



Adopted September 2014

Local Plan 2006 - 2026

Earl Shilton and Barwell Area Action Plan





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EARL SHILTON AND BARWELL : THE PLACES

- 1.1 Earl Shilton and Barwell are two settlements in the south west part of Leicestershire, lying between Hinckley and Leicester (Figure 1). Earl Shilton is the larger of the two settlements, with around 4489 homes; Barwell is slightly the smaller of the two settlements with around 4067 homes.

Figure 1: Context Plan



- 1.2 Earl Shilton has a rich industrial history and was a prosperous village, accommodating a number of shoe, hosiery and knitwear factories in the 18th and 19th centuries. Barwell also saw considerable growth during this period, principally as a result of the shoe trade associated with the industrial revolution. From the 1970s the local shoe and hosiery trade encountered strong foreign competition, which led to the departure of many of the traditional manufacturing companies from the area.
- 1.3 Earl Shilton town centre is largely a traditional linear High Street with buildings predominantly arranged in terraces along both sides of Wood Street, Station Road, the Hollow and High Street. Barwell village centre is the meeting point of five routes which radiate out from all directions. Its range of shopping is rather smaller than Earl Shilton's. The main routes through Barwell are the High Street, Stapleton Lane, Shilton Road, Chapel Street and Kirkby Road. Where these routes meet they are generally well defined by buildings, although these vary in size, scale and architectural style.

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

BACKGROUND TO THE SUSTAINABLE URBAN EXTENSIONS

1.5 During the production of the Core Strategy (2009), the Borough Council assessed seven broad options for housing growth in the Borough as part of a 'Directions for Growth' paper¹. A total of 8 areas to accommodate the growth were considered, from which the two allocations of land south of Earl Shilton and land west of Barwell were chosen due to the least constraints to their development but also the benefits which would not occur were the development to take place elsewhere, namely providing a catalyst for the regeneration of Earl Shilton and Barwell.

1.6 The Council's strategy and strategic site allocations were subject to independent Examination and published in the Hinckley and Bosworth Core Strategy, adopted in December 2009. It is stated in the Core Strategy that the urban extensions to the south of Earl Shilton and west Barwell will be allocated through the production of an Area Action Plan. Critically, the document states that the additional homes should be linked to a strategy of regeneration of the existing settlements, especially their centres.

¹ Hinckley & Bosworth Borough Council – Directions for Growth (September 2007)



AREA ACTION PLAN

1.7 This Area Action Plan will be part of the Local Plan for Hinckley and Bosworth and sits under the Core Strategy. There are other elements in the Local Plan which cover nearby areas (such as the Hinckley Town Centre Area Action Plan) or themes (such as the Affordable Housing Supplementary Planning Document). The Area Action Plan will cover the whole of the existing areas of Earl Shilton and Barwell and the areas proposed for urban extensions.

1.8 The AAP will be used to guide the Council, developers and others investing in the future of Earl Shilton and Barwell in the period to 2026. It provides a development framework for the two Sustainable Urban Extensions which will have the weight of a statutory plan when adopted. Future planning applications will need to be in conformity with it. It is particularly important in addressing the challenges of providing the additional infrastructure the settlements need to support the urban extensions and the regeneration that the extensions could stimulate as illustrated in Figure 2. These are matters of greater scale than individual sites.

1.9 This document sets out what the Council considers, following careful consideration of the physical evidence and also the results of consultation exercises, is the most appropriate approach for the development of the two settlements to the year 2026.

CONSULTATION

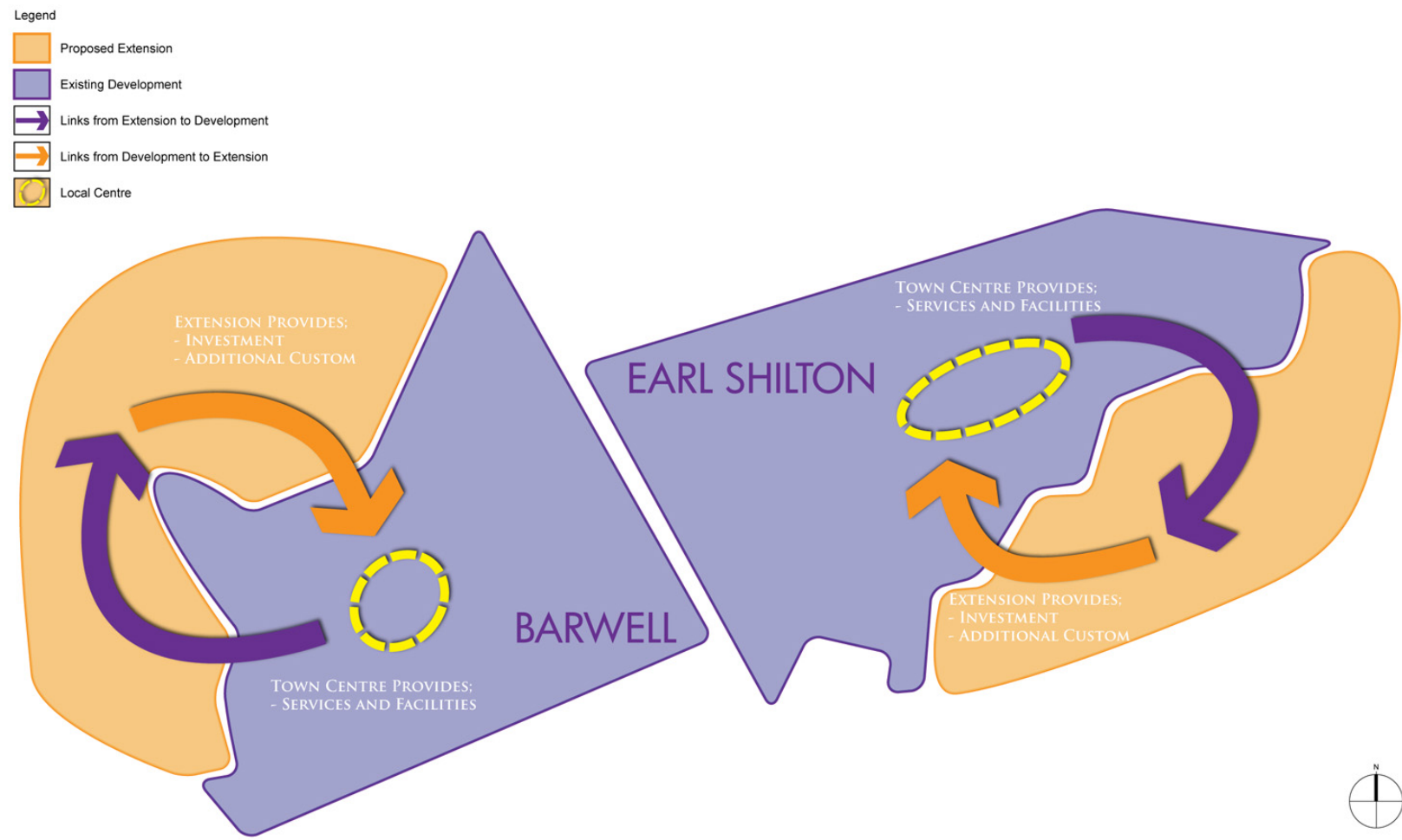
1.10 Earl Shilton and Barwell Forward acted as the Project Board on behalf of the Council during a masterplanning process undertaken to support the preparation of the Area Action Plan, notably auditing and reviewing the process and outputs and agreeing the vision and objectives for the future of the settlements. Earl Shilton and Barwell Forward reflected a wide range of interests in both settlements and key stakeholders, and included representatives of the following bodies:

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

To inform the preparation of this AAP, the development frameworks within it and the respective masterplans, a number of consultation methods were used to ensure a wide range of views were considered from stakeholders and residents.

- A forum was established with landowners and developers within the SUE areas to inform them of the project's progress and accommodate inputs into the masterplan proposals at key stages
- The masterplan options for both SUEs were presented at public exhibitions to seek views from the public and stakeholder organisations during the early planning stages
- Consultation events with key stakeholder organisations to inform the design process and the preparation of a 'preferred option' for each SUE
- The preferred options AAP was subject to an initial consultation via manned public exhibitions in both settlements during October 2010
- The Preferred Options AAP was published for consultation in January 2011, inviting representations from the community and other interested parties over a six-week period. The consultation included further public information events

Figure 2: Masterplan Context



2 POLICY CONTEXT

2.1 In developing spatial planning policies and proposals in the Area Action Plan, the Borough Council needs to ensure consistency with:

- Relevant planning policies and guidance at the national and local level
- Other relevant strategies and plans prepared by the Borough Council and its key partners

2.2 The Earl Shilton and Barwell Area Action Plan forms part of the Local Plan for Hinckley & Bosworth Borough Council. As such, the Area Action Plan should be read in conjunction with all adopted policy documents, including the adopted Core Strategy (December 2009), the emerging Site Allocations and Development Management DPD, 'saved' policies of the Local Plan (February 2001) and Supplementary Planning Documents, where applicable.

NATIONAL PLANNING POLICY FRAMEWORK

2.3 The National Planning Policy Framework (NPPF) sets out the overarching planning policy framework and guidance for England for local planning authorities (LPA) and decision-takers in preparing plans and determining planning applications. The policies in this AAP have been informed by and are consistent with the NPPF.

2.4 The NPPF is underpinned by the 'presumption in favour of sustainable development' which requires LPAs to positively seek opportunities to meet the development needs of their area and meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. The NPPF is underpinned by a number of core planning principles. Those elements relevant to this AAP include:

- Proactively driving and supporting sustainable economic development and identifying and meeting the housing, business, infrastructure and other development needs of an area
- Always seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Contributing to conserving and enhancing the natural environment
- Promoting mixed use developments and recognising that some open land can perform many functions (such as wildlife or recreation)

- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling and focusing significant development in locations which are or can be made sustainable
- Delivering sufficient community and cultural facilities and services to meet local needs

THE HINCKLEY & BOSWORTH LOCAL PLAN

Hinckley & Bosworth Core Strategy (2009)

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

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

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

- **Policy 5: Transport Infrastructure in the Sub regional Centre** seeks transport interventions to, in part, support the urban extensions. It seeks new public transport linkages, pedestrian and cycle linkages and traffic calming measures
- **Policy 15: Affordable Housing** assigns the level, target and tenure split for affordable housing within the urban extension
- **Policy 16: Housing Density, Mix and Design** requires a mix of housing types taking into account the type of provision likely to be required as informed by the most up to date housing market assessment and other evidence based documents. This policy also assigns a minimum net density of 40 dwellings per hectare for the SUE

- **Policy 18: Provision of Sites for Gypsies, Travellers and Travelling Showpeople** provides the framework for the provision of Gypsy and Traveller sites in the Borough
- **Policy 19: Green Space and Play Provision** provides the expected standards in the quantity and accessibility of green space and play provision within the Borough
- **Policy 20: Green Infrastructure** provides strategic interventions to support the implementation of the Green Infrastructure Network including those which run through the Barwell and Earl Shilton Urban Extension
- **Policy 24: Sustainable Design and Technology** sets the requirements for development to reach the applicable level for the Code for Sustainable Homes and BREEAM

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

The Site Allocations and Development Management Policies Development Plan Document (DPD)

2.8 The submission version of the Site Allocations and Development Management DPD is programmed for consultation in 2013/14. The emerging policies in the DPD are complementary to the proposals in this Area Action Plan. The development proposals for the SUEs and the existing settlements will be required to conform with the policies in this AAP, the Core Strategy and the emerging DPD once adopted.

Saved Policies of the Hinckley & Bosworth Local Plan (2001)

2.9 The remaining 'saved' policies of the 2001 Local Plan are gradually being replaced by Development Plan Documents which form part of the new 'Local Plan' for the Borough. Under the provisions of the 2004 Planning Act, a number of Local Plan policies are now saved until they are replaced by policies in Development Plan Documents. All remaining 'saved' policies will become superseded once the Site Allocations DPD is adopted.

OTHER STRATEGIES

Leicestershire Sustainable Community Strategy (2008)

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

Hinckley & Bosworth Borough Community Plan (2010 – 2015)

- 2.11 Hinckley and Bosworth's Community Plan sets out the priorities for improving the quality of life in the Borough over a five year period, but puts this into the context of a longer term vision for the type of place the borough should be in 2026.

- 2.12 A series of other local strategies, guidance and evidence base documents were considered, both on a strategic and area based level, to ensure that the Area Action Plan takes into account the spatial implications of relevant documents².

SUSTAINABILITY APPRAISAL

- 2.13 The Council is required to undertake a Sustainability Appraisal³ (SA) and Strategic Environmental Assessment⁴ (SEA) of the AAP (for the purpose of the AAP the SA incorporates the requirements of the SEA Directive). The purpose of the SA is to assess the key environmental, social and economic impacts resulting from the AAP and masterplans for both SUEs. A SA has been undertaken at each stage to inform both the impacts and recommendations for monitoring, mitigating and enhancing the impacts and effects produced by the AAP, some of which have been addressed through changes in each iteration of the AAP or the masterplans.

² Please see Appendix 2 of the Sustainability Appraisal (July 2013)

³ Requirement under the Planning and Compulsory Purchase Act 2004 (section 39 (2))

⁴ Requirement of the Strategic Environmental Assessment Directive 2001/42/EC transposed through the Environmental Assessment of Plans and Programmes Regulations 2004

THE VISION OF EARL SHILTON AND BARWELL IN 2026

3.1 The overall vision for Earl Shilton and Barwell is:

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

Table 1: Relationship between the Vision, Spatial Objectives and relevant AAP Policies

| Spatial Objectives | | Relevant Policies |
|--------------------|---|--|
| 1 | To provide thriving communities in Earl Shilton and Barwell that have their own sense of identity and character, recognising their unique identity. | Policy 06 - Earl Shilton Sustainable Urban Extension Policy 07 - Housing in the Earl Shilton SUE Policy 09 - Neighbourhood Centre in the Earl Shilton SUE Policy 12 - Barwell Sustainable Urban Extension Policy 13 - Housing in the Barwell SUE Policy 15 - Neighbourhood Centre in the Barwell SUE Policy 18 - Carousel Park Policy 19 - Regeneration of the District Centres Policy 26 - Vitalising District, Local and Neighbourhood Centres |

| Spatial Objectives | | Relevant Policies |
|--------------------|---|--|
| 2 | To integrate the Urban Extensions with the existing communities and provide an inclusive, attractive, vibrant, healthy and safe environment with a high quality of life for all residents. | Policy 02 - Provision of Community Facilities |
| | | Policy 06 - Earl Shilton Sustainable Urban Extension |
| | | Policy 09 - Neighbourhood Centre in the Earl Shilton SUE |
| | | Policy 12 - Barwell Sustainable Urban Extension |
| | | Policy 15 - Neighbourhood Centre in the Barwell SUE |
| | | Policy 18 - Carousel Park |
| | | Policy 19 - Regeneration of the District Centres |
| | | Policy 26 - Vitalising District, Local and Neighbourhood Centres |
| | | Policy 25 - Safeguarding Open Space, Sport and Recreational Facilities |
| 3 | To deliver high quality new homes which are supported by further high quality community, health and educational facilities through the upgrading of existing facilities or the provision, where appropriate, of new facilities. | Policy 02 - Provision of Community Facilities |
| | | Policy 03 - Primary, Secondary and Upper Education |
| | | Policy 04 - Provision of Indoor Sports and Leisure Facilities |
| | | Policy 06 - Earl Shilton Sustainable Urban Extension |
| | | Policy 07 - Housing in the Earl Shilton SUE |
| | | Policy 09 - Neighbourhood Centre in the Earl Shilton SUE |
| | | Policy 12 - Barwell Sustainable Urban Extension |
| | | Policy 13 - Housing in the Barwell SUE |
| | | Policy 15 - Neighbourhood Centre in the Barwell SUE |
| | | Policy 18 - Carousel Park |
| | | Policy 19 - Regeneration of the District Centres |
| | | Policy 21 - Infrastructure and Delivery |
| | | Policy 24 - Safeguarding Community Facilities |
| | | Policy 29 - Development and Design |

| Spatial Objectives | | Relevant Policies |
|--------------------|---|--|
| 4 | To retain and enhance employment opportunities in Earl Shilton and Barwell through protection of suitable existing employment sources and through the provision of new and diverse opportunities in the development of the Sustainable Urban Extensions. | Policy 06 - Earl Shilton Sustainable Urban Extension |
| | | Policy 08 - Employment in the Earl Shilton SUE |
| | | Policy 14 - Employment in the Barwell SUE |
| | | Policy 20 - Skills Development |
| | | Policy 23 - Existing Employment Sites |
| 5 | To increase and improve the range of retail provision in Earl Shilton and Barwell and ensure that the centres are capable of accommodating an increased number of visitors from the growing population. The centres will continue to support the role of Hinckley as the sub regional centre. | Policy 02 - Provision of Community Facilities |
| | | Policy 06 - Earl Shilton Sustainable Urban Extension |
| | | Policy 09 - Neighbourhood Centre in the Earl Shilton SUE |
| | | Policy 12 - Barwell Sustainable Urban Extension |
| | | Policy 15 - Neighbourhood Centre in the Barwell SUE |
| | | Policy 19 - Regeneration of the District Centres |
| 6 | To increase and improve the levels of accessibility and transport choice, principally focusing on sustainable methods of transport, in and around Earl Shilton and Barwell, the proposed Urban Extensions, Hinckley Town Centre and the surrounding countryside. | Policy 26 - Vitalising District, Local and Neighbourhood Centres |
| | | Policy 06 - Earl Shilton Sustainable Urban Extension |
| | | Policy 10 - General Highways Provision for the Earl Shilton SUE |
| | | Policy 11 - Walking and cycling in the Earl Shilton SUE |
| | | Policy 12 - Barwell Sustainable Urban Extension |
| | | Policy 16 - General Highways Provision for the Barwell SUE |
| | | Policy 17 - Walking and Cycling in the Barwell SUE |

| Spatial Objectives | | Relevant Policies |
|--------------------|--|--|
| 7 | To contribute to the enhancement of the public realm and appearance of the district centres of Earl Shilton and Barwell, providing more attractive places for users and investors. | Policy 02 - Provision of Community Facilities |
| | | Policy 19 - Regeneration of the District Centres |
| 8 | To provide green infrastructure which forms the heart of new communities with well-designed green spaces and links to the surrounding countryside and supports sustainable, healthy and active lifestyles for residents. | Policy 06 - Earl Shilton Sustainable Urban Extension |
| | | Policy 11 - Walking and Cycling in the Earl Shilton SUE |
| | | Policy 12 - Barwell Sustainable Urban Extension |
| | | Policy 17 - Walking and Cycling in the Barwell SUE |
| | | Policy 33 - Safeguarding Open Space, Sport and Recreational Facilities |
| 9 | To enable the achievement of sustainable lifestyles which involve a reduction in energy use in the areas of home occupation and travel. | Policy 06 - Earl Shilton Sustainable Urban Extension |
| | | Policy 10 - General Highways Provision for the Earl Shilton SUE |
| | | Policy 11 - Walking and Cycling in the Earl Shilton SUE |
| | | Policy 12 - Barwell Sustainable Urban Extension |
| | | Policy 16 - General Highways Provision for the Barwell SUE |
| | | Policy 17 - Walking and Cycling in the Barwell SUE |



4 SETTLEMENT STRATEGY

PROPOSED SUSTAINABLE URBAN EXTENSIONS

4.1 The Core Strategy proposes the extension of Earl Shilton and Barwell to assist the provision of the long term housing needs of the Borough. This will be delivered together with the provision of employment development, community facilities and other associated infrastructure.

4.2 These developments are a key part of the Council's Core Strategy, which aims to address issues of deprivation and regeneration in Earl Shilton and Barwell.

Policy 1 Sustainable Urban Extensions (SUE)

Land is allocated within this boundary for the development of sustainable urban extensions comprising residential, employment, community and other uses in the following locations:

- South east of Earl Shilton
- West of Barwell

The Earl Shilton and Barwell SUE boundaries are defined on the Policies Map

4.3 The land chosen for the development of the sustainable urban extensions is immediately adjacent to the existing built up area of each settlement⁵. This is:

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

⁵ Further information on the issues and constraints to the development of this site can be found in the Site Analysis and Contextual Appraisal (December 2009).

4.4 The strategy for the settlements is for the urban extensions to be sustainable solutions for growth. Therefore the developments need to include a variety of land uses. This mix includes provision of residential and employment development. Furthermore, the urban extension proposals are linked to the provision of additional investment in community facilities for Earl Shilton and Barwell, including retailing, education, health, recreation and community facilities. The provision of these facilities will be undertaken in terms of the future enlarged settlements as a whole, with planning for existing and new populations taking place together. This will result in opportunities for the enhancement of existing facilities and services within the existing settlements as well as within the urban extensions themselves.

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

4.6 The expanded populations of the settlements will help to contribute to the regeneration of their centres, through increased spending potential, greater social and economic interaction which attracts additional investment.

4.7 Increased spending power from the growing population within the local economy provides an opportunity for businesses in the settlements to respond to this, create a critical mass of population to justify investment in key facilities within the settlements, provide an opportunity to deliver accessible green infrastructure and act as a catalyst for wider economic development interest in the settlements.

STRATEGIC INFRASTRUCTURE PROVISION

Strategic Transport Infrastructure and Sustainable Travel Choices

- 4.8 The Core Strategy states that the four settlements of Hinckley, Burbage, Earl Shilton and Barwell act together as an 'urban area', with clear linkages between them, and all four settlements play a critical role in supporting Hinckley town centre in its role as a sub-regional centre.
- 4.9 The provision of strategic transport infrastructure is required to accommodate the traffic generated by the increased population and to offer a range of sustainable travel choices, particularly the provision of schemes which link to the existing settlement centres to support their regeneration. Infrastructure such as the provision or upgrades of highways, cycleways and pathways contribute to improved accessibility to and connectivity with the existing settlements and encourages more sustainable forms of travel and recreation opportunities.
- 4.10 Improvements to transport and accessibility shall be made in connection with the development of the two urban extensions. The focus will be on improvements to public transport, cycling and pedestrian links, with strong emphasis on connections between the urban extension and the existing settlements and on improving links between Barwell, Earl Shilton and Hinckley. Increased provision of sustainable transport links and methods will be encouraged. The Borough Council will require developers to provide an appropriate level of infrastructure on-site to support the increased population, and also mitigate the impacts of the developments on the wider transport network to ensure that they are supported by sufficient infrastructure capacity.
- 4.11 The Borough Council has prepared an Infrastructure Schedule (Table 2) which identifies a provisional list of transport infrastructure schemes required to support the two SUEs, informed by the work undertaken in conjunction with the Highways Authority to assess the impacts of development on the local and strategic transport network. A full and highly detailed assessment has been undertaken considering the opportunities and constraints to access and connectivity between the existing settlements and the SUEs, and the wider strategic networks and surrounding towns such as Hinckley. The Borough Council continues to work with adjacent authorities such as Warwickshire County Council, notably through the A5 Strategy Partnership, to consider the cumulative impacts upon the Strategic Road Network.

4.12 The Borough Council commissioned a Strategic Transport Assessment⁶ (STA) to assess the travel impacts and needs of the two SUEs and inform the movement and access strategies and infrastructure implementation plan for all modes of travel including private vehicles, public transport, walking and cycling.

