

Earl Shilton and Barwell Area Action Plan

Pre-Submission Draft

July 2013

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1 INTRODUCTION

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.
- 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 deprivation are designated Local Strategic Partnership 'priority neighbourhoods' with targeted actions to improve these areas.

FIGURE 1: CONTEXT PLAN



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 north 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.

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. 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;

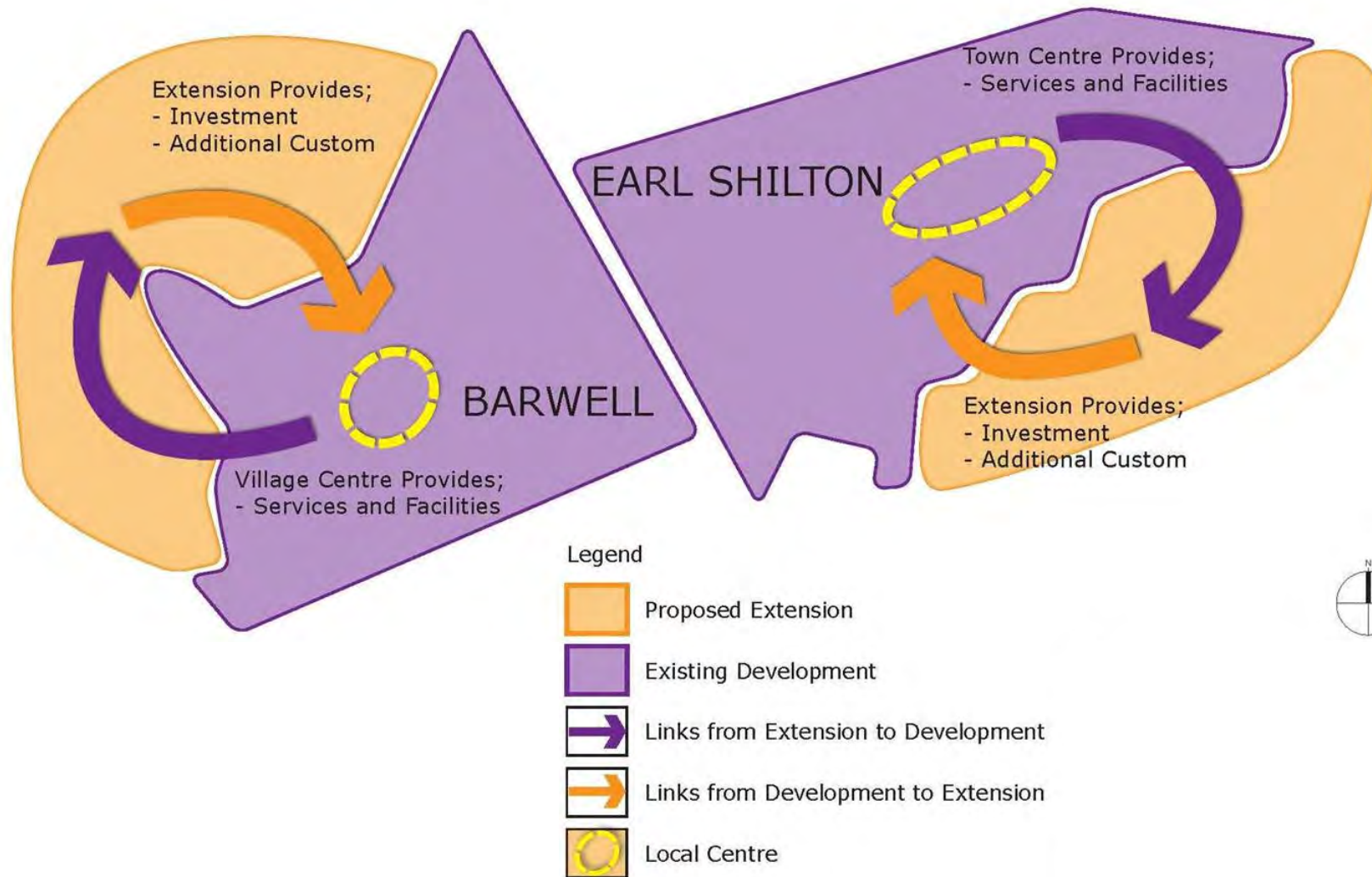
¹ Hinckley & Bosworth Borough Council – Directions for Growth (September 2007)

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

1.11 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; and
- 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.

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.

OTHER STRATEGIES

- 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 documents. These are summarised in Appendix 6.

SUSTAINABILITY APPRAISAL

- 2.13 The Council is required to undertake a Sustainability Appraisal² (SA) and Strategic Environmental Assessment³ (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 Requirement under the Planning and Compulsory Purchase Act 2004 (section 39 (2))

³ Requirement of the Strategic Environmental Assessment Directive 2001/42/EC transposed through the Environmental Assessment of Plans and programmes Regulations 2004

3 VISION AND OBJECTIVES

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 Objective	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 6: Earl Shilton Sustainable Urban Extension Policy 7: Housing in the Earl Shilton SUE Policy 9: 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
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.	Policy 2: Provision of Community Facilities Policy 6: Earl Shilton Sustainable Urban Extension Policy 9: 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	Policy 2: Provision of Community Facilities Policy 3: Primary, Secondary and Upper Education

