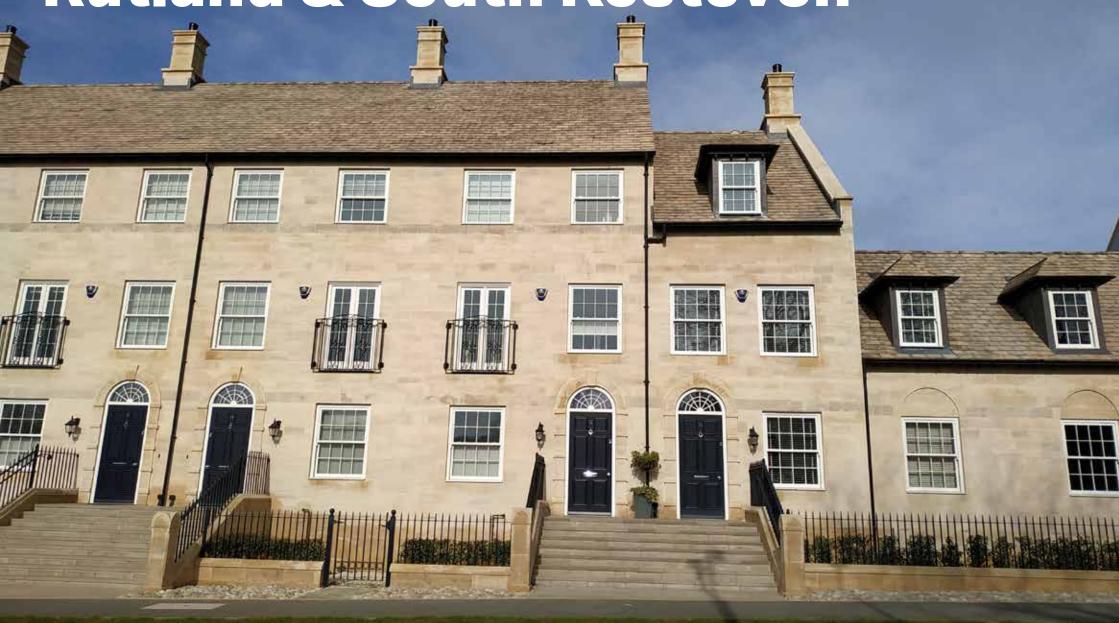


Design Guidelines for

Rutland & South Kesteven





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Understanding and responding to context

Part 1



1. Introduction, understanding context and the design process

1.1. Overview

This guide has been produced to improve the quality of new development being built in Rutland and South Kesteven.

Both local authorities are committed to ensuring that development responds positively to the special natural and built qualities of our area, setting them up to stand the test of time as great places to live and enjoy in the same way our existing places have.

Rutland County Council and South Kesteven District Council have jointly produced this Supplementary Planning Document (SPD) to assist and inform anyone with an interest in the design and development process in the area, with a particular focus on ensuring that applicants for planning permission have applied the necessary consideration to their proposals.

The guide outlines the Councils' high design expectations and the obligatory steps to be undertaken in the design and planning process. As an SPD, these guidelines will be a material consideration when determining planning applications.

This document should be read in conjunction with a range of national and local planning policy and design documents, listed in Section 1.3. As an SPD, this document is not intended to replicate guidance set out in those documents; it is to build upon and provide more detailed guidance about policies in the Local Plans.

1.2. Aims of this SPD

The key aims of this Design SPD are to:

- Establish the requirements for a high level of design and build quality in all development proposals in Rutland and South Kesteven:
- Set out the design steps and considerations that planning applicants need to undertake; and
- Provide applicants with a clear understanding of good quality design at any scale or type of development, from a new community to an individual home extension.

Good design matters as it frames the places in which we live, work, socialise and do business. From the orientation of a rear garden to the amount of sunlight reaching a public square to how welcoming streets are to pedestrians, research has consistently demonstrated the link between design and people's physical and mental wellbeing.

Places that are designed well, function well and meet the needs of a wide range of uses and activities and can last for generations. In recognition of the challenges we are facing by our changing climate, it will also be essential to ensure that new development seeks to reduce its carbon footprint, in terms of its design, construction and use.

1.3. Relationship with the National Design Guide and other key reference documents

National Design Guide



The National Design Guide (Ministry of Housing, Communities and Local Government, 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It is introduced in Chapter 4 below, alongside two other key national guides: Manual for Streets and Building for a Healthy Life.

National and local planning policy



Development needs to consider national and local level planning policy guidance as set out in the following documents:

- National Planning Policy Framework (NPPF, 2019):
- <u>National Planning Policy Guidance</u> (NPPG, 2019);
- Rutland County Council Local Plan (2014);
- Rutland County Council Local Plan Review (2019);
- South Kesteven District Council Local Plan (2020).

S AECOM

In particular, Chapter 12: Achieving well-designed places of the NPPF places an emphasis on creating high quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider to ensure that new developments are well-designed and focus on quality.

Local conservation area appraisals

Rutland has 34 conservation areas and South Kesteven has 47. A number of these have Conservation Area Appraisals which set out the special character of these areas based on the quality of their building, historic layout of roads and spaces, and particular materials and elements which contribute to its appearance. New development in any of these areas should refer to the relevant area appraisals



The area appraisals can be found here for **Rutland** and here for **South Kesteven**) and the relevant Local Plan policies.



The Belton House and Park Setting Study and the Grantham Townscape Character
Assessment are other important documents to review when considering development in that area.

Neighbourhood plans

A number of neighbourhood plans have been, or are being, prepared in Rutland and South Kesteven. New development in those areas should also consider the planning policies set out in those neighbourhood plans which are 'made' (i.e. adopted) as they are also used by the local planning authorities to determine planning applications.



The 'made' Rutland neighbourhood plans can be found **here**; the South Kesteven ones **here**.

1.4. The design process

Figure 1 provides an overview of the steps that planning applicants are expected to undertake in the design of their development, and how this fits in with the planning application process. It is not always a linear process; there should be continuous reviews and modifications along the way. However, the direction of travel is always the same, starting from an understanding of the site in its broader context, towards a more detailed proposal.

Whilst the activities outlined are focussed on medium to larger applications, the process is similar for most scales of development. Part 1 of this Guide sets out how the Councils

expect planning applicants to analyse, interpret and respond to their site's context, beginning with a planning policy review, site visit and analysis of the site and its surrounding area. Designers are then expected to identify the site's key constraints and opportunities and in response to its context, establish a design concept, principles and explore options for the site. Following this, applicants would be expected to develop a broad layout structure for the site, including key features, routes, open spaces, land uses and landscape elements.

Part 2 of the Guide summarises the national design guidance that all applicants will be expected to follow, and then covers common detailed design issues specific to Rutland and South Kesteven for major schemes (greater than 10 dwellings), before covering small and householder applications, and finally, non-residential schemes



National advice on what should be submitted as part of a planning application, and what type of application you should apply for, is set out on the **Planning Portal** website.

INCREASING LEVEL OF DETAIL PART 2: CHAPTERS 5-8 PART 1 OF THIS GUIDE: CHAPTERS 2-4 Understanding & Responding to Context Design Respond to Detailed DESIGN Understand the Broad structure of **STAGE** context design context layout Constraints & Planning policy Establish broad opportunities layout of site review including Develop detailed Establish design OUTLINE landscape, SuDs, Site visit layout concept, **ACTIVITIES** key routes, open principles & options Analysis of site & spaces, key in response to surrounding areas destinations context Ongoing pre-application discussions with local planning authority and key stakeholders, including Design PAD in SKDC SUBMISSION OF OUTLINE **DETAILED PLANNING** PLANNING APPLICATION **APPLICATION**

Figure 1: Design process overview.

Design, Planning and Drainage (Design PAD) at South Kesteven District Council

Design PAD is a monthly review of planning proposals that aims to improve the design quality of new development and provide a more streamlined planning service by facilitating multidisciplinary discussions and feedback on development proposals.

The Design PAD sessions are chaired and minuted and the most appropriate team of professionals is selected for each proposed development scheme. The sessions commonly include the planning officer, design officer, landscape consultant, highways and lead local flood authority, Internal Drainage Board, Anglian Water, with other disciplines such as heritage, affordable housing and environmental health attending as required.

Developers and their team of professionals are invited to attend when appropriate and this is a very effective and efficient way for multidisciplinary discussions and feedback on proposed developments to take place, with developers coming away with more certainty and having progressed or resolved the more complex issues.



SKDC encourage all developers to use the formal pre-application advice service, following the procedures set out online <u>here.</u>

The Design PAD service would form part of this process. Development schemes can appear at Design PAD multiple times as they are refined and improved. Both Outline, Full and Reserved Matters planning applications can also be assessed at Design PAD.

It is crucial that applicants demonstrate how they have followed these three steps in order. This will avoid wasted time and effort, and secure a better outcome for all parties.

Checklist: What we must see in planning applications:

- Understanding the context Site and contextual analysis plans and descriptions;
- Response to context constraints and opportunities plans, vision and principles, design concept plan/s; and
- **3. Broad structure of layout** slightly more detailed, showing key elements of the skeleton of the layout from which to hang the detail, including, amongst other things:
 - Retained and new landscape;
 - SuDS areas integrated;
 - Green spaces interlinked with green and blue corridors;
 - Key movement routes for pedestrians and cyclists;
 - Connections:
 - Feature areas/spaces;
 - Main routes through the site; and
 - Notable frontages.

These are also expected in pre-application submissions.

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1.5. Engagement

The aspirations, concerns and insights of the local community are an important input into the design process. Planning applications should demonstrate how the proposed design has been influenced by them.

The first reference point should be the Neighbourhood Plan, where one exists. Many of these contain policies on design and some include a design guide or code. The policies in a Neighbourhood Plan have the same weight as those in the Local Plan.

Depending on the scale of the proposed development and the sensitivity of the context, applicants may be expected to undertake bespoke community and stakeholder engagement. This will certainly be required for major applications.

This SPD does not stipulate how engagement takes place as it should be tailored to fit the situation. Approaches could include:

- Design charettes and co-design workshops: handson, interactive sessions led by skilled facilitators and designers, they are great for understanding context and generating design options;
- Exhibitions and public meetings: good for presenting ideas and collecting feedback;
- Online: good for reaching those who may not come to an event, but people need to be aware that the exercise is taking place; and

 One to one meetings: these can be appropriate for householder and small infill applications to discuss proposals with neighbours before the application is submitted.

For large applications or sites with complex issues, like drainage or heritage, pre-application discussions with statutory consultees or agencies such as the Lead Local Flood Authority, Environment Agency or Historic England should be undertaken so that they have the opportunity to shape proposals rather than just react to a submitted proposal. See details on Design PAD in section 1.4 above. Planning Performance Agreements might also be used.

Pre-application discussions should take place before an outline planning application is submitted. The local authorities will not advise on and negotiate significant amendments to poor quality applications where no pre-application discussions were held.

Whichever approach is followed, the planning application should be clear on:

- Who has been engaged;
- How they have been engaged;
- What they said; and
- How the design has been influenced by the engagement.



The Government's advice on <u>effective</u> <u>community engagement on design</u> stresses that "local planning authorities and applicants are encouraged to proactively engage an inclusive, diverse and representative sample of the community, so that their views can be taken in to account in relation to design".



2. Rutland and South Kesteven's special character

2.1. A special place

Rutland and South Kesteven are two historic and picturesque areas of the East Midlands.

South Kesteven has a number of historic market towns: Grantham, the largest, Stamford, known for its warm limestone building materials and Bourne, with its grand civic buildings. The Deepings are a unique urban form of a town and adjoining villages. A further 100 villages and hamlets lie across the expansive rural farmlands of the district.

Rutland is the smallest county in England and in line with its motto *multum in parvo*, much in a small place, it has a wealth of heritage in its towns and settlements situated around Rutland Water. There are two market towns, Oakham and Uppingham, which are rich in architectural tradition, alongside 52 villages and hamlets.

One of the main objectives of this design guide is to encourage new development which responds to the setting and unique character of an area. Designs should take inspiration from local vernacular architecture, integrate into existing settlements and contribute to a sense of place.

2.2. Describing landscape and heritage character

Rutland and South Kesteven have a diverse and complex geography. Whilst every settlement has its own qualities, there are observable patterns in the geology, landforms, landscapes and built forms that make up broad character areas. These characteristics are to be considered when developing design proposals.

Whilst there are some local differences, particularly in the flatter Fenland and Trent & Belvoir Vale landscapes to the east and northwest respectively, the key characteristics of the area which are of particular relevance to this guide are:

- Predominantly rural with a gently rolling, mixed farming landscape;
- Distinctive settlements such as Stamford and Uppingham;
- Geologically varied with a wide range of soil types, from limestone through to heavy clays, and these form the basis of the materials found in buildings;
- Individual hedgerow trees providing important woodland character:
- Scattered woodland with some important semi-natural and ancient woodlands.



Figure 2: Rutland Water Basin



Figure 3: Rutland Plateau



Figure 4: High Rutland



Figure 5: Kesteven Uplands



Figure 6: Vale of Catmose



Figure 7: Southern Lincolnshire Edge



Figure 8: Welland Valley



Figure 9: Harlaxton Denton Bowl



Figure 10: Trent and Belvoir Vale



Figure 11: The Fens



Figure 12: Fen Margin



Figure 13: Rutland Plateau



Figure 14: Grantham Scarps and Valleys

2.3. Character areas



Rutland Landscape Character Assessment was produced in 2003 and South Kesteven Landscape Character Assessment was published in 2007. Between them, they identify twelve distinct character areas. These are shown in Figure 15.