4.13 A key principle of the SUEs is that they are designed to maximise opportunities for sustainable travel. Notwithstanding this, it is recognised that private car journeys will continue to account for a majority of overall trips to and from the SUEs. To assess the existing baseline traffic conditions, the impacts associated with the SUE, the masterplan proposals and required mitigation packages, the STA was informed by transport modelling to assess the impacts on the wider strategic transport network and detailed modelling to assess the impacts upon key junctions and the proposed mitigation schemes.

4.14 The development frameworks in sections 5 and 6 set out the key requirements and strategies for vehicular access and walking and cycling accessibility. The development frameworks and the schemes identified in the Infrastructure Schedule provide the basis against which planning applications that respond to the AAP can be assessed. Any such planning application will include an individual transport assessment that considers the impacts of that application. The measures required as part of each planning application will need to be seen to contribute towards the overall strategy as defined in the development frameworks.

Public Transport Strategy

4.15 To establish the maximum opportunity for sustainable travel choices to be made early in the development of the SUEs and to provide good accessibility to and from the development, a bus-based public transport strategy has been defined and agreed with Leicestershire County Council (LCC) that focuses on strengthening and enhancing existing service patterns that provides widespread availability to bus travel throughout the SUEs.

4.16 The Borough Council has worked closely with LCC and bus operators to develop a bus strategy which achieves good accessibility and connectivity with the proposed housing, employment areas and facilities within the Earl Shilton and Barwell settlement centres whilst also being commercially viable in the long term. The two Councils have focussed on examining the scope for the diversion or extension of existing public transport services considering bus service origin, destination information and journey to work Census data

⁶ Earl Shilton and Barwell AAP – Strategic Transport Assessment (Capita Symonds, May 2013)



4.17 The bus strategy for Earl Shilton and Barwell has been informed through development of the masterplan and is described in section 4 of the Strategic Transport Assessment. The bus strategy identifies public transport opportunities specific to Earl Shilton and Barwell SUEs that have the potential to support both developments, and it requires the consideration of the following through Transport Assessments associated with planning applications for SUE development:

- The provision of a Bus Service through the Earl Shilton SUE; providing equivalent links to that which the current No. 158 operates
- The provision of a Bus Service through the Barwell SUE; providing equivalent links to that which the current No. 48 operates
- The extension of bus services (equivalent to that of current route 81/82) to provide linkages between the two SUEs and the existing settlements. The two routes would penetrate both SUEs and connect to the two district centres and Hinckley town centre including the railway station, maximising the number of trip destinations served
- Services operating on a minimum frequency of 20 minutes in each direction
- Generally, walking distances to bus stops should be a maximum of 400m and preferably no more than 250m
- Pedestrian routes to bus stops are to be as direct, convenient and safe as possible and be designed with good natural observation from neighbouring buildings; well-lit and carefully designed so any landscaping minimises opportunities for crime

4.18 The proposed service amendments will need to be established early on in the development phasing, and the service options, costs and subsidy requirements will need to be kept under review as individual detailed planning applications come forward. Some advanced funding to subsidise services during the initial phases of development should be considered. An indicative allowance for bus subsidies has been calculated and included in the Infrastructure Schedule.

Community Facilities

4.19 The provision and protection of facilities that meet local needs within settlements is an important factor in sustaining local economic activity and community life. It provides the opportunity for services to be accessed locally, which can reduce the need to travel, encourage linked trips and contribute towards improving the vitality and viability of the local area. Educational facilities can provide a significant contribution within the community, often encouraging social interaction amongst students and parents who reside in and around the catchment area and act as a community hub / focal point.

4.20 The settlements of Earl Shilton and Barwell are each served by existing libraries. The increased populations will place additional pressures on these facilities. The Council will, where appropriate, seek developer contributions to fund additional capacity at the libraries that will serve the SUE populations. (Infrastructure Schedule, Section 10).

4.21 The Council has undertaken a review of all existing community facilities⁷ in the Earl Shilton and Barwell to allocate those facilities to be supported, enhanced and appropriately protected through Policy below. The Council seeks the retention of community facilities wherever possible and for them to be replaced if lost to enable the community to meet its day to day needs and ensure community cohesion is maintained. Proposals which involve the conversion or redevelopment of land or buildings currently in use for educational and community purposes, will be considered against the prevailing development management policies.

4.22 New community facilities will be encouraged within the district centres to contribute to the regeneration and attractiveness of the centres. A locally derived study⁸ was commissioned to assess the current uses and capacity of existing community facilities in the two settlements to inform which of the facilities could accommodate and/or benefit from the demand generated from the additional population growth or identified need. The masterplans for both SUEs require the provision of an appropriate level of community facilities within their Neighbourhood Centres.

⁷ Community, Tourism and Cultural Facilities Review (January 2013)

⁸ Earl Shilton and Barwell Community Buildings Audit (RCC; Community Action Hinckley & Bosworth; Greenborough, April 2012)

- 4.23 The developers will be expected to provide certain facilities within the Neighbourhood Centres set out in Policies 9 and 15 below, however further facilities may not be appropriate within the centres if it is more prudent and beneficial to enhance or expand existing facilities within the settlement centres. Where appropriate, the Council will seek developer contributions from developers of the SUEs for this purpose. In some instances, funding sourced from developers may only act as a contribution towards improvements to existing facilities in conjunction with other sources of funding such as those identified within the local facility review.

Policy 2
Provision of Community Facilities

Where applicable, development in Earl Shilton and Barwell shall contribute towards the enhancement or increased provision of community facilities within the existing settlements equivalent to the need arising from the Earl Shilton and Barwell Sustainable Urban Extensions

Education

- 4.24 The population growth arising from development of the SUEs will generate the need for additional education places in Earl Shilton and Barwell.
- 4.25 The masterplans for the SUEs require the provision of primary schools on-site to serve their respective populations (see Policy 9 and Policy 15). It is envisaged that both SUEs will require the delivery of two form entry Primary Schools. In addition to this, where necessary, contributions will be sought to increase capacity at existing Primary Schools should the need arise from the SUE developments. An indicative cost for providing the necessary capacity is set out in the infrastructure schedule (Section 10).
- 4.26 The SUEs will not generate enough pupil demand to warrant the provision of new high and upper schools, taking into account the net capacity of schools within the catchments of Earl Shilton and Barwell. However, it is anticipated that additional capacity will need to be delivered at these schools to meet the demand arising from the SUE developments.

- 4.27 The Council, in partnership with Leicestershire County Council have identified the provisional need for upper and secondary pupil spaces likely to be generated from the SUEs. The indicative cost for providing this additional capacity is set out in the Infrastructure Schedule. Whilst the costs provided are indicative, the exact costs will be determined at the detailed planning application stage once the exact housing mix is known. The Council will require the developers of the SUEs to submit financial contributions towards enhancing and / or increasing capacity at existing secondary and upper education facilities to accommodate the need generated from the respective developments.

Policy 3

Primary, Secondary and upper Education provision

Development in Earl Shilton and Barwell will contribute towards additional pupil capacity at existing secondary and upper education facilities, equivalent to the respective need arising from the Earl Shilton and Barwell Sustainable Urban Extensions.

Primary schools will be developed within the Sustainable Urban Extensions at Earl Shilton and Barwell to meet the need arising from the developments. Should additional pupil capacity be required, contributions will be sought towards capacity improvements at appropriate existing local primary schools.

Indoor Sports and Leisure

- 4.28 The Council has identified a need for additional indoor sports and leisure facilities which are required as a result of the proposed SUEs.

- 4.29 The existing Hinckley Leisure Centre is inadequate for current needs and the costs involved to undertake the required improvements do not provide value for money and would result in the loss of the facility for a significant length of time. The Borough's Cultural and Sport Strategy⁹ seeks to encourage sporting opportunities throughout the Borough through providing a quality sports offer (facilities, experience and celebration); increasing participation in sport & physical activity and Delivering a high quality and affordable new leisure centre.

⁹ Culture and Sport Strategy 2012-2017 (HBBC, 2012)



4.30 The Core Strategy makes reference in Policy 2: Development in Earl Shilton and Policy 3: Development in Barwell in support of the development of new leisure facilities. The Council has identified the necessary sports provision required to meet the needs of the future population of the SUEs and the Borough over the period to 2026, including capacity in the new leisure centre.

4.31 Developers will be required to contribute towards the development of these facilities through developer contributions where they meet the tests set out in the Community Infrastructure Levy Regulations 2010 or equivalent. The indicative costs to meet the identified need from the estimated population growth from the SUEs are set out in the Infrastructure Schedule (Section 10).

Policy 4
Provision of Indoor Sports and Leisure Facilities

Where appropriate, development in Earl Shilton and Barwell shall contribute towards the provision of appropriate indoor sports and leisure facilities commensurate to the need arising from the Earl Shilton and Barwell Sustainable Urban Extensions.

Open Space, Green Infrastructure and Allotment Uses

4.32 Open space and green infrastructure provide multiple benefits, including community well-being, biodiversity and environmental health. There is a requirement to protect and where appropriate enhance existing spaces within Earl Shilton and Barwell to meet the current and future needs of the community. Policy 19 (Green Space and Play Provision) of the Core Strategy sets out the standards for the provision of green space and play facilities which are required to support existing and new residents. The development framework for the two SUEs set out the indicative locations for the provision of new green spaces and green infrastructure. To ensure a cohesive relationship to the existing settlements the development frameworks encourage the provision of green spaces which benefit the new and existing population but also maximise and where possible, enhance links to similar or complementary spaces.

4.33 Existing green space, allotments and recreation sites are identified on the Policies Map. The Open Space, Sport and Recreational Facilities Study¹⁰ (Open Space Study) indicates that sites under 0.2 ha should not be allocated, unless they are related to a larger site. For example, Kirkby Road MUGA (0.09 ha) forms an element of Kirkby Road Park (1.45 ha).

¹⁰ The Open Space, Sport and Recreational Facilities Study (PMPgenesis, July 2010)

4.34 A number of additional locations outside of the AAP boundary are also recognised as providing amenity green space to the residents of Earl Shilton and Barwell (for example, The Common). Any Green Space designations outside of the AAP boundary will be considered against Policy 25 below.

4.35 The Site Allocations and Development Management Policies DPD will supplement Policy 19 of the Core Strategy, by seeking to safeguard existing facilities and areas of open space, whilst accommodating additional provision being sought in the SUEs and improvements to existing or replacement facilities.

Affordable Housing

4.36 Policy 15 (Affordable Housing) of the Core Strategy sets a target of 20% of on-site provision of affordable housing within both SUEs. Where the affordable housing requirement is not met within the SUEs, the Council will seek commuted sums in lieu of on-site affordable housing for development proposals within the urban extensions, to contribute towards affordable housing schemes within the wider urban area.

Waste Management

4.37 The growth in the local population will result in an increase in waste arisings and additional demand on facilities and resources to manage and dispose of the waste. As well as increasing the refuse collection rounds there will be increased demand from both settlements on the Barwell Recycling and Household Waste Site (RHWS).

4.38 Figures provided by Leicestershire County Council as the waste disposal authority, estimate that there will be a 15.5% increase in users to the RHWS from the SUEs over the period of the plan. The site will need to accommodate an increase in throughput by providing increased capacity and/or a potential revision to the layout to improve site operational efficiency. The Council will, where appropriate, seek developer contributions to fund additional capacity at the RHWS Infrastructure Schedule (Section 10).

Policy 5 Waste Management Provision

Development in Earl Shilton and Barwell will contribute towards additional waste management capacity and / or enhancements at the most appropriate Recycling and Household Waste Site equivalent to the respective need arising from the Earl Shilton and Barwell Sustainable Urban Extensions.

INTRODUCTION

5.1 The section below sets out overarching policy framework and guidance for development of the Earl Shilton Sustainable Urban Extension. It covers:

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

5.2 Development of the Earl Shilton Sustainable Urban Extension must be in general conformity with these policies. Deviation from these policies will not necessarily be deemed unacceptable but would need to be underpinned by sound evidence and justification or they are unlikely to be supported by the Borough Council.

5.3 In addition, more specific 'themed' design guidance is provided in the SUE Design Guidance (Appendix 2), to reinforce the broader layout requirements.

ISSUES

5.4 The constraints and opportunities for development in Earl Shilton, and particularly the urban extension, have been identified through a series of focussed site assessments during the masterplanning work and the preparation of this Area Action Plan. The principal matters that have directly influenced the masterplanning of the proposed growth and development are:

- Limited existing vehicular access
- Limited road connections to the town centre from the site
- Presence of the waste water treatment works and sewers
- Visually sensitive land to the north
- Contains important landscape and ecological features including watercourse/bodies, grasslands, trees, hedgerows and wildlife

- A stream (with a flood area) runs through the site
- Public footpaths cross the site
- Noise from traffic on the bypass

DEVELOPMENT FRAMEWORK

5.5

The Earl Shilton Sustainable Urban Extension will be developed on land to the south east of the existing town (Figure 3). It will extend as far as the A47 'Clickers Way' and be bounded to the north by Thurlaston Lane and to the south by Breach Lane. Principal features of the development are expected to be:

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

5.6 The provision of new homes, employment land, community facilities and open space is the primary driver of development within the Earl Shilton urban extension. These elements will be arranged to respect existing landscape features and make best use of the site's natural assets.

5.7 Critically, the new community will be well related to Earl Shilton through the creation of new connections to the existing settlement, including the centre.

Policy 6
Earl Shilton Urban Extension

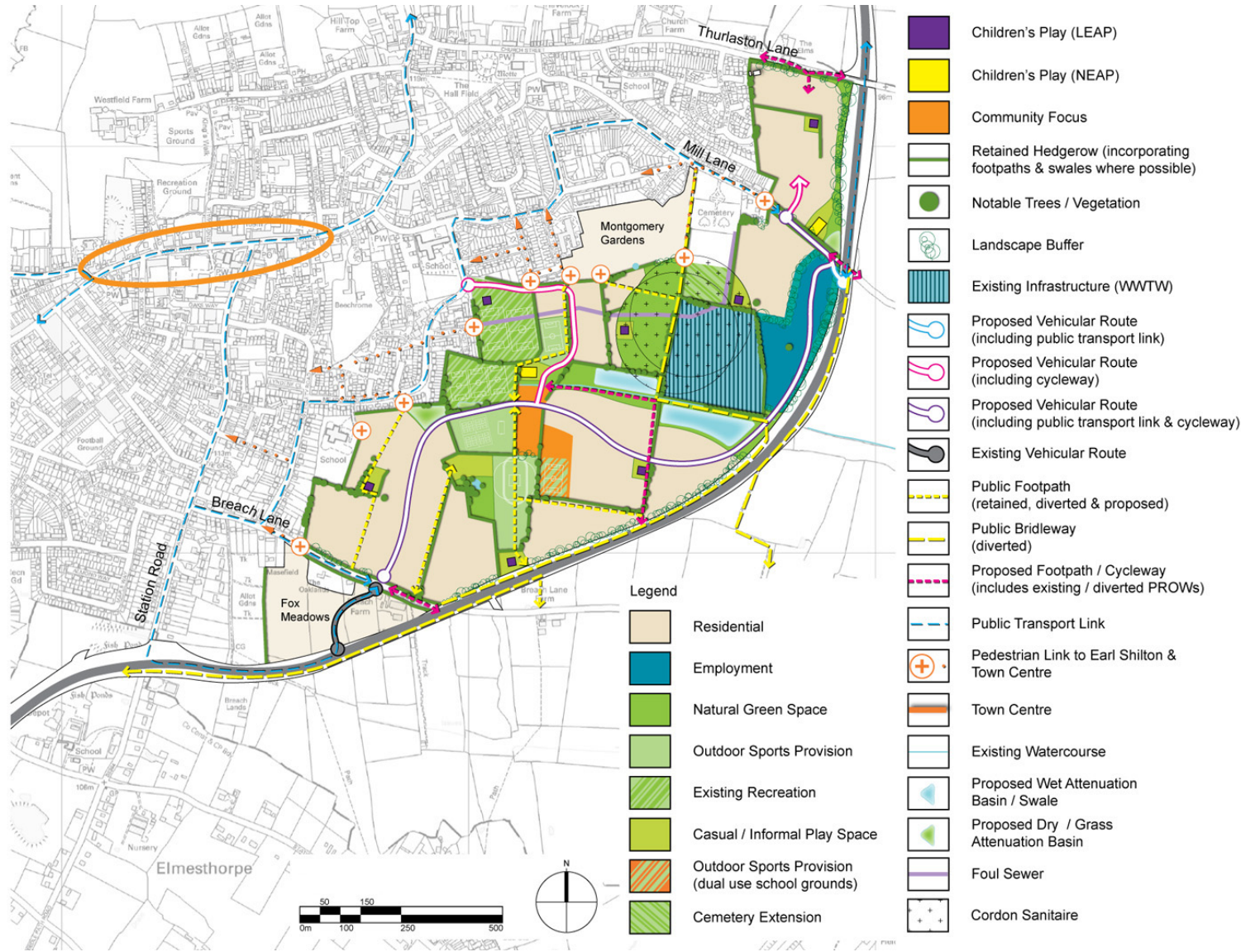
Development of the urban extension will be required to generally follow the land uses within the Development Framework at Figure 3. Deviation from the Development Framework will be permitted where proposals would not prejudice the achievement of the overall requirements of the policies in this Area Action Plan and Local Plan (2006-2026) taken as a whole.

Proposals should have regard to the design principles set out in the Urban Design Guidance (Appendix 2)

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

5.9 Key features such as the general location of the main access points and the location of the primary open spaces and the neighbourhood centre are fixed. They are situated in locations that will allow residential and employment development to take place around them with some flexibility.

Figure 3: Earl Shilton Sustainable Urban Extension Development Framework



Residential Development

Policy 7 Housing in Earl Shilton Urban Extension

A minimum of 1600 homes will be provided within the Earl Shilton SUE

5.10 The Core Strategy set out a requirement for 2000 dwellings to be provided within the Earl Shilton urban extension at a density of 40 dwellings per hectare (dph). Following further work to inform the preparation of the masterplan, the SUE is more likely to accommodate a minimum of 1600. The exact amount of land to be developed for new homes, employment uses and open space is variable, subject to a number of factors to be considered as part of detailed proposals to be submitted at the planning application stage.

5.11 The design of the SUE must factor in the need to provide an appropriate buffer between the principal sources of odour within the Earl Shilton Waste Water Treatment Works and the development of sensitive land uses such as residential, education, community and employment uses within the SUE. A buffer of 100 metres is advised.

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

- To the north of Breach Lane and west of the central open space
- To the east of the central open space, bordered by an existing watercourse to the north and the A47 to the south
- To the south of the existing Montgomery Gardens development
- Either side of Mill Lane, as far north as Thurlaston Lane and as far south as the Waste Water Treatment Works



Employment Development

Policy 8 Employment in Earl Shilton Urban Extension

The development will provide for a minimum of 4.5ha of employment land, predominantly for industrial and warehousing use within classes B2 and B8, of which at least 0.5ha for B1 use classes. The development should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero-carbon development. A buffer must be provided between the employment area and any surrounding land allocated for residential use to protect their amenity

5.13 Employment land should be provided within the urban extension in order to give the opportunity for some additional employment close to the new homes and to contribute to the overall needs of the area's economy. The Core Strategy set out a requirement to provide a maximum of 10ha of land for employment purposes. However, following a study undertaken by King Sturge¹¹, it was established that the full extent of this area will not be required. The study identified that the maximum amount of employment land to be included should be 5.4ha inclusive of 0.5ha of office space. Considering the most appropriate location for the employment land, and the site constraints, through the masterplan process it is considered appropriate that the minimum amount of land that should be developed for employment uses is 4.5ha.

5.14 The employment land requirement contained within the Core Strategy was based on a countywide Housing Market Area Employment Land Study¹². This study has since been updated by the Leicester and Leicestershire Local Enterprise Partnership in 2012/13¹³ and has reduced the employment land requirements associated with the SUE development in accordance with the King Sturge recommendations.

¹¹ Earl Shilton and Barwell Employment Land Assessment – Prospect Leicestershire (King Sturge, November 2010)

¹² Leicester and Leicestershire Housing Market Area Employment Land Study (PACEC, October 2008)

¹³ Leicester and Leicestershire Housing Market Area Employment Land Study (PACEC, March 2013)

5.15 In accordance with Policy 2 of the Core Strategy, the employment land shall provide for industrial (B2) and warehousing (B8) development so that there is not competition with the focus on office development within Hinckley town centre. However, the King Sturge report identified that some small scale office units (0.5ha) may be appropriate in this location. It is anticipated that the demand in this location is likely to be for industrial and warehouse units in the range from 100 to 1500m². It is however accepted that this demand could change over time.

5.16 Employment uses are to be located to the east of the urban extension area, next to the A47, and north of the existing watercourse. They would be accessed via a new junction close to Mill Lane. A buffer should be provided between the employment land and surrounding residential development to ensure a high level of amenity is secured for future residents.

Neighbourhood Centre

Policy 9

Neighbourhood Centre in Earl Shilton Urban Extension

A neighbourhood centre will be provided at the heart of the urban extension. Required aspects of this neighbourhood centre are:

- A new primary school
- Local convenience retail provision that is complementary to, but does not detract from, Earl Shilton District Centre
- Community and Recreational facilities (if appropriate and / or equivalent developer contributions towards improving the quality of or increasing capacity at existing facilities)
- Facilities for the policing of the SUE neighbourhood, or alternatively where appropriate, through equivalent developer contributions towards the provision of facilities for the policing of the SUE neighbourhood

Other potential uses could include:

- A public house or equivalent; and/or
- Nursery provision

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

5.18 The Neighbourhood Centre will provide a new primary school, limited retail provision and recreational facilities in accordance with Policy 2 of the Core Strategy. Retail provision shall remain limited to ensure the vitality, viability and retail attractiveness of Earl Shilton settlement centre is not compromised. However, it would also be desirable to include a public house or equivalent. Nursery provision may also be appropriate if a need is demonstrated. Health provision was also referred to in Policy 2, but consultation with the Primary Care Trust has highlighted that it would be more appropriate to meet the new residents needs through a extension to the existing facilities in the town centre. The Neighbourhood Centre could also accommodate facilities for neighbourhood policing however it is recognised that the provision for facilities could be more appropriately delivered at the existing Neighbourhood Policing base at the George Ward Centre.

5.19 The Development Framework makes provision for approximately 2.5ha of land allocated for the Neighbourhood Centre, including approximately 2ha for the primary school. Efficient use of land and facilities in the Centre is encouraged, including community use of the school premises in / out of school hours.

5.20 Indicative requirements for the provision of infrastructure to support the population of the SUE are included within the Infrastructure Schedule (Section 10). The costs and schemes within the schedule are based upon the provision of 1600 units, however the contributions to be sought could vary depending upon the final number of units developed and the detailed work to inform development proposals in response to the above issues has been completed.

Education

5.21 To ensure that sufficient capacity is available in local schools, a new primary school will be required within the SUE to accommodate the need arising from the development. It is advised that a two form entry school will be required and that a site of 2ha should be provided for this purpose within the SUE neighbourhood centre. Additional education need arising from the SUE will be accommodated off-site through contributions towards capacity improvements to existing schools (see policy 3).

Open Space and Green Infrastructure

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

5.23 All development proposals will be required to comply with Core Strategy Policy 19 which provides the overarching standards for play and open space. The provision of some green infrastructure requirements off site may be acceptable, providing that satisfactory means of walking and cycling access is made to the area of provision.