<p>upgrading of existing facilities or the provision, where appropriate, of new facilities.</p>	<p>Policy 4: Provision of Indoor Sports and Leisure Facilities Policy 6: Earl Shilton Sustainable Urban Extension Policy 7: Housing in the Earl Shilton SUE Policy 9: 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</p>
<p>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.</p>	<p>Policy 6: Earl Shilton Sustainable Urban Extension Policy 8: Employment in the Earl Shilton SUE Policy 12: Barwell Sustainable Urban Extension Policy 14: Employment in the Barwell SUE Policy 20: Skills Development Policy 23: Existing Employment Sites</p>
<p>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.</p>	<p>Policy 2: Provision of Community Facilities Policy 6: Earl Shilton Sustainable Urban Extension Policy 9: 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 Policy 26: Vitalising District, Local and Neighbourhood Centres</p>
<p>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.</p>	<p>Policy 6: 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</p>
<p>7. To contribute to the enhancement of the public realm and appearance of the district centres of Earl Shilton and Barwell, providing more</p>	<p>Policy 2: Provision of Community Facilities Policy 19: Regeneration of the District Centres</p>

attractive places for users and investors.	
8. To provide green infrastructure which forms the heart of new communities with well designed green spaces and links to the surrounding countryside and supports sustainable, healthy and active lifestyles for residents.	Policy 6: 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 6: 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

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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 Proposals Map (Figure 3).

- 4.3 The land chosen for the development of the sustainable urban extensions is immediately adjacent to the existing built up area of each settlement⁴. 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.
- 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.

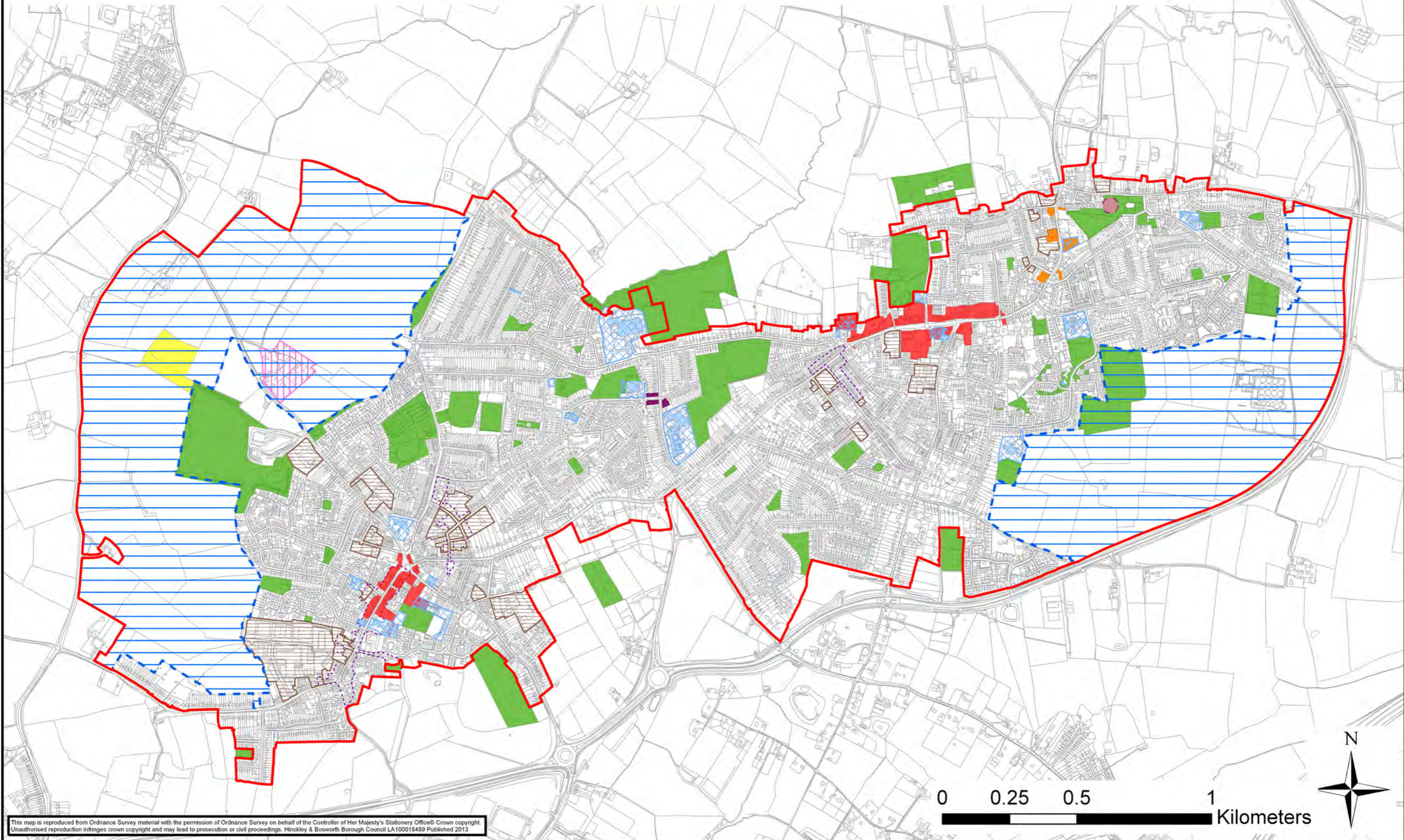
⁴ Further information on the issues and constraints to the development of this site can be found in the Site Analysis and Contextual Appraisal (December 2009).

- 4.5 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.

