys subject to detailed design. The majority of homes fall within these areas which take the form of traditional streets, overlooked by homes, typically with small enclosed semi-private spaces between the homes and the back of pavement. There will be some variation in scale and massing of the homes within these areas, but the streets are purposely relatively simple in form, with visual interest created through a combination of their integration with the surrounding landscape framework (typically with views to retained trees and hedgerows) and partly through their role as 'connecting' features between more dominant and elaborate focal areas and key frontages.
Density and Use	Complementing the above, residential development within this area will vary between 35 and 45 dwellings per hectare, with occasional pockets of higher or lower density to respond to particular features - for example lower density may be more appropriate for areas of the site in close proximity to existing homes, and small pockets of higher density homes may be appropriate where homes overlook adjacent open spaces or at significant nodes along the primary and secondary road network.
Access and Movement	The area is predominantly comprised of connected streets that serve only the homes, that link to the primary and secondary streets. The residential streets will be designed to be pedestrian and cycle friendly with integral features to limit vehicle speeds. The majority of homes within this area will be within walking distance of existing bus routes that run through the residential area that lies to the north of main part of the site. Parking will predominantly be provided on-plot with carefully designed driveways and garages to minimise visual impact. This will include a mix of parking to the side of homes and open parking on driveways in front of homes, broken up with soft landscape elements. A limited amount of unallocated parking parallel or perpendicular to the carriageway will be provided to supplement off-road alternatives. On-street parking will generally be used in the higher and medium density areas along the new primary and secondary streets.
Public realm	Public realm should be as informal as possible, and whilst roads may be acceptable in tarmac, channel details could be employed to visually narrow streets. Shared surfaces and private drives could be blocks or setts. Footway paving materials should be carefully considered to add variety to streets and lanes.
Architectural design	The design approach for this area should be cohesive with and complementary to the approach articulated for homes within the community hub character area, with contrast and variety resulting from differences in form, massing and density. As such there is scope to use standard building typologies, tailored to reflect the Earl Shilton identity. In general the wider SUE provides a transition from rural edge to urban centre, so reference for designs of the residential neighbourhoods that span the whole SUE area may be drawn from both the urban and rural context, with streets in the upper (more northerly) part of the site needing to reflect the urban context and more southerly areas more influenced by buildings found in the surrounding rural settlements.
Facing Materials	Predominantly brick with the potential for some render or painted brick. Facing brick to have Leicestershire brick qualities and tone. Roof tiles to be a mix of grey, red and brown.
Landscaping and Boundaries	Front gardens of housing to be enclosed potentially using either dwarf walls or native hedgerows. Potential for fence treatments such as picket fencing and possibly railings in certain areas, depending upon the overall townscape character. Street trees and informal spaces should be designed into layouts to create networks of green infrastructure.

Southern and eastern rural edge

5.8.6 This encompasses the relatively more visually sensitive, lower density southern section of Breach Lane and the eastern residential edges along the A47 Clickers Way.

Indicative Section:



Images indicating potential appearance:



Indicative Plan Extract:



Southern and eastern rural edge character area

Category:	Defining characteristics:
Scale and Massing	Limited to 2-storey development where fronting on to strategic landscaping and the wider countryside.
Density and Use	Complementing the above, residential development at lower densities where fronting on to landscape buffers and the countryside beyond, typically in the range of 25-35dph.
Access and Movement	Streets and Lanes on the edge of built development to have single sided footways on development side, or shared surface. Parking will be provided on-plot and designed to be integrated within the rural edge character, typically with garages (where provided) set-back between homes and making maximum use of parking spaces between homes to minimise visual impact (refer to low density example image on Page 44). Due to the lower density of homes along these edges, this should be easily achieved.
Public realm	This area is the transition between the adjacent countryside and the new neighbourhood to the north and west, and the public realm should be very simple, with minimalist geometry. An emphasis on simple, natural materials is key to linking the edge with rural areas and villages beyond.
Architectural design	Potential for larger properties on nonlinear individually designed plots. Opportunities for vernacular or high quality modern interpretation provided that it satisfies the requirements for the sensitive context adjacent to the designated park/garden. Detailing of individual elements within designs to be of high quality.
Facing Materials	Predominantly brick with the potential for some render and painted brick or potentially high quality, contemporary materials such as timber and metal or ceramic cladding. Traditional roofs to be a mix of grey, red and brown tiles. Contemporary design could incorporate flat or mono-pitch roofs. Living roofs may also be acceptable on garages/outbuildings.
Landscaping and Boundaries	Within this character area boundary treatments will also be tailored to help strengthen the more rural and informal character. Boundary treatments will be more typical of village edges incorporating a greater extent of soft landscape using native planting elements including hedgerows and trees to help soften and filter views of the development edge, including some use of field-type boundary fences and using fewer walls.