Outdoor Sports Provision

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

5.25 Based on the delivery of 1600 dwellings, the amount of outdoor sports provision would be 5.55ha, in addition to 0.71ha that might be shared with the primary school. Additional formal outdoor sports provision associated with the SUE development will need to be supported by appropriate changing facilities.

Accessible Natural and Semi Natural Green Space

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

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

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

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

5.29 Furthermore, an area of Accessible Natural Green Space should be provided to the north-west of the WWTW, which would fall within the cordon sanitaire – an area where residential development would not be permitted. The amount of Accessible Natural Green Space to be provided will vary in accordance with the eventual amount of residential development that comes forward and is a requirement of the Core Strategy.

Equipped Children's Play Space

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

Casual/Informal Play Space

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

Policy 10 General Highways Provision for Earl Shilton Urban Extension

Development should provide:

- A new access point immediately south of Mill Lane junction and the use of improved access utilising Masefield Drive.
- Improved connections to Earl Shilton Town centre via local links through Astley Road and the restricted use of Mill Lane. No increased use of Breach Lane for general vehicular traffic will be permitted.
- A spine road through the SUE connecting all residential, employment and neighbourhood centre uses which is suitable for bus operation.

Developers of the Earl Shilton SUE will contribute towards the delivery of appropriate strategic transport infrastructure required to support the delivery of the SUE in conformity with the schemes identified in the Infrastructure Schedule.

The precise nature of local and strategic improvements and timings of delivery will be negotiated between relevant partners during the consideration of a planning application.

Highway Requirements

5.32 The Strategic Transport Assessment (STA) and the modelling which underpins it and the proposed package of schemes , provides the baseline scenarios against which detailed development proposals through the phased development of the SUEs will be assessed. Further to the wider strategic transport schemes referred above, a vehicles access strategy has been developed which identifies schemes to connect the SUEs to the adjoining local road networks such that permeability is achieved without encouraging short distance car journeys or unwanted through traffic.

5.33 The SUEs are located and designed to encourage short distance local journeys to be undertaken by non-vehicle modes. The primary focus of the vehicle access strategy is therefore to facilitate connections to and from longer distance destinations. Given the scale of the SUEs a further aim is to disperse development traffic by providing a choice of access points.

5.34 The primary means of vehicular access to the Earl Shilton SUE will be from the A47 Clickers Way which provides links north-eastwards towards Leicester and south-westwards towards Hinckley, Nuneaton the A5 corridor and the M69. Access to Clickers Way needs to be restricted to ensure that the strategic function of this route is not undermined through a proliferation of new junctions.

5.35 The proposed masterplan identifies two connections to Clickers Way, one to the south via the Fox Meadows development utilising Masefield Drive and one to the north adjacent to Mill Lane. The southern access will necessitate extending Masefield Drive across Breach Lane and into the SUE. The design of this connection will need to ensure that vehicle movements between the access road and Breach Lane are prohibited so as not to allow a connection between Breach Lane and the Bypass or between the SUE and Breach Lane.

5.36 The current proposals for the Clickers Way/ Masefield Drive junction comprise a three arm traffic signal controlled junction. This junction has been assessed in the Leicester and Leicestershire Integrated Transport Model (LLITM) / Paramics models and shown to be able to accommodate all predicted traffic movements satisfactorily.

5.37 The proposed northern access to Clickers Way is located immediately south of Mill Lane. The current proposals for this junction are for a new three arm roundabout on Clickers way with a new connection to Mill Lane on the western side of the A47; this location provides good junction spacing between Masefield Drive (1.6km to the south) and Leicester Road (1.6km to the north). The proposed layout has been assessed in the LLITM/Paramics modelling and the results of this work indicate that this form of junction is capable of accommodating predicted future traffic flows satisfactorily. Firm details of the roundabout design will need to be progressed through the Transport Assessment process at the planning application stage.

5.38 Two further accesses are proposed at Mill Lane and Astley Road to link the SUE to the existing settlement. The design of these connections and the internal road network will need to ensure that through traffic is discouraged. This objective may be achieved through physical measures to prevent or deter movement for through traffic or by the introduction of appropriate traffic regulation orders to limit use to access purposes only.

Policy 11

Walking and Cycling in Earl Shilton Urban Extension

To ensure that there is overall permeability of the urban extension for walking and cycling, development should provide for direct, safe and attractive walking and cycling routes which achieve:

- Access between the urban extension and Earl Shilton town centre
- Access between the new and existing residential and employment areas (including, for cycling, employment areas in Barwell and Hinckley)
- Access between the new and existing residential and recreational facilities (including, for cycling, facilities in and near Hinckley)
- Relocation (where necessary) and enhancement of existing Public Rights of Way to maximise connections to the existing network
- New or enhanced links over the A47 to open countryside

The precise nature of improvements and timings of delivery will be negotiated between relevant partners during the consideration of a planning application.

Walking and Cycling

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

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

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

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

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

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

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

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

INTRODUCTION

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

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

6.2 Development of the Barwell Sustainable Urban Extension must be in general conformity with these policies. Deviation from these policies will not necessarily be deemed unacceptable but would need to be underpinned by sound evidence and justification or they are unlikely to be supported by the Borough Council.

6.3 In addition, more specific ‘themed’ design guidance is provided in the Urban Design Evidence (Appendix 2), to reinforce the broader layout requirements.

ISSUES

6.4 The constraints and opportunities for development in Barwell, and particularly the urban extension site, have been identified through a series of focussed site assessments. The principal matters that have directly influenced the masterplanning of the proposed growth and development are:

- The area surrounding the A447 is rural in nature
- There is a local wildlife site within the SUE area
- The River Tweed and its flood area runs through the site
- It contains important landscape and ecological features, including watercourse/bodies, grasslands, trees, hedgerows and wildlife
- The setting and context of Barwell House Farm (listed) nearby
- There is visually sensitive land to the north-east and south-west
- There are existing residences and businesses / commercial operations within and adjacent to the site
- Existing power lines, water main and sewers cross the site

- Public footpaths cross the site

Further information on the issues and constraints to the development of this site can be found in the Site Analysis and Contextual Appraisal¹⁴.

DEVELOPMENT FRAMEWORK

6.5 The Barwell Sustainable Urban Extension will be developed on land to the west of the existing village – to the north and south of Stapleton Lane (See Figure 4). It will extend as far west as the A447 ‘Ashby Road’ and will be bounded to the south by Barwell House Farm and Hinckley Road. To the north, development will extend approximately as far as public footpath T97. Principal features of the urban extension will be:

- Provision of a range of houses (mix, type and tenure) to meet objectively assessed needs
- Allocation of land for employment uses
- The creation of several open spaces throughout the urban extension for the purposes of formal and informal recreation including the provision of a sports pavilion
- Provision of a main route through the site that can accommodate public transport (buses), cyclists and private vehicles
- Access to the development from the Ashby Road and Stapleton Lane at four new junctions
- Community facilities provided in a central location to the south of Stapleton Lane, with the potential to include a primary school, children’s centre, community centre, nursery and a pub / restaurant
- Provision of children’s play areas throughout the development
- Retention of Little Fields Farm Meadow (Local Wildlife Site)
- Accessible natural green space, including attenuation as part of a sustainable urban drainage system, and retention of watercourses, trees, hedgerows and public rights of way where possible

6.6 The provision of new homes, employment opportunities, community facilities and open space is the primary driver of development within the Barwell SUE. These elements should be arranged to respect existing landscape features and make best use of the site’s natural assets.

¹⁴ Site Analysis and Contextual Appraisal, Capita Symonds (2009)

- 6.7 Critically, to support the regeneration of the district centre, the new community will be well related to Barwell through the creation of new connections to the existing settlement (footpaths and cycleways) and the Village Centre.

**Policy 12
Barwell Urban Extension**

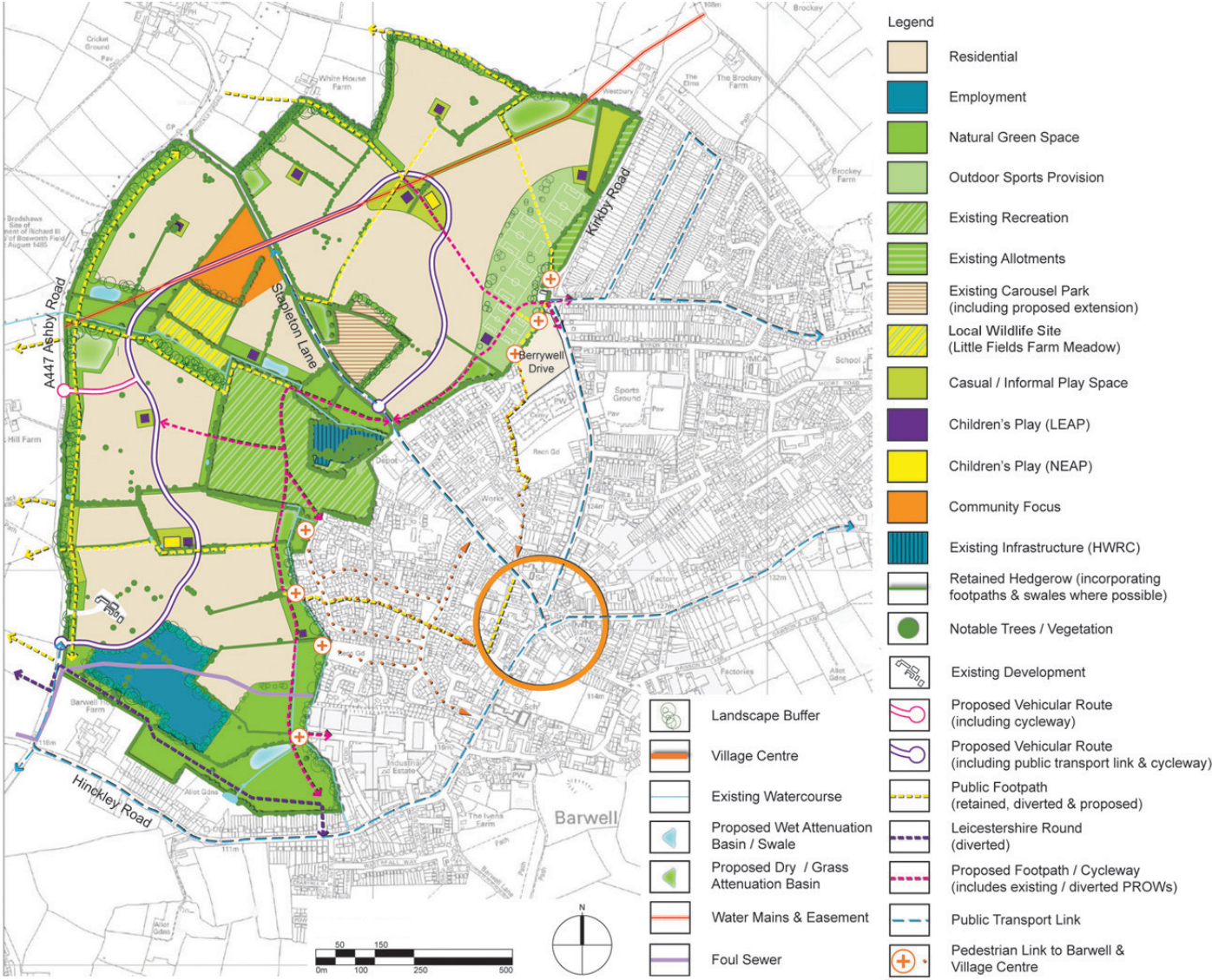
Development of the urban extension will be required to generally follow the land uses within the Development Framework at Figure 4. Deviation from the Development Framework will be permitted where proposals would not prejudice the achievement of the overall requirements of the Policies in this Area Action Plan and of the Local Plan (2006-2026).

Proposals should have regard to the design principles set out in the Urban Design Guidance (Appendix 2).

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

- 6.9 Key features such as the general location of the main access points and the location of the primary open spaces, and the neighbourhood centre are fixed. They are situated in locations that will allow residential and employment development to take place around them with some flexibility.

Figure 4: Barwell Sustainable Urban Extension Development Framework



Residential Development

Policy 13 Housing in Barwell Urban Extension

2500 homes will be provided within the Barwell Urban Extension.

6.10 Residential development will be located throughout the whole site in 3 main areas as defined in the development framework:

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

6.11 Given the amount of land available for development and the potential for varying the Barwell urban extension boundary, it is expected that all 2500 houses could be accommodated within the allocation site. The Development Framework in Figure 4 illustrates the development of approximately 79ha of land at an average density of 32dph.

Employment Development

Policy 14 Employment in Barwell Urban Extension

The development will provide a minimum of 6.2ha of land for industrial and warehousing use within B2 and B8 use classes. The development should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero-carbon development.

An appropriate buffer must be provided between employment areas (both new and existing) off Hinckley Road and land allocated for residential development. In addition a landscape buffer is required to protect the amenity of existing residential development on the northern side of Hinckley Road and the setting of the heritage assets at Barwell House Farm, as indicated on the development framework.

6.12 Employment land should be provided within the urban extension in order to give the opportunity for some additional employment close to the new homes and to contribute to the overall needs of the area's economy. The Core Strategy set out a requirement to provide a maximum of 15ha of land for employment purposes. However, following a study undertaken by King Sturge¹⁵, it was established that the full extent of this area will not be required. This site identified that the maximum amount of employment land to be included should be 6.5ha. Considering the most appropriate location for the employment land, and the site constraints, it is considered appropriate that the minimum amount of land that should be developed for employment uses is 6.2ha.

6.13 In accordance with Policy 2 of the Core Strategy, the employment land shall provide for industrial (B2) and warehousing (B8) development as these are likely to be the most desirable uses in this location. It is anticipated that the demand in this location would be for employment units in the range from 100 to 1500m².

6.14 Employment uses are to be located in the southern part of the urban extension area between Ashby Road and the existing Moat Way industrial estate, close to the proposed access from the A447. A buffer shall be provided between the employment land and surrounding residential development to ensure a high level of amenity is secured for existing and future residents.

¹⁵ Earl Shilton & Barwell Employment Land Assessment (King Sturge, November 2010)



Neighbourhood Centre

Policy 15 Neighbourhood Centre in Barwell Urban Extension

A Neighbourhood Centre will be provided at the heart of the urban extension. Required elements of the Neighbourhood Centre are:

- New primary school
- Local convenience retail provision that is complementary to, but does not detract from, Barwell District Centre
- Community and Recreational facilities (if appropriate and /or equivalent developer contributions towards improving the quality of or increasing capacity at existing facilities)
- Health facilities (if a location in or close to Barwell cannot be secured); and
- Facilities for the policing of the SUE neighbourhood, or alternatively where appropriate, through equivalent developer contributions towards the provision of facilities for the policing of the SUE neighbourhood

Other potential uses could include:

- A public house or equivalent; and/or
- Nursery provision

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

6.16 The Neighbourhood Centre will provide a new primary school, retail provision and recreational facilities in accordance with Policy 2 of the Core Strategy. Retail provision shall remain limited to ensure the viability and retail attractiveness of the district centre is not compromised. However, it would also be desirable to include a public house or equivalent. Nursery provision may also be appropriate if a need was identified. The Neighbourhood Centre could also accommodate facilities for neighbourhood policing however it is recognised that the provision for facilities could be more appropriately delivered at the existing Neighbourhood Policing base at the George Ward Centre.

6.17 The preferred option for the Barwell Health Centre is to find a new site within or close to Barwell District Centre that can serve both existing patients and future residents of the SUE. If the preferred option does not come forward, alternative health centre provision would be required within the SUE Neighbourhood Centre. The Infrastructure Schedule (section 10) includes indicative costs for the provision of a new health centre in the Barwell District Centre to serve the existing population and the provision of additional health centre infrastructure to support the population of the SUE.

6.18 The Development Framework makes provision for approximately 3ha of land for the Neighbourhood Centre, including approximately 2ha for the two form entry primary school. Efficient use of land and facilities in the Neighbourhood Centre shall be encouraged, including formalised community use of the school premises out of school hours.

Education

6.19 To ensure that sufficient capacity is available in local schools, a new primary school will be required within the SUE to accommodate the need arising from the development. It is advised that a two form entry school (420 places) will be required and that a site of 2ha should be provided for this purpose within the SUE neighbourhood centre. Additional education need arising from the SUE will be accommodated off-site through contributions towards capacity improvements to existing schools (see Policy 3).

Open Space And Green Infrastructure

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

6.21 The urban extension is being introduced into a mature countryside landscape. In order to maximise the value of these countryside assets and to ensure that mature landscaping is available to the first residents, it is essential that existing landscape features are retained and enhanced¹⁶.

¹⁶ Earl Shilton & Barwell Site Analysis and Contextual Appraisal – Chapter 2 Landscape Character (Capita Lovejoy, December 2009)

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

Outdoor Sports Provision

- 6.23 The majority of the outdoor sports provision within the Barwell urban extension is to be located to the north of Stapleton Lane – to the west of Kirkby Road and the Berrywell Drive development. This area will include sports pitches and associated facilities including a pavilion with changing rooms and car parking. A smaller area should also be provided to the south of Stapleton Lane, complementing the existing Boston Way recreation ground.

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

Accessible Natural and Semi-Natural Green Space

- 6.25 Accessible Natural & Semi-natural Green Space should be provided in four main areas:

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

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

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

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

Equipped Children's Play Space

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

- 6.30 Policy 19 of the Core Strategy sets out policy on the amount of space required for these areas. Developers must balance policy requirements against Fields In Trust guidance and also consider the amount of Casual / Informal Play space to be provided – see below. The precise area of Equipped Children's Play Space to be provided is dependent on the amount of residential development that comes forward.

Casual/Informal Play Space

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

Policy 16
General Highways Provision for Barwell Urban Extension

The urban extension will provide:

- Two new access points onto the A447.
- General highway improvements to Stapleton Lane, public footpaths and the Leicestershire Round long distance path.
- A spine road, suitable for bus operation, through the SUE connecting all residential, employment and the Neighbourhood Centre uses.
- Connection of the spine road with Stapleton lane, providing a key access point to Barwell district centre.

Developers of the Barwell SUE will contribute towards the delivery of appropriate strategic transport infrastructure required to support the delivery of the SUE in conformity with the schemes identified in the Infrastructure Schedule.

The precise nature of local and strategic improvements and timings of delivery will be negotiated between relevant partners during the consideration of a planning application.

Highway Requirements

6.32 The Strategic Transport Assessment and the modelling which underpins it and the proposed package of schemes, provides the baseline scenarios against which detailed development proposals through the phased development of the SUEs will be assessed.

6.33 Further to the wider strategic transport schemes referred above, a vehicles access strategy has been developed which identifies schemes to connect the SUEs to the adjoining local road networks such that permeability is achieved without encouraging short distance car journeys or unwanted through traffic.

6.34 The SUEs are located and designed to encourage short distance local journeys to be undertaken by non-vehicle modes. The primary focus of the vehicle access strategy is therefore to facilitate connections to and from longer distance destinations. Given the scale of the SUEs a further aim is to disperse development traffic by providing a choice of access points.

6.35 Access to the Barwell SUE is proposed westwards to the A447 Ashby Road and eastwards towards the village centre via Stapleton Lane. As indicated on the proposed masterplan two vehicular accesses are proposed onto Ashby Road, one in the southwest corner of the SUE and one further north, approximately mid-way between the existing junctions at Hinckley Road and Stapleton Lane. These locations have been selected as ground levels are favourable and good visibility can be achieved along the highway.

6.36 Ashby Road is rural in character in this area with no footways, street lighting or frontage development and is subject to a 50mph speed limit. It is proposed that pedestrian and cyclist movements along the western boundary of the SUE are catered for by means of a new, lit, shared footway/cycleway within the development and parallel to Ashby Road. This will provide a pleasant high quality pedestrian and cyclist environment that is segregated from high speed traffic on Ashby Road. It is further proposed that there should be no direct frontage access to any dwellings from Ashby Road. In view of these proposals pedestrians and cyclists will be discouraged from using Ashby Road and the need for urbanising treatments such as footways and street lighting can be minimised and limited to the site access junctions only.

6.37 It is proposed that the most northerly of the two accesses will take the form of a three-arm ghost-island priority junction whereas the southern access is proposed to be a three arm roundabout.

6.38 Two further vehicular accesses will be provided on Stapleton Lane to provide access into the northern area of the SUE. Current proposals favour a four arm traffic signal controlled layout for the northern access whereas the more southerly access is proposed as a three arm simple priority junction.

6.39 These junction layouts have been modelled and assessed in LLITM/Paramics and have been found to operate satisfactorily at the design year horizon of 2026.

6.40 In conjunction with the development of the SUE, Stapleton Lane will be improved to include high quality footways and street lighting throughout, consistent with the rest of the SUE. Additionally, the current 30mph speed limit commencing at Cumberland Way is proposed to be extended throughout the SUE frontage.

6.41 Consideration has been given to the creation of an additional access onto Kirkby Road. This is not shown on the proposed masterplan but remains a possible option for a small number of dwellings subject to further examination at the planning application stage. It is an objective of the masterplan to achieve a high quality pedestrian and cycle access between the SUE and the existing education facilities on Charnwood Road. Therefore any proposals which significantly increase vehicular traffic flows along Charnwood Road will be resisted.

Policy 17
Walking and Cycling in Barwell Urban Extension

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

- Access between the urban extension and Barwell District Centre
- Access between the existing residential and the new employment areas in the urban extension
- Access between the new residential and the existing employment areas (including, for cycling, employment areas in Earl Shilton and Hinckley)
- Access between the new and existing residential and recreational facilities (including, for cycling, facilities in and near Hinckley)
- Relocation and enhancement of existing Public Rights of Way
- Access across the A447 to open countryside
- Overall permeability of the urban extension for walking and cycling.

The precise nature of improvements and timings of delivery will be negotiated between relevant partners during the consideration of a planning application.

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

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

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

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

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

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

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

Carousel Park

Policy 18 Carousel Park

Land is allocated on the Policies Map for the existing travelling show persons ground plus an extension to accommodate an appropriate number of pitches identified in the prevailing the Gypsies' and Travellers' Accommodation Needs Assessment.

Appropriate mitigation measures will be required as part of the urban extension proposals to protect the amenity of both the residents of the urban extension and of Carousel Park and also to ensure the continued operation of the site.

6.49 Policy 18 of the Core Strategy accommodates the provision of new gypsy and traveller sites identifying the need for adequate provision for travelling showpeople. The Leicestershire, Leicester & Rutland Gypsies' And Travellers' Accommodation Needs Assessment¹⁷ (GTAA) published in 2007 identified a need for an additional three pitches by 2016 within Hinckley and Bosworth. Carousel Park is a successful existing travelling showpeoples' site. The site currently comprises six plots for use by travelling showpeople. It is considered that a three plot extension could be sympathetically assimilated into the surrounding area. This site is considered to accord with Planning Circular 04/07: Planning for Travelling Showpeople, as existing local community facilities, infrastructure and facilities are accessible at this location. An update to the GTAA is being prepared, due to be published by the end of 2013. When considering detailed proposals, it is possible that additional pitches could be accommodated if considered appropriate and a need is identified in the revised GTAA.

6.50 The development of the Barwell urban extension in accordance with Policy 12 and as indicated in the Development Framework (Figure 4) will result in the development of residential properties immediately to the north and east of Carousel Park. Given the occasional noise generated by existing operations on the park, appropriate mitigation (e.g. a landscape buffer) will be required to protect the amenity of residents and not to prohibit the function and the operations of the site, informed by noise assessments undertaken in preparing detailed proposals. Measures may also be required to ensure the security of the park.