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Legend:

- | | | | |
|---|--|--|--|
|  Settlement Boundary (Policy 1) |  Community Facility (Policy 24) |  District Centre (Policy 26) |  Local Wildlife Site |
|  Sustainable Urban Extension (Policy 1) |  Open Space (Policy 25) |  Local Centre (Policy 26) |  Conservation Area |
|  Employment Area (Policy 23) |  Carousel Park |  Neighbourhood Centre (Policy 26) |  Scheduled Ancient Monument |



STRATEGIC INFRASTRUCTURE PROVISION

Strategic Transport Infrastructure & 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 settlement 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 (Appendix Section 9) 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.
- 4.12 The Borough Council commissioned a Strategic Transport Assessment⁵ (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 section 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

⁵ Earl Shilton and Barwell AAP – Strategic Transport Assessment (Capita Symonds, May 2013)

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

- 4.15 To establish the maximum opportunity for sustainable travel choices to be made early in the development of the SUE and to provide accessibility to those without the use of a car, it is important that the AAP includes a public transport strategy (PTS) which provides a framework against which future bus services are provided at the appropriate times for the development of both SUEs.
- 4.16 The Council has worked closely with Leicestershire County Council and bus operators to develop a public transport 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.
- 4.17 The PTS for Earl Shilton has been informed through development of the masterplan and further testing through the Strategic Transport Assessment. The PTS identifies public transport opportunities specific to Earl Shilton and Barwell SUEs that have the potential to support both developments. The public transport strategy requires the consideration of the following through Transport Assessments associated with planning applications for SUE development:
- The diversion of Bus Service No. 158 through the Earl Shilton SUE;
 - The diversion of Bus Service No. 48 through the Barwell SUE;
 - The extension of bus services 81 and 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 facilities⁶ in the Earl Shilton and Barwell to allocate those facilities to be supported, enhanced and appropriately protected through Policy 24 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 study⁷ 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.
- 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 enhancements or increased provision of community facilities within the existing settlements equivalent to the need arising from the Earl Shilton and Barwell Sustainable Urban Extensions.

⁶ Community, Tourism and Cultural Facilities Review (January 2013)

⁷ Earl Shilton and Barwell Community Buildings Audit (RCC; Community Action Hinckley & Bosworth; Greenborough, April 2012)

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.
- 4.24 The masterplans for the SUEs require the provision of primary schools on-site to serve their respective populations (see Policy 8 and Policy 14). 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).
- 4.25 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.
- 4.25 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 (Section 10). 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 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

- 4.26 The Council has identified a need for additional indoor sports and leisure facilities which are required as a result of the proposed SUEs.
- 4.27 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 Strategy⁸ seeks to encourage sporting opportunities throughout the Borough through providing a quality sports offer (facilities, experience and celebration); increasing

⁸ Culture and Sport Strategy 2012-2017 (HBBC, 2012)

participation in sport & physical activity and Delivering a high quality and affordable New Leisure Centre.

- 4.28 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.
- 4.29 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 9).

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

- 4.30 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 complimentary spaces.
- 4.31 Existing green space, allotments and recreation sites are identified on the proposals map. The Open Space, Sport and Recreational Facilities Study⁹ (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).
- 4.32 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.
- 4.33 The Site Allocations 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.

⁹ The Open Space, Sport and Recreational Facilities Study (PMPgenesis, July 2010)

Affordable Housing

- 4.34 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

- 4.35 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 increasing the refuse collection rounds there will be increased demand from both settlements on the Barwell Recycling and Household Waste Site (RHWS).
- 4.36 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 Appendix 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.

5 EARL SHILTON SUSTAINABLE URBAN EXTENSION

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; and
- 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.

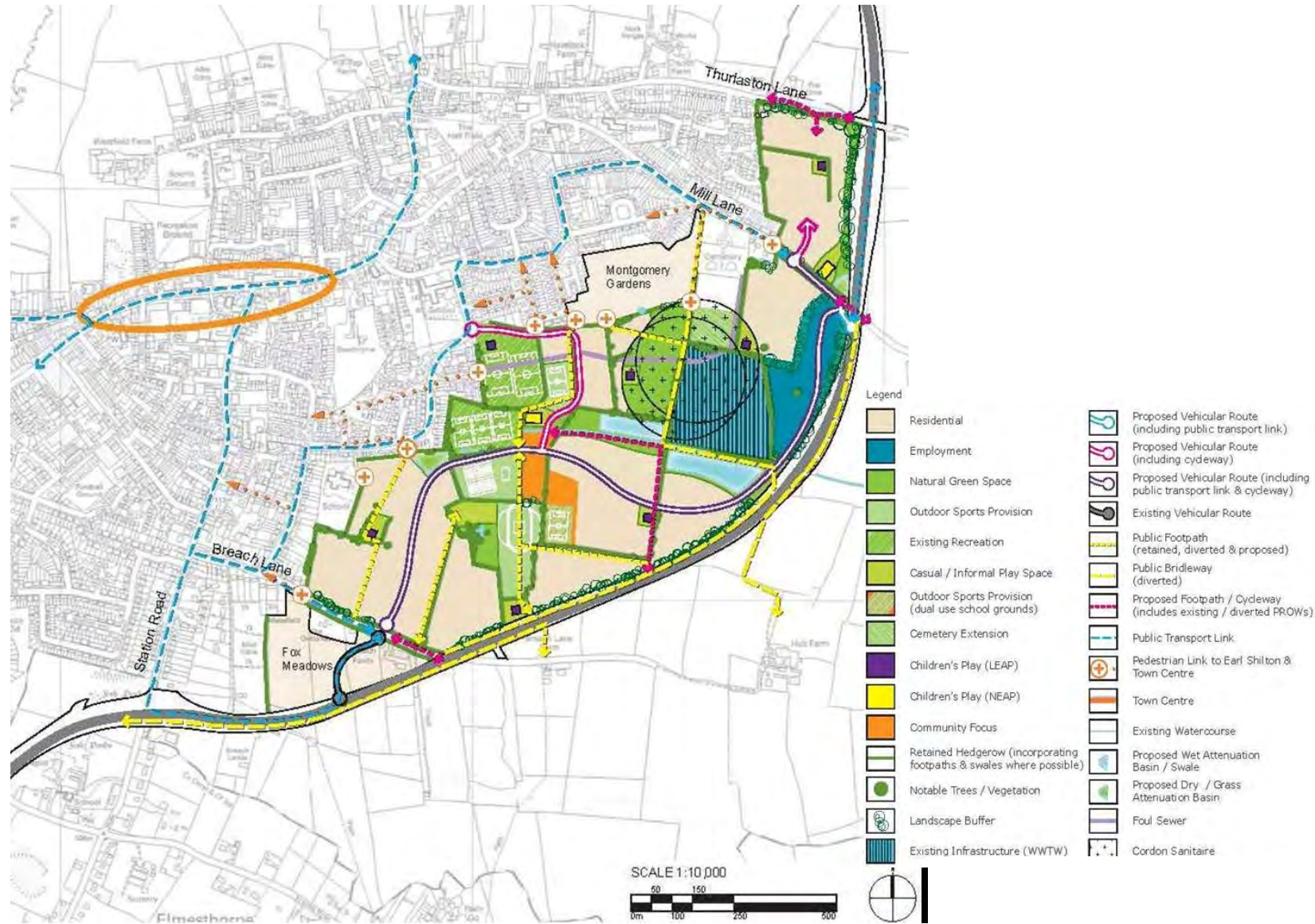
5.3 In addition, more specific 'themed' design guidance is provided in the Urban Design Evidence (Appendix 2), to reinforce the broader layout requirements.