The Landscape Character Assessments, together with the relevant Conservation Area Appraisals and Neighbourhood Plans provide a wealth of information on much of the two districts, providing detail on the characteristics of the landscape and built heritage features in most of the settlements. Designers are not expected to simply replicate these features, but they do need to be aware of and **respond to the context** that the features provide, and demonstrate in planning applications how they have done so. In this way, the SPD fulfils the National Design Guide recommendation of local guidance setting out a baseline analysis of local character and identity.

Designers need to be aware of and respond to the context of their site, and demonstrate in planning applications how they have done so.



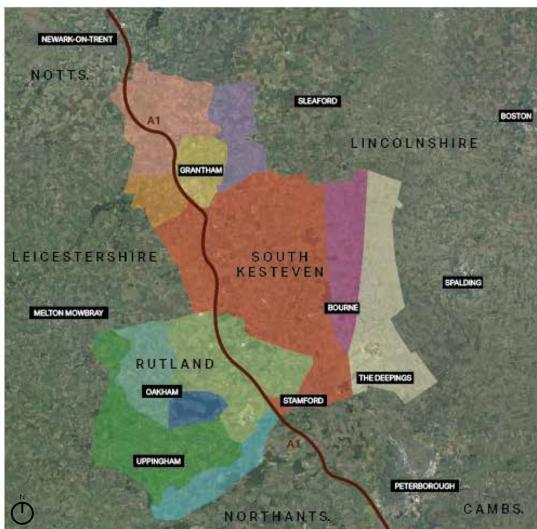


Figure 15: Landscape Character Areas (Rutland Landscape Character Assessment (2003), South Kesteven Landscape Character Assessment (2007)).



3. Understanding and responding to the context

A key message from this document is that the Councils will expect to see how the design of proposals in planning applications have been crafted in response to their context. This chapter sets out the Councils' expectations for site analysis for planning applications of new development.

This chapter then sets out how we expect applicants to approach their design response to context, and in the case of major residential development (i.e. more than 10 dwellings), how to define a design vision and principles as a high level, strategic response to the site, before zooming in on the details of the design in Part 2 of this Guide.

3.1. Starting with site analysis

Development does not happen in isolation. It has to respond to its surroundings in a variety of ways so one of the first things to consider before designing a development is to look beyond the red line of the application site (as well as within it). This is the site context.

A contextual analysis should be undertaken to identify and understand the wider context and site features and how these will contribute or influence the design proposals.

Basic approach to doing a site and contextual analysis

- 1) Start with desk based studies this helps plan and inform the site visit. For example: public footpaths and potential connections, topography, surrounding land uses and landscape features, official designations, local and national policies, history and historic maps.
- 2) Visit site study and explore the site itself, gaining access permission where required. For example: assess

- trees and hedgerows, key views from within the site, ground conditions, wet areas, ditches, wildlife activity, boundaries – rear garden fences of adjacent properties;
- 3) Explore around the site views and approaches towards the site. For example, how will the site be experienced as you approach it, local character, street character, movement - best walking routes to schools, shops etc, existing bus services and stops, cycle routes, footpaths, consider existing and future residents - how might people use these areas?
- 4) Document everything mark the site and contextual analysis on a plan and take photographs to record everything.
- 5) Use a checklist for consistency (see checklist below).
- 6) Meet on site this can be very effective way of discussing and resolving site issues in situ.

The diagrams on the following pages are to illustrate the types of diagrams that could be used and the elements they could include. They do not necessarily show best practice in layout.

Checklist for a site and contextual analysis

Landscape

- Landscape character, setting and history;
- Topography;
- Views in to and out of site and visual impact;
- Urban rural interface;
- Geology;
- Ecology and biodiversity;
- Green space, trees, hedgerows (green infrastructure);
- Hydrology and drainage (SuDS, existing flow paths, watercourses - blue infrastructure);
- Environmental risks, such as flooding and noise, air and water quality;
- Microclimate Light, shade, sunshine and shadows; and colours, textures, shapes and patterns;

Townscape

- Views, vistas and landmarks;
- Edges, nodes of activity, gateways, eyesores;
- Land uses and mix of uses around the site;
- Local character (positive examples nearby if nothing adjacent to site);
- History and heritage assets, such as listed buildings and conservation areas;

- Built form, layout, urban grain, density the scale and proportions of streets and spaces;
- Street character boundary treatments, building lines and the composition of street scenes, individual buildings and their elements:
- Building heights, massing and proportions of buildings;
- Relationships between buildings;
- Materials:
- Architectural features:
- Roofscapes;
- Façade design, such as the degree of symmetry, variety, the pattern and proportions of windows and doors, and their details.

Movement

- Access:
- Footpaths (particularly Public Rights of Way);
- Existing and proposed cycle paths;
- Links to and from the site, including public transport and proximity of local services;

• Approaches to the site – how do views of the site unfold as you approach.

People – human behaviour and function of places

- Desire lines (pedestrian and cycle);
- Gathering places and activity centres;
- The pattern of uses and activities, including community facilities and local services:
- General atmosphere;
- Social characteristics, including demographics;
- Aspirations, concerns and perceptions of local communities;
- Economic factors.

Statutory and legal constraints

- Ownerships;
- Rights of way;
- Planning status;
- Planning conditions;

- Covenants;
- Statutory undertaker's services;
- Existing underlying utilities and infrastructure, including easements.

Checklist: has your site analysis...

- Taken account of what is around the site, not just on it?
- Distilled what it is that defines the special character of the locality in question, including the landscape, the buildings and how the buildings are arranged?
- Included non-physical features of the site and the wider area?
- Reviewed the Neighbourhood Plan, historic mapping and other existing documents?
- Been based on a thorough understanding of community and stakeholder aspirations and insights?

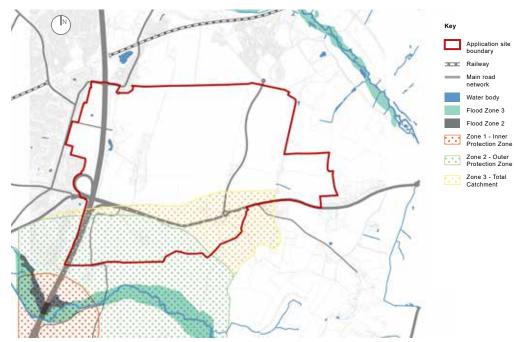


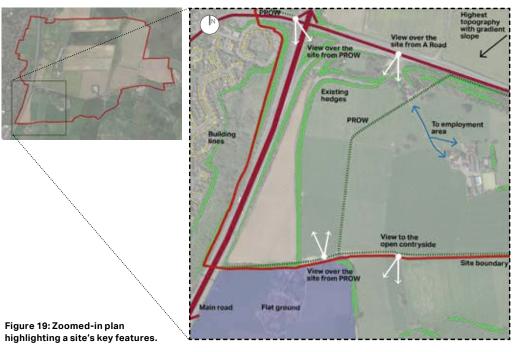
Figure 16: Hydrology map including flood zones and groundwater source protection zones.



Figure 17: Map of local land uses and facilities including residential, retail, leisure and community services.



Figure 18: A composite plan that highlights the principal elements of the physical context.



3.2. Responding to context

In response to the comprehensive site and contextual analysis work which should be undertaken at the outset of the design process and prior to this step, proposals should consider how best to respond to its context. The type of site analysis that should be carried out is set out above, this section shows examples of how development could respond to its context at the strategic level, in the early stages of design.

New development should be shaped by an understanding of its physical context.

In terms of how and where the development should be sited on its plot, how it looks, how it fits in and connects with its surroundings and how it works as a place in relation to surrounding places.

The design should consider, amongst other elements identified in Section 3.1:

- The site's natural features, landscape, topography and views; and
- The character and history of the local area and built form.

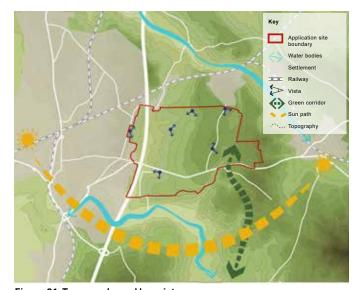


Figure 21: Topography and key vistas.

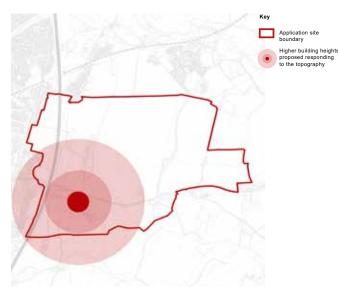


Figure 20: Responding to the topography of the site by locating higher density and taller built form in the lower lying part of this site, and lower density development on the edges overlooking open countryside.

New development should be connected to its surrounding area

Use historic and existing routes, internal and external views and vistas, and landmarks to decide how the site should connect physically and visually with its surroundings.

The design should consider:

- · Historic and existing routes;
- Connections with wider networks; and
- Visual connections with surrounding areas.

Figure 23 illustrates how new development connects to the existing network of footpaths, cycle routes and roads, and existing settlements, based on existing connections as shown in Figure 22.

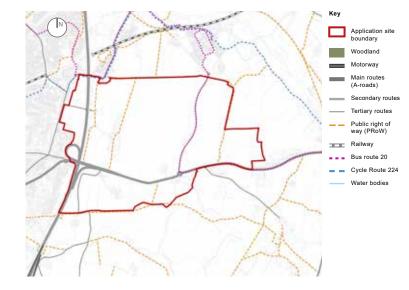


Figure 22: Existing movement networks of the site.

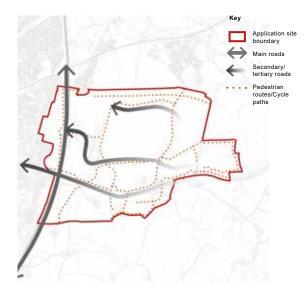


Figure 23: Responding to the existing movement networks.

3.3. Establishing a vision and principles

There a number of ways to help demonstrate how your scheme intends to respond to its context, which include (but are not limited to):

- Writing a vision statement;
- Establishing a set of clear development principles; and
- Including a concept plan or diagram to illustrate those principles.

Such a clear and logical account of the design process should be set out and evidenced in the applicant's Design and Access Statement to accompany the planning application, where one is required.

Design vision

Depending on the size of the scheme, it may be appropriate - and helpful - to write a vision statement which sets out what the scheme will comprise in terms of proposed uses, and what it will be like as a place so that people can imagine what it will be like to live, work or play in. This description should be succinct and specific to its location, referencing any relevant landmarks or assets; it should set out a broad picture without too much detail.

The vision for St George's Barracks in Rutland is set out here as an example:

St George's Barracks will:

- The regeneration of St George's Barracks will result in a new 'Community for Life', designed in accordance with the principles of a garden village. The community will evolve carefully through its relationship with Edith Weston, North Luffenham, Normanton and Rutland Water, and will have its own identity drawn from the character of Rutland.
- Priority will be given to pedestrians and cyclists, with convenient routes for public transport. There will be a diverse pattern of formal and informal green spaces, waterbodies and other public spaces.
- A thriving and economically active community will enable people to live and work in the same place, attracting a younger, working-age population and addressing the imbalance of the current aging population.

Development principles

To support the vision, it can be useful to establish a set of clear, site-specific development principles which seek to deliver different parts of that vision, and to set the design intent of the scheme. It can also help to demonstrate that you have fully understood the site's context, both its challenges and opportunities.

Such principles can be particularly helpful for large schemes which may be built over a longer timeframe, to provide assurance and certainty of the design quality of later phases.

As with the vision statement, the principles do not need to be lengthy or overly detailed, and a smaller number of clearly defined principles can be more effective than a large number of vague principles. Like the vision, they need to be unique to the site.

The images to the right illustrate a selection of the strategic development principles for the urban extension introduced in Section 3.1.



Figure 24: Connecting existing and new green routes and open spaces.

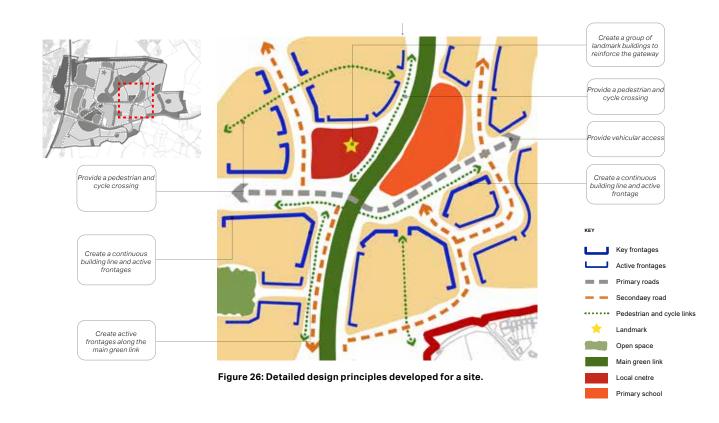


Figure 25: Providing green spaces near homes.