¹⁷ The Leicestershire, Leicester & Rutland Gypsies' And Travellers' Accommodation Needs Assessment 2006-2016 (Curs, 2007)

7.1 This section sets out policy and guidance to act as a catalyst in the regeneration of Earl Shilton and Barwell settlement centres whilst seeking to ensure the new and existing developments complement one another. The centres have a critical socio-economic role to play in ensuring the long term development of sustainable communities.

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

7.3 A principal feature of this regeneration will be a series of phased improvements to the public realm and the identification of a number of related ‘opportunity sites’ (Appendix 3). Development on these sites will be encouraged where it is in compliance with the policy and guidance set out here and other relevant policies in the Local Plan (2006-2026). However, its eventual realisation will remain subject to the usual processes involved in gaining planning consent.

IDENTIFIED ISSUES

7.4 The following key issues for each centre were identified during the masterplanning process¹⁸:

7.5 Earl Shilton (refer to Figure 5)

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

¹⁸ Earl Shilton & Barwell Site Analysis and Contextual Appraisal (Capita Lovejoy, December 2009)

Figure 5: Earl Shilton District Centre



7.6 Barwell (refer to Figure 6)

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

7.7 It is essential that the development of the SUEs complements and contributes towards the regeneration of the existing district centres through the implementation of the AAP and masterplans. An assessment¹⁹ of the impacts of the SUEs on the existing settlements notes a range of benefits which can contribute to the regeneration of the centres and towards solutions to the issues identified above including:

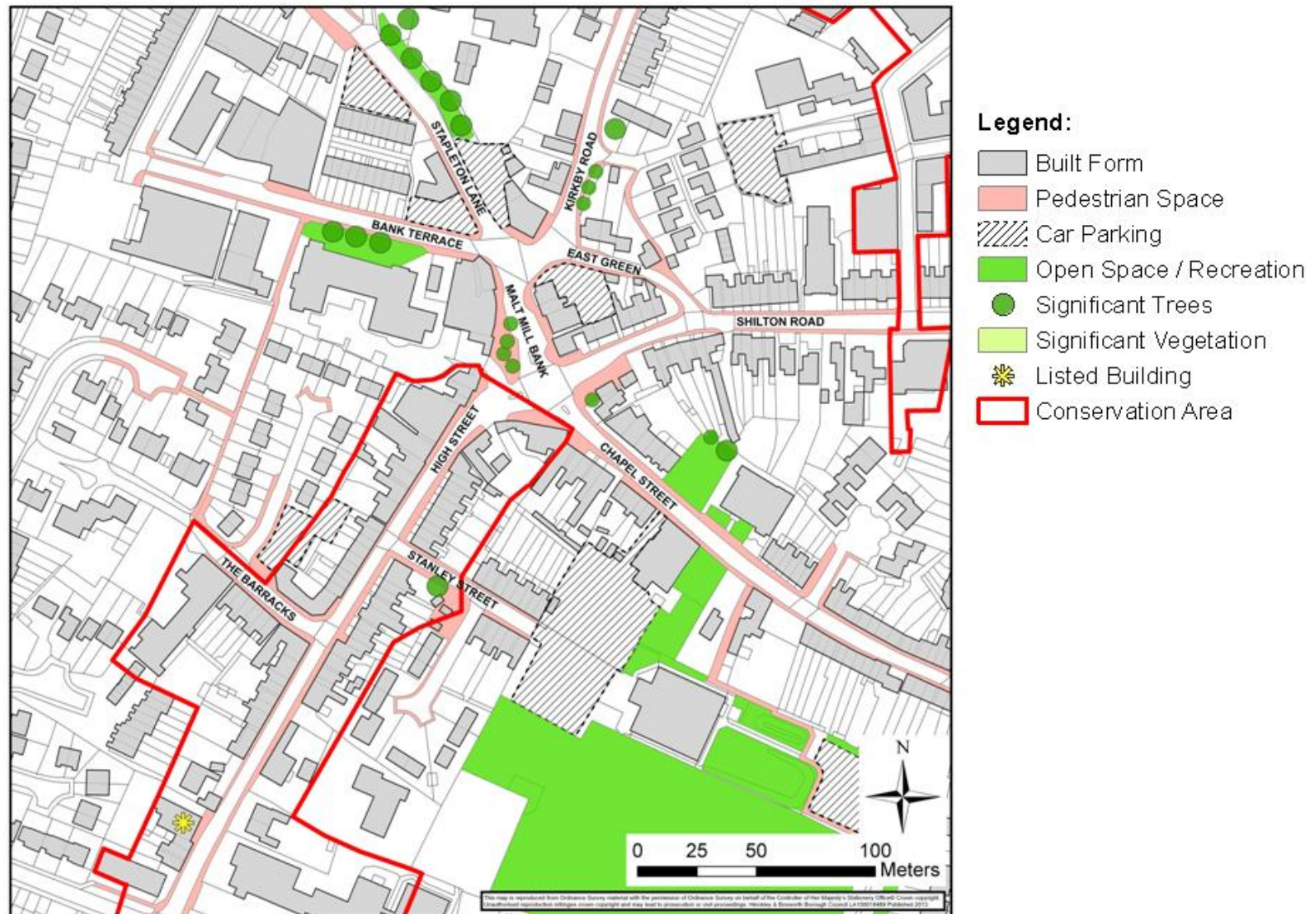
- Increased local demand for existing retail offerings and an opportunity to reduce the number of vacant units as a result
- An increase in local Council Tax (and Business Rates) receipts, allowing all key stakeholders serving Barwell and Earl Shilton greater financial opportunity to increase investment in these areas; and
- Increased demand for existing community and social facilities, leading to greater opportunity for self-investment and longer term sustainability

7.8 In addition, the Government's New Homes Bonus will provide an opportunity for Barwell Parish Council and Earl Shilton Town Council to invest in local priorities²⁰.

¹⁹ Local Development Framework Earl Shilton and Barwell District Centre Impact Assessment (Greenborough, April 2012)

²⁰ Report to Council (Agenda Item 11) of the Strategic Leadership Board RE: New Homes Bonus Consultation and Outcomes – 20 December 2011 and Minutes

Figure 6: Barwell District Centre



EXISTING USES

7.9 Earl Shilton District Centre has a total of 89 retail units (February 2012²¹). It has a wide range of retail services, including household-goods stores such as carpet, curtain and electrical appliance stores and jewellers. This is in addition to a range of non-retail services, such as six hot food takeaways, two cafés and a series of financial services providers. This centre also has a wide selection of community facilities including a health centre, church, dentist and library.

7.10 Barwell District Centre provides a range of retail and non-retail services, including a bridal wear shop, discount and convenience store, flower shop, five hot food takeaways and financial services, excluding a bank but including a building society. Barwell has a large convenience store with planning permission for a supermarket. In Barwell there are 43 units, of which five were vacant.

7.11 The District Centres of Barwell and Earl Shilton have a vacancy rate of 13.9% and 17.9% respectively, with Earl Shilton District Centre having the highest number of vacant units at 17 compared to Barwell's five. These are some of the highest vacancy rates within the Borough which reflects Core Strategy Policies 2 and 3 which support the regeneration of these areas.

7.12 The AAP provides a holistic framework for planning for the future of the settlements with the delivery of the SUEs acting as a catalyst for the successful regeneration of the existing settlements of Earl Shilton and Barwell, notably the District Centres.

7.13 Appendix 3 of this AAP identifies a number of small-scale but important redevelopment opportunities which can play an important part in the wider public realm improvements to the district centres. Appendix 4 provides two public realm strategies for the district centres of Earl Shilton and Barwell, identifying key existing issues, some opportunities and design principles for improvements to the public realm.

7.14 Regeneration requires a pro-active approach from a number of partner organisations and stakeholders such as Hinckley & Bosworth Borough Council; Leicestershire County Council, Barwell Parish Council, Earl Shilton Town Council, partnership groups and local businesses. A number of initiatives can be delivered and promoted by the various stakeholders which go beyond the role of the AAP as a land use plan, for example:

- Promoting the retail, services and leisure opportunities that are available in the District Centres

²¹ Hinckley & Bosworth Borough Council District, Local and Neighbourhood Centre Review (February 2012)



- Improving perceptions of the District Centres through ‘Place Branding’
- Pro-actively seeking funding opportunities which can contribute towards environmental improvements including those to enhance the public realm

7.15 Policy 19 favourably considers proposals within the settlement centres which realise the opportunities identified in Appendix 3, contribute towards the physical improvements to the public realm, increase the retail offering within the district centres or utilise the existing vacant retail premises in accordance with Policy 26 (Vitalising District, Local and Neighbourhood Centres).

Policy 19 Regeneration of the District Centres

To enable the regeneration of the District Centres of Earl Shilton and Barwell, development proposals within the settlement boundary (as defined on the Policies Map) shall be permitted which:

- Contribute to the enhancement of the public realm, through physical development and / or developer contributions which conform to the respective public realm strategies in Appendix 4; or
- Contribute to the successful regeneration of the opportunity sites identified in Appendix 3; or
- Increase and improve the range of retail provision of the district centres in accordance with Policy 26 (Vitality of District, Local and Neighbourhood Centres).

All proposals will be required to conform to policies contained in the Local Plan and have regard to the design guidance in Appendix 1.

Where appropriate, contributions towards improvements to the public realm which conform with the respective public realm strategies in Appendix 4 will be required from development within:

- Earl Shilton SUE towards Earl Shilton District Centre; and
- Barwell SUE towards Barwell District Centre.

EMPLOYMENT AND SKILLS DEVELOPMENT

7.16 The economy within the Borough has historically been highly reliant on manufacturing employment and significant job losses have occurred in the more traditional industries such as hosiery, textiles and boot and shoe industries. Deprivation within Hinckley and Bosworth is most prevalent in relation to education, skills, training, income, environment, health, crime and employment. Earl Shilton and Barwell are within the 10 most deprived areas in Leicestershire on the Index of Multiple Deprivation. Earl Shilton ward has a significantly higher percentage (45.5%) of population with no or unknown qualifications compared to the national average (35.8%). The percentage of those without qualifications that are not in employment is even more apparently disparate compared to the national average. 57.1% of those out of work within the Earl Shilton ward are unqualified/unknown qualifications in comparison to the national average 38.4%, further justifying the need for commitments to training within the AAP. The figures for Barwell are slightly less pronounced with 43.3% of the total population having no or unknown qualifications, while 45.0% of those who are unemployed have no or unknown qualifications (Figures from Office of National Statistics).

7.17 A locally based skills and employment study²² was prepared to understand the skills development needs of the local communities in Earl Shilton and Barwell and the employment opportunities and barriers of the local employers towards improving the skills base to support future population and economic growth. The study makes a number of recommendations to improving the economic and social opportunities within the two settlements which require input from a wide range of stakeholders including local existing and potential employers, local agencies, the Earl Shilton Business Forum and the Barwell Business Association.

7.18 Policy 20 seeks contributions towards addressing educational and skills shortage within the locality and provides a foundation of skills for future growth within Hinckley and Bosworth while diversifying from the traditional manufacturing based skill supply.

Policy 20 Skills Development

Through the development of Earl Shilton and Barwell, the Council will seek to negotiate commitments from developers to provide employment and training opportunities within construction.

²² Earl Shilton Business Forum and Barwell Business Association – Skills and Employment Study (Greenborough, 2013)



- 8.1 The Core Strategy identifies the principle that sustainable urban extensions will support regeneration and reinvigorate the important urban areas of Earl Shilton and Barwell. It is therefore important that this Area Action Plan considers the future development needs of the two settlements in their entirety. This section, together with Section 7: District Centres are therefore required to provide a focus on the existing urban areas. The purpose of this section is to set out details of the preferred approach to development management within the settlement boundary of Earl Shilton and Barwell, excluding the SUEs defined on the Policies Map.

Infrastructure and Delivery

- 8.2 The Council is concerned to avoid development that is not of the right quality, does not address necessary infrastructure requirements, or fails to provide adequate levels of affordable housing. As a result the Council will seek to address these issues and will carefully balance the impact of the proposals on the timing and level of affordable housing and their impact on achieving other planning objectives and infrastructure provision, with the planning benefits of bringing forward the scheme.
- 8.3 Earlier sections of this AAP consider the infrastructure requirements relating to development within the SUEs. In addition to this, it is also important to mitigate any additional demand placed on local infrastructure from development taking place elsewhere within Earl Shilton and Barwell.
- 8.4 Where the developer considers that a reduced level of infrastructure provision will be necessary as the cost of delivering the entire development will render the scheme unviable, developers will be expected to identify and explore issues of viability as soon as possible with the Council. In such circumstances the applicant will be required to submit a financial viability assessment which considers such matters as the Gross Development Value (GDV) including anticipated rent values and the value of affordable units; all costs associated with the scheme and sensitivity analysis.

Policy 21 Infrastructure and Delivery

Where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly or indirectly through the appropriate funding mechanism.

In order to secure and co-ordinate the timely delivery of infrastructure, the Council will work in partnership with other local delivery bodies, local authorities, developers and service providers, throughout all stages of the development process to deliver the infrastructure required to support the policies in the Local Plan and but not limited to, the prevailing Infrastructure Delivery Schedule.

Where, because of the physical circumstances of the site and/or prevailing and anticipated market conditions, a developer can demonstrate that the viability of a development proposal affects the provision of affordable housing and / or infrastructure provision, the Council will balance the adverse impact of permitting the scheme on the delivery of such provision, with any identified planning benefits of the scheme.

Where current viability is proposed as a justification to deliver a reduced level of infrastructure provision than that required by policy, developers are required to provide the appropriate evidence to support this justification.

Development and Design

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

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

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

Policy 22 Development and Design

Developments will be permitted providing that the following requirements are met:

It does not adversely affect the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion:

- a) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site
- b) There is no detriment to the character or appearance of the host building or the surrounding area
- c) The siting and density respects the character and layout of the area

Policy 22
Development and Design (Continued)

- d) It respects the local distinctiveness of existing buildings and landscape settings
- e) The design respects the scale, proportions and height of the existing building, neighbouring structures and overall street scene
- f) Fenestrations are well proportioned, well balanced within the elevations and sympathetic to adjoining/neighbouring buildings
- g) The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally
- h) It incorporates a high standard of landscaping where this would add to the quality of the design and siting
- i) It maximises the opportunities for conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24
- j) Where parking is to be provided a minimum of one charging point for electric/low emissions vehicles is included per development scheme (excluding extensions and alterations and change of use) unless it is demonstrated this is not technically feasible
- k) An appropriate Sustainable Drainage Scheme is submitted to and approved by the Local Planning Authority
- l) The applicant has demonstrated consideration to community safety through designing out crime

Favourable consideration will be given to proposals where it can be demonstrated the views of community have significantly influenced the design of the new development.

Development which does not meet the above criteria and would result in poor design which fails to improve design standards in the locality will be refused.

In exceptional circumstances where outstanding, innovative design is demonstrated (particularly where high levels of sustainability are an integral feature), applications will be considered favourably, even where this may result within some conflict with the above criteria.

Employment

- 8.8** It is important that the supply of employment land allocated in the Area Action Plan is adequate to meet needs within Barwell and Earl Shilton. In addition to the new employment land allocations being proposed within the sustainable urban extensions, it is also necessary to consider the future of existing employment sites within the settlements. The Employment Land and Premises Study Review²³ provides an appraisal of existing employment sites across the Borough, including sites within Earl Shilton and Barwell. Appendix 5 provides an extract from the study of the existing employment areas in Barwell and Earl Shilton. This provides specific recommendations in relation to existing employment sites, categorising them under the headings contained in the table below:

| Category | Policy |
|----------|--|
| A | <ul style="list-style-type: none">• Key / flagship employment areas to retain |
| B | <ul style="list-style-type: none">• Fit for purpose employment areas• Regeneration policy may mean that alternative development is appropriate, but to be resisted if possible |
| C | <ul style="list-style-type: none">• Lower quality employment areas – part/ whole redevelopment appropriate• Regeneration policy may require all / part of area to be retained for employment uses |

- 8.9** Policy 23 provides the policy framework for the retention or otherwise of the existing employment sites identified in the Employment Land Review and supporting the provision of new employment development.

²³ Hinckley and Bosworth Employment Land and Premises Study Review (BE Group, 2010)

Policy 23

Existing Employment Sites

Existing employment sites categorised as A, B or C sites are identified in Appendix 5 and delineated on the Policies Map.

Category A sites

The Council will seek to retain sites classified as category A sites in their entirety, for B1, B2 and B8 employment uses.

The development of non B class uses in category A sites will only be allowed in exceptional circumstances. Proposals must demonstrate that they would not have a significant adverse impact on surrounding employment uses.

Category B site

The Council will give positive consideration to proposals for partial or total loss of category B sites for uses other than B1, B2 and B8 use classes where:

- a) The proposed proportion of uses falling outside B1, B2 and B8 use classes stands in line with the recommendations in the most up-to-date Employment Land and Premises Study; or
- b) Where the development diverges from these recommendations, the applicant must demonstrate that:
 - i. The site/premise is no longer suitable or reasonably capable of being redeveloped for employment purposes; and
 - ii. The site/premise has been proactively marketed for employment purposes for a reasonable period of time at a reasonable market rate as supported and demonstrated through a documented formal marketing strategy and campaign, in line with the most up to date Employment Land and Premises Study; or
 - iii. There will be a significant community benefit which outweighs the impact of losing the employment site/premises

Policy 23
Existing Employment Sites (Continued)

Category C Site

The Council will take a more flexible approach to Category C sites for alternative uses, in accordance the most up-to-date Employment Land and Premises Study and other Local Plan policies.

Proposals for the development of 'B' uses (including ancillary areas) within designated employment sites will be supported where they accord with other policies of the plan.

The Safeguarding and Provision Of Community Facilities

- 8.10 Section 4 referred to the provision and protection of facilities that meet local needs within settlements as an important factor in sustaining local economic activity and community life. Whilst Policy 2 seeks contributions to support the delivery of new or improvements to existing facilities, policy 24 provides the framework against which to assess new proposals and the potential loss of existing community facilities. Community facilities should be retained wherever possible and replaced if lost to enable the community to meet its day to day needs and ensure community cohesion is maintained. Any replacement facilities should comply with the requirements of "provision of new facilities" in policy 24. Furthermore, the loss of an existing facility should not result in a reduction in the community's ability to meets it day to day needs.

Policy 24

Safeguarding Community Facilities

Provision of New Facilities

The Council will encourage the formation of new community facilities across the Borough, where it can be demonstrated that:

- The facility meets the needs of the community it intends to serve; and
- It is within a reasonable distance of the above community.

Retention of Existing Provision

The Council will resist the loss of community facilities including ancillary areas.

The redevelopment or loss of community facilities will only be appropriate where it can be demonstrated that:

- a) An equivalent range of replacement facilities will be provided in an appropriate location within a reasonable distance of the local community; or
- b) There is a surplus of the facility type within the immediate locality exceeding the needs of the community; or
- c) The loss of a small portion of the site would result in wider community benefits on the remainder of the site

Loss of Existing Facilities

Where replacement facilities will not be provided or a surplus cannot be demonstrated and the scheme would not result in wider community benefits on the remainder of the site, the loss of a community facility would only be considered acceptable where it can be demonstrated that:

- i. The facility has been proactively marketed for a community use for a reasonable period of time at a reasonable marketed rate as supported and demonstrated through a documented formal marketing strategy
- ii. It has been offered to the local community for them to take ownership of the facility.



Open Space, Outdoor Sport and Recreational Facilities

- 8.11 Further to the provision of new green spaces and green infrastructure identified on the Development Frameworks for the SUEs, a number of existing locations overlap or adjoin the settlement boundary, as presented on the Policies Map, but are recognised as providing amenity green space to the residents of Earl Shilton and Barwell.
- 8.12 Policy 25 (The Safeguarding Open Space, Sport and Recreational Facilities) supplements Core Strategy Policy 19 and the Development Frameworks by seeking to safeguard existing facilities whilst enabling flexibility to accommodate for identified surpluses, improvements or replacement facilities.
- 8.13 The Borough Council regularly review the Open Space, Sports and Recreational Facilities Study. This study provides an up-to-date assessment of the quality, quantity and accessibility of open space typologies across the Borough, identifying any surpluses or deficiencies. The most recent and up-to-date Open Space, Sports and Recreational Facilities Study should be used by applicants to establish open space typologies and to demonstrate any surpluses.
- 8.14 Applicants proposing a loss or reduction in an open space typology should meet the requirements and provisions of Policy 25, demonstrated through an appraisal of open space in Hinckley & Bosworth, submitted with the planning application.



Policy 25
Safeguarding Open Space, Sport and
Recreational Facilities

Planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space, as identified in the most recent Open Space, Sport and Recreational Facilities Study, except where:

- a) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or
- b) It is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or
- c) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.

Development Within The District Local and
Neighbourhood Centres

8.15

To support the successful regeneration of the District Centres and the provision of Neighbourhood Centres within the SUEs, it is important that new local facilities are considered positively, provided that they are suitably located and are aimed at meeting local needs. Furthermore, the Council will seek additional retail provision to be located within existing vacant premises within the centre boundaries wherever possible, to minimise the current trend of increasing vacancy rates of retail units within the existing District Centres of Earl Shilton and Barwell. Only where there are no vacant units or where it is satisfactorily demonstrated by the applicant that the vacant units are not suitable, will newly constructed retail provision be found acceptable.



Policy 26

Vitalising District, Local and Neighbourhood Centres

Additional retail provision within or adjacent to District, Local and Neighbourhood centres will be permitted where:

- a) It is demonstrated there are no suitable and available existing vacant premises in the applicable or nearest centre; and
- b) The retail frontage is retained and/or enhanced and would not result in a break in the continuous retail frontage

The boundaries of the centres are defined on the Policies Map. When considering applications for the change of use or loss of retail premises in District, Local and Neighbourhood centres, the following conditions must be met:

District Centres

To ensure the continued vitality and viability of District Centres the change of use from A1, or A2 retail or loss of A1 or A2 retail uses within District Centres will only be permitted where the proposal would not result in an over proliferation of any one use type in the centre, other than A1 retail, with particular reference to hot-food takeaways (A5)

Local Centres

The change of use from A1 retail or loss of A1 retail uses within Local Centres will only be permitted where it can be demonstrated the proposal would not detract from the vitality or viability of the Local Centre in terms of the mix and type of uses.

Neighbourhood Centres

Neighbourhood Centres will be retained and enhanced wherever possible. The change of use or loss of A1 or A2 uses within these centres will only be permitted where it can be demonstrated that the loss would not reduce the community's ability to meet its day to day needs within a reasonable walking distance.

In all of the above cases, proposals should accord with Policies of the Local Plan.

The use of upper floors of retail premises (A1-A5) within the District, Local and Neighbourhood Centres, for residential use, will be supported where they accord with other policies in the Local Plan.

PLANNING APPLICATIONS

9.1 The Council has set out the requirements of the urban extensions of Earl Shilton and Barwell in this Area Action Plan. These comprise both requirements specific to each urban extension (in Sections 5 and 6) and joint requirements (Section 4). The Council considers, in line with Policies 2 and 3 of the Core Strategy, that the best way in which these requirements can be satisfied is for a single outline planning application to be made for each urban extension. Such outline applications will need coordination in order to be able to meet the “joint” requirements covering both Earl Shilton and Barwell. For example, detailed Transport Assessments at the planning application stage will need to consider the impact of growth in both Earl Shilton and Barwell over the plan period. Furthermore, the cumulative impact of both SUEs on secondary and upper education facilities that service both settlements will also need to be considered as a joint requirement.