Employment area

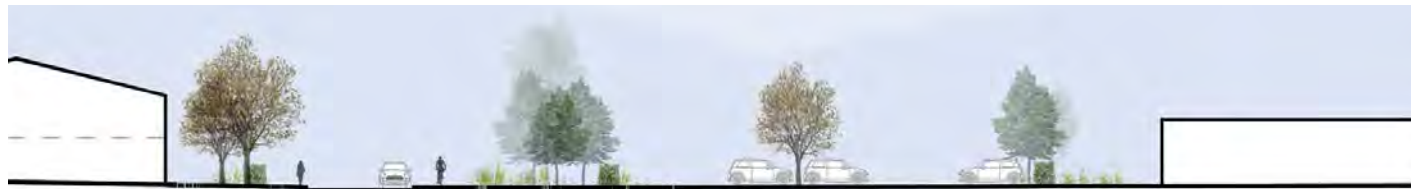
5.8.7 A distinct area west of the north-eastern gateway to the site, designed to accommodate a range of different types of business space.

Images indicating potential appearance: of employment buildings



Employment Area Character Area

Category:	Defining characteristics:
Scale and Massing	Buildings up to 17m tall (to the ridge-line). Within the area of the site immediately adjacent to existing homes on Mill Lane and Union Mill Close, height will be restricted to 12m to the ridge-line. Different buildings for different employment uses are likely to vary in height as well as in scale and massing. The tallest buildings should be located within areas identified for focal buildings.
Density and Use	The employment area will support a range of different types of employment buildings, including logistics, light industrial and office. Use classes E(g), B2, B8. E class uses more likely to be suitable in areas close to existing or proposed residential uses
Access and Movement	The employment area will be accessed directly from the newly formed northern / eastern gateway to the site from Clickers Way. The area is also linked to the rest of the site by road and pedestrian / cycle links. Carriageway to be 7.3m between the A47 junction and the employment area to accommodate commercial vehicles.
Public realm	A well designed public realm will play a key role in helping to deliver cohesion to this area, which will be occupied by a variety of different building types.
Architectural design	This will be determined in detail at the RM stage. Additional design effort and thought to create attractive frontage to primary and secondary streets and main A47 gateway.
Facing Materials	As for the residential neighbourhoods, the principle is to make use of a cohesive palette of sustainable, traditional and contemporary materials and textures within the employment area that help reinforce a sense of place and help distinguish the employment area as a distinct but complementary area within the development. Locally sourced materials should be used where possible. Greater design emphasis and material quality should be placed on the more prominent buildings fronting the north eastern gateway to the site as identified in the placemaking principles plan.
Landscaping and Boundaries	This should complement the overall detailed landscape design for the employment area and use a consistent palette throughout, likely to include hedgerow and tree planting to provide cohesion with the surrounding site. Proposals will need to be enhanced where they front primary and secondary streets and the main A47 frontage.



Indicative
Section

7-9m | 2m | 7.3m | 3m | 12m | 6m | 4.8m | 4.8m | 6m | 4.8m | 9m | 18m



Indicative Plan Extract:

6. Building for a Healthy Life Assessment

The design for Earl Shilton SUE has been developed using the Building for a Healthy Life (BHL) toolkit and this section demonstrates how the BHL design objectives for quality placemaking have been met in the outline design.

6.1 BHL Overview

6.1.1 BHL has been devised through a collaboration between Design for Homes, the NHS and Homes England to promote the creation of healthier, more sustainable places, through better design.



6.1.2 The toolkit looks at 12 aspects of design, grouped into three themes, with each theme considering the design approach at a progressively increasing level of detail, from the wider context, to the place, to the street and the individual home:

Integrated Neighbourhoods

- Natural connections
- Walking, cycling and public transport
- Facilities and services
- Homes for everyone

Distinctive Places

- Making the most of what's there
- A memorable character
- Well defined streets and spaces
- Easy to find your way around

Streets for All

- Healthy streets
- Cycle and car parking
- Green and blue infrastructure
- Back of pavement, front of home

6.1.3 Within the toolkit, each design objective is defined and illustrated with built examples to demonstrate both good and bad practice. These are provided both to guide the design process and to provide a measure against which to assess design quality, intended for use by developers and other stakeholders when considering design proposals.

6.1.4 With reference to the good and bad examples, the toolkit encourages designers to achieve 'green light' status for good practise and to avoid 'red light' status where poor practise is followed.

6.1.5 The toolkit guidance acknowledges various constraining factors that may mean a 'green' cannot be achieved. This can be due to particular site conditions or local policies, or where the design at an early stage (such as at the outline application stage) where some of the more detailed aspects of the design are not yet fixed. In such instances the assessment allows use of an 'amber light' – which denotes either that 'green' best practice is unachievable, or that further detailed design work will be required at a later stage to confirm that 'green' can be achieved in the final design.

6.1.6 In this assessment of the SUE design proposals, for each of the 12 BHL criteria the overall design objective is defined, the requirements to meet the objective are listed and a summary description is provided of how the design proposals meet 'green' positive design criteria (as defined within the BHL guidance). Explanation is provided where certain requirements have an 'amber' status.