These could be supported by a number of more detailed principles if there are specific issues that are important to the site, such as how the site needs to consider its response to:

- Existing desire lines to neighbouring settlements or facilities which could be made into a feature:
- Mature trees which need to incorporated and/or made into a feature;
- Rear gardens adjacent to the site which should be backed onto by rear gardens of the new development;
- Existing hedgerows which could be used to create green corridors and movement routes; and
- Views which could be maximised by adjusting the layout to frame the views.

The image to the right shows an example of more detailed design principles which could be developed for a site.



Concept plan

A simple concept plan can also be helpful to both illustrate vision and design intent. Depending on the size of your site and the complexity of the scheme, it can be useful in demonstrating how you intend to address the strategic issues which influence the design, such as the topography, green infrastructure, key views, key connections and desire lines, as well as showing key characteristics or features of your scheme such as the main spaces and focal areas. Examples of the type of concept plan from simple to more detailed are shown to the right.

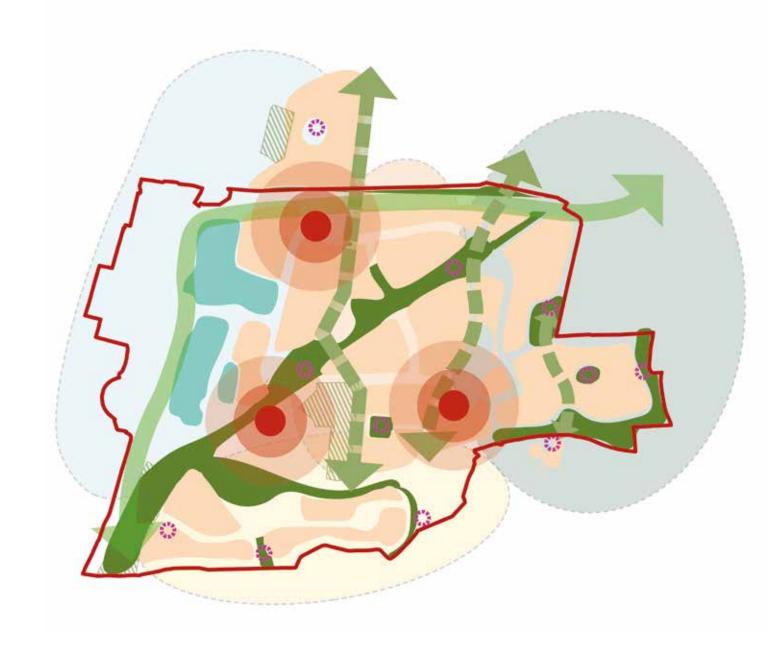


Figure 27: Example of a simple concept plan.

Broad structure of layout

Now the vision, principles and concept are established, it is time to begin to flesh out the framework by considering the disposition of land uses, blue and green infrastructure and the movement network, and the relationship between each of these components and the surrounding area.

This framework should consider a finer level of detail than the concept plan and to think about the relationship between these structural elements:

- The distribution of land uses, their role and function and how they relate to the communities that they will be serving;
- How people will move within the site and to nearby areas on foot, cycle and public transport first, and then by private car;
- How new and existing green and blue infrastructure will shape the layout and define the character of the new development, and the role of each of these elements in place-making;
- How communities will access and use the green and blue infrastructure;
- How the new development treats its edges and how this interfaces with the surrounding countryside or settlements; and
- How to incorporate site constraints such as noisy motorways.



Figure 28: Example of a broad layout structure.

Summary

This page summarises four key steps in understanding and responding to the site's context.

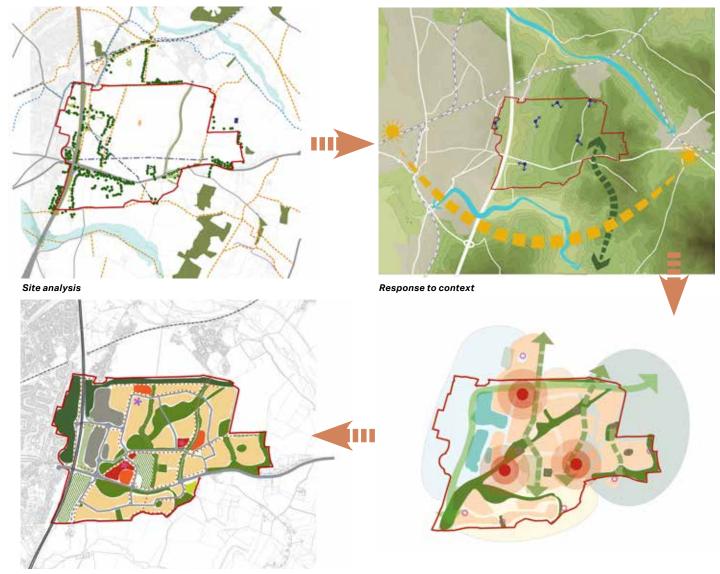


Figure 29: Summary of design responses.

Broad structure of layout

Design concept

Checklist for major developments: Has your design...

- Directly responded to the site analysis, including its surroundings, topography, geology, watercourses and relationship to open spaces, nearby settlements, and routes?
- Protected and enhanced existing views into, through and out of the site?
- Connected into and enhanced existing local networks transport, social, environmental?
- Established a vision and set of principles that are unique to your site and couldn't apply to anywhere else?
- Created a community that uses natural landscape assets and allows residents to benefit from them?

Checklist for smaller and household developments: Has your design...

- Considered nearby buildings in terms of their height, position, massing, materials and architectural style?
- Protected and enhanced existing views into, through and out of the site?
- Provided adequate access to/from the site for users and servicing?

Design

Part 2



4. National guidance that must be followed

Part 2 of this document introduces the design solutions that should be implemented in Rutland and South Kesteven. This chapter introduces a small number of key national guides that all applications must be compliant with, whilst the remaining chapters focus on design approaches that experience shows need particular attention in our area.



The suite of national guidance that must be followed comprises:

- National Design Guide;
- Manual for Streets; and
- Building for a Healthy Life.

4.1. National Design Guide

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It introduces ten characteristics and 29 related principles that are common to well-designed places. These are presented in the table on the next page, alongside brief consideration of how they may be applied in Rutland and South Kesteven.

4.2. Manual for Streets

The South Kesteven Local Plan stipulates that major development must demonstrate compliance with Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

4.3. Building for a Healthy Life

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing.

The BHL toolkit sets out 12 questions to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process. Both Rutland and South Kesteven Local Plans expect new residential development to perform strongly against the BHL criteria.

Manual for Streets: Key principles

Applying the Manual for Streets (MfS) is mandatory for residential developments of at least ten homes. Whilst the MfS has influenced this document, we do not repeat the its contents. Key relevant principles for Rutland and South Kesteven include:

- Walkable neighbourhoods, not car-dominated layouts;
- Designing for pedestrians and cyclists first;
- Designing streets as places, not just movement corridors:
- No standardised highway designs; and
- Design Residential Streets for speeds of 20mph and below.

	· ·									
Characteristics	30%		E P	ŽŽ.	*				0.50	
Charact	CONTEXT Enhances the surroundings	IDENTITY Attractive and distinctive	BUILT FORM Coherent pattern of development	MOVEMENT Accessible, easy to move around	NATURE Enhanced and optimised	PUBLIC SPACES Safe, social and inclusive	USES Mixed and integrated	HOMES & BUILDINGS Functional, healthy and sustainable	RESOURCES Efficient and resilient	LIFESPAN Made to last
les	Understand and relate well to the site, its local and wider	Respond to existing local character and identity.	Compact form of development.	An integrated network of routes for all modes of transport.	Provide high quality, green spaces with a variety of landscapes and activities.	Create well-located high quality and attractive public spaces.	A mix of uses.	Healthy, comfortable and safe internal and external environment.	Follow the energy hierarchy.	Well-managed and maintained.
Principle		Well-designed, high quality and attractive,	Appropriate building types and forms	A clear structure and hierarchy of connected streets.	Improve and enhance	Provide well-designed spaces that are safe.	A mix of home tenures, types and sizes.	Well-related to external amenity and public spaces.	and construction	needs and evolving
P.	Value heritage, local history and culture.	Create character and identity.	Destinations.	Well-considered parking, servicing and utilities.	water management. Support rich and varied biodiversity.	Make sure public spaces support social interaction.	Socially inclusive.	Attention to detail: storage, waste, servicing and utilities.	techniques. Maximise resilience.	technologies. A sense of ownership.
Implications for Rutland and South Kesteven	Work best with, and enhance where possible, local landscape character, existing natural features and wildlife habitats. Integrate positively with existing patterns of built form and existing buildings. Incorporate elements of local architecture, culture and history through the use of appropriate materials and details.	Complement and enhance how existing buildings relate to each other and existing routes and spaces. Provide, protect or enhance existing views and vistas of the landscape and landmarks. Reflect and improve upon any distinctive architectural elements of local buildings which could be used to create a sense of local identity.	Use land in the most efficient way possible, combining development with open space to optimise density, within context. Ensure buildings relate positively to the street with active frontages and an appropriate scale and proportion. Create destinations to allow people to gather and socialise. Clearly define public and private spaces through layout design and use of materials.	Create a well- designed and connected network of routes to allow people to choose how to travel to, from and within a site, with priority given to pedestrians and cyclists. Develop a street network which enables people to easily find their way around the site and to the wider area. Accommodate the different parking, servicing and utilities requirements of all users. Incorporate green infrastructure and high-quality landscaping within the street network.	Provide high quality, well located, and multifunctional green open space - including play space. Use trees and landscaping to enhance public realm, in private gardens and to act as buffers where required. Improve water management through incorporating SuDS with green infrastructure and movement routes. Promote green networks such as direct green links between open spaces or key destinations.	Create the right types of public spaces in the right type of places to meet different users' needs. Design public spaces in which users feel safe and included by providing a number of opportunities for natural surveillance.	Provide the right mix of local services and facilities in the right locations, taking into account existing provision. Provide a mix of homes tenures, types and sizes to encourage a mix of people to live in the area. Create a balanced community which welcomes people from all sectors of the community and provides accessible spaces and facilities.	Ensure buildings are fit for purpose for its occupants, users or visitors, for their current and potential future requirements. Design buildings to be efficient and cost effective to run by maximising natural daylight and ventilation. Incorporate well-designed storage, waste, servicing and utilities solutions which consider ease of use/servicing and do not dominate the street scene.	Make walking and cycling the obvious choice for local journeys through layout design. Design places and buildings to - in this order: i. Reduce the need for energy; ii. Be energy efficient; iii. Maximise potential for clean energy supply; and iv. Efficiently use fossil fuels from clean technologies. Choose materials that offer high thermal performance, can be recycled, or area naturally produced. Design in resilience for a changing world-for example forecast increases in extreme weather events.	Design and plan in long-term stewardship from the outset. Future-proof development so that it can adapt to changing life circumstances and working patterns.
ost relevant section in this document		2.1.	3.3. 5l	3.3.	5B	5C	3.3.	5B 6D	5B	5B 5G
nt se cume	2.3.	2.2		5C	5C	5D	5D	5R 6E	5G	
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M		JL.	6G	5Q		5M		6C	7	7

Figure 30: National Design Guide characteristics, principles and possible applications in Rutland and South Kesteven, including reference point in this document.



5. Strategic design

In addition to following the guidance in the national documents above, there are a number of specific areas where we want to see improvements in the quality of development in Rutland and South Kesteven. This chapter concentrates on the strategic scale - things beyond the design or alteration of a single building. These are the issues that applicants frequently fail on, leading to delays and increasing the risk of development that fails local people.

5A: Follow the process

The design process outlined in part 1 of this document must be followed on all major applications.

We must be able to see how a thorough site and contextual analysis has informed the proposed design, leading to a scheme that is more characterful.

5B: Responding to the climate emergency

The UK's legally-binding climate change targets will not be met without the near-complete elimination of greenhouse gas emissions from UK buildings South Kesteven District Council has declared a 'climate emergency' and is has an ambition to reduce its carbon footprint between now and 2030 and become net zero carbon by 2050. Rutland County Council also has the aim of making sure its activities achieve a net zero carbon footprint before 2050.

All new development can be net zero carbon.

Site location

Given the significant contribution that the transport emissions make to the climate emergency, and the problem of neighbourhoods being dominated by cars, one of the best things that can be done is to locate new development

in places that will enable residents to access local services, including education and employment, by foot, cycle and public transport.

Layout

Following much of the guidance in this document, and the national guides introduced in Chapter 4, will help to ensure that development is sustainable and also mitigating against the impacts of climate change. In particular:

- Providing connectivity and a walkable neighbourhood with good facilities;
- Designing for pedestrians, cyclists and public transport users ahead of cars:
- Encouraging healthy, active lifestyles;
- Promoting biodiversity and green infrastructure through a landscape-first approach;
- Installing sustainable drainage systems;
- Enabling local food production; and
- Using natural or recycled and local materials.

In addition, electric car charging points should be provided in new development.



These steps will also help improve air quality, pollution and health. See <u>here</u> for further local guidance.

Buildings

There is also much that can be done at the individual building level. Super insulate first. Be 100% powered by renewable sources. In well insulated and air-tight buildings,

the energy consumption of all houses can be met with roof mounted PV panels and/or ground or air source heat pumps.