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

Public Consultation

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

9.4 Developers should contact the Council at the earliest opportunity for advice in respect of the nature and scope of these consultation exercises.

Design and Access Statement

- 9.5 Proposals must be accompanied by a Design and Access Statement that clearly demonstrates how the principles outlined in this AAP are reflected in the more detailed masterplanning required to support the planning applications and how the proposals comply with the relevant Local Plan policies. Planning applications should also provide an appropriate level of detail with regards to how the development will be phased.

Environmental Impact Assessment, Flood Risk Assessment and Transport Assessment

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

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

Ecology

- 9.8 Consultation with the County Council highlighted that there are no statutory designated wildlife sites within the urban extension sites, but Little Fields Farm Meadow in the Barwell SUE site is designated as a Local Wildlife site. The existing ecological information available²⁴ suggested that there may well be other features and species of interest within the site and, therefore, the landowners and developers have undertaken Phase 1 habitat surveys to identify habitats and species of interest. These have indicated that future specific surveys undertaken in the appropriate season will be required.

Archaeology and Historic Environment

- 9.9 Consultation with the County Council highlighted that whilst there are no Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields recorded within the urban extension sites, there are features of interest in the area that suggests an assessment of the archaeological potential of all of the land proposed for development will be required. Proposals for the Barwell SUE will be required to demonstrate that the development will not result in adverse harm to the setting of Barwell House Farm.

²⁴ Hinckley & Bosworth Borough Council Extended Phase 1 Habitat Survey (WYG Environment, 2012)



Flooding

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

Surface Water Drainage

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

Noise and Air Quality

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

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

Contamination

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

Minerals

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

Odour

- 9.16 The Earl Shilton Waste Water Treatment works include a number of sources of odour that have been identified by Severn Trent Water through a FIDOL Report. In consultation with the Environmental Health Department It was advised that careful masterplanning is required to ensure that development does not take place within 100m of the primary sources of odour that have been identified by Severn Trent Water.



10

IMPLEMENTATION AND DELIVERY PLAN

- 10.1 The Earl Shilton and Barwell Area Action Plan sets a framework for the development of two sustainable urban extensions. The sustainable urban extensions require commitment from a number of different parties over the period to 2026 to ensure that they are delivered in line with the proposals of this Area Action Plan.
- 10.2 An indicative schedule of infrastructure requirements associated with the Area Action Plan has been prepared. The timely delivery of appropriate infrastructure, facilities and services alongside housing, employment and retail development within the SUEs will ensure that the proposed patterns of growth within the settlements are actively managed and delivered in a sustainable manner.
- 10.3 The information provided in the infrastructure schedule has been prepared alongside engagement with relevant stakeholders. It is acknowledged that the pursuit of sustainable development as advocated through the framework set out in this AAP requires careful attention to viability and deliverability. These issues have been considered through the Earl Shilton and Barwell Area Action Plan Viability and Deliverability Assessment, 2013²⁵. This Assessment takes into account the cost of development and mitigation that will ensure the sustainability of the developments, together with the consideration of competitive returns to land owners and developers to enable the development to be deliverable.
- 10.4 The appraisals undertaken as part of the Assessment show that both SUE developments are deliverable, whilst providing the infrastructure requirements associated with this AAP and a competitive return to a willing landowner and a willing developer.

²⁵ Earl Shilton and Barwell Area Action Plan Viability and Deliverability Assessment (DTZ, May 2013)

Table 2: Earl Shilton and Barwell Area Action Plan – Infrastructure Schedule (Part 1)

For the avoidance of doubt, this table identifies the amounts and kinds of developer contributions that service providers have indicated they want the developers to deliver. It does not necessarily present the amounts of developer contributions the Borough Council accepts service providers are entitled to secure, nor does it necessarily present what kinds and amount of contributions developers will be required to deliver.

| | Cost Estimate | Cost Estimate Barwell | Cost Estimate Earl Shilton | Key Stakeholders and Delivery Partners | Indicative Phasing | Additional Comments |
|--|---------------|-----------------------|----------------------------|---|--------------------|--|
| | £ | £ | £ | | | |
| Education | | | | | | |
| New Barwell SUE Primary School | 5,350,000 | 5,350,000 | N/A | Barwell SUE Leicestershire County Council | 2017 | Based on 2015 pupil forecast. Applicants will be required to liaise with HBBC and LCC on the current position in relation to capacity at local schools and appropriate cost multipliers for pupil places in the preparation of S106 agreements. |
| Capacity improvements to existing Barwell Primary Schools | 1,318,792 | 1,318,792 | N/A | Barwell SUE Leicestershire County Council | 2020 | |
| New Earl Shilton SUE Primary School | 5,350,000 | N/A | 5,350,000 | Earl Shilton SUE Leicestershire County Council | 2016 | |
| Capacity Improvements to existing Secondary and Upper Schools | 4,796,210 | 2,877,726 | 1,918,484 | Barwell SUE Earl Shilton SUE Leicestershire County Council | 2016 | |
| Health Facilities | | | | | | |
| Barwell SUE GP Surgery requirements (At new Surgery within Village Centre or within SUE) | 1,778,400 | 1,778,400 | N/A | Barwell SUE PCT | 2015-2016 | Final costs will be subject to the final housing mix. |
| New Barwell GP Surgery | 2,134,080 | 2,134,080 | N/A | Barwell SUE PCT | 2015-2016 | |
| Earl Shilton GP Surgery (Heath Lane) | 975,744 | N/A | 975,744 | Earl Shilton SUE PCT | 2018 | |
| Play and Open Space | | | | | | |
| Provision of play and open space with Barwell SUE | 2,469,349 | 2,469,349 | N/A | Barwell SUE HBBC | 2015-2022 | Costs are based on estimates to meet the requirements of the development frameworks. Exact costings to be determined at the planning application stage once the detailed POS provision and mix has been calculated. |
| Barwell SUE POS maintenance | 3,709,560 | 3,709,560 | N/A | Barwell SUE HBBC Barwell Parish Council | 2015-2026 | Actual maintenance contributions will be calculated against schemes for which planning approval is sought. |
| Barwell SUE - Pavillion | 500,000 | 500,000 | N/A | Barwell SUE HBBC Barwell Parish Council | 2020 | Estimated costings informed by Sport England's Inspired Facilities Fund calculations. Exact costings will be dependant upon the final mix of sports pitches proposed. |
| Provision of play and open space within Earl Shilton SUE | 1,652,142 | N/A | 1,652,142 | Earl Shilton SUE HBBC | 2015-2022 | Costs are based on estimates to meet the requirements of the development frameworks. Exact costings to be determined at the planning application stage once the detailed POS provision and mix has been calculated. |
| Earl Shilton SUE POS maintenance | 2,285,400 | N/A | 2,285,400 | Earl Shilton SUE HBBC Earl Shilton Town Council | 2015-2026 | Actual maintenance contributions will be calculated against schemes for which planning approval is sought. |
| Earl Shilton SUE - Pavillion | 500,000 | N/A | 500,000 | Earl Shilton SUE HBBC Earl Shilton Town Council | 2020 | Estimated costings informed by Sport England's Inspired Facilities Fund calculations. Exact costings will be dependant upon the final mix of sports pitches proposed. |
| Sport and Leisure Facilities (Indoor) | | | | | | |
| Indoor Leisure Facilities to serve the Borough | 9,000,000 | 459,063 | 327,954 | Barwell SUE Earl Shilton SUE HBBC | 2015-2023 | Final contributions to be sought could vary dependant on the final housing mix proposed. |
| Libraries | | | | | | |
| Barwell Library | 83,275 | 83,275 | N/A | Barwell SUE Leicestershire County Council | 2015-2023 | Final contributions to be sought could vary dependant on the final housing mix proposed. |
| Earl Shilton Library | 53,296 | N/A | 53,296 | Earl Shilton SUE Leicestershire County Council | 2015-2023 | |
| Civic Amenity Site | | | | | | |
| Capacity Improvements at Barwell Recycling and Household Waste Site | 192,905 | 117,625 | 75,280 | Barwell SUE Earl Shilton SUE HBBC Leicestershire County Council | 2014-2022 | Final contributions to be sought could vary dependant on the final number of dwellings and the cost multiplier for Leicestershire Civic Amenity contributions rates for the Barwell CA site. |
| Community Facilities | | | | | | |
| Barwell Community Buildings (on-site) | 1,102,045 | 1,102,045 | N/A | Barwell SUE Barwell Parish Council HBBC | 2018 | Final costs will be determined by the amount of final housing mix and whether facilities are to be provided on-site and / or improvements are to be made to existing facilities. |
| Earl Shilton Community Buildings (on-site) | 705,035 | N/A | 705,035 | Earl Shilton SUE Earl Shilton Town Council Earl Shilton Town Centre Partnership HBBC | 2018 | |
| Public Realm | | | | | | |
| Barwell District Centre Improvements | 1,005,000 | 1,005,000 | N/A | Barwell SUE Barwell Parish Council | 2015-2016 | Costings will be finalised once detailed designs are known. Could include the use of developer contributions and other funding sources such as New Homes Bonus. |
| Earl Shilton District Centre Improvements | 1,100,000 | N/A | 1,100,000 | Earl Shilton SUE Earl Shilton Town Council Earl Shilton Town Centre Partnership | 2015-2022 | |

Table 2: Earl Shilton and Barwell Area Action Plan – Infrastructure Schedule (Part 2)

| | Cost Estimate | Cost Estimate Barwell | Cost Estimate Earl Shilton | Key Stakeholders and Delivery Partners | Indicative Phasing | Additional Comments |
|--|---------------|-----------------------|----------------------------|--|--------------------|---|
| | £ | £ | £ | | | |
| Community Safety | | | | | | |
| Start up Equipment | 141,096 | 87,479 | 53,617 | Barwell SUE Earl Shilton SUE Leicestershire Police | 2016-2024 | Infrastructure items and costings subject to further consideration at the detailed planning application through the negotiation of S106 agreements. |
| Vehicles | 88,614 | 54,940 | 33,674 | | 2016-2024 | |
| Additional Radio Capacity | 8,505 | 5,273 | 3,232 | | 2016-2024 | |
| Police National Database Capacity | 4,455 | 2,768 | 1,687 | | 2016-2024 | |
| Additional Phone Handling | 9,760 | 6,051 | 3,709 | | 2016-2024 | |
| Automated Number Plate Recognition | 24,666 | 16,444 | 8,222 | | 2016-2024 | |
| Mobile CCTV Deployment | 4,500 | 3,000 | 1,500 | | 2016-2024 | |
| Additional Premises | 1,005,840 | 623,620 | 382,220 | | 2016-2024 | |
| Crime Prevention Measures | 4,050 | 2,511 | 1,539 | | 2016-2024 | |
| Transport | | | | | | |
| Improvements to A5 (Longshoot and Dodwells) | 2,720,000 | 1,632,000 | 1,088,000 | Barwell SUE Earl Shilton SUE Leicestershire County Council Highways Agency | 2016-2017 | Estimate capital cost of schemes at 2012 prices. Detailed designs and costs of schemes to be determined during the negotiations of S106 agreements. |
| Improvements to Normandy Way / Ashby Road Traffic Signal Controlled Junction | 390,000 | 195,000 | 195,000 | Barwell SUE | 2015-2016 | |
| Improvements to Desford Crossroads | 605,000 | N/A | 605,000 | Earl Shilton SUE (and developer contributions from development in adjacent District - total indicative cost of scheme 1,210,000) | 2015-2016 | |
| Improvements to Ashby Road / Stapleton Lane to incorporate traffic signal control | 500,000 | 500,000 | N/A | Barwell SUE | 2015 | |
| Improvements to Ashby Road / Rogue's Lane Junction | 500,000 | 500,000 | N/A | Barwell SUE | 2015 | |
| Improvements to Rugby Road / Brookside Junction | 300,000 | 180,000 | 120,000 | Barwell SUE Earl Shilton SUE | 2015-2016 | |
| Links to existing urban area for buses (particularly the Railway Station) walking, cycling and local traffic | 1,200,000 | 720,000 | 480,000 | Barwell SUE Earl Shilton SUE | 2015-2016 | |
| Improvements to A47 Hinckley Northern Perimeter Road and Earl Shilton by-pass. This will include at least junction improvements, including bus priority, measures as required but may also include some widening of the route. | 2,000,000 | 1,200,000 | 800,000 | Barwell SUE Earl Shilton SUE | 2015-2020 | |
| Improvements on linkages to HinckleyTown Centre including alterations to signal operation at Leicester Road / New Buildings junction | 200,000 | 120,000 | 80,000 | Barwell SUE Earl Shilton SUE | 2015-2020 | |
| New Public Transport linkages from new developments to Earl Shilton and Barwell and improved public transport linkages between Barwell, Earl Shilton, Hinckley Town Centre and HNPR employment areas (to provide 10 minute local service and real time information at interconnecting bus stop links for Hinckley and Leicester) | 2,000,000 | 1,000,000 | 1,000,000 | Barwell SUE Earl Shilton SUE | 2015-2020 | |
| New pedestrian and cycle linkages from the urban extensions into Barwell and Earl Shilton | 300,000 | 150,000 | 150,000 | Barwell SUE Earl Shilton SUE | 2015-2020 | |
| Traffic calming measures in Barwell and Earl Shilton, traffic calming and traffic management measures along the Common and routes through Earl Shilton and Barwell | 500,000 | 250,000 | 250,000 | Barwell SUE Earl Shilton SUE | 2015-2020 | |
| Improvements to A447 Ashby Road to facilitate introductaion of bus priority measures | 1,000,000 | 1,000,000 | N/A | Barwell SUE | 2015-2020 | |
| Affordable Housing | | | | | | |
| Potential developer contribution towards affordable housing in lieu of half of the on-site policy requirement of 20% affordable housing. (Core Strategy Policy 15) | 20,345,543 | 12,405,819 | 7,939,724 | Barwell SUE Earl Shilton SUE HBBC | 2015-2026 | Estimated commuted sum based on HBBC Affordable Housing SPD should off-site contributions be negotiated at the planning application stage under the provisions of CS Policy 15: Affordable Housing. |
| | | | | | | |
| Total | 79,913,262 | 43,559,820 | 28,140,459 | | | |
| | | | | | | |

11 MONITORING

- 11.1 Monitoring and review are key components of planning. The policy framework contained in this AAP will be monitored to assess the success of the Area Action Plan and to ensure that components are updated to reflect any changing circumstances nationally and locally.

Public Involvement

- 11.2 The public and stakeholders have been consulted in the preparation of the masterplans for both SUES and the subsequent production of this Area Action Plan in accordance with the relevant Regulations. However, this is not seen as the end of the process. The SUE proposals will be the subject of planning applications which are therefore required to be subject to consultation.

Monitoring Framework

- 11.3 The objectives set out in this document summarise the key policy direction of the Area Action Plan. They have assisted in providing a framework for monitoring. The implementation of the policies in this Area Action Plan will require concerted action by a range of public and private sector bodies working in partnership. The Area Action Plan provides a framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.
- 11.4 An Authority Monitoring Report will be prepared by Hinckley and Bosworth Borough Council on an annual basis. It will contain an assessment of the extent to which policies set out in the Local Plan are being achieved. If as a result of monitoring, areas are identified where a policy is not working, key policy targets are not being met, or the context has changed, this may give rise to a review of the Area Action Plan.

MONITORING FRAMEWORK

| Spatial Objective | | Relevant Policies | Target | Output Indicator | Source |
|-------------------|---|---------------------------------|---|--|-----------------------------|
| 1 | To provide thriving communities in Earl Shilton and Barwell that have their own sense of identity and character, recognising their unique identity. | 6, 7, 9, 12, 13, 15, 18, 19, 26 | Delivery of community facilities associated with SUE developments. | Delivery of Community facilities. | Authority Monitoring Report |
| | | | Delivery of SUEs in line with AAP Development Frameworks. | Planning Permission and subsequent development of SUEs that is consistent with AAP requirements. | |
| | | | Delivery of District Centre Improvements (see objective 5 below). | See objective 5 below. | |
| 2 | To integrate the Urban Extensions with the existing communities and provide an inclusive, attractive and vibrant environment with a high quality of life for all residents. | 2,6,9 12, 15, 18, 19, 26, 25 | Delivery of SUEs in line with AAP development frameworks. | Planning Permission and subsequent development of SUEs that is consistent with AAP requirements. | Authority Monitoring Report |
| | | | Delivering infrastructure associated with the SUE within the existing settlement. | Delivery of infrastructure (e.g. transport, health, education, community buildings). | |
| | | | Delivery of Green Infrastructure that can be accessed by all | Delivery of Green Infrastructure within SUE | |
| | | | Delivery of District Centre improvements (see objective 5 below). | See objective 5 below. | |

| Spatial Objective | | Relevant Policies | Target | Output Indicator | Source |
|-------------------|--|---|--|---|-----------------------------|
| 3 | To deliver high quality new homes which are supported by further high quality community, health and educational facilities through the upgrading of existing facilities or the provision, where appropriate, of new facilities. | 2, 3, 4, 6, 7 9, 12, 13, 15, 18, 19, 21, 24, 29 | Delivery of infrastructure requirements through SUE developments. | Securing the delivery of appropriate services and facilities. | Authority Monitoring Report |
| 4 | To retain and enhance employment opportunities in Earl Shilton and Barwell through protection of suitable existing employment sources and through the provision of new and diverse opportunities in the development of the Sustainable Urban Extensions. | 6, 8, 12, 14, 20, 23 | Delivery of employment land within SUEs. Enable training and apprenticeship opportunities associated with the SUE developments. | Amount of Employment Land with planning permission within SUEs. Amount of B1, B2 and B8 development in SUEs. Number of training and apprenticeship opportunities secured. | Authority Monitoring Report |

| Spatial Objective | | Relevant Policies | Target | Output Indicator | Source |
|-------------------|---|-------------------------|--|---|-----------------------------|
| 5 | To increase and improve the range of retail provision in Earl Shilton and Barwell and ensure that the centres are capable of accommodating an increased number of visitors from the growing population. The centres will continue to support the role of Hinckley as the sub regional centre. | 2, 6, 9, 12, 15, 19, 26 | Annual decrease in the % of vacant shops within District Centres. | % of vacant shops in District Centres. | Authority Monitoring Report |
| | | | Improve the range of retail provision within District and Neighbourhood Centres. | Number and type of retail premises in District and Neighbourhood Centres. | |
| | | | Delivery of Environmental Improvements within District Centres. | Delivery of Environmental Improvement schemes. | |
| | | | Enabling the Development of Neighbourhood Centres in SUEs. | Planning permission for Neighbourhood Centres in SUEs. Development of Neighbourhood Centres. | |

| Spatial Objective | | Relevant Policies | Target | Output Indicator | Source |
|-------------------|--|-----------------------|---|---|-----------------------------|
| 6 | To increase and improve the levels of accessibility and transport choice, principally focusing on sustainable methods of transport, in and around Earl Shilton and Barwell, the proposed Urban Extensions, Hinckley Town Centre and the surrounding countryside. | 6, 10, 11, 12, 16, 17 | Deliver public transport to serve SUEs | Existence of bus routes to serve SUEs. | Authority Monitoring Report |
| | | | Deliver safe cycle routes within SUEs and between SUEs and Employment areas, Town, District and Neighbourhood Centres. | Delivery of Cycle routes. | |
| | | | Deliver safe pedestrian routes within SUEs and between SUEs and Employment areas, Town, District and Neighbourhood Centres. | Delivery of pedestrian routes. | |
| | | | Deliver well designed, accessible Green Infrastructure within SUEs that connects to the wider public footpath network. | Delivery of Green Infrastructure. | |
| 7 | To contribute to the enhancement of the public realm and appearance of the district centres of Earl Shilton and Barwell, providing more attractive places for users and investors. | 2, 19 | Deliver environmental improvements in the district centres. | Delivery of Environmental Improvements. | Authority Monitoring Report |

| Spatial Objective | | Relevant Policies | Target | Output Indicator | Source |
|-------------------|--|-----------------------|--|---|-----------------------------|
| 8 | To provide green infrastructure which forms the heart of new communities with well-designed green spaces and links to the surrounding countryside and supports sustainable, healthy and active lifestyles for residents. | 6, 11, 12, 17 | Deliver well designed, accessible Green Infrastructure within SUEs that connects to the wider public footpath network. | Delivery of Green Infrastructure. | Authority Monitoring Report |
| | | | Deliver sport and recreation facilities. | Delivery of sport and recreation facilities to serve SUEs (indoor and outdoor). | |
| 9 | To enable the achievement of sustainable lifestyles which involve a reduction in energy use in the areas of home occupation and travel. | 6, 10, 11, 12, 16, 17 | See objective 12 of the Hinckley and Bosworth Core Strategy Monitoring Framework. See Objective 6 above. | | |



APPENDIX 1

DISTRICT CENTRE DESIGN GUIDANCE

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

OVERARCHING DESIGN PRINCIPLES

Character – A place with its own identity

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

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

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

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

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



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

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

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

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

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

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

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

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

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

Adaptability – A place that can change easily

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

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

Diversity – A place with variety and choice

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

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

APPENDIX 2

SUSTAINABLE URBAN EXTENSION DESIGN GUIDANCE

EARL SHILTON

- 2.1 Themed design guidance for the development of the Earl Shilton Urban Extension proposals is set out below set out below. Illustrations of how the guidance might be applied are provided in below.

MAKING KEY CONNECTIONS

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

Primary Access and Circulation

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

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

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

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

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

Public Rights of Way and Pedestrian Routes

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

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

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

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

Residential Streets

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

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

Avenue

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

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

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

Streets

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

Lanes

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

Mews

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

Parking Courtyards

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

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

Street Trees

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

Quality

- 2.20 The quality of the space between buildings is a critical component in the creation of successful places. Good quality, robust materials should be used in the public realm, particularly in locations that will be used by most people such as the local centre. Materials from local, sustainable sources should be utilised wherever possible.
- 2.21 The design of the public realm should help to reinforce local distinctiveness and ensure that the Earl Shilton urban extension has its own identity. The use of surface treatments, street furniture, lighting, tree planting and other elements should echo the public realm strategy for the town centre. This will help to create a recognisable character for the entire Earl Shilton Development.

INTEGRATING COMMUNITIES

- 2.22 The principal means by which development will be integrated with the existing community are:
- Through the provision of a large, central open space containing extensive recreation facilities
 - The creation of new public transport connections; and
 - Enhancing and creating new pedestrian / cycle routes
- 2.23 Development will also enhance the viability of existing businesses and community facilities in and around the settlement centre. This will include a public realm improvement scheme, the nature of which is detailed in the Public Realm Improvement Strategy.

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

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

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

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

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

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

CREATING OPEN SPACES

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

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

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

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

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

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

Central Open Space

- 2.33 The Central Open Space should have formal characteristics associated with recreation uses. It will consist primarily of large flat areas of grassed sports pitches and is likely to require some embankments between pitches to create level playing areas. The embankments would provide informal spectator seating around some pitches. The potential also exists for artificial pitches to be created for all year round use and activities such as tennis.
- 2.34 Well defined footpaths with appropriate surface treatments should be provided to enable pedestrian circulation throughout the area. Trees could be used to define areas for different activities and with varying character, e.g. children's play areas.
- 2.35 An area of Accessible Natural Green Space should be created around the existing water body within this space. This area should have more informal characteristics, including retained trees and hedgerows, meadow/rough grassland, native shrub planting and informal footpaths.