Integrated neighbourhoods: natural connections

Design objective: Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

What's required to meet the design objective:

- Look beyond the red line that marks the extent of your site. Ordnance Survey maps along with satellite mapping software such as e Earth are useful tools to help you understand the wider context and how you can best stitch a new development into a place.
- Identify the places, facilities and services you need to connect to.
- Draw points of connection into and through your site - creating a strong and direct street, path and open space network.
- Create well-connected street and path networks, providing opportunities for these to be extended beyond the site boundary in the future.
- Research and respond to how water flows and nature moves across your site and the wider surroundings.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Edge to edge connectivity.		Well integrated into existing Earl Shilton urban fabric, making good use of existing connections and street networks. Providing through routes to neighbouring areas where possible. Connections are also provided to new and existing social and green infrastructure for both existing and future residents.
Respond to pedestrian and cyclist desire lines.		The proposed active travel network incorporates existing public rights of way including cycle paths, footways and bridleways, integrating them into a coherent network. This includes direct active travel routes along key desire-lines to existing and proposed local amenities. These routes are integrated within a multi-functional open space network.
Connected street patterns. These work best when they include straight or nearly straight streets to makes pedestrian routes as direct as possible.		The street pattern is well connected and legible throughout the site with safe, overlooked, lit streets and with good visual connections between different parts of the site.
Filtered permeability. A useful technique that designs out 'rat-running' and creates a pleasant low traffic environment around people's homes whilst still allowing pedestrian and cycle movement.		The SUE development is well integrated to the existing settlement, allowing public transport access, walking, cycling and road connections. Through routes that connect to the existing urban fabric of Earl Shilton will be designed with filtered permeability, designing out 'rat-running' to create a low traffic environment around proposed homes whilst allowing/encouraging pedestrian connection to the rest of Earl Shilton.
Continuous streets (with public access) along the edges of a development. Private drives can frustrate pedestrian and cycle movement along edges.		Streets are designed to be continuous for pedestrians and cyclists, forming a legible street pattern. This active travel network provides a continuous connection throughout the site with direct connections to adjacent areas of Earl Shilton. The pedestrian and cycle routes also link proposed local amenity and public realm within its network.
Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature.		The outline design protects and enhances existing hedgerows, integrating them into the proposed green infrastructure strategy. Part of the existing species rich grassland is retained with its movement corridor. A further east-west corridor is provided to encourage habitat movement throughout the site. This corridor forms an integral part of the sustainable urban drainage network as part of the proposed Green and Blue Infrastructure that will help foster new habitats within the area.
Where retained, keeping hedgerows within the public realm, safeguarding their future retention and management.		As described above, the layout allows the majority of retained features to be integrated within areas that will either be adopted or subject to site-wide management – final details to be agreed at reserved matters.
Streets and routes that can be extended in the future.		Proposed routes can be extended in the future, notably in the north-western corner. Otherwise, it is limited by the A47.
Adoption to site boundaries.		Site boundary is comprised of (1) enclosed private gardens (2) areas of highway or open space that will be adopted; or (3) communal areas that will be overseen by a management company.

Integrated neighbourhoods: walking, cycling and public transport

Design objective: short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

What's required to meet the design objective:

- Cycle and walk the neighbourhood to understand where off-site interventions will be most useful. Local residents and councillors can help you understand where investment in improvements to pedestrian and cycle infrastructure might have most impact.
- Invite people to cycle within the site and beyond to destinations within at least a three mile radius; with routes through green spaces, quiet streets alongside prioritised and protected routes on busy streets, junctions and roads.
- If there is an existing protected cycle network, connect to it. Alternatively, begin a new one by building or funding routes to key destinations.
- Ensure access for all and help make walking an instinctive choice for everyone undertaking short journeys.
- Streets and paths that connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe and convenient.
- Make sure that all streets and routes pass in front of people's homes rather than to the back of them – creating a well overlooked public realm.
- Exploit public transport hubs, such as train stations and bus interchanges, to build at higher densities and channel a higher percentage of journeys to public transport.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Share street space fairly between pedestrians, cyclists and motor vehicles.		Street space is designed to promote sharing between pedestrian cycles, private and service vehicles.
Cycle friendly streets with pedestrian and cycle priority across junctions and side streets.		Street and junction design prioritises pedestrian and cycle access over private and service vehicle access.
Nudge people away from the car. Offer cycle (and cargo bike) parking closer to the entrance of commercial, leisure and community facilities than car parking spaces.		Pedestrian and cycle routes between different parts of the site are more convenient and direct than vehicle routes (e.g., link between the new proposed local centre and Meadow Court Road).
Provide scooter and cycle parking at schools. Scooters can encourage younger children to get active on the way to school.		Future residents will be able to choose between nearby schools and the new school to be provided on site. Details such as scooter parking will be determined through a reserved matters application.
Design out school runs dependent on cars.		Provides direct footpaths and cycle routes to existing routes and to the site being provided for a new school on site.
Demand Responsive Transport, car clubs and car shares.		Developers will be encouraged to promote and implement green transport initiatives.
Start or contribute to a Local Cycle and Walking Strategy Infrastructure Plan.		Developers will be encouraged to promote and implement green transport initiatives, which could potentially include a school walking bus as part of the Travel Plan.
Short and direct walking and cycling connections that make public transport an easy choice to make.		Direct, safe and overlooked pedestrian and cycle links are provided to the surrounding road network and existing public transport.
Zebra, parallel and signalised crossings.		Not applicable.
New or improved Park and Ride schemes.		Not applicable.
Tight corner radii (<3m) at street junctions and side streets.		Details of street design to be confirmed through Reserved Matters application, but the street layout is compatible with this approach.
20mph design speeds, designations and traffic calming.		Details of street design to be confirmed through Reserved Matters application, but the street layout is compatible with this approach.
Concentrate new development around existing or new transport hubs.		Existing bus services can be routed through the site along the primary or secondary street, linking the new local community hub where higher density will be located.
Protected cycle ways along busy streets.		Not applicable.