Factors to consider when planning for net zero carbon include:

- Building orientation;
- Efficiency of the building shape;
- Amount of glazing; and
- Systems deployed, such as on-site generation, heat pumps, mechanical ventilation, water management and district heat networks

Embodied carbon – the emissions associated with building construction – also needs to be considered. This means that the materials in a building can be re-used if it is demolished or disassembled, and that it re-uses materials in its construction.

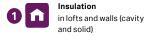


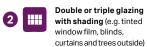
See the <u>LETI Climate Emergency Design</u>
<u>Guide</u> for more advice on the design of new housing.

Materials with good environmental performance can sit comfortably with traditional materials and built forms. Even in Conservation Areas, old buildings can be retrofitted to improve their energy performance with little or no negative visual impact.

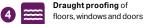
At wider scale, the promotion of walkable neighbourhoods that minimise the need to travel is vital in the response to the climate emergency, as well as improving air quality.

KEY: EXISTING HOMES









Highly energy- efficient appliances (e.g. A++ and A+++ rating)







KEY: NEW BUILD HOMES



High levels of airtightness



More fresh air

with the mechanical ventilation and heat recovery, and passive cooling



Triple glazed windows and external shading especially on south and west faces



Low-carbon heating and no new homes on the gas grid by 2025 at the latest



Water management and cooling more

and cooling more ambitious water efficiency standards, green roofs and reflective walls



Flood resilience and resistance e.g. raised electrical, concrete floors and greening your garden



Construction and site planning timber frames, sustainable transport options (such as cycling)



Solar panel



Electric vehicle charging point

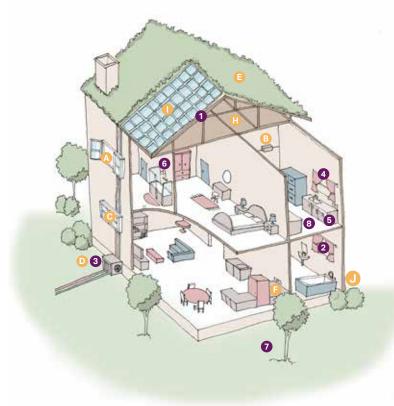


Figure 31: Diagram showing the low-carbon homes for both existing and new build - measures in each column may be used in both types (based on work by the Committee on Climate Change).

KEY QUESTIONS:

- Is your development net zero carbon? If not, why not?
- How will people be able to choose practical non-car alternatives for travel?
- Has the site masterplan considered all options to reduce carbon?
- Does the masterplan mitigate against the impacts of climate change?
- Will the buildings themselves be net zero carbon over their operational lifespan? How will this be achieved?
- How does the design of low-carbon housing relate to local character?

5C: Encouraging healthy lifestyles

All of the guidance in this chapter is aimed at promoting healthy, active lifestyles. The way that new development is designed has a major opportunity to influence behaviour, social circumstances and environmental factors such as air quality.

The Council will expect development proposals to protect, promote, support and enhance physical and mental health and wellbeing,.

Key issues are:

- Contact with nature including street trees, green nature corridors, SuDS design for biodiversity (including permanently wet areas), green spaces designed for biodiversity, boundary hedges (instead of knee-rails), well landscaped front gardens, rear gardens with trees provided, bat/bird/swift boxes, and native (and wildlife friendly) species as a general rule for landscaping schemes;
- Positive social contact including meeting places, community facilities, open spaces designed for all ages, on-street parking, wider pavements, larger front gardens, community activities and initiatives, community gardens (such as kitchen gardens), allotments, homezones, traffic calmed streets, and shared surfaces:
- Healthy food including community kitchen gardens and orchards designed in to open spaces, allotments, community composting; and

KEY QUESTION: -

 What have you done to promote healthy lifestyle choices?

- Physical exercise including active travel, walkable neighbourhoods, circuits of routes, quality cycle infrastructure, easy to navigate, safe and attractive streets, walking and cycling routes, and welldesigned, high quality and accessible play areas within walkable distance of people's homes.
- Lifetime Homes that are adaptable and accessible over time.

Sport England's Ten Principles of Active Design

- 1. Activity for all
- 2. Walkable communities
- 3. Connected walking & cycling routes.
- 4. Co-location of community facilities
- 5. Network of multifunctional open space
- 6. High quality streets & spaces
- 7. Appropriate infrastructure
- 8. Active buildings
- Management, maintenance, monitoring & evaluation
- 10. Activity promotion & local champions



See Sport England's <u>Active Design Guide</u> and the NHS <u>Healthy New Towns guidance</u> for more advice on encouraging physical exercise and healthy lifestyles.



See the Fields in Trust <u>Guidance for Outdoor Sport</u> <u>and Play</u> for further advice about designing playing fields and more.



Figure 32: New residential scheme in Derbyshire providing a pleasant, well equipped and accessible play area and open space.

5D: A strong landscape structure

The landscape design of a scheme is a key strategic consideration and should be considered at the very start of the design process. This ensures that sufficient space is given to landscape and drainage within a layout - before streets and buildings get added - and that parks, ecological corridors and other 'green infrastructure' is positioned in the optimum locations within the site, rather than areas left over.

Strong landscape structures in optimum locations create important movement corridors for people and wildlife and also make sites easier to navigate around. Designing for wildlife is of great importance and existing meadows, wetlands, hedgerows, trees and woods should be retained and joined up with wildlife-rich gardens, verges, amenity green space, cycle paths and walkways, resulting in a network of natural green and blue corridors weaving through a development and beyond, into the surrounding urban and rural landscape, contributing to the wider ecological network.

Development sites should achieve a biodiversity net gain.

KEY QUESTIONS: —

- Has the design been structured around the landscape strategy, not vice versa?
- Has the site been designed around a suitable drainage scheme using the natural fall of the land?



We encourage developers to achieve <u>Building with</u>
<u>Nature</u> standards. The Wildlife Trusts' <u>Homes for</u>
<u>People and Wildlife</u> is another useful resource.



See the <u>Biodiversity Net Gain good practice</u> <u>principles for development</u> produced by the Chartered Institute of Ecology and Environmental Management and partners.



Figure 33: Landscape structure at the heart of a design.



Figure 34: The Croft, Bourne. A contemplative space at the cross road of routes within the scheme.



Figure 35: Wyndham Park in Grantham. Green flag winner, with properties overlooking and enclosing this open space.

5E: Continuous green corridors and circuits

A development with a strong and attractive landscape and movement structure that interconnects key destinations, spaces and places has many benefits. For example, helping to make a layout easier to find your way around, making walking and cycling more attractive options and creating a much more characterful development.

A green corridor running through the entirety of a site is a fantastic navigational aid and provides a pleasant and practical experience for pedestrians and cyclists. Corridors that stop in the middle of a site or don't lead anywhere useful should be avoided.

Green circuits should also be considered. A circuit avoids having to walk along a linear route, turn around and walk back along the same route, encouraging healthy circular walks, runs and cycles. Circuits can be signposted, for example at 1km intervals.

KEY QUESTIONS: -

- Do green corridors connect with spaces and places where people and wildlife will want to go?
- Have you exploited any opportunities to create green circuits?



Figure 36: Continuous green corridor linking a development site to the existing village and the countryside.

5F: Trees in the public realm

Street trees have many benefits: they improve air quality, provide shade, support nature and biodiversity net gain, cool the air, slow surface water run off rates, provide character, reduce traffic speeds and define street hierarchy.

Existing mature trees can be preserved and/or new large species planted and given sufficient space to flourish and become key features

It is essential that street trees are planted within appropriate tree pits that will allow them to flourish and become healthy tree specimens.

The right species of tree should be selected for the particular location, set of circumstances and desired landscape character.



SKDC has signed up to the <u>Charter for Trees</u>, <u>Woods and People</u>, which promotes greener local landscapes.

KEY QUESTIONS: -

- Have you included street trees, and others in the wider public realm, wherever possible?
- How have you selected the species that are best for the site?
- Are measures in place to make sure that trees will grow and thrive?

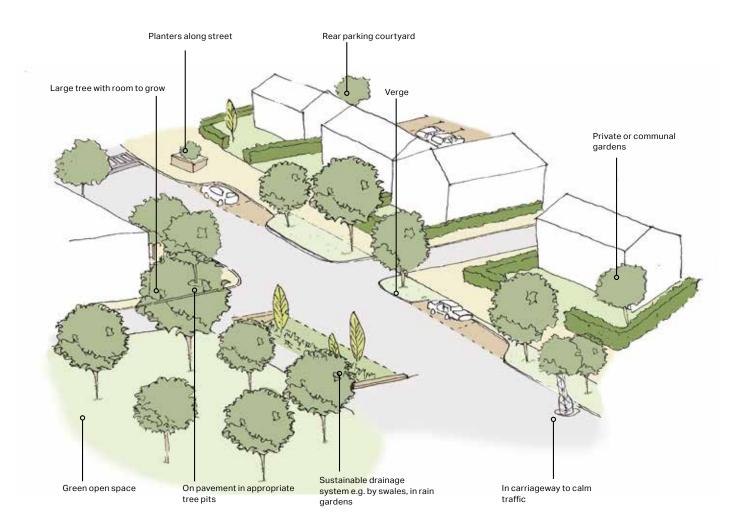


Figure 37: Different types of tree in the public realm.

5G: Sustainable drainage systems

Sustainable drainage systems (SuDS) cover a range of approaches to managing surface water to reduce flood risk whilst improving water quality and amenity. They reduce the amount of surface water that reaches the sewer system and the rate at which it reaches a watercourse.

The best approach is to collect and re-use water but, if this is not possible, infiltration and attenuation/controlled release must be used unless it can be proved that it will not work for locally-specific reasons.

SuDS do not have to be complicated; the best solutions are often the simplest. It should be integrated with green infrastructure and corridors, and planned in from the earliest stage to make sure that enough space is made available in the right places. The whole site should be designed around a sustainable drainage scheme, with drainage features positioned at the lowest point in the site and with inventive ways to get the surface water into the ground. Sometimes these will include multi-use open spaces that also have a drainage and flood storage function. This is part of the landscape-led approach to major development that is required.

Figure 38: Sustainable drainage integrated into the scheme's green infrastructure in Tenterden, Kent.

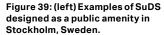
The best approach for any site will be locally specific, influenced by the different soil and landscape types. It will be designed with management in mind, understanding that it will change over time and need managing flexibly.





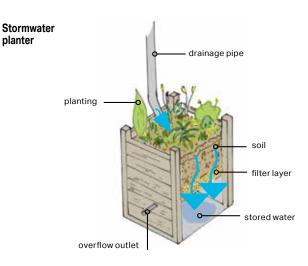
Refer to Lincolnshire Development Roads and Sustainable Drainage Approach for more details. This advice is also relevant for use in Rutland.

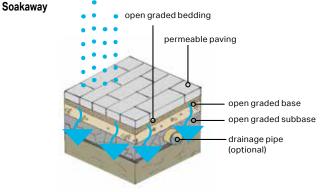
planter



KEY QUESTIONS:

- Has the scheme design been structured around an integrated sustainable drainage and green infrastructure strategy?
- Is drainage based on the specifics of the site, taking account of soil types and topography?





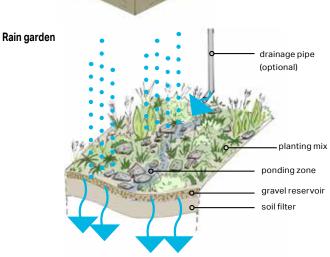


Figure 40: Three possible components of a sustainable drainage schemes - stormwater planter, soakaway and rain garden.

5H: Street hierarchy

A development where all streets look the same lacks character, is difficult to navigate and can confuse users, including drivers, as to how they should behave. A clear street hierarchy is needed, with a main street that is distinctly different to the others and more minor streets such as mews and lanes. The **Main Street** serves as a navigational point within the site and also a characterful feature.

Key elements of a Main Street/Avenue could include:

- · Street trees;
- Wider pavements;
- Strong front boundary treatments such as railings and walls supplemented by hedges;
- Strong building lines;
- Absence of frontage parking;
- Strong built frontages that positively address and enclose the street:
- Rhythm and continuity of facades; and
- Well-proportioned in terms of height to width ratios.

Edge Lanes can be effective in enhancing connectivity within development sites, making it easier to travel around and move through sites and reducing the number of private drives and cul-de-sacs. This can substantially reduce walking routes for pedestrians and also create less need for vehicles (such as refuse collection) to turn in the street.

KEY QUESTIONS: •

- Is there a clear street hierarchy that lets people know how they should use each street?
- How are the street types differ from one another?

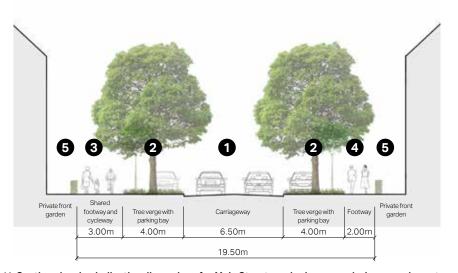


Figure 41: Section showing indicative dimensions for Main Streets and primary roads. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate

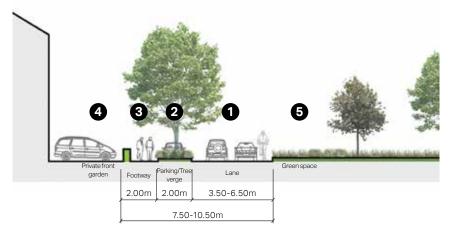


Figure 42: Section showing indicative dimensions for Edge Lanes. The lane width may vary to discourage speeding or provide space for parking.