The Watercourse Corridor

- 2.36 This area should follow the alignment of the existing watercourse that crosses the urban extension site and will be retained. It has been designated to make use of the existing topography, which is well suited to the provision of attenuation basins – which could be wet or dry – and should be used to create an informal 'wetland' landscape character. A key objective will be to enhance biodiversity in this area through the creation or enhancement of wildlife habitats.
- 2.37 The existing watercourse should be utilised as a feature within this space, remaining open and visible. Opportunities for people to get close to the water should be available providing they are safe and well designed.

Local Parks

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

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

Retaining Existing Landscape Features

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

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

ESTABLISHING CHARACTER AND IDENTITY

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

2.44 The Site Analysis and Contextual Appraisal¹ considered the existing character of Earl Shilton. Although it concluded that there was an eclectic mix of built form present in the town, it identified the following key characteristics:

- A proliferation of workers terraces and factories are found in older parts of the town
- Red brick is a common building material
- The use of white or off-white cement render – through colour or painted – is also prevalent

¹ Earl Shilton and Barwell Site Analysis & Contextual Appraisal (Capita Lovejoy, December 2009)



- 'Traditional' built forms are common – e.g. buildings with rectangular or square footprints and pitched roofs where the ridgeline follows the alignment of the street
- Slates or plain tiles are common roof coverings
- Some areas lacked a legible street hierarchy, despite a consistent use of building materials and built form; and
- Successful places resulted from a complementary mix of built form, building materials and landscaping – achieving the right balance of consistency and variety to create legible character and avoid monotony

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

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

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

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

Building Materials

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

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

Scale

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

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

Continuity of Built Form

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

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

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

Corners

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

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



The Local Centre

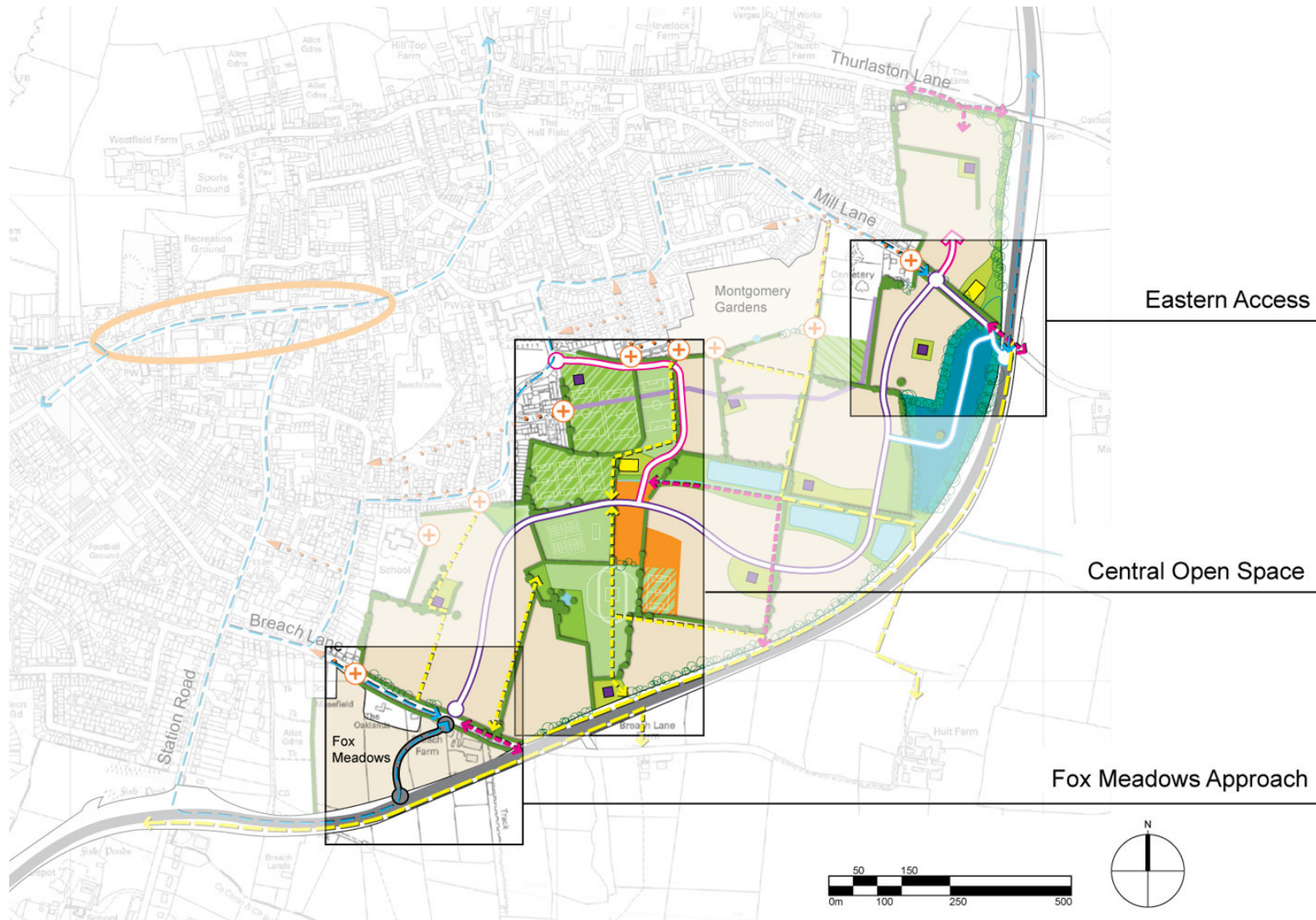
2.56 Development in the local centre should be the most distinctive within the urban extension. Here, a greater variety of built form and building materials should be used, to ensure that buildings stand out from their surroundings and create 'landmarks'. The design of schools and community facilities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

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

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



APPENDIX 2 - Figure 1: Earl Shilton SUE Illustrative Vignettes (Overarching Map)



APPENDIX 2 - Figure 2: Earl Shilton SUE Illustrative Vignette - Fox Meadows Approach



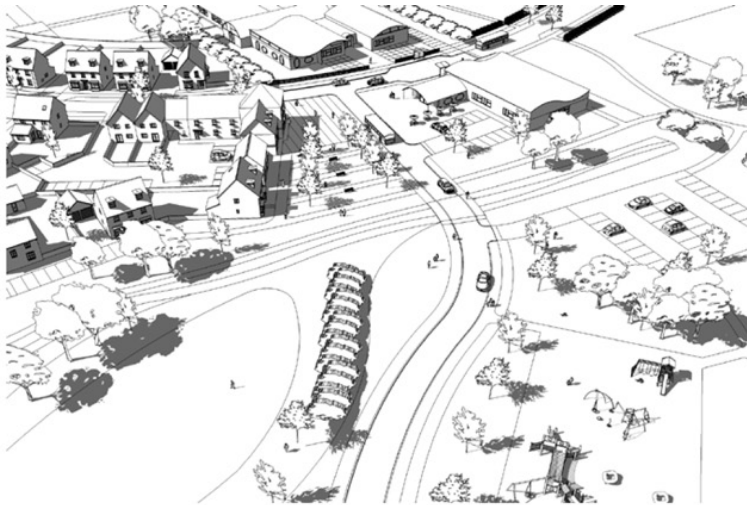
APPENDIX 2 - Figure 3: Earl Shilton SUE Illustrative Vignette - Eastern Access



APPENDIX 2 - Figure 4: Earl Shilton SUE Illustrative Vignette - Central Open Space



APPENDIX 2 - Figure 5: Earl Shilton SUE Illustrative Visualisations



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



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



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



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



BARWELL

- 2.59 Themed design guidance for the development of the Barwell Urban Extension proposals is set out below. Illustrations of how the guidance might be applied are provided below.

MAKING KEY CONNECTIONS

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

Primary Access and Circulation

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

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

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

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

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

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

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

Public Rights of Way and Pedestrian Routes

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

- Public Footpath U36 – the 'Leicestershire Round' – should be diverted to pass through a new open space to the south of the urban extension. This space will separate an employment area from existing development on Hinckley road. The route should also be diverted away from Moat Way and enter the new space via a vacant plot on Hinckley Road. This would enable a more direct connection to Footpath U44 to the south – which is the continuation of the Leicestershire Round and leads to Burbage Common
- Public Footpath T99 should be diverted to follow the alignment of an existing hedgerow (which should be retained) to its immediate north. This will create an attractive route through development and enable more efficient use of land within areas allocated for residential development
- Public Footpath T58 should be retained broadly on its current alignment, which follows the River Tweed and the northern boundary of Barwell Park / recycling centre. This will be a key route through Accessible Natural Green Space. The route should be enhanced on the boundary with the recycling centre – possibly through a minor diversion into retained open space to the north

- Public Footpath U35 should be retained on its current alignment, which follows a track and an associated hedgerow. It should pass through a new open space to be created to the north of Stapleton Lane. From here, it should continue north through residential development (along a 'street') and potentially lead into an Equipped Children's Play Space
- Public Footpath U33 should be retained on its current alignment (associated with an existing hedgerow) from White House Farm to the junction with Footpath U33. From here, it should pass through residential development (along a 'street') and into an area allocated to Outdoor Sports Provision, eventually connecting back into the existing settlement to the east of the urban extension; and
- Public Footpath T97 should be retained on its current alignment along the northern edge of the urban extension – which it will define for part of its length. Between the northern edge of the urban extension and Kirkby Road, Footpath T97 will pass through residential development (along a 'street') and an area allocated to Outdoor Sports Provision.

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

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

Residential Streets

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

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

Avenue

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

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

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

Streets

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

Lanes

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

Mews

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

Parking Courtyards

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

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

Street Trees

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

Quality

- 2.80 The quality of the space between buildings is a critical component in the creation of successful places. Good quality, robust materials should be used in the public realm, particularly in locations that will be used by most people such as the local centre. Materials from local, sustainable sources should be utilised wherever possible.
- 2.81 The design of the public realm should help to reinforce local distinctiveness and ensure that the Earl Shilton urban extension has its own identity. The use of surface treatments, street furniture, lighting, tree planting and other elements should echo the public realm strategy for the town centre. This will help to create a recognisable character for the entire Earl Shilton Development.



INTEGRATING COMMUNITIES

2.82 The principal means by which development will be integrated with the existing community are:

- The provision of an extensive network of Accessible Natural Green Space
- The creation of new areas for Outdoor Sports
- The creation of new public transport connections
- By locating a new 'community focus' in a central location on Stapleton Lane; and
- By enhancing and creating new pedestrian / cycle routes – including an improved 'Leicestershire Round'

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

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

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

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

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

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

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

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

CREATING OPEN SPACES

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

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

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

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

- The Leicestershire Round Corridor – an area of Accessible Natural Green Space on the southern edge of the containing the re-routed Leicestershire Round. Would also create an offset between existing development on Hinckley Road and new development – employment / residential; and
- Local Parks – these combine the requirements for Casual / Informal Play Space and Equipped Children’s Play Areas and will be distributed throughout the residential development

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

Northern Open Space

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

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

Kirkby Road Sports Pitches

- 2.94 This area will have formal landscape characteristics associated with recreation uses. It will consist primarily of large flat areas of grassed sports pitches and may require subtle earthworks between pitches to create level playing areas. These could provide informal spectator seating around some pitches. The potential also exists for artificial pitches to be created for all year round use.
- 2.95 Well defined footpaths with appropriate surface treatments should be provided to enable pedestrian / cycle circulation across this space. Trees could be used to define areas for different activities and with varying character, e.g. Equipped Children's Play Space.

The Tweed Vale

- 2.96 This space should have an informal landscape character and retain many of its existing natural features. It will follow the River Tweed from the Ashby Road to the boundary of Barwell Park and around the northern edge of this space to Stapleton Lane. The existing Little Fields Farm Meadow will form part of this area, although access to it will be restricted. Principal landscape features within the Tweed Vale will be meadow / rough grassland, existing trees and hedgerows and wetland habitats (wet and dry attenuation basins) associated with a sustainable urban drainage system.
- 2.97 A new vehicular crossing will need to be created over the River Tweed between Little Fields Farm Meadow and the Ashby Road. This route will connect development to the north and south of Stapleton Lane and the local centre. This should be achieved in a manner as sympathetic as possible to its rural setting and avoid heavily engineered highway designs. New pedestrian / cycle routes will also be created within this space and should employ surface treatments and lighting solutions (where necessary) that are sensitive to their surroundings.

The Ashby Road Corridor

- 2.98 This space is located on the eastern side of the Ashby Road and follows the alignment from Barwell House Farm to Stapleton Lane along the northern boundary to Kirkby Road. It is important that the scale and density of development adjacent to this corridor reflects the semi-rural nature of the location and respects the landscape sensitivity to the north and west of the boundary.



2.99 Existing landscape features within the corridor should be retained and enhanced with new planting to create a landscape with an informal character. The objective is to offset development from the Ashby Road – and surrounding landscape to the west and the north – to maintain the rural aspect along much of the boundary – accepting points of access. This linear strip should vary in width, but should not be less than 40m wide and could be wider than this in places.

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

The Southern Open Space

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

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



The Leicestershire Round Corridor

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

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

Local Parks

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

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

Retaining Existing Landscape Features

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

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

ESTABLISHING CHARACTER AND IDENTITY

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

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

- Barwell is structured around a number of routes which meet at its centre, as opposed to Earl Shilton which is more of a linear corridor
- Workers terraces are found close to the village centre, notably on High Street and Chapel Street
- Red brick is a common building material
- The use of white or off-white cement render – through colour or painted – is also prevalent
- ‘Traditional’ built forms are common – e.g. buildings with rectangular or square footprints and pitched roofs where the ridgeline follows the alignment of the street



- Slates or plain tiles are common roof coverings
- There are more areas of industrial development in Barwell than in Earl Shilton; and
- Successful places resulted from a complementary mix of built form, building materials and landscaping – achieving the right balance of consistency and variety to create legible character and avoid monotony

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

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

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

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

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

Building Materials

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

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

Scale

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

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

Continuity of Built Form

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

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

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

Corners

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

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

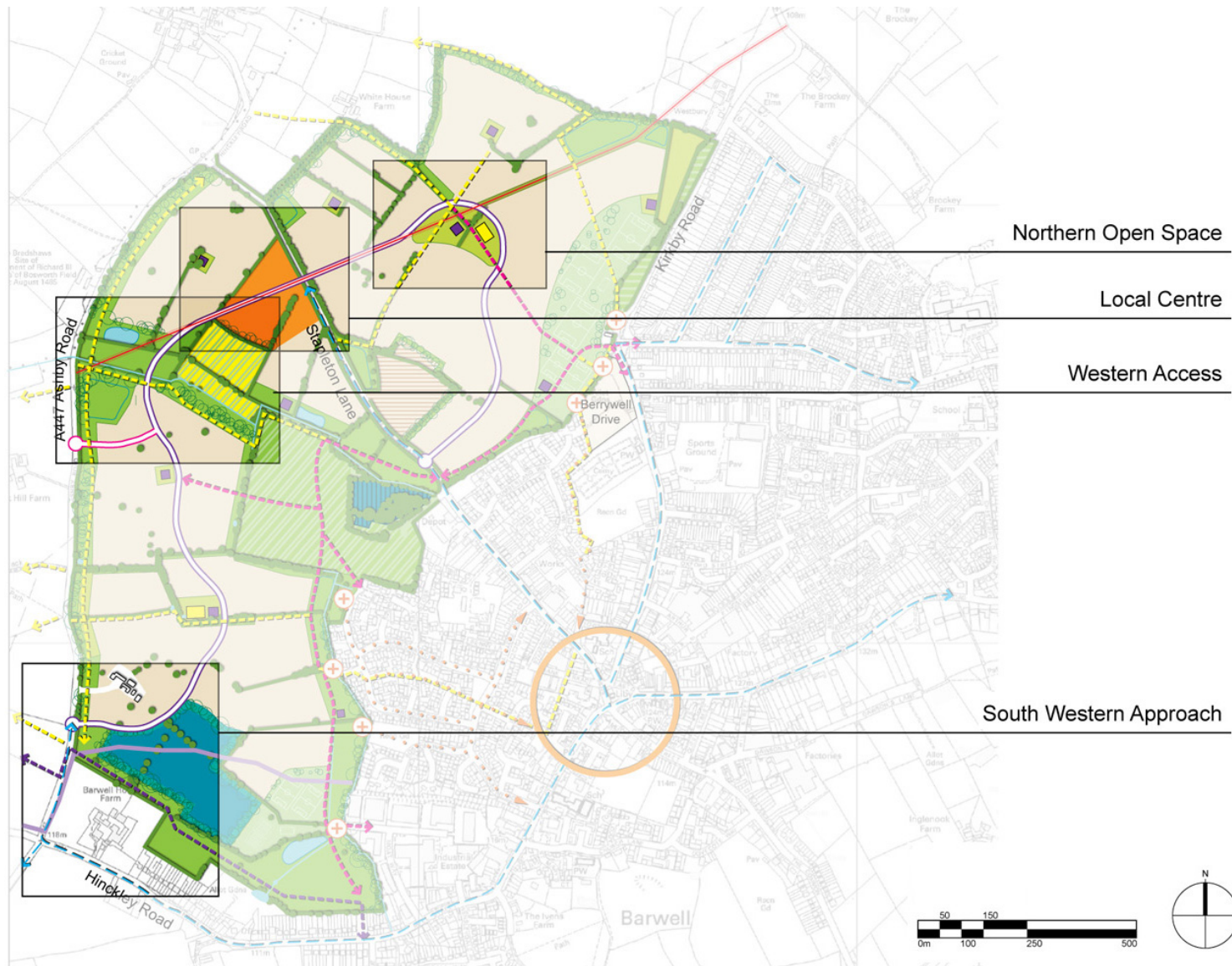
The Local Centre

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

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

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

APPENDIX 2 - Figure 6: Barwell Illustrative Vignettes (Overarching Map)



APPENDIX 2 - Figure 7: Barwell SUE Illustrative Vignettes - Western Access



APPENDIX 2 - Figure 8: Barwell SUE Illustrative Vignettes - South Western Approach



APPENDIX 2 - Figure 9: Barwell SUE Illustrative Vignettes - Northern Open Space



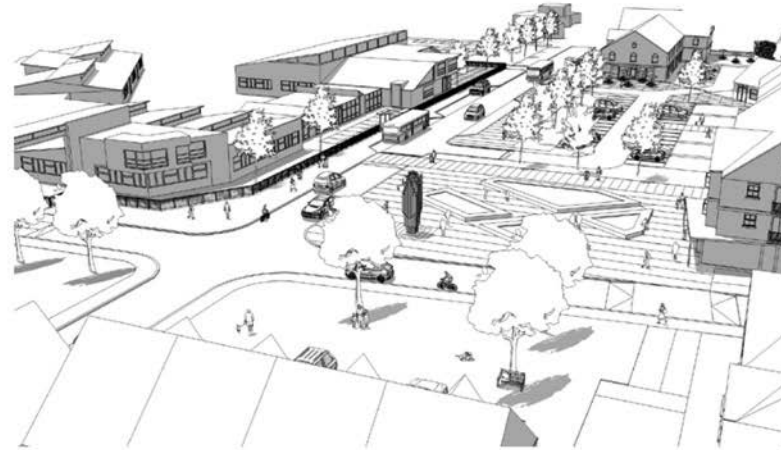
APPENDIX 2 - Figure 10: Barwell SUE Illustrative Visualisations



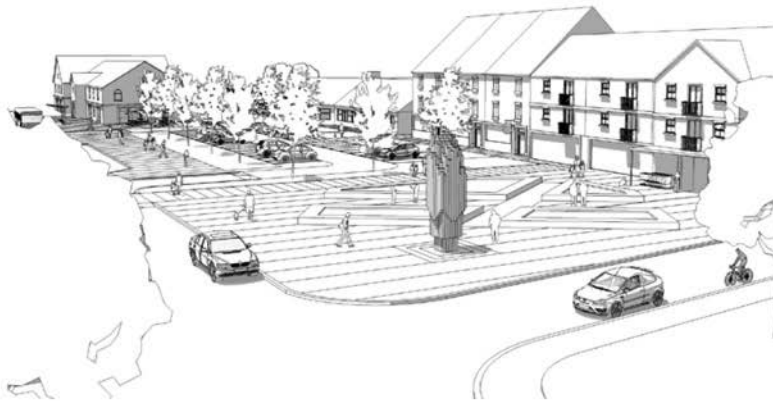
APPENDIX 2 - Figure 11: Barwell SUE Illustrative Visualisations



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



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



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



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



AVENUE



| | |
|-------------------------------|--|
| Location | <ul style="list-style-type: none"> Primary route through development including public transport |
| Character | <ul style="list-style-type: none"> Semi-formal - arrangement of individual / paired dwellings with repetition of house types / building materials Use of detached, semi detached and 'linked' properties Some gaps in frontage to facilitate driveway access 2-3 Storey dwellings with an emphasis on increasing height at corners and important junctions |
| Parking Strategy | <ul style="list-style-type: none"> Driveways to front of dwellings associated with stand alone or integral garages Driveways recessed to side of dwellings Use of 'drive-under' accommodation and integral garages Occasional rear parking solutions serving 2-5 dwellings |
| Boundary Treatment / Set Back | <ul style="list-style-type: none"> Front gardens 2m-6m (6m associated with driveways) Driveways Railings and / or hedgerows |
| Streetscape | <ul style="list-style-type: none"> Footpaths delineated by kerbs Asphalt for carriageway and footway Grass verges Street trees at regular intervals |

STREET



| | |
|-------------------------------|--|
| Location | <ul style="list-style-type: none"> Secondary routes within residential areas |
| Character | <ul style="list-style-type: none"> Semi-formal - repetition of house types or groupings to achieve 'continuous' building line Consistent use of building materials Mix of semi detached, 'linked' and terraced houses Occasional use of detached dwellings Some gaps in frontage to facilitate driveway / rear access 2-2.5 Storey dwellings |
| Parking Strategy | <ul style="list-style-type: none"> Driveways recessed to side of dwellings Driveways to front associated with integral garages Use of 'drive-under' accommodation and integral garages Occasional rear parking solutions serving 2-5 dwellings Communal on street (unallocated) |
| Boundary Treatment / Set Back | <ul style="list-style-type: none"> Front gardens 0.5m-2m to be provided Use of driveways Railings and / or hedgerows |
| Streetscape | <ul style="list-style-type: none"> Footpaths delineated by kerbs Asphalt with areas of block paving, setts, or rolled chippings Occasional street trees |



LANE



| | |
|-------------------------------|---|
| Location | <ul style="list-style-type: none"> Secondary routes within residential areas associated with existing hedgerows, public rights of way and the edges of natural green space |
| Character | <ul style="list-style-type: none"> Informal - Limited repetition of house types, occasional use of paired dwellings Staggered building line Varied use of building materials Mix of detached, semi detached and 'linked' houses 2-2.5 Storey dwellings |
| Parking Strategy | <ul style="list-style-type: none"> Driveways to front of dwellings Driveways recessed to side of dwellings Communal on street (unallocated) |
| Boundary Treatment / Set Back | <ul style="list-style-type: none"> Front gardens 2m-6m (6m associated with driveways) Driveways Timber fencing and / or hedgerows |
| Streetscape | <ul style="list-style-type: none"> 'Shared' surface with reduced use of footpaths delineated by kerbs block paving, setts, or asphalt with rolled chippings - limited use of asphalt on its own Occasional street trees Ornamental shrub planting |