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; and
- Noise from traffic on the bypass.

FIGURE 4: EARL SHILTON SUSTAINABLE URBAN EXTENSION DEVELOPMENT FRAMEWORK



DEVELOPMENT FRAMEWORK

5.5 The Earl Shilton Sustainable Urban Extension will be developed on land to the south east of the existing town (Figure 4). It will extend as far as the A47 'Clickers Way' and be bounded to the north by Thurlaston Lane and to the south by Breach Lane. Principal features of the development will be:

- Provision of a range of houses to meet objectively assessed needs 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 via the existing Fox Meadows development and a new junction to be created at Mill Lane;
- Community facilities provided in a central location to include a primary school, a community centre, sports pavilion and small convenience store;
- Provision of children's play areas throughout the development;
- Accessible natural green space, including attenuation as part of a sustainable urban drainage system, and retention of watercourses, trees, hedgerows and public rights of way; and
- An extension to the existing cemetery.

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 4. Deviation from the Development Framework will only be permitted where it can be demonstrated that proposals would not prejudice to 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 Evidence (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.

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 principle 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; and
 - 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 5.4ha of land, predominantly for industrial and warehousing use within B2 and B8 including 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 Sturge¹⁰, 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 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 Study¹¹. This study has since been updated by the Leicester and Leicestershire Local Enterprise Partnership in 2012/13¹² and has reduced the employment land requirements associated with the SUE development in accordance with the King Sturge recommendations.
- 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 complimentary to, but does not detract from, Earl Shilton District Centre;**
- **Community and Recreational facilities; and**
- **Facilities for neighbourhood policing (if appropriate or equivalent developer contributions towards increasing capacity at existing accommodation).**

¹⁰ Earl Shilton and Barwell Employment Land Assessment – Prospect Leicestershire (King Sturge, November 2010)

¹¹ Leicester and Leicestershire Housing Market Area Employment Land Study (PACEC, October 2008)

¹² Leicester and Leicestershire Housing Market Area Employment Land Study (March, 2013)

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. 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.
- 5.19 Approximately 2.5ha of land is 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.

Education

- 5.20 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

- 5.21 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.
- 5.22 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

- 5.23 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.
- 5.24 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 & Semi-natural Green Space

- 5.25 Accessible Natural Green Space should be provided in three main areas:
- Following the alignment of an existing water course which runs in an east-west direction across the centre of the site;
 - Surrounding an existing water body to the south-west; and
 - Wrapping around the north eastern edge of the site next to the A47 and Thurlaston Lane.
- 5.26 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.
- 5.27 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.
- 5.28 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

- 5.29 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 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

5.30 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 to former Mill Lane junction and the use of improved access through Fox Meadows.**
- **Improved connections to Earl Shilton Town centre via local links through Astley Road and the use of Mill Lane. No increased use of Breach Lane for general vehicular traffic will be permitted.**
- **A spine road through the 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, or as approved by the Highways Authority.

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

5.31 The 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.

5.32 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.

5.33 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.

- 5.34 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.
- 5.35 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 LLITM/Paramics models and shown to be able to accommodate all predicted traffic movements satisfactorily.
- 5.36 The proposed northern access to Clickers Way is located at Mill Lane at the point adjacent to where the eastern section of Mill Lane joins the bypass. 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.
- 5.37 Two further vehicular 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 extraneous through traffic is appropriately discouraged. It is proposed that these accesses will comprise simple priority junctions and again this is supported by the traffic forecasts derived from the Paramics modelling.

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

Walking and Cycling

- 5.38 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.
- 5.39 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.
- 5.40 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.
- 5.41 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).
- 5.42 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.
- 5.43 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.

- 5.44 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.
- 5.45 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 (see Policy 5).