- Carriageway (village-wide traffic).
- Green verge with tall trees.
 The latter are optional but would be positive additions.
 Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.
- Shared footway and cycleway

 cyclists to be segregated
 from vehicle traffic.
- 4. Footway.
- Residential frontage with boundary hedges and front gardens.

- Shared lane (local access) width to vary.
- Green verge with trees. The latter are optional but would be positive additions. Parking bays may be interspersed with trees to soften the impact of parked cars.
- Footway.
- Residential frontage with boundary hedges and front gardens.
- Green space, with trees or hedges to manage the transition to the countryside.

51: Connected layouts

Generally, layouts should be permeable, with the number of dead ends being minimised and with good connections into the wider street and path network.

Connected layouts encourage walking and cycling and the use of public transport. Layouts with poor connections encourage people to use their car for even short journeys, adding to local air pollution and congestion.

Some cul-de-sacs and mews streets may be appropriate in a wider connected layout.

Developments should knit in to the wider neighbourhood and single access points to large sites should be avoided.

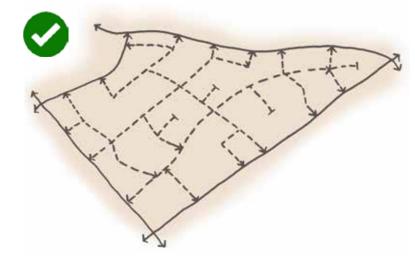


Figure 43: A connected layout, with some cul-desacs, balances sustainability and security aims in a walkable neighbourhood.



<u>Secured by Design</u> is an initiative that offers advice on designing out crime.

KEY QUESTION:

Are most streets connected to others at both ends?

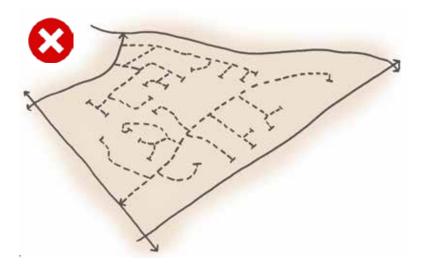


Figure 44: A layout dominated by cul-de-sacs encourages reliance on the car for even local journeys.

5J: Addressing the street (perimeter blocks)

As a general rule, buildings should have public fronts and private backs. Back gardens should back onto other back gardens, bring community safety and privacy benefits.

This also applies around the edges of sites. Buildings should look outwards, not turn their back on their surrounds. Hedgerows or other planting in front of homes can soften open rural interfaces.

Properties on all corners should have active facades on both sides, not blank gable ends.

KEY QUESTIONS:

- Are all streets fronted by buildings?
- Where you have followed existing patterns buildings in the village are orientated at right angles to the street, have you still included windows on the street-facing façade?
- Do back gardens back on to other back gardens?

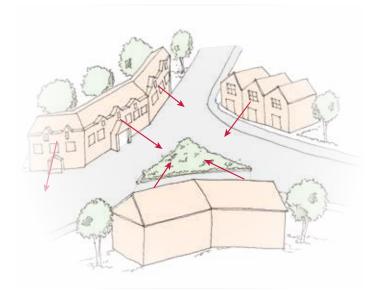


Figure 45: Overlooking of streets and spaces.

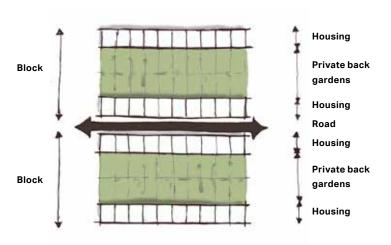


Figure 48: Outward facing blocks with private backs and public fronts.





Figure 47: New residential scheme, north west Oakham. The house has been designed so all the active facades have windows overlooking the streets as well as a high quality boundary treatment.

5K: Strong front boundary treatments

Strong front boundary treatments are an essential ingredient of the streetscape and are very effective in enhancing the character of a street, creating a clear demarcation between public and private spaces.

Strong front boundary treatments can include railings and low walls, supplemented by low hedges behind. Hedge front boundary treatments can work well, but the species selected must be robust and planted well so that they can grow and survive in what can be quite a harsh environment of a front garden.

Different boundary treatments can be used on different streets to create a range of street characters.

Front boundary treatments should reference the local character of the area and the positive and/or predominant front boundary treatments.

Figure 49: Hedge and railings presenting an attractive buffer between the public and private.

KEY QUESTION: -

• Are boundary treatments in keeping with the area's prevailing character?



Figure 50: The mixture of low walls, supplemented by low hedges behind add interest to street character.

5L: Special places - breaks/interruptions/ events

Residential layouts can often be very highways dominated and also include long stretches of uninterrupted highway lacking in character. Special places / events should be created along longer streets in order to reduce speeds, add character to the street, serve as navigational points and also respond to surrounding features.

Street design should respond to the surroundings, such as an adjacent park, a footpath route crossing the street, a school or local centre, a landmark building, a group of buildings, a junction.

In order to address these issues special places should be created within the street network and could include for example:

- Village greens and other open spaces;
- Urban squares;
- Change in surface material and street design to respond to surroundings;
- Wider pavement with trees; or
- Trees in the highway.

KEY QUESTIONS: -

- Are some streets enlivened by special 'events'?
- Do strong/landmark buildings front these special spaces to help enclose them and enhance their character?



Figure 51: The indicative diagram showing special places in order to add character to the place.

5M: Street character

Emphasis should be given to defining street character – with street design, front boundary treatments, building lines, front garden depths, parking arrangements, landscaping, house types and materials all working together to create streets that have strong characters of their own.

KEY QUESTION: —

• What are the specific features of the streets that elevate them above the norm?



Figure 52: New street at Cecil Square, Stamford uses traditional building forms, a limited palette of materials, interesting boundary treatments and a paved road surface to produce a distinctive street character.



Figure 53: New street in Trumpington Meadows, Cambridge, combines many elements that define a strong street character, including non-standard highway treatments, quality contemporary materials, street trees, integrated sustainable drainage and windows on all building facades. The curve of the street leads the eye around the corner, creating further interest.

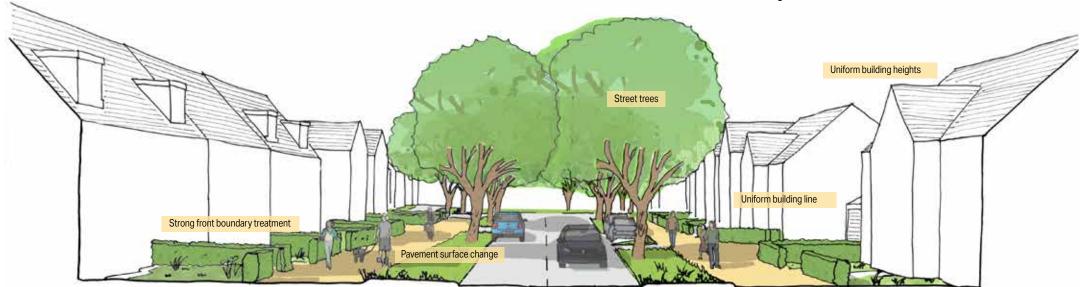


Figure 54: Typical residential street.

5N: Local rural village and town urban form and street character

Streets and layouts should relate to the character of their location – in the rural villages and towns, streets should aim to replicate the urban form and character of streets found in the area and/or best practice in streetscape design.

In many towns and villages in Rutland and South Kesteven, streets are curved with properties following these curves and leading the eye around the corner. Visual stops that terminate views along the street are also a characteristic and help to break up long stretches of street. Long straight streets are generally not a characteristic of the area and are commonly only found within the larger settlements.

The height to width ratio of streets is also a key characteristic, helping to provide a sense of continuity and enclosure along the street. Streets that are too wide and buildings that don't sufficiently enclose the space in front of them generally lead to less attractive streetscapes.

Different character areas can be designed into larger developments to add variety instead of monotony.

KEY QUESTION: -

 How does the scheme layout relate to the wider settlement's built form?



Figure 55: Hambleton, example of properties at the edge of the village having a larger setback at the front and a less formal arrangement.



Figure 56: Greetham, example showing a stronger alignment in the central areas.

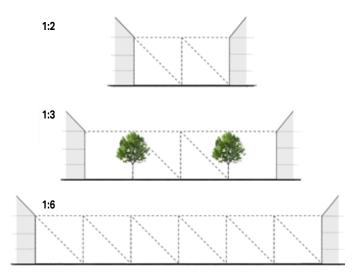


Figure 57: 'Enclosure' is the relationship between the height of the buildings and the distance across the street or space between facing ones. A ratio of 1:2 (top) or 1:3 is generally appropriate for residential streets, with 1:6 (bottom) a general maximum for squares and very wide streets. Enclosure can be defined by trees instead of buildings (centre).

50: Local centre/community facilities

A sense of community is an essential element of any new settlement. Local centres and community facilities should be designed to:

- Encourage social interaction;
- Not be car orientated with parking areas dominating;
- Designed as vibrant places;
- High quality public realm and landscaping;
- A mix of uses to include elements such as café's that encourage people to stay and for people to socialise;
- Be located to be walkable for as many people as possible; and
- To be co-located with other facilities such as schools, recreational areas.

KEY QUESTIONS: -

- Are local centres designed to be attractive and safe for users and businesses?
- Will most people choose to travel there by foot or cycle?



Figure 58: The brand new local centre at Eddington, Cambridge, presents a very attractive car-free environment that will encourage social interaction.

5P: Cycle infrastructure

Facilities for cyclists need to be comprehensively thought out and continuous, both within the site and in connecting on to key destinations elsewhere.



The Cycling and Walking Plan for England sets the framework for radically increasing levels of cycling and Local Transport Note 20/1 provides updated guidance on the design of cycle infrastructure.

Key factors to plan for include:

- Continuity of routes;
- Segregate on the busiest roads;
- Avoid conflict with side streets and driveways;
- Think of different types of cyclists commuters (exiting the neighbourhood on a longer journey), leisure cyclists (road bikes, families on wider cycle trip), practical trips (to the shop, school, train station, town centre), children (cycling around the neighbourhood or to school or park);
- Easy to use avoid 90 degree bends, missing sections, demarcate crossings over other streets, potential on street parking conflicts;
- Design to be attractive to use and encourage all types of people to cycle - 'would this cycle route design encourage me to cycle?'; and
- Convenient cycle storage in homes.

KEY QUESTION:

 How have you catered for the needs of cyclists, and those who might be persuaded to cycle?



Figure 59: Convenient cycle storage in an apartment.



Figure 60: Raised cycle and pedestrian paths at entrance to new development making it clear who has priority.

5Q: Car parking

Parking requirements should be considered at the outset of the design. Insufficient and poorly designed parking can have negative impacts on how streets function, can create cluttered and chaotic environments and can create unnecessary neighbour and community conflicts and divisions.



For South Kesteven, refer to <u>County Council</u>
<u>Guidance</u> for advice on the amount of parking that should be provided. For Rutland, see the adopted <u>Site Allocations & Policies Development Plan</u> <u>Document (page 70)</u>.

These spaces should ideally be in addition to any garage provision (as garages are rarely used for parking)

There are a number of ways to provide parking, depending on variety of factors such as the size of plot, the type of street the site is located on and neighbouring buildings.

On plot

Parking on plot is usually the most appropriate type of provision in villages and suburban settings. Principles to consider include:

- Parking spaces should be provided on-plot and ideally located behind the building line, between dwellings and/ or on drive through units/car ports. This is to enhance street character and maintain strong building lines and front boundary treatment lines, and avoid parked cars dominating the street;
- Where it is necessary to site parking spaces in front of the building line, they should be limited in number and located sensitively within a development. This parking should be located away from main streets or streets where it does not fit with the desired character:

- Cars parked on plot should be softened with landscape, planting and materials as well as a clear property boundary. Parking spaces should be as well as, not instead of, a front garden, and landscaped space should equal or exceed that of hardstanding;
- Where possible an integral garage could be combined with a room above as part of the main building.
 Detached garages – if provided - should complement the main building in terms of proportion, roof and materials;
- Paving materials should be permeable and complementary to the building design;
- Parking spaces should be wide enough to allow the
 doors on both sides of the car to be opened sufficiently,
 in order to provide comfort of use for all users. This
 includes, for example, the mobility impaired, older
 people, people with young children and people
 unloading luggage and bulky items; all of whom require
 the door to be opened wide in order to get in and out of
 the car:
- Triple double bays and spaces between rear gardens should be avoided.

Off plot

Off-plot frontage parking for linked units/terraces should be softened and broken up with street trees. Adequate space should be provided to ensure that trees do not block paths or hinder movement around spaces. A consistent building line should be maintained.