MEWS



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



EMPLOYMENT



| | |
|-----------|--|
| Character | <ul style="list-style-type: none">• Main entrances to face the street and be clearly visible within the facade• Vary use of building materials and add fenestration to avoid blank or monotonous facades• Staff / visitor parking to front and / or side• Provide natural daylighting to reduce energy use and break up facades• Vary roofscape to create interest or reduce scale |
|-----------|--|



LOCAL CENTRE



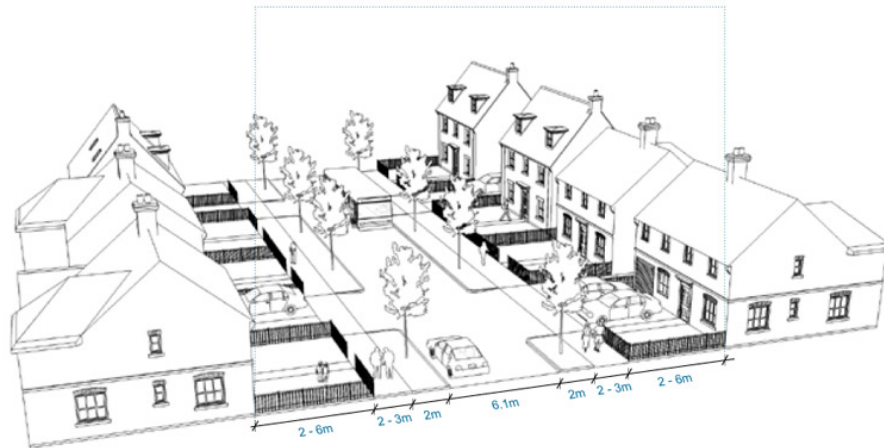
| | |
|-----------|---|
| Character | <ul style="list-style-type: none"> • Diverse mix of buildings and architectural styles • Well defined urban spaces surrounded by active facades e.g. ground floor shops • Shared surfaces to create pedestrian friendly space • Public car parking accommodated on street and within areas designed into spaces - not separate car parks • Mix of surface treatments to include asphalt, block paving and setts • Inclusion of street trees and ornamental shrub planting • Potential locations for public art |
|-----------|---|



APPENDIX 2 - Figure 13: Earl Shilton and Barwell SUE Illustrative Street Typologies

Avenue

18.1 - 28.1m



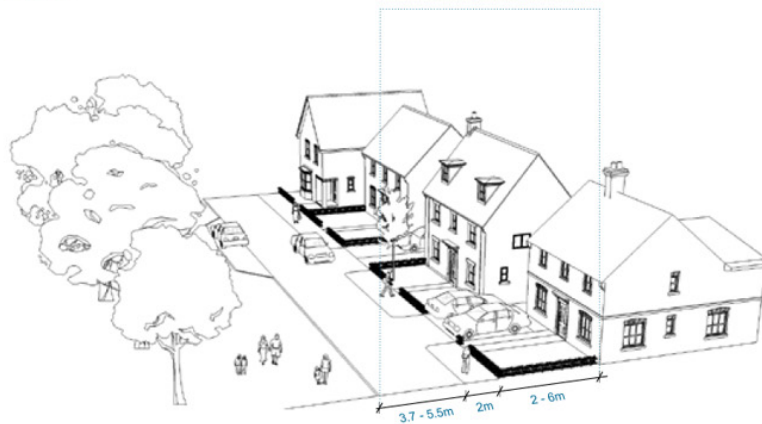
Street

10.5 - 19.5m



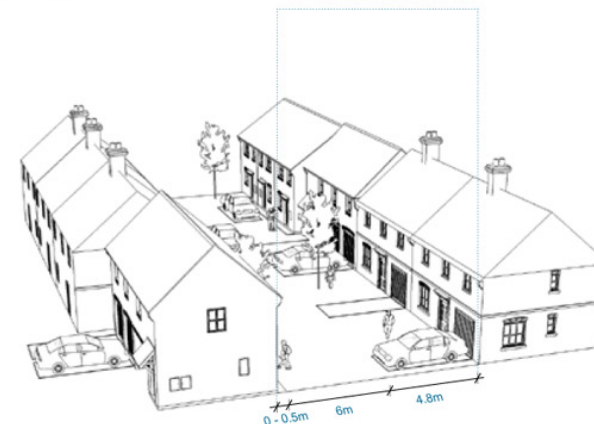
Lane

7.7 - 13.5m



Mews

Width Varies



APPENDIX 3

DISTRICT CENTRE REGENERATION OPPORTUNITY SITES

3.1 To assist with improvements to the Public Realm for the two District Centres of Barwell and Earl Shilton, the Council has identified a number of 'opportunity sites' which could, in principle, play an important role in the wider improvements to the centres.

3.2 The opportunity sites have been identified through the masterplanning process and were subject to extensive consultation at options and preferred option stage. They were identified to show:

- Their potential to improve character and identity in key locations
- That they are locations where new development has the ability to define and enclose key routes
- Their relationship to public realm improvement proposals and the ability to improve pedestrian circulation
- Their ability to provide car parking in close proximity to shops and other services; and
- Their ability to create public space with surrounding activity that could be used to host street markets or other events

3.3 The schemes identified below should not be seen as the only options available for the development of the District Centres, nor should these opportunities be read as rigid schemes. The Council strongly support innovation and applications for the improvement of the centres are invited.



EARL SHILTON

3.4 The framework of opportunities for Earl Shilton is presented in Figure 1. Development opportunity sites in Earl Shilton are principally associated with Wood Street; between Land Society Way and Station Road. Other proposals in related areas will be encouraged if they are in keeping with the spirit of the overarching design principles and the policy set out here.

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

| Site | | Reasons for Identification | Suggested Development |
|------|-------------------------------------|--|--|
| 1 | 68 Wood Street – Hardy and Draper | Single storey building with flat roof does not define the street; is not in keeping with the scale and form of adjacent buildings or the general character of Wood Street. Storage building to the rear does not present an active facade to Wood Street community park or the adjacent public car park. | New building with ground floor retail and residential upper floor uses (up to 2 storeys in height with potential for accommodation in the roof space). Large site would continue to facilitate parking/delivery access and potential development of storage building adjacent to Wood Street community park. |
| 2 | 62-34 Wood Street and Quality Hotel | Two storey building (facing Wood Street) with flat roof does not define the street; is not in keeping with the form of adjacent buildings or the general character of Wood Street. Hotel presents section of blank facade to King's Walk with narrow footway. Poor access to Wood Street Community Park / public car park. | New group of buildings with ground floor retail uses and upper floor residential uses (up to 2 storeys in height with accommodation in the roof space). Creation of new pedestrian access to public car park and Wood Street Community Park. Present more active facade to King's Walk and widen footway. Potential to widen pavement and create space for street market on Wood Street. |

| Site | | Reasons for Identification | Suggested Development |
|------|--|--|---|
| 3 | 30 Wood Street – Stride Furniture showroom | Single storey building with flat roof in important corner location does not define the street; is not in keeping with the scale and form of adjacent buildings or the general character of Wood Street. Presents blank facade to King's Walk. | New building with ground floor retail and residential upper floor uses (up to 2 storeys in height with accommodation in the roof space). Present more active facade to King's Walk. Parking/service access to rear. |
| 4 | Earl Shilton Library | The public realm associated with the library, the Methodist Church and the Church Hall is not of a standard that would be expected of this important 'civic' location. The Library itself does not conform to the general character of Earl Shilton. | Improve public realm along Wood Street in front of the Library, Methodist Church and Church Hall. Consider redevelopment/new library in the future. |
| 5 | Methodist Church Hall | The public realm associated with the library, the Methodist Church and the Church Hall is not of a standard that would be expected of this important 'civic' location. The Church Hall itself does not conform to the general character of Earl Shilton. | Improve public realm along Wood Street in front of the Library, Methodist Church and Church Hall. Consider redevelopment/new Church Hall in the future. New building should turn the corner on the Wood Street/Co-op access road. |



| Site | | Reasons for Identification | Suggested Development |
|------|---|--|---|
| 6 | Co-op and adjacent businesses (The Motorist Centre, Dawaat, Hollywood Nail Care, Swinton Insurance) | The large area of car parking associated with the Co-op has resulted in a lack of definition and activity on Wood Street. There is potential to redevelop this site and adjacent land (see below) to create more development frontage to Wood Street – increasing activity, defining the street and improving the character and appearance of Earl Shilton in this important location. | A new food store/collection of smaller shops/residential development could be built with frontage to Wood Street and car parking to the rear. This would include buildings up to 2 storeys in height (on the Wood Street facade) with potential for accommodation in the roof space. |
| 7 | Existing employment site on the corner of Wood Street and Land Society Lane | This collection of buildings surrounding a car park/delivery area presents a blank facade to Wood Street/Land Society Lane – reducing activity and architectural quality. It is a single storey in height which creates a lack of definition to the street and fails to provide a landmark of any note in this important location at the gateway to the main shopping street. | A new retail/residential development could be built with frontage to Wood Street/Land Society Lane. This would include buildings up to 2 storeys in height with potential for accommodation in the roof space. This could be explored in tandem with the opportunity identified above (Co-op and adjacent businesses) or independently. |



APPENDIX 3 - Figure 1: Earl Shilton District Centre Opportunities

Options



Areas / buildings to be improved

- 1 Carpet Shop - small scale development site with the potential for apartments above a shop / shops
- 2 Community Centre - improve or redevelop
- 3 No's 62-34 and Quality Hotel - large scale development site to include improved retail, new route to park, improved car park, apartments and space for a street market
- 4 Furniture showroom - small scale site with the potential for apartments above a shop / shops
- 5 Church Hall - improved community facilities
- 6 Co-op site - potential for new development to the north to improve street enclosure
- 7 The Motorist Centre - small scale development with the potential for apartments above shops
- 8 Colour Flex Labels - large scale retail / mixed-use development with car parking. Long term aspiration



Potential routes to be improved / established



Public realm to be improved - general



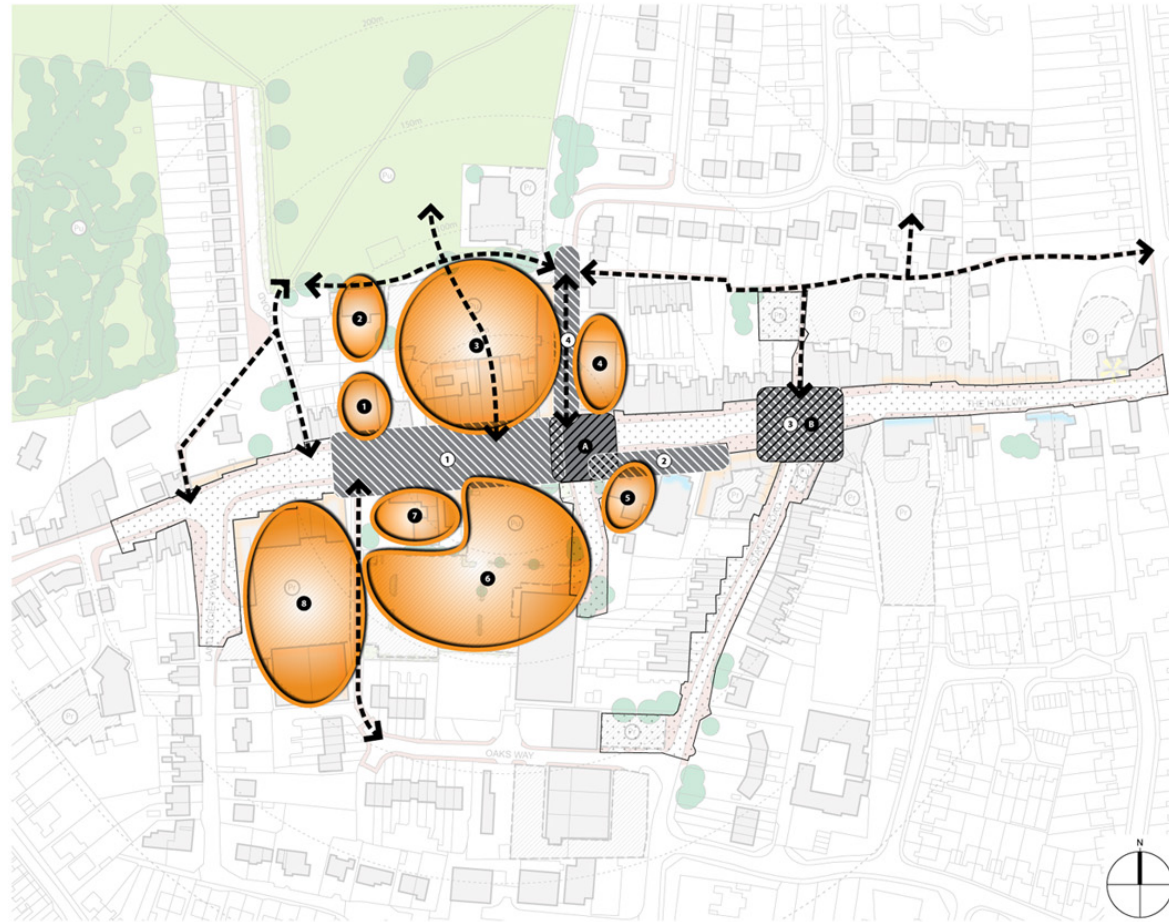
Public realm to be improved - key areas

- ① Wood Street - footpath improvements, space for street market, narrowing of the carriageway and potential on-street parking
- ② Civic space - improved setting for Church, Library and Church Hall
- ③ Wood Street / Station Road / The Hollow - widening of footways, improvement to crossing and junction improvements
- ④ Kings Walk - improve connections to Wood Street Community Park



Highways to be improved

- A Access to Co-op - consider junction improvements to increase ease of movement and pedestrian crossing
- B Wood Street / Station Road / The Hollow - highways improvements in tandem with public realm improvements



BARWELL

3.6 The framework of opportunities for Barwell is presented in Figure 2 and set out below:

| Site | | Reasons for Identification | Suggested Development |
|------|---------------------|--|--|
| 1 | Constitutional Club | This is a large site in the centre of Barwell adjacent to the newly built George Ward Centre and existing public car park accessed from Stanley Street. The main building presents a blank gable/side elevation to Chapel Street (in tandem with vacant site) and the modern addition to the facade is not in keeping with the traditional character of Barwell. | Has the potential to provide new retail premises and/or residential development/health care facilities that would enclose the existing perimeter block (to the west) and create new public routes from the existing public car park/community centre to the village centre. Development (architecture and land-use) should complement the George Ward Centre. |
| 2 | Top Range Motors | A small to medium sized site situated in a prominent location when travelling towards the village centre along Kirby Road/Stapleton Lane. Currently vacant and comprised of areas of hard standing and 2 storey workshop. Fails to provide appropriate landmark in key gateway location, does not define the street or provide active facade. | Has the potential to provide new retail premises and/or residential development or become a surface car park to facilitate better access to existing businesses in the village centre. If developed this could include buildings up to 2 storeys in height with potential for accommodation in the roof space. New development would need to ensure an adequate footway is created on Stapleton Lane. If utilised as surface car park then surface treatments and boundaries should accord with public realm strategy. |

| Site | | Reasons for Identification | Suggested Development |
|------|------------------|---|---|
| 3 | The Co-op | Whilst the ground floor is well utilised and provides a valuable amenity to Barwell residents, the upper floors are inactive and their appearance is not in keeping with the more traditional architectural characteristics seen elsewhere in the village centre. | Redevelop entire building or remodel upper floors, retaining retail use on ground floor. Upper floors could be utilised for a range of uses including residential, commercial or health care – e.g. doctors surgery or dental practice. |
| 4 | Malt Mill Bank | The existing library is relocating and will leave a vacant retail unit. A large car park exists to the rear of buildings on Malt Mill Bank and taken as whole, this site presents a key opportunity in a prominent location in Barwell village centre. | New retail and/or financial and professional services based development with apartments on upper floors. |
| 5 | 6-12 High Street | Under used retail premises close to Barwell village centre in good quality building. | Locate new retail/leisure uses or health care related activities on ground and potentially upper floors. |
| 6 | Bank Terrace | Employment uses located in predominantly residential areas close to the village centre. | Appropriate for private residential development or 'extra care' type development. |



APPENDIX 3 - Figure 2: Barwell District Centre Opportunities

Options



Areas / buildings to be improved

- 1 Bank Terrace - potential residential / health care development
- 2 Bank Terrace / Stafford Road - potential residential / health care development
- 3 Top Range Motors - potential public car park or small scale mixed-use development
- 4 Co-op - improve upper floors through new use - possible health care role
- 5 Library and adjacent properties - opportunity for mixed-use redevelopment including car park and public space
- 6 No's 6-12 High Street - find new use, retail or possibly health care related
- 7 Constitutional Club - potential large scale development site in close proximity to public car park and community centre - possibly health care related.



Potential routes to be improved / established



Public realm to be improved - general



Public realm to be improved - key areas

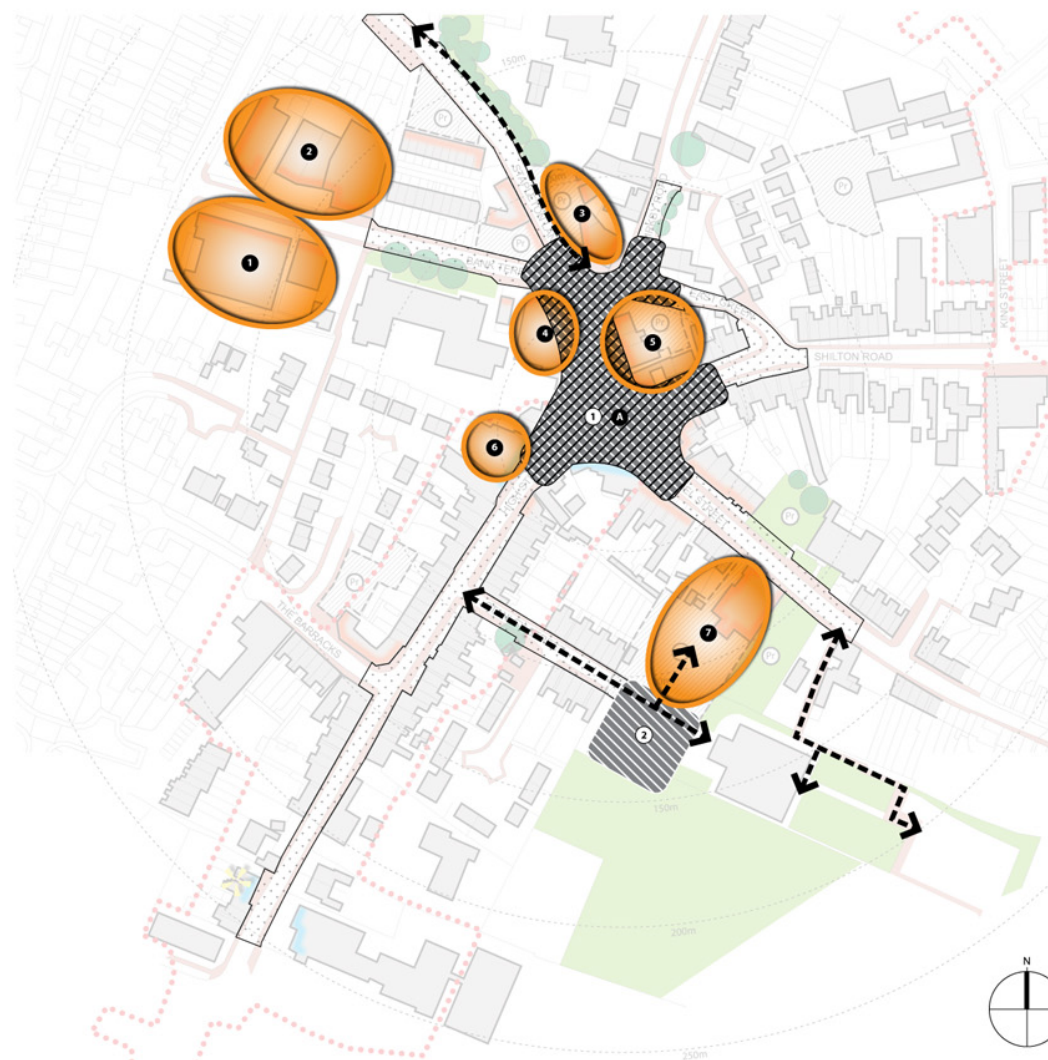
- 1 Village Centre - focus for public realm and highway improvements to include junction realignment and footpath widening
- 2 Public car park - public realm and signage improvements and pedestrian links to the Community Centre and Village Centre



Highways to be improved



Village Centre - Focus for highway improvements to include junction realignment, traffic calming and possible shared surface / raised table



APPENDIX 4

PUBLIC REALM STRATEGY

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

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

EARL SHILTON

4.3 The design concept¹ aims to build upon Earl Shilton's existing character by using high quality, formal design to enhance its image. A primary objective is to reclaim the public realm from vehicles, which currently dominate and break up the linearity of Wood Street.

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

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

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

¹ Earl Shilton & Barwell Public Realm Improvement Strategy (Capita Lovejoy, 2011)



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

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

Raw Materials

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

Colour

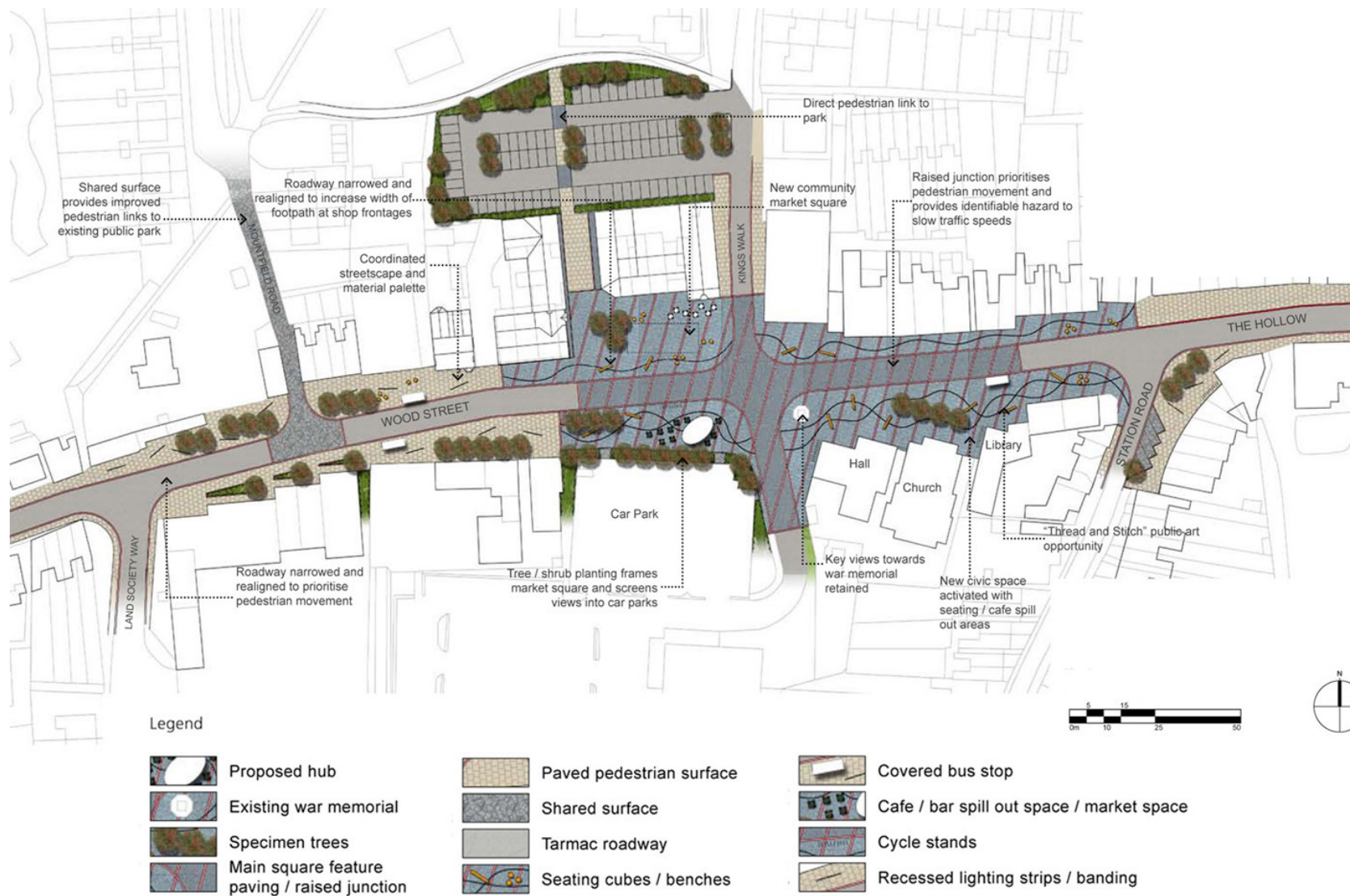
Vibrant, bold, simple and coordinated colour palette.