DRAFT

6 BARWELL SUSTAINABLE URBAN EXTENSION

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; and
- 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

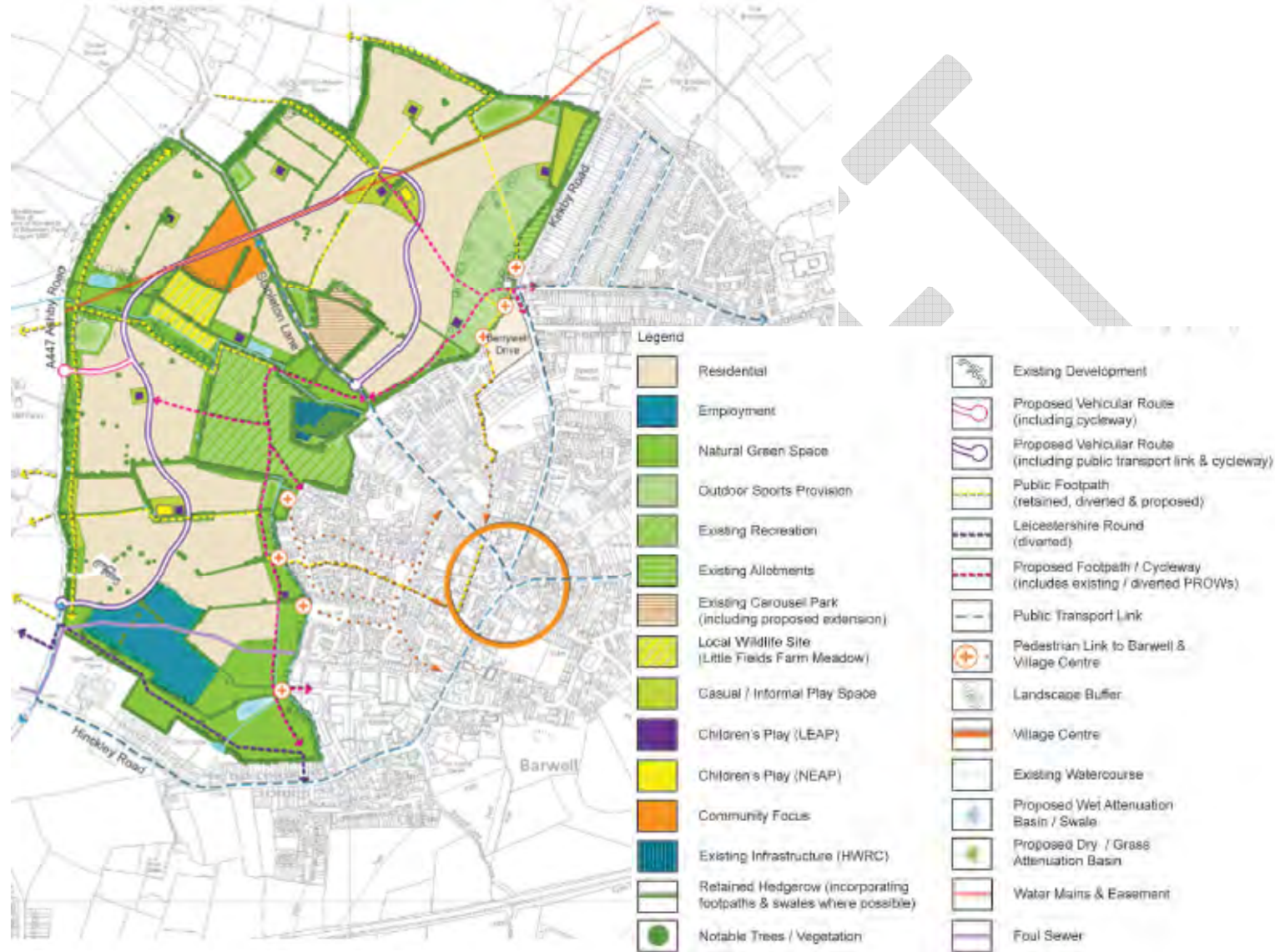
6.4 The constraints and opportunities for development in Barwell, and particularly the urban extension site, have been identified through a series of focussed site assessments. The principal matters that have directly influenced the masterplanning of the proposed growth and development are:

- 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; and
- 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 Appraisal¹³.

¹³ Site Analysis and Contextual Appraisal, Capita Symonds (2009)

FIGURE 5: BARWELL SUSTAINABLE URBAN EXTENSION DEVELOPMENT FRAMEWORK



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 5). 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); and
 - Accessible natural green space, including attenuation as part of a sustainable urban drainage system, and retention of watercourses, trees, hedgerows and public rights of way 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.
- 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 – principally via Stapleton Lane.

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 5. Deviation from the Development Framework will only be permitted where it can be demonstrated that 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 Evidence

(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.

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; and
 - To the east of the Ashby Road, extending as far north as the River Tweed and as far south as the location of a new area designated for employment uses.
- 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 at Figure 5 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, 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 Sturge¹⁴, 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.

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 complimentary to, but does not detract from, Barwell District Centre;**
- **Community and Recreational facilities;**
- **Health facilities (if a location in or close to Barwell cannot be secured); and**
- **Facilities for neighbourhood policing (if appropriate or equivalent developer contributions towards increasing capacity at existing accommodation).**

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

¹⁴ Earl Shilton & Barwell Employment Land Assessment (Prospect Leicestershire Ltd, November 2010)

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. Health provision will be required if an appropriate site for the new health centre cannot be secured in or close to Barwell District Centre. Indicative requirements for the provision of infrastructure to support the population of the SUE are included in the Infrastructure Plan (Section 10).
- 6.17 The Development Framework allocates approximately 3ha of land to 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

- 6.18 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

- 6.19 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.
- 6.20 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 enhanced¹⁵.
- 6.21 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

- 6.22 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

¹⁵ Earl Shilton & Barwell Site Analysis and Contextual Appraisal – Chapter 2 Landscape Character (Capita Lovejoy, December 2009)

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.