On street parking

Car parking on public, although not necessarily adopted, streets is usually the most space efficient form of parking. Guidelines for this type of parking include:

- On-street parking should be designed from the outset;
- Make parking spaces clear and unambiguous by delineating them with materials or marking;
- Consider what is the best parking alternative according to function, location and place-making aims. Typical arrangements include: parallel, perpendicular and right-angled layouts. The right solution will emerge from analysis of the site and expected amount of traffic;
- Aim to get the space as close as possible to the entrance of the dwelling;
- Add planting to soften the presence of the car such as verges, hedges and trees on street;
- If possible, group cars together and incorporate a break consisting of planting such as trees or hedges, usually groupings between three and six work best; and
- Position visitor parking in visible areas and on the front of properties to encourage active places.

Rear parking courtyards and car parks for flats

Rear parking courts should be a last resort, only used once other options have been exhausted or if there are clear placemaking benefits like creating strong frontages to overlook a key space.

Poorly designed parking courtyards are often not used by residents and lead to surrounding streets and pavements

becoming cluttered with cars. Where provided, parking courtvards and car parks for flats should be safe and attractive to use.

It is recommended that the guidance below is followed:

- Rear parking courtyards will be discouraged. Occasional parking courtyards will be permitted, if justified and if they are designed to a high standard and treated as part of the public realm, as set out below;
- They should be kept small (ideally maximum of 5 properties);
- There should be properties located at the entrance and also within the courtyard itself, with habitable rooms at ground floor overlooking the access and parking areas;
- Block paving should ideally be used to delineate bays and modest markings should be used to label them.
- Boundary walls, not fences, should be used and set back from areas where vehicles and pedestrians will move, so to offer the opportunity for landscaping and relief from an otherwise enclosed environment.
- They should be well-lit and include some element of low level lighting, such as bollard lighting;
- Parking areas should include robust and suitable landscaping in order to soften the space;
- The distance from the parking space to the front door of the associated house should be short and direct. Access should not be provided to the rear of properties.

Parking space dimensions

A large or family car is approximately 1.9 metres wide and 2.1 metres wide with wing mirrors.

If a driveway is to be fit for purpose and serve a dwelling and its wide range of residents and their needs over time; it is recommended that the guidance below is followed:

- Single driveway -2.1 + 0.6 + 0.6 = 3.3m
- Double driveway -0.6 + 2.1 + 1.0 + 2.1 + 0.6 = 6.4m
- Frontage parking spaces -0.3 + 2.1 + 0.3 = 2.7m

Garage dimensions

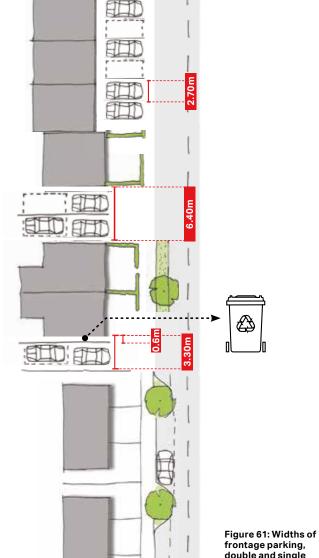
Single garages should not be counted as parking spaces. Double garages may be counted as a parking space if they meet the minimum dimensions below.

Garages should follow the below minimum distances (internal dimensions).

- Single garage 3.3m (W) x 6.0m (L) x 2.4m (H) (but not counted as a parking space)
- Double garage 5.8m (W) x 6.0m (L) x 2.4m (H) (counted as a single parking space)

Garage length should be a minimum of 6m but ideally 6.5m in order to provide storage for equipment.

Garages should be well positioned to ensure that they do not dominate the street scene in a negative way. Integral garages need to be sensitively designed and located so as not to dominate street character.



frontage parking, double and single driveway and spaces.

5R: Affordable housing

Affordable housing is an important component of all major schemes and needs to be designed with care to maximise community cohesion.

In market housing-led schemes, dwellings should be pepperpotted around the neighbourhood, with groups of no more than 10 affordable properties. There will also be larger affordable housing only development, to which the rest of this document will apply.

Designs should be tenure blind.

The use of quarter houses should be avoided with a preference for terraces with rear gardens.

Specialist housing should be located appropriately to ensure easy access to community and social facilities, health care facilities and public transport.

KEY QUESTION: -

• Is affordable housing distributed around the area and indistinguishable from all other housing?



Figure 62: Affordable housing 'pepper-potted' around a development (marked in red).



6. Detailed design

This chapter shifts attention to the individual building and considerations of architecture and detail. We are not advocating a specific architectral style but do require that design is influenced by context.

The correct design response is influenced by a number of factors including the relationship between the site or extension and other buildings, routes and spaces, views and vistas, facilities, architectural details and landscape. Whether it is a town centre, market town, village or rural area, you should study the appearance and architectural language of surrounding buildings to draw upon and influence your design.

6A: Build quality

Build quality must be maximised. Recommendations for traditionally detailed residential development include:

- Stub cills on windows, to ensure that they don't project over stone or chamfered brick cill features and look unsightly;
- Window frames set back in the window opening/reveal, which fits with traditional window design in most cases;
- Wet verges (dry verges with cloaking tiles have a low quality appearance and do not fit into the local character):
- Brick or other traditional detailing to eaves and verges;
- Porches, door canopies or surrounds made from timber and tiles (rather than glass-reinforced plastic porches, door canopies or surrounds, which are not acceptable).

KEY QUESTION:

What have you done to ensure that the materials will last and that build quality will be high?

6B: Architecture

There is much traditional architecture within Rutland and South Kesteven, as evidenced by the fact that there are so many conservation areas in both districts. However, it is important that the strong local vernacular does not just mean that new design merely mimics the traditional architectural style - contemporary interpretations of local building forms, styles and details will be encouraged which focus the creative use of locally distinctive and sustainable materials, and an emphasis on build quality.

With such a variety of historic detail in the built form, new development is expected to add to this existing richness with high quality detailing, colour, use of materials and sustainable building design.

The Councils do not promote a specific architectural style but do expect new development to be attractive and recognise that visually attractive buildings, streets and spaces often share similar qualities. Defined in the publication Quality Reviewer (Urban Design Skills, 2010), there are characteristics of architecture and townscape that are not subjective:

Detail - this can be fundamental to quality and can help a development to feel human and friendly. Consideration should be given to how materials will last over time together with their maintenance, environmental performance and their general quality of appearance. Quality detailing applies to both traditional and contemporary architecture.

Proportion – architectural quality can, in part, be down to the sizes and shapes of walls and the positioning of features such as doors and windows. Proportions between solid (walls) and void (windows, doors) can be key factors. Traditional architecture, in general terms, works well with a vertical emphasis. Other key factors include the depth of a building, roof pitches, eaves, gables etc.

Order - Order can be a key element of good design. Balance, repetition and symmetry create order and can also be found in both classical and contemporary architecture. Balance creates a sense that the relationship is right between the parts and the whole. Repetition can be used as a tool, sometimes unifying a building, street or space and creating drama. Symmetry can be an effective way of creating order and visually pleasing solutions (repetition and symmetry are not always essential).

KEY QUESTION:

Is design well considered and appropriate to use and context?

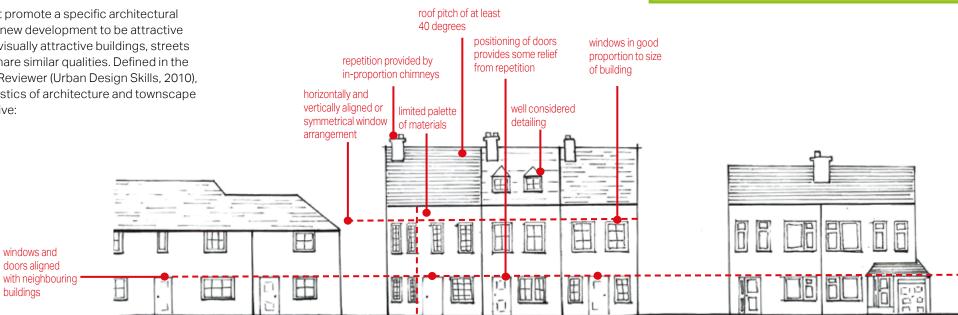


Figure 63: Design features in infill housing (centre), taking cues from existing homes (left and right)

6C: Materials

Carefully consider the use of materials for roofs, walls, windows and boundaries and ensure they are appropriate for the site's context. Different combinations of materials create a certain character and identity for buildings, and which help ground a place in its locality – for example, there is an emphasis on the use of limestone in parts of both Rutland and South Kesteven.

Authentic materials should be used so for example, new porches should not use plastic moulded porch canopies or tiles as this would not be considered authentic or appropriate. They should be constructed of timber and tile only with slim profile roof tiles and avoid large format tiles.

Use a simple and focussed palette of materials, avoiding a scatter approach of house types and materials, which in turn should define and respond to streets and spaces.

Materials that are traditionally used in Rutland and South Kesteven include, amongst others:

- Ashlar stone:
- Brown, red and yellow brick;
- Clay pantiles (red, orange, blue/black);
- Clipsham stone
- Ironstone;
- Ketton stone;
- Limestone, including Ancaster limestone and Upper Lincolnshire limestone;
- Slate, including Collyweston slate;
- Teracotta;
- Thatch;

- Timber;
- Uppingham stone; and
- Welsh blue slate.



Refer to the stone atlases that exist for both **Rutland** and **Lincolnshire** when choosing materials.

KEY QUESTION:

Why have you selected the chosen materials?
 Are they commonly used in the area?



Figure 64: Samples of local materials.

6D: Roofs

The form, pitch and appearance of roofs are an important determinant of character. Take the lead from the predominant form and materials locally. In our area, these tend to be mainly pitched, some with dormer windows in the towns, but other roof types can be found with, for example, gambel roofs in some parts. Whilst some variety can add character, generally roofscapes should be kept simple.

Clay pantiles or slate tiles are common, with slim profile tiles preferred on both roofs and porches. Collyweston stone slates are a very important roofing material in both Stamford and its environs and in Rutland.

Existing types of thatch should be retained. Long straw is the usual material for this part of the country but some examples of other types do exist.

It is expected that most roofs will have a pitch of at least 40 degrees.

Chimneys on both traditional and contemporary schemes can help to create locally recognisable and/or inspiring roofscapes. Traditionally inspired developments should include chimneys that are authentic in their position on the roof, their scale, construction and detail.

KEY QUESTION:

 How has the roof been designed in response to the context?



Figure 65: Designing in context over time: gambrel roofs from different eras, Folkingham.



Figure 66: Stamford, characterful pitched roof, chimney and stone building.



Figure 67: Cecil Square, Stamford. Variations on a pitched roof theme offering variety and unity at the same time.

6E: Residential amenity

Residential amenity is determined by factors such as privacy, outlook and natural light. New development should promote amenity by following following principles.

Where practical, windows should not look onto private areas of other homes, including habitable rooms (living rooms, dining rooms, bedrooms), kitchens and patio areas in gardens immediately adjoining the building.

The '45 degree rule' states that there is normally the potential to achieve adequate levels of daylight and outlook when no part of a building cuts through a line radiating at 45 degrees from the centre of a window that lights a habitable room. Application will generally apply to front and rear single storey extensions which project 4m or more in depth and to two storey extensions which project 3m or more in depth.

The '25 degree rule' states that there is normally the potential to achieve adequate levels of daylight and outlook when no facing building breaks a 25 degree angle from the horizontal from a point 2 metres above the floor level. This rule takes account of changes in level between buildings.

Where habitable rooms face the rear of a dwelling, the back to back privacy distances illustrated here should normally apply.

The 'rules' here are rules of thumb, likely to apply in many places, depending on site context. Separation distances may be lower where an element of public realm or highways separat

KEY QUESTION: -

 Have the rules to ensure satisfactory levels of privacy and natural light, and good outlook, been applied?

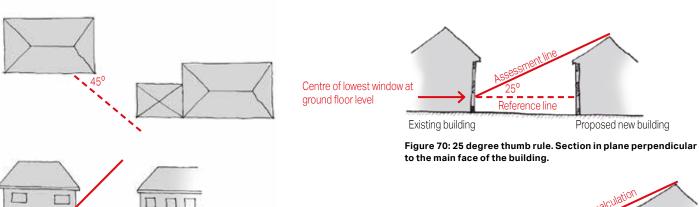


Figure 68: The 45% rule ensures that adequate levels of daylight can be maintained.

Rear elevation

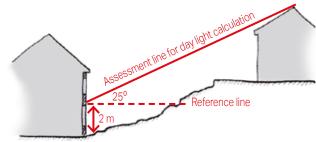
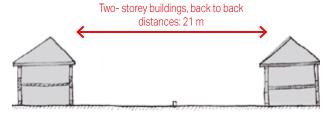


Figure 71: 25 degree thumb rule. On sloping sites over shading is more of a problem and greater spacing is required.

From a habitable room/ principal

Existing building



New build

Three- storey buildings, back to back distances: 28 m

window to a blank two-storey elevation, back to back distances: 14 m

back to back distances: 14 m

Figure 69: Back to back privacy distances.

6F: Servicing

With modern requirements for waste separation and recycling, the number of household bins that need to be stored has increased. It is important that these are accommodated in ways that allow convenient access, and without increasing clutter or harming the appearance of buildings - bins, crates and caddies should be stored out of site.