Character and Identity

'High Street' with linear character used as an important pedestrian thoroughfare where people trade and goods and services are exchanged. Contemporary, simple, bold, formal, pedestrian friendly, flexible.



APPENDIX 4 - Figure 1: Earl Shilton District Centre Public Realm Strategy



BARWELL

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

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

4.10 In developing proposals for improving Barwell village centre's public realm², the local landscape character should be exploited; emphasising and capturing the 'historic' landscape qualities. Field patterns, colours and materials found locally within the surrounding area should be used to give the centre identity and structure.

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

Raw Materials

Rustic timber and stone, native specimen tree planting.

Colour

Natural, bold, diverse, local.

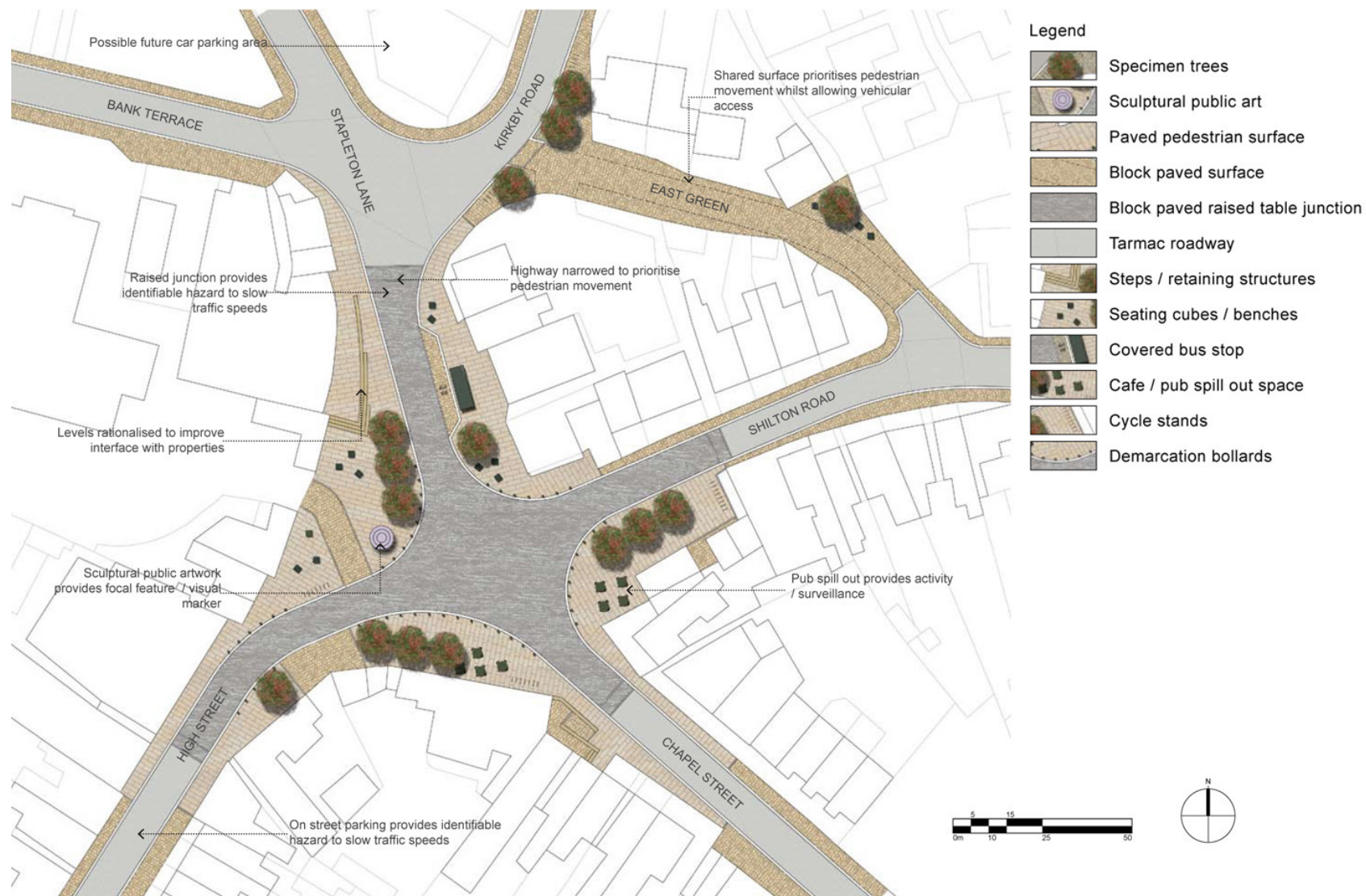
Character and Identity

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

² Earl Shilton & Barwell Public Realm Improvement Strategy (Capita Lovejoy, 2011)



APPENDIX 4 - Figure 2: Barwell District Centre Public Realm Strategy



APPENDIX 5

EXISTING EMPLOYMENT SITES FOR RETENTION OR POTENTIAL REDEVELOPMENT

- 5.1 Taking the findings of the Employment Land and Premises Study Review into account, the following sites and their categories are identified on the Policies Map. The categories are defined as in accordance with the Employment Land Review Study (2013).

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

Category A Sites

| Site | Settlement |
|--------------------------------------|--------------|
| Mill Street Industrial Estate | Barwell |
| Oaks Industrial Estate, Station Road | Earl Shilton |

Category B Sites

| Site | Settlement |
|--|-------------------|
| Factories, Dawson Lane | Barwell |
| Works, South of Stapleton Lane | Barwell |
| Barwell Business Centre, Kingsfield Road | Barwell |
| Land fronting High Street to the rear of Mill Street Industrial Estate | Barwell |
| Works off Bank Terrace (south) | Barwell |
| Works West of Hill Street | Barwell |
| Factory Units, Wood Street | Earl Shilton |
| Factory, West of Hill Top | Earl Shilton |
| Telephone Exchange, Rossendale Road | Earl Shilton |
| Gamma Hose, New Street | Earl Shilton |



Category C Sites

| Site | Settlement |
|-----------------------------------|-------------------|
| Workshop Units, Arthur Street | Barwell |
| Factory, Friswell Lane | Barwell |
| Konfidence Works, Arthur Street | Barwell |
| Works, off Bank Terrace (north) | Barwell |
| Factory, Arthur Street | Barwell |
| Factory, off the Barracks | Barwell |
| Workshop Units, George Street | Barwell |
| Barton Building, King Street | Barwell |
| Factory/Works, Rossendale Road | Earl Shilton |
| Workshop Units, High Street | Earl Shilton |
| Factory, Church Street | Earl Shilton |
| Works. South of West Street | Earl Shilton |
| Churchill Works, Highfield Street | Earl Shilton |
| Factory, Keats Lane | Earl Shilton |
| Warwick Building, Rossendale Road | Earl Shilton |
| Factory, West Street | Earl Shilton |



APPENDIX 6

LIST OF EARL SHILTON AND BARWELL SITE ALLOCATIONS

BARWELL SITE ALLOCATIONS

| Reference | Location | Designation | Policy |
|-------------------|--|-----------------|-----------|
| Employment | | | |
| BRW01 | Mill Street Industrial Estate | Employment Site | Policy 23 |
| BRW02 | Land fronting High Street | Employment Site | Policy 23 |
| BRW03 | Factory off the Barracks | Employment Site | Policy 23 |
| BRW04 | Works off Bank Terrace (South) | Employment Site | Policy 23 |
| BRW05 | Works off Bank Terrace (North) | Employment Site | Policy 23 |
| BRW06 | Works south of Stapleton Lane | Employment Site | Policy 23 |
| BRW07 | Works off Friswell Lane | Employment Site | Policy 23 |
| BRW08 | Workshop units, Arthur Street | Employment Site | Policy 23 |
| BRW09 | Konfidence Works, Arthur Street | Employment Site | Policy 23 |
| BRW10 | Factory, Arthur Street | Employment Site | Policy 23 |
| BRW11 | Barwell Business Centre, Kingsfield Road | Employment Site | Policy 23 |
| BRW12 | Barton Building, King Street | Employment Site | Policy 23 |
| BRW13 | Workshop units, George Street | Employment Site | Policy 23 |

| Reference | Location | Designation | Policy |
|------------------|--|--------------------|-----------|
| BRW14 | Works, west of Hill Street | Employment Site | Policy 23 |
| BRW15 | Factories on Dawson's Lane | Employment Site | Policy 23 |
| Community | | | |
| BRW16 | Village Hall, High Street | Community Facility | Policy 24 |
| BRW17 | Barwell Medical Centre, Jersey Way | Community Facility | Policy 24 |
| BRW18 | Barwell Church of England Junior Primary School, High Street | Community Facility | Policy 24 |
| BRW19 | George Ward Centre (including Library), Church Lane | Community Facility | Policy 24 |
| BRW20 | Barwell Methodist Church, Chapel Street | Community Facility | Policy 24 |
| BRW21 | Barwell Infant Primary School, Townend Road | Community Facility | Policy 24 |
| BRW22 | Barwell Community House, 43 Bradgate Road | Community Facility | Policy 24 |
| BRW23 | Jubilee House, Moore Road | Community Facility | Policy 24 |
| BRW24 | St Christopher's Church Hall, 22 Moore Road | Community Facility | Policy 24 |
| BRW25 | Newlands Community Primary School, Moore Road | Community Facility | Policy 24 |

| Reference | Location | Designation | Policy |
|-------------------|---|--|-----------|
| Open Space | | | |
| BRW26 | Crabtree Road | Children's Play Space | Policy 25 |
| BRW27 | Charleston Crescent Amenity Green Space | Amenity Green Space | Policy 25 |
| BRW28 | Boston Way Recreational Ground | Amenity Green Space/ Children's Play Space | Policy 25 |
| BRW29 | Fairacre Road Amenity Green Space | Amenity Green Space | Policy 25 |
| BRW30 | Russett Close Amenity Green Space | Amenity Green Space | Policy 25 |
| BRW31 | Barwell Park | Formal Park/Children's Play Space/Young Persons Facilities | Policy 25 |
| BRW32 | St Mary's Churchyard, Church Lane | Cemeteries and Churchyards | Policy 25 |
| BRW33 | Barwell Church of England Junior School Playing Field, High Street | Outdoor Sports Facility | Policy 25 |
| BRW34 | The Common Recreational Ground | Formal Park/Children's Play Space | Policy 25 |
| BRW35 | Stapleton Lane Flood Retention Basin | Amenity Green Space | Policy 25 |
| BRW36 | Kirkby Road Cemetery | Cemeteries and Churchyards | Policy 25 |
| BRW37 | Kirkby Road Recreational Ground | Formal Park/Children's Play Space/Young Persons Facilities | Policy 25 |
| BRW38 | Kirkby Road Allotments | Allotments | Policy 25 |



| Reference | Location | Designation | Policy |
|---------------|---|--|-----------|
| BRW39 | Barwell Sports and Social Club, Kirkby Road | Outdoor Sports Facility | Policy 25 |
| BRW40 | Willow Tree Close Amenity Green Space | Amenity Green Space | Policy 25 |
| BRW41 | Elwell Avenue Flood Retention Basin | Amenity Green Space | Policy 25 |
| BRW42 | Saffron Close Amenity Green Space | Amenity Green Space | Policy 25 |
| BRW43 | Radford Park | Formal Park/Children's Play Space/Young Persons Facilities | Policy 25 |
| BRW44 | Newlands Primary School Playing Field, Moore Road | Outdoor Sports Facility | Policy 25 |
| BRW45 | Newlands Road Amenity Green Space | Amenity Green Space | Policy 25 |
| BRW46 | Hastings Drive Amenity Green Space | Amenity Green Space | Policy 25 |
| BRW47 | Dawson's Allotments Lane | Allotments | Policy 25 |
| Retail | | | |
| BRW48D | High Street and Chapel Street | District Centre | Policy 26 |



EARL SHILTON SITE ALLOCATIONS

| Reference | Location | Designation | Policy |
|-------------------|---|-----------------|-----------|
| Employment | | | |
| EAR01 | Warwick Building, Rossendale Road | Employment Site | Policy 23 |
| EAR02 | Factory on Rossendale Road | Employment Site | Policy 23 |
| EAR03 | Telephone Exchange, Rossendale Road | Employment Site | Policy 23 |
| EAR04 | Gamma House, New Street | Employment Site | Policy 23 |
| EAR05 | Churchill Works, Highfield Street | Employment Site | Policy 23 |
| EAR06 | Factory units, Wood Street | Employment Site | Policy 23 |
| EAR07 | Oaks Industrial Estate, Station Road | Employment Site | Policy 23 |
| EAR08 | Factory on West Street | Employment Site | Policy 23 |
| EAR09 | Works, south of West Street | Employment Site | Policy 23 |
| EAR10 | Workshop units, High Street | Employment Site | Policy 23 |
| EAR11 | Factory on Keats Lane | Employment Site | Policy 23 |
| EAR12 | Factory, west of Hill Top | Employment Site | Policy 23 |
| EAR13 | Factory on Church Street | Employment Site | Policy 23 |

| Reference | Location | Designation | Policy |
|------------------|---|--------------------|-----------|
| Community | | | |
| EAR14 | William Bradford Community College, Heath Lane | Community Facility | Policy 24 |
| EAR15 | Heathfield High School, Belle Vue Road | Community Facility | Policy 24 |
| EAR16 | Heath Lane Doctors Surgery | Community Facility | Policy 24 |
| EAR17 | Age Concern Senior Citizens Centre, Kings Walk | Community Facility | Policy 24 |
| EAR18 | Earl Shilton Methodist Church and Hall (including Library), Wood Street | Community Facility | Policy 24 |
| EAR19 | Earl Shilton Institute, Station Road | Community Facility | Policy 24 |
| EAR20 | Townlands Primary School, Meadowcourt Road | Community Facility | Policy 24 |
| EAR21 | Earl Shilton Community House, Peggs Close | Community Facility | Policy 24 |
| EAR22 | Weavers Close Primary School, Alexander Avenue | Community Facility | Policy 24 |
| EAR23 | Saint Peter's Catholic Primary School, Mill Lane | Community Facility | Policy 24 |

| Reference | Location | Designation | Policy |
|-------------------|--|--|-----------|
| Open Space | | | |
| EAR24 | William Bradford Community College Playing Field, Heath Lane | Outdoor Sports Facility | Policy 25 |
| EAR25 | Heathfield High School Playing Field, Belle Vue Road | Outdoor Sports Facility | Policy 25 |
| EAR26 | Heath Court Amenity Green Space | Amenity Green Space | Policy 25 |
| EAR27 | Oakdale Road Amenity Green Space | Amenity Green Space | Policy 25 |
| EAR28 | Maple Way Recreation Ground | Amenity Green Space/ Children's Play Space/Young Persons Facilities | Policy 25 |
| EAR29 | Stoneycroft Sports and Social Club, New Street | Outdoor Sports Facility | Policy 25 |
| EAR30 | Jubilee Drive Play Area | Amenity Green Space/ Children's Play Space | Policy 25 |
| EAR31 | Breach Lane Allotments | Allotments | Policy 25 |
| EAR32 | Keats Lane Allotments | Allotments | Policy 25 |
| EAR33 | Earl Shilton Cricket Club, Keats Lane | Outdoor Sports Facility | Policy 25 |
| EAR34 | Kingscroft Bowling Club, Kings Walk | Outdoor Sports Facility | Policy 25 |
| EAR35 | Wood Street Community Park | Formal Park/Children's Play Space/Young Persons Facilities | Policy 25 |
| EAR36 | Carrs Road Amenity Green Space | Amenity Green Space | Policy 25 |

| Reference | Location | Designation | Policy |
|-----------|--|---------------------------------------|-----------|
| EAR37 | United Reform Church Allotments and Churchyard, High Street | Allotments/Cemeteries and Churchyards | Policy 25 |
| EAR38 | Borrowdale Close Amenity Green Space | Amenity Green Space | Policy 25 |
| EAR39 | Peggs Close Amenity Green Space | Amenity Green Space | Policy 25 |
| EAR40 | Northleigh Way Amenity Green Space | Amenity Green Space | Policy 25 |
| EAR41 | Astley Road Amenity Green Space | Amenity Green Space | Policy 25 |
| EAR42 | Weavers Close Church of England Primary School Playing Field, Alexander Avenue | Outdoor Sports Facility | Policy 25 |
| EAR43 | Townlands Primary School Playing Field, Meadowcourt Road | Outdoor Sports Facility | Policy 25 |
| EAR44 | Weavers Springs Recreational Ground | Formal Park/Outdoor Sports Facility | Policy 25 |
| EAR45 | Hall Fields | Formal Park | Policy 25 |
| EAR46 | St Simon and St Judes Churchyard, Almeys Lane | Cemeteries and Churchyards | Policy 25 |
| EAR47 | Earl Shilton Baptist Churchyard | Cemeteries and Churchyards | Policy 25 |
| EAR48 | St Peters Roman Catholic Primary School Playing Field, Mill Lane | Outdoor Sports Facility | Policy 25 |
| EAR49 | King Richards Hill Amenity Green Space | Amenity Green Space | Policy 25 |

| Reference | Location | Designation | Policy |
|---------------|--|-------------------------------|-----------|
| EAR50 | Alexander Avenue Amenity Green Space | Amenity Green Space | Policy 25 |
| EAR51 | Mill Lane Cemetery | Cemeteries and Churchyards | Policy 25 |
| Retail | | | |
| EAR52L | Belle Vue Road and Moore Road | Local Centre | Policy 26 |
| EAR53D | The Hollow, High Street and Wood Street | District Centre | Policy 26 |
| EAR54N | Middle and Upper High Street | Neighbourhood Centre | Policy 26 |



APPENDIX 7

SAVED LOCAL PLAN (2001) POLICIES TO BE REPLACED BY POLICIES IN THE EARL SHILTON AND BARWELL AAP

| Existing Local Plan Policy (2001) | | Replacement Policy in the Earl Shilton and Barwell Area Action Plan (2006 - 2026) | |
|-----------------------------------|--------------------------------------|---|---|
| RES1 | Residential Proposals | ESBAAP Policy 1 | Sustainable Urban Extension (SUE) |
| | | ESBAAP Policy 6 | Earl Shilton Urban Extension |
| | | ESBAAP Policy 7 | Housing in Earl Shilton Urban Extension |
| | | ESBAAP Policy 12 | Barwell Urban Extension |
| | | ESBAAP Policy 13 | Housing in Barwell Urban Extension |
| EMP1 | Existing Employment Sites | ESBAAP Policy 23 | Existing Employment Sites |
| EMP3 | Land for Employment Development | ESBAAP Policy 8 | Employment in Earl Shilton Urban Extension |
| | | ESBAAP Policy 14 | Employment in Barwell Urban Extension |
| BE1 | Design and Siting of Development | ESBAAP Policy 22 | Development and Design |
| NE12 | Landscaping Schemes | ESBAAP Policy 22 | Development and Design |
| T3 | New Development and Public Transport | ESBAAP Policy 10 | General Highways Provision for Earl Shilton Urban Extension |
| | | ESBAAP Policy 16 | General Highways for Barwell Urban Extension |
| | | ESBAAP Policy 21 | Infrastructure and Delivery |

| Existing Local Plan Policy (2001) | | Replacement Policy in the Earl Shilton and Barwell Area Action Plan (2006 - 2026) | |
|-----------------------------------|--|---|--|
| T9 | Facilities for Cyclists and Pedestrians | ESBAAP Policy 11 | Walking and Cycling in Earl Shilton Urban Extension |
| | | ESBAAP Policy 17 | Walking and Cycling in Barwell Urban Extension |
| RETAIL 8 | Change from Retail Use Within Local Centres | ESBAAP Policy 26 | Vitalising District, Local and Neighbourhood Centres |
| RETAIL 9 | Proposed Local Shopping Centres | ESBAAP Policy 9 | Neighbourhood Centre in Earl Shilton Urban Extension |
| | | ESBAAP Policy 15 | Neighbourhood Centre in Barwell Urban Extension |
| RETAIL 11 | Small Local Shops | ESBAAP Policy 22 | Development and Design |
| | | ESBAAP Policy 26 | Vitalising District, Local and Neighbourhood |
| RETAIL 12 | Use of Upper Floors | ESBAAP Policy 26 | Vitalising District, Local and Neighbourhood Centres |
| RETAIL 13 | Conversion of Shops to Residential Use | ESBAAP Policy 26 | Vitalising District, Local and Neighbourhood Centres |
| CF2A | Development on Allocated Educational Sites | ESBAAP Policy 24 | Safeguarding Community Facilities |
| CF2B | Alternative Uses of Existing Educational and Community | ESBAAP Policy 24 | Safeguarding Community Facilities |



| Existing Local Plan Policy (2001) | | Replacement Policy in the Earl Shilton and Barwell Area Action Plan (2006 - 2026) | |
|-----------------------------------|--|---|---|
| CF5 | Cemetery Extensions and New Crematoria in the Urban Area | Part a | Implemented |
| | | ESBAAP Policy 25 (Part b) | Safeguarding Open Space and Recreational Facilities |
| | | Part c | Undeliverable |
| CF8 | Residential Care and Nursing Homes | ESBAAP Policy 22 | Development and Design |



Further copies, versions in alternative languages and larger print or audio versions

Further copies, versions in alternative languages and larger print or audio versions are available from the following address:

Policy and Regeneration Team, Hinckley and Bosworth Borough Council, Hinckley Hub, Rugby Road, Hinckley, Leics LE10 0FR

अन्यान्त भाषाय अनुवाद एवं बड छापल अक्षर बा अडिओ'ते आरु कपि निम्नर ठिकानाय पांउया याय ॥
Policy and Regeneration Team, Hinckley and Bosworth Borough Council
Hinckley Hub, Rugby Road, Hinckley, Leics LE10 0FR टेलिफोन ॥ 01455 238141 ई-मेल ॥
planningpolicy@hinckley-bosworth.gov.uk

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