- 6.23 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 & Semi-natural Green Space

- 6.24 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; and
- The western and northern edges of the urban extension to the north of Stapleton Lane.

- 6.25 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.

- 6.26 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.

- 6.27 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

- 6.28 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.

- 6.29 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

6.30 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, or as approved by the Highways Authority.

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

6.31 The 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.

6.32 The 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.

6.33 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.

- 6.34 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.
- 6.35 Ashby Road is rural in character in this area with no footways, street lighting or frontage development and is subject to a 60mph 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.
- 6.36 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.
- 6.37 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.
- 6.38 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.
- 6.39 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.
- 6.40 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.

- 6.41 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 lightly trafficked streets and public footpaths. The Development Framework for Barwell urban extension shows seven pedestrian links between the urban extension and the existing village of Barwell. Other opportunities for pedestrian access may exist along the existing settlement edge and 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.
- 6.42 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.
- 6.43 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.

- 6.44 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.
- 6.45 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.
- 6.46 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.
- 6.47 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 Proposals 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.

- 6.48 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 Assessment¹⁶ (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.
- 6.49 The development of the Barwell urban extension in accordance with Policy 12 and as indicated in the Development Framework (Figure 5) 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.

¹⁶ The Leicestershire, Leicester & Rutland Gypsies' And Travellers' Accommodation Needs Assessment 2006-2016 (Curs, 2007)

7 DISTRICT CENTRES

- 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 process¹⁷:

7.5 Earl Shilton (refer to Figure 6)

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

7.6 Barwell (refer to Figure 7)

- 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;

¹⁷ Earl Shilton & Barwell Site Analysis and Contextual Appraisal (Capita Lovejoy, December 2009)

- 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; and
- 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 assessment¹⁸ 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 the Council greater financial opportunity to increase investment in Earl Shilton and Barwell; 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 priorities¹⁹.

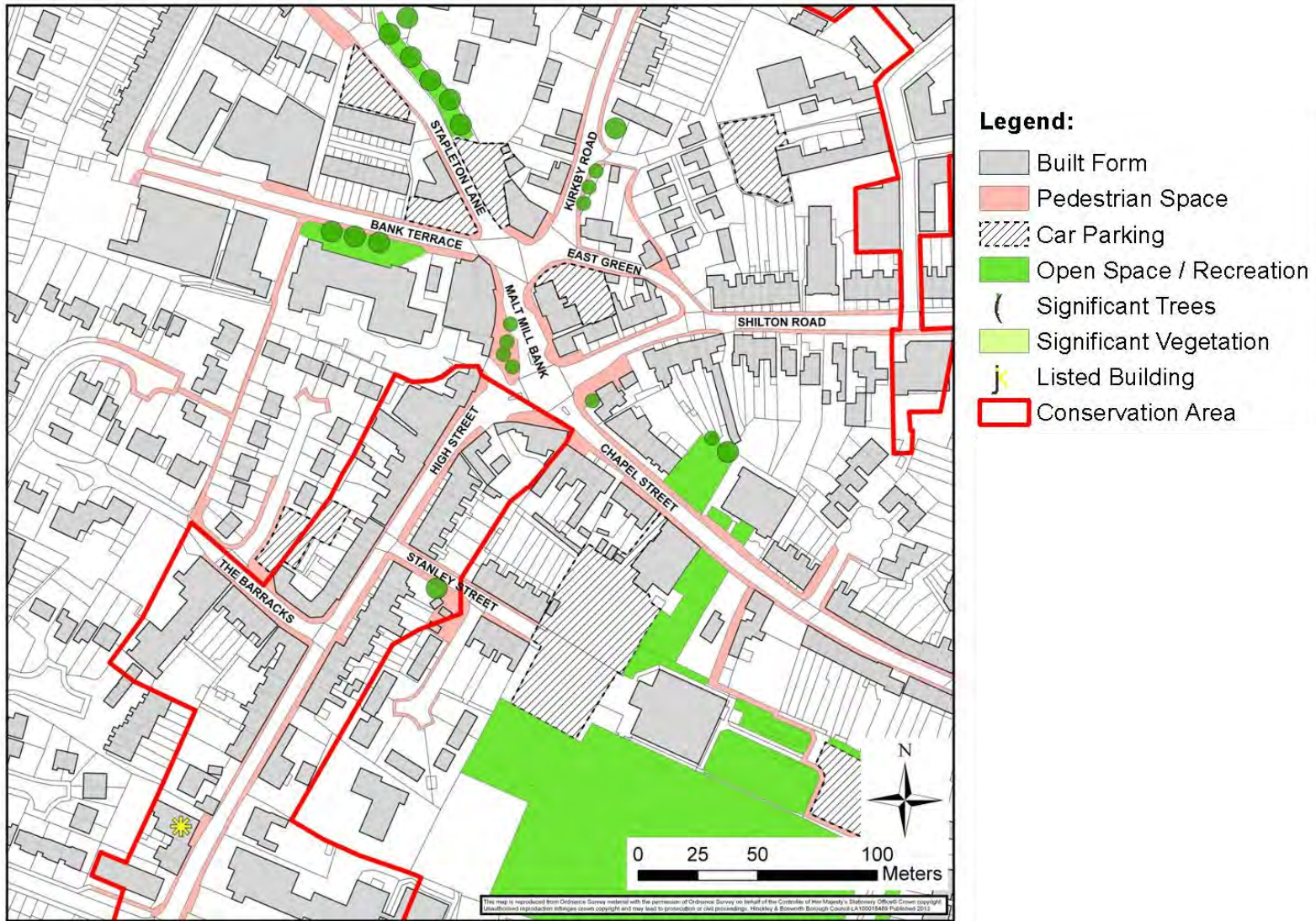
¹⁸ Local Development Framework Earl Shilton and Barwell District Centre Impact Assessment (Greenborough, April 2012)

¹⁹ 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: EARL SHILTON DISTRICT CENTRE



FIGURE 7: BARWELL DISTRICT CENTRE



EXISTING USES

- 7.9 Earl Shilton District Centre has a total of 89 units (February 2012²⁰). 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.