Homes should be designed with consideration for how bins are taken out. Long bin drags from the rear of terraced properties should be avoided and there should be space to carry bins past parked cars,

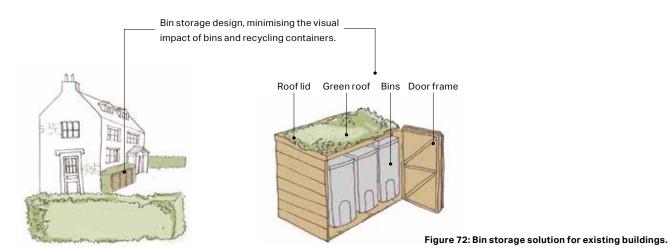
In new terraced housing, opportunities for discrete storage are limited. Consider providing integral storage, such as within a recessed porch or in secure alleys between houses.

Underground bin storage may be possible in higher density schemes. Be aware that the requirements for bin storage may change. Flexibility should be designed in.

KEY QUESTION: -

 Is bin storage adequate, convenient and unobtrusive?







6G: Extensions

Outside certain areas, such as Conservation Areas. household extensions up to a defined set of dimensions are Permitted Development. This means that planning permission is not required.



See here for details on what is covered. This section applies to those situations where planning permission is required.

This section briefly summarises the **Rutland County Council Extensions to Dwellings** Supplementary Planning Document, the content of which is also relevant for South Kesteven.

Appearance of extensions - As with all development, the extension will be expected to respect its wider surroundings in terms of its scale, position, design and building materials.

Scale/size - The extension is expected to respect the scale and character of the existing dwelling, whose integrity should be maintained. It should also mitigate any potentially detrimental effects on neighbouring properties. In relation to guidance on page 5 of the Rutland Extensions SPD, in some circumstances it may be possible to have an extension that respects the integrity and character of the original dwelling, but is not subordinate – for example by being equal to the original in some respects such as height and building line.

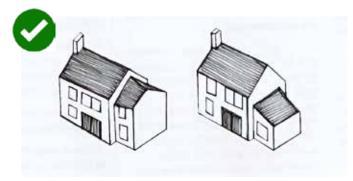
Detail issues to address - Architectural features are expected to mirror the character of the existing building to help create a unified overall appearance:

Details such as lintels, corbels, eaves and sills are expected to reflect the method of construction and where possible match the original house;

- Chimneys are expected to be retained, where possible, because they often contribute to an interesting and traditional roof form:
- New windows and doors are expected to match the style, size and proportions of those on the original building.
- External materials are expected to reinforce local distinctiveness in terms of type, colour and method of construction whilst matching or complementing the existing dwelling;
- Where brick or stone is used, they are expected to match existing sizes, coursing, finish and method of pointing;
- Pitched roofs are expected to be of materials to match the existing roof;
- Dormers are expected to be of modest size and to match or complement the existing building their suitability will be assessed in relation to site context: and
- Window materials are ideally expected to be consistent with the original house.

KEY QUESTIONS: •

- How has the extension been designed in response to the surrounding context, including the dwelling that is being extended?
- Will the impact on neighbouring properties be acceptable?
- Why have the architectural features and details been selected?



Good example for side extensions, respecting existing building scale, massing and building line.



Both extension present a negative approach when considering how it fits to the existing building. Major issues in regarding roofline and building line.

Figure 74: Good and bad examples of approaches to existing building scale, massing and building line.

6H: Scaling and massing of infill development

Infill development should complement the street scene into which it will be inserted and will become a part of for generations to come. It does not need to mimic existing styles but it's scale, massing and layout need to be inkeeping. These also need to be considered in relation to topography, views, vistas and landmarks.

New building lines should be reasonably consistent along a street with existing buildings. Some places in Rutland and South Kesteven have linear or regular meandering arrangements of buildings whist others have random and irregular patterns.

The density of a scheme should reflect its context in terms of whether it is at the centre or edge of a town or village, or in a smaller settlement in the rural area. The optimum density will respond to surrounding densities whilst making efficient use of land, meaning that new development will usually be more likely to be higher than neighbouring areas.

KEY QUESTIONS: -

- How has the development been influenced the surrounding context?
- Is infill development of a scale that works with existing buildings?



Figure 75: Context-driven contemporary design



Figure 76: Infill development at appropriate scale.



7. Design for commercial development

For non-residential development such as offices, industrial, retail, cinema multiplexes or warehouses, understanding the context of the site and attention to detail and build quality are just as important as with residential applications, particularly because they tend to be large structures or 'big boxes'.

7A: Follow the process

As always, the Rutland and South Kesteven process needs to demonstrate how design has evolved and how it has been informed by the site's context.

Context, including topography and visual impact, will influence the siting, massing, form and height of commercial development. Particularly for 'big box' uses, the potential impact of the proposed buildings on the landscape and townscape should be illustrated using scale models or axonometric sketches.

The appearance of 'big box' buildings from various viewpoints must be considered and should not be located in visually prominent or intrusive positions such as high points or within sensitive view corridors.

7B: Responding to the climate emergency

The South Kesteven Local Plan stipulates that commercial development should achieve BREEAM 'good' standard as a minimum. New development should incorporate sustainable building design through measures to minimise the need for energy and water consumption, encourage recycling, minimise waste, and use sustainable construction methods.

As well as considering energy efficiency and building fabric from the outset, new buildings offer the potential to include solar panels as sources of renewable energy for heating and electricity, and green roofs offer multiple benefits such as absorption of rainwater, insulation, wildlife habitat, mitigating the heat island effect and providing an aesthetically pleasing landscape.

New industrial or commercial development should also encourage travel by sustainable modes of transport – on foot, by bike or by public transport. Whilst industrial sites have not traditionally been very accessible by these modes, new sites will need to be to respond to the climate emergency. A reduction in car use can be achieved by:

- Adopting a fabric first approach for new commercial developments, and then considering other renewable energy technologies, including ground and air as well as solar:
- Providing convenient, short, direct routes to the main entrances:
- Ensuring the development is directly served by adequate public transport services;
- Providing secure covered cycle stores near entrances and adjacent to overlooking windows;
- Providing changing and showering facilities for cyclists;

- Providing on and off-site cycleways to enable connection to the area's wider cycle network;
- Providing green infrastructure in particular the use of appropriate tree species to improve local air quality;
- Improving customer care in terms of delivery of goods and services to assist non-car users;
- Using commuter planning measures to reward car sharing, car pools for employees, cycling, walking and the use of public transport;
- Providing electric vehicle recharging infrastructure within car parks and for commercial vehicles (where appropriate); and
- Preparing staff travel plans.

— KEY QUESTIONS: —

- Have all practical opportunities for responding to the climate emergency been taken? How?
- Is your development net zero carbon? If not, why not?
- How will people be able to choose practical non-car alternatives for travel?

7C: Frontages

The siting and design of new buildings should maximise surveillance along streets, car parks and pedestrian routes. Buildings should be sited to allow windows and entrances to overlook streets and other pedestrian routes within or adjacent to the site. New industrial and commercial plots will be expected to front buildings onto the public realm and to enclose 'private' external spaces such as yards and car parks, behind them.

Particular care should be taken with 'big box' structures which typically have limited active frontages. The use of windows, materials (such as green walls) and architectural detailing can be used to add interest to what might otherwise be large, blank façades, and locate entrances, glass façades, cafeterias, offices or signage along the street frontage. Any windows should face the street and public areas.

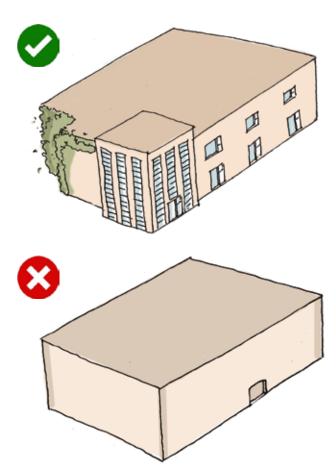


Figure 77: Frontages - even 'big boxes' must have a public face to present.

KEY QUESTIONS:

- Do the 'active' elements of the building or development face out onto the public realm?
- How have blank frontages been 'activated'?

7D: Landscape screening

Landscaping can be a key element in the design of a scheme and should go beyond simply being used for screening. Landscape elements should be integrated from the outset, particularly SuDS features.

Landscape setting

Good opportunities exist for creating commercial developments with landscaping schemes that knit a development into its particular landscape setting. Existing tree belts and hedgerows can be important features around which to structure the layout of new development. Their retention can be essential in locations where industrial development can be seen from distant public viewpoints and the existing landscape setting needs to be protected or enhanced. Retained features should be suitably protected during the construction period.

Landscape screening and amenity

Planting can be used to help improve the relationship of the building with the street, to soften the visual impact of the building and also the parking and servicing areas which can often be large areas of hard landscaping. Smaller buildings can also be wrapped around larger buildings to help soften their visual impact. Alternatively, buildings can be designed to celebrate or sit comfortably in their setting.

Landscaped areas should also provide places for workers to sit and enjoy, where possible, and to provide shade.

Trees and new woodland should be incorporated into development early in the design process in larger sites, ensuring adequate space around them can be achieved.

These include:

- Street trees avenues, single trees in build-outs and trees within car parks;
- Woodland belts pockets of wooded greenspace; and
- Feature trees (either new or existing) with large spaces given space to mature (e.g. oak, chestnut, lime).

Wildlife value

The wildlife value of the site as developed should be maximised by:

- Preserving and enhancing existing wildlife habitats;
- Including and protecting wildlife habitats which may exist along the margins of the proposed development site:
- Assessing existing buildings for signs of wildlife habitation;
- Designing buildings with integral nesting or roost sites;
- Protecting root and water systems of retained trees, hedges, shrubs and important grassland from compaction and the impact of temporary or permanent construction works;
- Protecting existing wildlife networks including green corridors;
- Careful management of undeveloped land to avoid damage during development; and
- Planting native species in newly landscaped areas.



Figure 78: R+D facility (top right of image) is not screened but designed to sit in the Wiltshire countryside.

KEY QUESTION:

 How does the landscape strategy, and the development as a whole, enhance setting, mitigate visual impact and preserve and enhance habitats?

7E: Parking and servicing

Locate landscaped parking and servicing areas to the rear or side where possible to avoid these areas dominating the street scene and/or the plot. Trees should be incorporated into parking areas.

Within employment and commercial areas, areas of communal parking are encouraged to meet the demand from users of a number of buildings. Car parks should be designed with pedestrians and cyclists in mind, with clear, direct and safe routes separating them from vehicles and external lighting.

KEY QUESTION: -

 Are parking and servicing located to be unobtrusive?

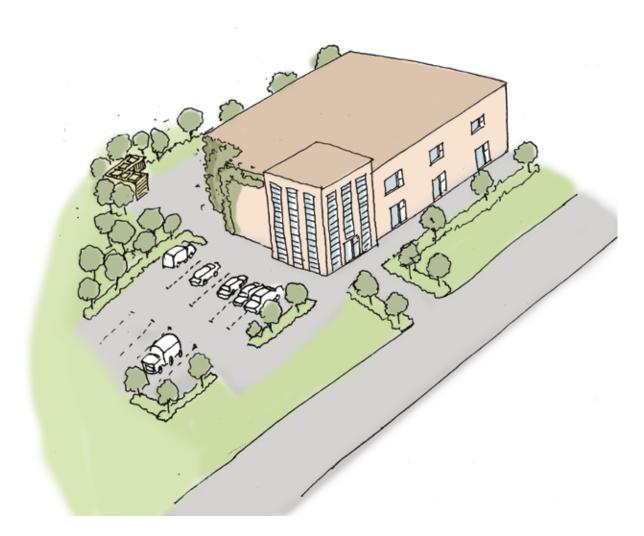


Figure 79: Parking screened to the side, servicing to the rear.

7F: Architecture

New buildings should be of high quality, contemporary design, appropriate for the use and context. The design of any building, even the simplest industrial shed, should always make some positive visual contribution to its environment. Local materials can be used on larger or non-domestic buildings – such as red non-domestic development brick, render, timber or clay tiles.

Contemporary and innovative architecture that subtly references local character is encouraged. The visual impact of colours and finishes of wall and roof cladding materials should be considered in relation to the background and context of the building. Their impact on the townscape or landscape should also be assessed in long views and views from higher ground. Generally, more subdued and non-reflective finishes will reduce the overall impact of a building. Colour contrast and highly reflective materials may be used to highlight key features such as entrances, windows and structure. However, where a landmark building is considered appropriate, the use of contrasting materials and colours may be justified.

The impact of new buildings on neighbouring properties in terms of their effect on sunlight and on daylight should be minimised. The use of out of hours night time lighting should be minimised. Where lighting is required for security and/ or community safety, downward directed, vandal resistant, energy efficient light units should be installed. Increased light pollution from car park and security lighting may cause disturbance to the local community. Lighting should not be placed next to wildlife habitats or where the light columns would appear above a prominent topographical ridge line.

KEY QUESTIONS:

- Is design well considered and appropriate to use and context?
- Will the scheme be a good neighbour?



Figure 80: The headquarters of furniture manufacturer Vitra, in Germany, demonstrate that striking architecture and strong landscape can sit proudly in a sensitive environment. The building shown is a showroom.