Integrated neighbourhoods: facilities and services

Design objective: places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

What's required to meet the design objective:

- Developments that provide community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs.
- Locate any new facilities in the best location for those walking, cycling and using public transport.
- Consider whether improving existing facilities will add more value to the local community than adding new ones.
- Assess or identify what sport and leisure provision there is for people of all ages, paying particular attention to the needs of children, teenagers and older people.
- Create places where people can meet each other such as public spaces, leisure facilities, community buildings, cafes and restaurants to provide opportunities for social interaction – helping to improve public health by encouraging physical activity and helping to tackle those affected by loneliness and isolation.
- 'Play on the way' can make car-free trips more fun for children making them want to walk or cycle to school.
- Sustainable drainage schemes that contribute towards an attractive and accessible network of streets and public spaces.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Intensifying development in locations that benefit from good public transport accessibility, in particular around public transport hubs such as train stations and bus interchanges.		Existing bus services can be routed through the site along the primary or secondary street, linking the new local community hub where higher density will be located.
Reserving land in the right locations for non-residential uses.		Local community hub that accommodates local facilities and the site for a new school is located at the centre of the development, which is the most accessible area. New residents will also have access to enhanced facilities within the existing Weavers Springs recreation area. The development will also provide new childrens' play areas and recreational walking routes within the new public open space network. Further employment uses are located to the north-west between the A47 and Mill Lane with good direct access that avoids generating traffic through residential areas. The location for the employment land use also benefits from good visibility from A47.
Active frontages.		All footpaths, cycleways and streets are fronted by active uses that will provide natural surveillance.
Clear windows along the ground floor of non-residential buildings (avoid obscure windows).		Non-residential buildings are the proposed employment uses, proposed school and community hub. Design details will be finalised through a reserved matters application, but the building will seek to provide an active frontage with clear glazing overlooking proposed streets and public realm.
Mixing compatible uses vertically, such as placing supported accommodation at the heart of new developments above active ground floor uses.		The community hub is designed to accommodate residential uses above ground floor level, however details of the proposed mix and design will be confirmed through Reserved Matters application.
Giving places where routes meet a human scale and create public squares.		Street width and layout of buildings have been designed to the appropriate scale for residential areas. A generous public realm is provided throughout the scheme, designed to benefit from natural surveillance from over-looking homes.
Frequent benches can help those with mobility difficulties to walk more easily between places.		This level of detail will be fixed through a reserved matters application.

Integrated neighbourhoods: homes for everyone

Design objective: a range of homes that meet local community needs.

What's required to meet the design objective:

- A mix of housing types and tenures that suit the needs of the local community. This may include first time buyer homes, family homes, homes for those downsizing and supported living.
- Maximising the opportunities offered by supported accommodation, placing these homes at the heart of new developments above active ground floor uses such as shops, community facilities and pre-schools.
- Offering people access to at least some private outdoor space. This is particularly important for people's mental health and wellbeing especially when social distancing and travel restrictions are in place.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences.		The detailed design of the buildings, the housing mix and the landscape and public realm design will be fixed through Reserved Matters applications by the members of the developer consortium.
Apartment buildings might separate tenure by core but each core must look exactly the same.		Not applicable.
A range of housing typologies supported by local housing needs and policies to help create a broad-based community.		The scheme is broadly compliant with the housing mix set out in the HBBC Area Action Plan and subsequent updated policy guidance.
Homes with the flexibility to meet changing needs.		The detailed building design will be fixed through a Reserved Matters application.
Affordable homes that are distributed across a development.		The final housing layout and mix will be fixed through a Reserved Matters application.
Access to some outdoor space suitable for drying clothes for apartments and maisonettes.		Not applicable.
Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes; balconies and terraces for homes above ground floor.		Not applicable.