Policy 19: Regeneration of the District Centres

The Council will support proposals which will contribute to the regeneration and improvements to the public realm of the district centres of Earl Shilton and Barwell which conform with the respective Public Realm Strategies. Development proposals will be encouraged which realise the development opportunities within each district centre identified in Appendix 3 and / or which contribute towards meeting the objectives of regeneration of the centres.

The Council will seek funding from appropriate sources which will contribute towards the delivery of public realm improvements in both Earl Shilton and Barwell.

EMPLOYMENT AND SKILLS DEVELOPMENT

- 7.12 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).

²⁰ Hinckley & Bosworth Borough Council District, Local and Neighbourhood Centre Review (February 2012)

- 7.13 A locally based skills and employment study²¹ 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.
- 7.14 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.

²¹ Earl Shilton Business Forum and Barwell Business Association – Skills and Employment Study (Greenborough, 2013)

8 WIDER SETTLEMENT DEVELOPMENT MANAGEMENT POLICIES

- 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 preferred approach to development management within Earl Shilton and Barwell, outside of the areas defined on the proposals map for the development of sustainable urban extensions.

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 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 (inc. 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;**
- 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.

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 Review²² 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

²² Hinckley and Bosworth Employment Land and Premises Study Review (BE Group, 2010)

- 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.

Policy 23: Existing Employment Sites

Existing employment areas are identified on the proposals map as either Category A, B or C sites, informed by the most up-to-date Employment Land and Premises Study.

Category A sites

The Council will actively 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.

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 meet its 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 can not 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 outside of the AAP boundaries 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 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 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 proposals 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 DM8 and DM15 and DM19.

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.

9 IMPLEMENTATION

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 via the following link:

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

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 & 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 available²³ 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.

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

- 9.12 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

- 9.13 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.

²³ Hinckley & Bosworth Borough Council Extended Phase 1 Habitat Survey (WYG Environment, 2012)

- 9.14 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

- 9.15 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

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

Odour

- 9.17 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, 2013²⁴. 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.

²⁴ Earl Shilton and Barwell Area Action Plan Viability and Deliverability Assessment (DTZ, May 2013)

DEVELOPMENT TRAJECTORY

10.5 It is envisaged that the SUE will proceed from two to three individual development points. On this basis, the following development trajectory is anticipated:

Row Number		2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013 Completed	2012/2013 Projected	2013/ 2014	2014/ 2015	2015/ 2016	2016/2017	2017/2018 (April-September)	2017/2018 (October-March)	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	Totals
4	Barwell Sustainable Urban Extension (2500 dwellings) (see 12/00295/OUT)*										105	160	160	80	80	160	200	200	200	200	200	250	255	2250
5	Earl Shilton Sustainable Urban Extension (1550 dwellings)										120	120	120	80	80	160	160	160	160	120	120	75	75	1550

Source: HBBC October 2012 Housing Trajectory (including large and small site commitments, SUES and additional number of dwellings to be allocated)