Distinctive places: making the most of what's there

Design objective: understand and respond

What's required to meet the design objective:

- Allow time for good design, walk the site and the surroundings with the local planning authority. Discuss, understand and agree opportunities and constraints building a shared vision that makes use of the topography and other existing assets on and beyond the site.
- Explore conceptual ideas before settling on an agreed way forward and producing a site layout. For instance, if there are existing site features explore how these might be best integrated into a place.
- Identify any visual connections into, out, through and beyond the site.
- Work with the contours of the land.
- Understand how water flows across and pools on the site. Explore how water can be used to enhance biodiversity, create character and improve people's sense of wellbeing.
- Draw all these considerations together to get the street, block and open space structure right from the start (a framework or concept plan).
- Consider opportunities for natural lighting, cooling and ventilation. Take care not to compromise important urban design principles such as perimeter block structure.
- Identify opportunities to integrate and reuse existing features of value, these might be natural or man-made, on or beyond the site.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features.		The designers that have developed the outline design have made several visits to the site and surrounding area and have a good understanding of the development opportunities and constraints as demonstrated in Section 3 of the DAS. Section 4 describes how the outline design responds to the local stakeholder engagement.
Using existing assets as anchor features, such as mature trees and other existing features.		The majority of existing hedgerows and species rich grassland have been retained and form a key design feature for the masterplan. This offers an attractive quality to the development, providing a strong sense of place that links to the character of the site.
Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character.		Building and landscape design will be determined in a future reserved matters application, the underlying street pattern, green infrastructure layout and massing have been carefully designed to respond the surrounding context.
Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.		The design locates lower density homes adjacent to existing homes, transitioning to a relatively higher density along the Main Street where new homes are further away from existing neighbouring communities.
Remember the 'four pillars' of sustainable drainage systems - water quantity, water quality, amenity and biodiversity.		The outline design incorporates several opportunities for the integration of sustainable drainage features to maximise on-site attenuation. Existing waterways are integrated within the overall drainage design strategy, linking it to the open space strategy that provides a multifunctional space for drainage, amenity and biodiversity purposes.
Protecting and enhancing existing habitats; creating new habitats.		The scheme protects and enhances the majority of existing hedgerows. It also retains part of the Species Rich Grassland to inform the overall open space strategy, integrating it into the new green infrastructure network that creates new habitats. Further habitat enhancements are proposed along the existing waterway whilst providing attenuation as part of the site wide drainage strategy.
Interlocking back gardens between existing and new development (where existing back gardens adjoin a site boundary).		The default has been to interlock back gardens with existing neighbouring homes, however through public consultation, some residents expressed a preference to have a landscaped buffer or overlooked gap between proposed development and this was subsequently revised.

- Be careful that hedges are not simply retained and prevent a sensible and practical new development layout. It may be more effective to create and plant new hedgerows and tree belts into development proposals than work around existing hedges. A well thought out approach may even increase habitat and biodiversity.
- Be sensitive to existing development but avoid creating buffer spaces between existing and new back gardens.
- Using the landform and ground conditions (soil) in a considered way. For instance, low-nutrient subsoils are ideal to put to one side if you wish to establish wildflower meadows rather than importing new topsoil.

Distinctive places: a memorable character

Design objective: create places that are memorable

What's required to meet the design objective:

- Create a place with a locally inspired or otherwise distinctive character.
- Review the wider area for sources of inspiration. If distinctive local characteristics exist, delve deeper than architectural style and details. Where the local context is poor or generic, this does not justify more of the same. Inspiration may be found in local history and culture.
- Understand where positive local character comes from: streets, blocks and plots (urban grain), green and blue infrastructure, land uses, building form, massing and materials often underpin the essence of the distinctive character of settlements rather than architectural style and details.
- Using a local materials palette (where appropriate) can be a particularly effective way to connect a development to a place. This is often more achievable and credible than mimicking traditional architectural detailing which can be dependent on lost crafts.
- Brownfield sites can offer sources of inspiration for new development. Greenfield and edge of settlement locations often require more creativity and inspiration to avoid creating places that lack a sense of local or otherwise distinctive character.
- Character can also be created through the social life of public spaces. Create the physical conditions for activity to happen and bring places to life.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
A strong, hand drawn design concept. To find the right solution a number of different ideas and options might need to be explored.		The design has evolved over a number of years, responding to stakeholder/ design review panel input and feedback. Options were tested and evolved through engagement over time. Initial schemes were presented at public consultation and feedback has been taken on-board in the final outline application.
Drawing inspiration from local architectural and/or landscape character.		The retention mature landscape features including the majority of the hedgerows, Species Rich Grassland and enhancement of existing waterways is a key design feature, offering an attractive quality to the development and providing a strong sense of place that links to the character of the site.
Reflecting character in either a traditional or contemporary style.		Building and landscape details will be determined in future reserved matters applications. It is anticipated that the final design will be sympathetic to the existing character through the choice of materials and the detail and proportion of the built form, reflecting the common characteristics of homes from all eras of Earl Shilton.
Structural landscaping as a way to create places with a memorable character.		The design creates a street pattern that integrates and responds to the retained green infrastructure, inherently providing a strong character to the site.
Memorable spaces and building groupings.		Against the unifying backdrop of the retained and enhanced green infrastructure network, there are 4 distinct characters of built development within the site: (1) the neighbourhood centre and community hub located centrally with higher density, incorporating the new park, community hub and its associated public realm (2) residential neighbourhood that surrounds the community hub with lower density that matches the character of existing Earl Shilton settlement (3) rural edge with lower density that fronts onto the agricultural land, and; (4) employment area that forms a new gateway at Mill Lane.
Place names that have a connection to the locality can help stimulate ideas and design thought.		This can be considered as part of the detailed design process to be undertaken by the members of the development consortium. Street and place names with a connection to the locality help to promote a sense of civic pride and would help to reinforce the meaning and identity of the SUE. These should be included at Reserved Matters Stage.

Distinctive places: well defined streets and spaces

Design objective: create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

What's required to meet the design objective:

- A strong framework of connected and well overlooked streets and spaces.
- Look beyond the plan and illustrative street scenes; what will you actually see and experience walking along the street?
- Perimeter blocks with clearly defined public fronts and private backs.
- Active frontages. Front doors, balconies, terraces, front gardens and bay windows are a good way to enliven and add interest to the street and create a more human scale to larger buildings such as apartments and supported living accommodation.
- Carefully considered street corners.
- 3D models (physical or computer generated) and simple, hand drawn street cross sections can be useful tools to understand and test the spatial qualities of a place.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Streets with active frontages.		All streets have active frontages, with the main entrance to all homes being from the street frontage. All streets are designed to be overlooked by homes to provide passive surveillance.
Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces.		The proposed layout incorporates clearly defined streets and open spaces overlooked by homes, with enclosed private gardens to the rear and a zone of semi-private space between the front of homes and the back of public realm. The green infrastructure network incorporates existing mature landscape features, connecting and enhancing them with new green corridors creating complementary new habitat.
Cohesive building compositions and building lines.		The built form creates a cohesive enclosure to the network streets and open spaces, with contrasting character between the built form in the central community hub and peripheral sites and the employment site, as densities vary from lower to higher across the site. The illustrative masterplan indicates a consistent building line within each area.
Front doors that face streets and public spaces.		The outline road layout and proposed block structure supports buildings being orientated to face the streets and open spaces. This is demonstrated by the illustrative masterplan.
Apartments that offer frequent front doors to the street.		Not applicable.
Dual aspect homes on street corners with windows serving habitable rooms.		As above
Perimeter blocks.		New homes are laid out to form perimeter blocks of development with fronts of homes overlooking streets, and private enclosed rear gardens to the rear, typically with a semi-private area providing a threshold between back of pavement and front of home.
Well resolved internal vistas.		Homes are laid out to create a variety of internal vistas – some streets terminated with buildings, others with a backdrop of trees.
Building typologies that are designed to straddle narrow depth blocks		This can be considered as part of the detailed design process.

Distinctive places: easy to find your way around

Design objective: use legible features to help people find their way around a place.

What's required to meet the design objective:

- Streets that connect with one another.
- Streets that are as straight and as direct as possible.
- Use street types, buildings, spaces, non-residential uses, landscape, water and other features to help people create a 'mental map' of a place.
- Streets with clearly different characters are more effective than 'character areas' in helping people grasp whether they are on a principal or secondary street.
- For larger sites, it will be necessary to use streets and spaces with different characters to help people to find their way around.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Designing for legibility when creating a concept plan for a place.		The concept plan creates a community hub at the centre of the development that is connected through a series of streets and paths in the main green corridors with the main street running through it, contributing to the legibility of the place. Legible patterns of streets and open spaces form the framework of the scheme, with a clearly defined Main Street supported by comparably greater height and density to act as a nodal point and contributing to the townscape strategy of the scheme.
Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.		The illustrative masterplan shows a clear hierarchy of streets, with the principal street being the main street / spine connection that runs through the site between the two new accesses on the A47. Secondary lanes lead off the spine, connecting to shared private drives which effectively create a third level in the hierarchy.
Navigable features for those with visual, mobility or other limitations.		At the Reserved Matters stage, building form and hard and soft landscape details will be designed in detail to help make the SUE a place where it is easy to find your way around. Building form will be arranged to create a legible environment, with distinctive higher density buildings around and approaching the focal community hub, at the end of key views and at key junctions, as identified on the Placemaking Principles plan (Figure 5.10). The building and landscape material palette could further strengthen distinctiveness of these focal points.
Frame views of features on or beyond a site.		Views of key features have been respected such as the church spire of St Simon and St Jude which is visible from parts of the site. A number of green corridors frame views of the spire to help strengthen local identity and sense of place.
Create new legible elements or features on larger developments – further reinforce legible features where necessary through the landscape strategy, building and layout design, hard landscaping and boundaries.		Key views of local existing features are integrated within a legible public realm network of streets and open spaces, providing visual cues to orientate users. The streets are laid out with a clear hierarchy in a grid pattern, forming perimeter blocks that stitch into the Main Street. Buildings that front the Main Street within the community hub and the areas immediately adjacent (to the east and west) will be comparatively denser and higher to give a good sense of hierarchy in street character. There will be a green corridor landscape treatment to the remainder of the Main Street. The Placemaking Principles Plan (Figure 5.10) provides strategic guidance for the location of focal buildings and play areas for placemaking and wayfinding purposes.
Simple street patterns based on formal or more relaxed grid patterns.		The layout is formed of a simple pattern of connected streets, footpath/cycleways and open spaces with a variety of functions.