Earl Shilton and Barwell Area Action Plan - Infrastructure Schedule

	Cost Estimate (£)	Cost Estimate Barwell (£)	Cost Estimate Earl Shilton (£)	Funding	indicative phasing
Education					
New Barwell SUE Primary School	5,350,000	5,350,000	N/A	Barwell SUE	2017
Capacity improvements to existing Barwell Primary Schools	1,318,792	1,318,792	N/A	Barwell SUE	2020
New Earl Shilton SUE Primary School	5,350,000	N/A	5,350,000	Barwell SUE	2016
Capacity Improvements to existing Secondary and Upper Schools	4,796,210	2,877,726	1,918,484	Barwell SUE, Earl Shilton SUE	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	2014-2015
New Barwell GP Surgery	2,134,080	2,134,080	N/A	PCT	2014-2015
Earl Shilton GP Surgery (Heath Lane)	975,744	N/A	975,744	Earl Shilton SUE	2018
Play and Open Space					
Provision of play and open space with Barwell SUE	2,469,349	2,469,349	N/A	Barwell SUE	2014-2022
Barwell SUE POS maintenance	3,709,560	3,709,560	N/A	Barwell SUE	2014-2026
Barwell SUE - Pavillion	500,000	500,000	N/A	Barwell SUE	2020
Provision of play and open space within Earl Shilton SUE	1,652,142	N/A	1,652,142	Earl Shilton SUE	2014-2022
Earl Shilton SUE POS maintenance	2,285,400	N/A	2,285,400	Earl Shilton SUE	2014-2026
Earl Shilton SUE - Pavillion	500,000	N/A	500,000	Earl Shilton SUE	2020
Sport and Leisure Facilities (Indoor)					
Indoor Leisure Facilities to serve the Borough	9,000,000	459,063	327,954	Barwell SUE, Earl Shilton SUE, HBB	2014-2022
Libraries					
Barwell Library	83,275	83,275	N/A	Barwell SUE	2014-2022
Earl Shilton Library	53,296	N/A	53,296	Earl Shilton SUE	2014-2022
Civic Amenity Site					
Capacity Improvements at Barwell Recycling and Household Waste Site	192,905	117,625	75,280	Barwell SUE, Earl Shilton SUE	2014-2022
Community Facilities					
Barwell Community Buildings (on-site)	1,102,045	1,102,045	N/A	Barwell SUE	2018
Earl Shilton Community Buildings (on-site)	705,035	N/A	705,035	Earl Shilton SUE	2018
Public Realm					
Barwell District Centre Improvements	1,005,000	1,005,000	N/A	Barwell SUE, New Homes Bonus	2014-2015
Earl Shilton District Centre Improvements	1,100,000	N/A	1,100,000	Earl Shilton SUE, New Homes Bonus	2015-2022
Community Safety					
Neighbourhood Policing Base - Barwell	97,524	97,524	N/A	Barwell SUE	2016-2020
Neighbourhood Policing Base - Earl Shilton	63,504	N/A	63,504	Earl Shilton SUE	2016-2020
Transport					
Improvements to A5 (Longshoot and Dodwells)	2,720,000	1,632,000	1,088,000	Barwell SUE, Earl Shilton SUE	2016-2017
Improvements to Normandy Way / Ashby Road Traffic Signal Controlled Junction	390,000	195,000	195,000	Barwell SUE	2014-2015
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	2014
Improvements to Ashby Road / Rogue's Lane Junction	500,000	500,000	N/A	Barwell SUE	2014
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	2014-2016
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	2013-2018
Improvements on linkages to Hinckley Town Centre including alterations to signal operation at Leicester Road / New Buildings junction	200,000	120,000	80,000	Barwell SUE, Earl Shilton SUE	2014-2019
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	2014-2019
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	2013-2018
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	2013-2018
Improvements to A447 Ashby Road to facilitate introduction of bus priority measures	1,000,000	1,000,000	N/A	Barwell SUE	2014-2019
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	2014-2026
Total	78,782,804	42,855,258	27,714,563		

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
<p>1. To provide thriving communities in Earl Shilton and Barwell that have their own sense of identity and character, recognising their unique identity.</p>	<p>6, 7, 9, 12, 13, 15, 18, 19, 26</p>	<p>Delivery of community facilities associated with SUE developments</p> <p>Delivery of SUEs in line with AAP Development Frameworks</p> <p>Delivery of District Centre Improvements (see objective 5 below)</p>	<p>Delivery of Community facilities</p> <p>Planning Permission and subsequent development of SUEs that is consistent with AAP requirements.</p> <p>See objective 5 below</p>	<p>Authority Monitoring Report</p>
<p>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.</p>	<p>2,6,9 12, 15, 18, 19, 26, 25</p>	<p>Delivery of SUEs in line with AAP development frameworks</p> <p>Delivering infrastructure associated with the SUE within the existing settlement</p> <p>Delivery of Green Infrastructure that can be accessed by all</p> <p>Delivery of District Centre improvements (see objective 5 below)</p>	<p>Planning Permission and subsequent development of SUEs that is consistent with AAP requirements.</p> <p>Delivery of infrastructure (e.g. transport, health, education, community buildings)</p> <p>Delivery of Green Infrastructure within SUE</p> <p>See objective 5 below</p>	<p>Authority Monitoring Report</p>
<p>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</p>	<p>2, 3, 4, 6, 7 9, 12, 13, 15, 18, 19, 21, 24, 29</p>	<p>Delivery of infrastructure requirements through SUE developments</p>	<p>Securing the delivery of appropriate services and facilities.</p>	<p>Authority Monitoring Report</p>

provision, where appropriate, of new facilities.				
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	<p>Delivery of employment land within SUEs</p> <p>Enable training and apprenticeship opportunities associated with the SUE developments</p>	<p>Amount of Employment Land with planning permission within SUEs</p> <p>Amount of B1, B2 and B8 development in SUEs</p> <p>Number of training and apprenticeship opportunities secured</p>	Authority Monitoring Report
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	<p>Annual decrease in the % of vacant shops within District Centres</p> <p>Improve the range of retail provision within District and Neighbourhood Centres</p> <p>Delivery of Environmental Improvements within District Centres</p> <p>Enabling the Development of Neighbourhood Centres in SUEs</p>	<p>% of vacant shops in District Centres</p> <p>Number and type of retail premises in District and Neighbourhood Centres</p> <p>Delivery of Environmental Improvement schemes</p> <p>Planning permission for Neighbourhood Centres in SUEs</p> <p>Development of Neighbourhood Centres</p>	Authority Monitoring Report
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	<p>Deliver public transport to serve SUEs</p> <p>Deliver safe cycle routes within SUEs and between SUEs and Employment areas, Town, District and Neighbourhood</p>	<p>Existence of bus routes to serve SUEs</p> <p>Delivery of Cycle routes</p> <p>Delivery of pedestrian</p>	Authority Monitoring Report

		Centres Deliver safe pedestrian routes within SUEs and between SUEs and Employment areas, Town, District and Neighbourhood Centres Deliver well designed, accessible Green Infrastructure within SUEs that connects to the wider public footpath network	routes 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
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, 33	Deliver well designed, accessible Green Infrastructure within SUEs that connects to the wider public footpath network Deliver sport and recreation facilities	Delivery of Green Infrastructure Delivery of sport and recreation facilities to serve SUEs (indoor and outdoor)	Authority Monitoring Report
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		