Streets for all: healthy streets

Design objective: use legible features to help people find their way around a place.

What's required to meet the design objective:

- Low-speed streets and neighbourhoods with pedestrian and cycle priority.
- The right balance between movement and place functions.
- Rethinking the way we distribute street space. At times of more relaxed social distancing, demand for better quality cycle provision is expected to increase as public transport capacity reduces. Congestion caused by motor vehicles will make it unattractive for people to switch from public transport to cars creating a unique opportunity to change the way we move around our cities, towns and villages.
- Healthy streets improve people's physical and mental health. Encouraging walking, cycling, outdoor play and streets where it is safe for younger children to cycle (or scooter) to school can create opportunities for social interaction and street life bringing wider social benefits.
- Street trees.
- Avoid streets that are just designed as routes for motor vehicles to pass through and for cars to park within.
- Boulevards and streets with active edges rather than distributor roads and bypasses with no (or limited) frontage access.
- Streets that are easy to cross; providing priority for pedestrians and cyclists across junctions and accesses.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Streets for people.		The street layout has been designed to balance the needs of pedestrians and cycles as well as vehicles. This will be further reinforced at the detailed design stage.
20mph (or lower) design speeds; 20mph designations.		The underlying design concept facilitates designation of a site wide low speed limit. Details of this will be determined through a Reserved Matters application.
Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place.		The illustrative masterplan includes street trees along the main east-west and north-south spine. Further details of new tree planting will be included in a hard and soft landscape strategy that will form part of the Reserved Matters application.
Tight corner radii (3m or less)		Details of street design to be fixed through Reserved Matters application, but the street layout is compatible with this approach.
Places to sit, space to chat or play within the street.		The street and open space layout provides multiple potential space for 'play-on-the-way' and other informal areas for seating.
Pavements and cycleways that continue across side streets.		This principle will be adopted and delivered through the hard and soft landscape strategy referenced above.
Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between).		The connected grid formed by the street and footpath/cycle network ensures that there are direct routes for pedestrians and cycles between all areas of the site.

- Well overlooked streets with front doors facing streets and public spaces.
- Provide conditions for cycling appropriate to the speed and volume of motor traffic.
- Inclusive design: think about how people with visual, mobility or other limitations will be able to use the street confidently and safely.

Streets for all: cycle and car parking

Design objective: well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

What's required to meet the design objective:

- Provide secure cycle storage close to people's front doors so that cycles are as convenient to choose as a car for short trips.
- Integration of car parking into the street environment.
- Anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport.
- Avoid confusing car ownership with car usage.
- Creative solutions for attractive, convenient and safe cycle parking or higher density developments (such as apartment buildings).
- Generous landscaping to settle frontage car parking into the street.
- Shared and unallocated parking.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
At least storage for one cycle where it is as easy to access as the car.	●	Each house plot layout is large enough to accommodate this.
Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities.	●	The exact position and specification of cycle parking will be determined in the detailed design of hard and soft landscape in a future Reserved Matter application.
Shared and unallocated on street car parking.	●	This will be determined at Reserved Matters stage, however the design allows for this provision to be made.
Landscaping to help settle parked cars into the street.	●	The illustrative masterplan indicates potential locations for street trees - details of soft landscaping will be determined through a future Reserved Matter Application.
Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.	●	The illustrative masterplan shows an allocation of space for integrating planting with frontage parking. Details of soft landscaping will be determined through a future Reserved Matter Application.
Anticipating and designing out (or controlling) anti-social car parking.	●	To support the potential need to restrict on street parking, the illustrative masterplan demonstrates that parking standards can be fully met within curtilage. Details of the development mix and parking requirement in the community hub area will be determined through a future Reserved Matters application.
A range of parking solutions.	●	The illustrative masterplan indicates a range of off-street parking solutions – detail to be determined at Reserved Matters stage.
Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.	●	These can be provided as one of a range of off-street parking solutions – details to be determined at Reserved Matters stage..
Staying up to date with rapidly advancing electric car technology.	●	At Reserved Matters stage allowance will be made for electric car charging. Electric vehicle charging connections will be provided to each dwelling to enable the installation of EV home charging points. The community hub is also expected to provide EV charging stations.
More creative cycle and car parking solutions.	●	Through detailed design at Reserved Matters stage cycle and car parking solutions will be a focal consideration.

Streets for all: green and blue infrastructure

Design objective: creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

What's required to meet the design objective:

- Create a strong landscape strategy that has impact from 'day one'. Don't 'layer' landscape onto a scheme at the end of the process. Landscape changes can offer opportunities to reintroduce lost habitats and species.
- Create a network of different types of spaces.
- Weave opportunities for habitat creation throughout the development. Plan these as movement corridors to support biodiversity.
- Create food growing opportunities such as allotments and orchards on larger developments.
- Have a sustainable drainage 'treatment train'. Capture water as close as possible to where it falls. Be creative with rain gardens, ponds and swales and avoid steeply sided or fenced holes in the ground.
- Well-designed multi-functional sustainable drainage will incorporate play and recreational opportunities.
- Well-overlooked public open spaces with strong levels of natural surveillance.
- Robust management and long-term stewardship.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Biodiversity net gain through features such as species rich grasslands.		Although there will be partial losses to hedgerow and species rich grassland from the proposal, the introduction of additional green corridors, notably along the existing waterway has the potential to provide a Biodiversity net gain through enhancement. Additional habitat associated with sustainable drainage has been envisioned in the scheme.
Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate.		Green infrastructure network creates a connected grid of retained, enhanced and new movement/feeding corridors for wildlife.
Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows'. Be specific about the function and character of public open spaces.		Each area of open space has a distinct character and function as illustrated in Figure 5.9, which illustrates how the public open space is proposed to create an inter-connected network. The network integrates with the green & blue infrastructure corridors creating multi-functional space.
Create 'Park Run' ready routes on larger developments and other ways to encourage physical activity and social interaction.		The proposed green infrastructure (GI) provides opportunities for walking and running routes throughout the site. The GI network will include a number of linked footpaths within the green corridors that permeate the site containing retained hedgerows and sustainable drainage features. The footpaths will also connect to the new park west of the community hub and to the Weavers Springs recreation area, where there are further opportunities for running routes.
Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Encourage connection to water.		The connected green infrastructure grid provides multiple opportunities for integration of sustainable features to attenuate the run-off of rainwater, providing utility, potential new habitat and visual interest.
Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass.		The comprehensive green infrastructure network throughout the site creates multiple opportunities for residents to interact with nature on a day-to-day basis, providing green connections through and beyond the site.
Provide natural surveillance opportunities		The green infrastructure network is carefully integrated with the street pattern to ensure natural surveillance, enhancing safety and encouraging use.
A connected and accessible network of public open spaces with paths and other routes into and through.		The outline design provides good connectivity between the street pattern and the network of open spaces.
Sports and play facilities.		The development will deliver improved sports and play facilities.
Well considered management arrangements whether public or privately managed.		Design of public open spaces and public realm is suitable for adoption or private management.

Streets for all: back of pavement, front of home

Design Objective: Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and bio-diverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes and also offer opportunities to integrate level changes, utility boxes and waste storage.

What's required to meet the design objective:

- Clearly define private spaces through strong boundary treatments.
- Manage changes in level in a way that does not compromise the qualities of the street.
- Design the space between the back of the pavement and building façades carefully to integrate services, waste storage and utilities cabinets (meter boxes) so their impact is reduced.
- Avoid pieces of 'leftover' land that serve no useful public or private function. Homes with shallow street backs need careful thought as it is not uncommon to see these spaces poorly resolved with small pieces of grass turf or gravel.
- Outdoor amenity space for apartment buildings, such as a balcony for relaxing or the drying of clothes.

What 'green' looks like and how the outline design meets the requirements:

Positive Design Attribute	Status	Commentary
Defensible space and strong boundary treatments.		The clear perimeter block street pattern with enclosed private space to the rear and a semi-private threshold between back of pavement and front of home inherently provide defensible space and clearly delineated boundaries.
Boundary treatments that add ecological value and/or reinforce distinctive local characteristics.		The detailed design of hard and soft landscape that will be prepared by each of the consortium of developers will specify the use of hedgerows where appropriate to create attractive and ecologically valuable boundary treatments.
Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street.		Each house plot layout is large enough to accommodate this.
Front garden spaces that create opportunities for social interaction.		Semi-private forecourts or front gardens are provided to each home.
Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas.		Not applicable.
Consider providing terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air.		Not applicable.
No left over spaces with no clear public or private function.		Perimeter block layout facilitates the creation of 'defensible' space within both private plots and public realm, avoiding 'left over' areas.
Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed.		Not applicable.

wood.