Annex: Policy and guidance documents that back up the Design SPD chapters

RCC Local Plan Design SPD Sections (Reg 19 Consultation 2020) Strategic objectives **Environmental Protection and Enhancement of** Environment Objective 12 To protect and promote the enhancement, sensitive Strategic Objective 14: Built environment and local use and management of the District's natural, historic, cultural assets, green infrastructure (including trees and woodland) and the built environment through good Strategic Objective 15: High quality design and local design and improved networks that respect important 2 Rutland's and South distinctiveness Kesteven's special local characteristics, ensuring new development is well designed, promotes local distinctiveness, integrates character To ensure that design of new development is of the highest effectively with its setting and secures community safety. quality to provide attractive and safe places to live, work One of the main and visit and to reflect the local character, identity and **EN1: Landscape Character** objectives of this design distinctiveness of our towns and villages. Development must be appropriate to the character and guide is to encourage Policy SD3 - Development within Planned Limits of significant natural, historic and cultural attributes and new development which Development features of the landscape within which it is situated, responds to the setting and contribute to its conservation, enhancement or and unique character of Policy EN1 - Landscape Character Impact restoration an area. In assessing the impact of proposed development on the Policy EN2 - Place Shaping Principles Landscape, relevant Landscape Character Appraisals C1 Designs should take should be considered, including those produced to inform inspiration from local All new development must be appropriate in scale and the Local Plan and Neighbourhood Plans. Consideration vernacular architecture. C2 design to the location, character and features of the setting Chapter 2 - Streets in should also be given to the Capacity and Limits to Growth integrate into existing and landscape within which it is situated. context Studies produced for Grantham and Stamford and the settlements and A Memorable contribute to a sense of Policy EN3 - Delivering Good Design Points of the Compass Assessments prepared for the Character Larger Villages. place. 122d; 11 . To ensure high quality design is achieved throughout the **EN6: The Historic Environment** Chapter 3 - the design County, all development proposals will be expected to: Designers are not 127c; 12 process Development that is likely to cause harm to the expected to simply a) Make a positive contribution to the local distinctiveness, Making the Most of significance of a heritage asset or its setting will only replicate these features, vernacular and character of the area. Proposals should 127d 13 What's There be granted permission where the public benefits of the but they do need to be reinforce local identity and not have an adverse impact on proposal outweigh the potential harm. Proposals which aware of and respond the street scene, settlement pattern or the landscape / 11.2.2 would conserve or enhance the significance of the asset to the context that the townscape character of the surrounding area. Proposals shall be considered favourably. Substantial harm or total features provide, and should be of an appropriate scale, density, massing, height В3 loss will be resisted. demonstrate in planning and material, given the context of the area: applications how they Proposals will be expected to take Conservation Area have done so Policy EN3 - Delivering Good Design Appraisals into account, where these have been adopted by the Council. In this way, the SPD fulfils 4. Character and visual attractiveness Where development affecting archaeological sites is the National Design Guide acceptable in principle, the Council will seek to ensure Policy EN12-Important open space and frontages recommendation of local mitigation of impact through preservation of the remains quidance setting out a in situ as a preferred solution. When in situ preservation Policy EN15 - The historic and cultural environment baseline analysis of local is not practical, the developer will be required to make strategic policy character and identity adequate provision for excavation and recording before or Policy EN16 - Protecting heritage assets during development. **DE1: Promoting Good Quality Design** To ensure high quality design is achieved throughout the District, all development proposals will be expected to: a. Make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the streetscene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area: SP4 - Development on the edge of settlements

RCC Local Plan Design SPD Sections (Reg 19 Consultation 2020) Policy EN2 - Place Shaping Principles Strategic objectives - 12 All new development must be appropriate in scale and EN1 design to the location, character and features of the setting and landscape within which it is situated. DE1 C1 Policy EN3 - Delivering Good Design 4. Character and visual attractiveness: C2 Development must establish or maintain a strong sense 122d; of place, creating an attractive, welcoming and distinctive place by ensuring that it: 124; 5A: Follow the process a) Responds to the site's immediate and broader context and local character to create new streets, spaces and We must be able to see 127c; 11 buildings which draw on the best of that local character how a thorough site and without stifling innovation; Making the Most of Chapter 3 - the design contextual analysis has 127d: What's There informed the proposed process b). Is of a density, scale, form, massing and height that is design, leading to a appropriate to the local 128, 129, scheme that is more context of the site and to the surrounding landscape and/ B2 characterful. 153b: or streetscape character: c). Responds to valued landscape, townscape and heritage 184 characteristics, including views, vistas and topography; 6. Designing for diverse and adaptable places: R3 New development should ensure the creation of diverse, adaptable and flexible places that are easy to use and manage by: f) Ensuring that the evolution of the design of the scheme has been informed by early, proactive engagement with the community and the local planning authority Policy EN12-Important open space and frontages 2036 vision Ch 2 Achieving Strategic objectives - 8, 14, 15 sustainable development Strategic Objective 10: Sustainable transport and SD1 Most of document infrastructure **Natural Connections** EN2 encourages walking. Strategic Objective 16: Resources and climate change cycling and public EN3 Walking, Cycling and transport To reduce the impact of both development and climate Ch 8 Promoting healthy **Public Transport** EN4 change on Rutland's environment and communities, and safe communities 2.3.6 EN5 through: **Facilities and Services** DE1 - sustainable design and construction; 4.4 Making the Most of SB1 encouraging the prudent uses of resources, including the Ch 9 Promoting What's There re-use of previously developed land, re-use of secondary 5.7.2 OS1 sustainable transport and recycled aggregates and safeguarding minerals, SD1: The Principles of Sustainable Development in Easy to Find Your Way 5.8.1 5B: Responding to the - managing waste as a resource and promoting recycling; South Kesteven Around climate emergency Para 35. Cross-cutting - increasing use of renewable energy; Development proposals in South Kesteven will be expected theme covering all of 127a: 127f: **Healthy Streets** - addressing the implications of flood risk and climate to minimise the impact on climate change and contribute the 10 characteristics towards creating a strong, stable and more diverse change; Ch 6 - street users 131; Cycle and Car Parking economy needs - and promoting sustainable transport. Development proposals shall consider how they can Policy SD1 Sustainable development principles Green and Blue 8.3.5 proactively minimise: Infrastructure Policy EN3 - Delivering Good Design a. the effects of climate change and include measures to 148: 150: 152: 153: 154: 11.3 6. Designing for diverse and adaptable places: take account of future changes in the climate; 155; 165 Back of Pavement, Policy EN4 - Sustainable Building and Construction Front of Home b. the need to travel, and wherever possible be located 11.4.8 where services and facilities can be accessed more easily Policy EN7- Pollution control through walking, cycling or public transport; 11.4.11 Policy EN9 - The natural environment strategic policy 181 c. the use of resources, and meet high environmental Policy SC2 - Securing sustainable transport standards in terms of design and construction with particular regard to energy and water efficiency; and d, the production of waste both during construction and occupation

Design SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Streets (2007)
5C: Encouraging healthy lifestyles	Strategic Objective 7: A stronger and safer community Strategic Objective 10: Sustainable transport and infrastructure Strategic Objective 13: Natural and cultural environment Policy EN3 - Delivering Good Design Policy EN4 - Sustainable Building and Construction Policy EN7- Pollution control Policy EN9 - The natural environment strategic policy The Council will seek to achieve net gains for biodiversity and will proactively seek habitat creation as part of development proposals Policy SC1 - Delivering safe, healthy and inclusive communities Policy SC2 - Securing sustainable transport	Strategic objectives 5,8,11,12,13,15 SD1 - EN2 - EN3 - EN4 - DE1 - SB1 - OS1 Strategic objectives Social Housing, Health, Social and Community Needs Objective 11 To support new and existing community infrastructure. To ensure that relevant community and other infrastructure needs such as facilities for leisure, new or enhanced open space provision, green infrastructure, health, education, affordable housing, transport, water infrastructure and the arts as arising from new development is delivered through on and off site contributions. To contribute to improving the health and well-being of residents Economic - Enhancing Prosperity Objective 8 To retain and improve accessibility for all to employment, services, community, leisure and cultural activities through: Integrating development and transport provision, ensuring new development is located where it is most accessible by a range of modes of transport; Ensuring choice and encouraging the use of public transport, walking and cycling, for as many journeys as possible SD1 Development proposals shall consider how they can proactively minimise: b. the need to travel, and wherever possible be located where services and facilities can be accessed more easily through walking, cycling or public transport; Development proposals shall consider how they can proactively encourage, as appropriate: i. strong, vibrant and healthy communities, by providing a supply of housing which meets the needs of present and future generations. DE1 Residential development on sites of 400 or more dwellings must contribute towards innovative design, to encourage sustainable living and working across the District. This should be delivered through exemplary design, construction and community facilities within all strategic developments	8 20 91 92 96 97 98 102c and e; 103 104 108 110 111 117 122 127 170 174 175 176 177 180 181	Context Built Form Movement Nature Public Spaces Uses Homes and Buildings Resources Lifespan	All sections of this guidance are relevant.	Most of document encourages walking, cycling and public transport 1.6 2.2.5 2.3.6 4.2 4.4 5.7 5.12 6.1-6.5 Ch 7 8.2 8.3.42-47 11.4.11

sign SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Ma	anual for Stree (2007)
•	Strategic Objective 13: Natural and cultural						
	environment	2036 vision					
	Policy EN1 - Landscape Character Impact	Strategic objectives 11, 12, 13, 15	91c				
	Policy EN2 – Place Shaping Principles	SD1	96				
	Policy EN3 - Delivering Good Design	DE1	••		Natural Connections		
	2. Development proposals should seek to:	Development proposals should seek to:	98	C1			
	a) Retain and incorporate important on site features, such	d. Retain and incorporate important on site features, such as trees and hedgerows and incorporate, where possible,	102 c e	l1			
	as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development; and	nature conservation and biodiversity enhancement into the development;	104 d		Making the Most of What's There		5.3
	b) Provide well designed hard and soft landscaping; and	e. Provide well designed hard and soft landscaping; and	108				
	c) Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as	f. Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.	110	M1	Easy to Find Your Way Around		3.6
: A strong landscape structure	appropriate.	EN3: Green Infrastructure	118 a	M2	_	_	
	5. Designing for streets and spaces.	The Council will maintain and improve the green infrastructure network in the District by enhancing, creating					
	New development should ensure that streets and spaces are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle by:	and managing green space within and around settlements that are well connected to each other and the wider countryside.	127	N1	Green and Blue Infrastructure		4.2
	d) Creating legible places which make it easy for people to find their way around;	Development proposals should ensure that existing and new green infrastructure is considered and integrated	170	N2			
		into the scheme design, taking opportunities to enrich	171	N3	Healthy Streets		
	Policy EN9 - The natural environment strategic policy	biodiversity habitats, enable greater connectivity and provide sustainable access for all.	171	NO			
	The Council will seek to achieve net gains for biodiversity	OS1 Open Space	174				
	and will proactively seek habitat creation as part of development proposals	New open space provision should form an integral part of the development layout. It should be easily accessible by means of pedestrian connections through the development	175				
		and should be designed to ensure that it is clearly visible to the public.					
	Strategic Objective 13: Natural and cultural environment						
	Policy EN1 – Landscape Character Impact		91c				
	Policy EN2 - Place Shaping Principles		96		Natural Connections		
	Policy EN3 - Delivering Good Design			C1			
	2. Development proposals should seek to:		98	l1			
	a) Retain and incorporate important on site features, such	2036 vision	102 c e		Making the Most of What's There		
	as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development; and	Strategic objectives 11, 12, 13, 15 SD1	104 d		What's filete		3.6
	b) Provide well designed hard and soft landscaping; and		108		Easy to Find Your Way		4.2
E: Continuous green prridors and circuits		EN3: Green Infrastructure	110	M1	Around		4.2
	as flood mitigation systems or green infrastructure, as	Development proposals should ensure that existing and new green infrastructure is considered and integrated into the		M2			
	appropriate.	scheme design, taking opportunities to enrich biodiversity	118 a				6.2
	5. Designing for streets and spaces: New development should ensure that streets and spaces	habitats, enable greater connectivity and provide sustainable access for all.	127		Green and Blue Infrastructure		
		Sustainable access for all.		N1	mirastructure		6.3.1
	are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle by:			N2			
	they encourage people to walk and cycle by: d) Creating legible places which make it easy for people		170		11 111 61		
	they encourage people to walk and cycle by:		170	N3	Healthy Streets		
	they encourage people to walk and cycle by: d) Creating legible places which make it easy for people to find their way around;		170 171	ΝЗ	Healthy Streets		
	they encourage people to walk and cycle by: d) Creating legible places which make it easy for people			N3	Healthy Streets		

Design SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Streets (2007)
5F: Trees in the public realm	Strategic Objective 13: Natural and cultural environment Policy EN1 – Landscape Character Impact Policy EN2 – Place Shaping Principles Policy EN3 - Delivering Good Design 2. Development proposals should seek to: a) Retain and incorporate important on site features, such as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development; and b) Provide well designed hard and soft landscaping; and c) Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate. Policy EN3 - Delivering Good Design 4. Character and visual attractiveness: Policy EN3 - Delivering Good Design 5. Designing for streets and spaces: New development should ensure that streets and spaces are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle by: d) Creating legible places which make it easy for people to find their way around; Policy EN9 - The natural environment strategic policy The Council will seek to achieve net gains for biodiversity and will proactively seek habitat creation as part of development proposals	Strategic Objectives Objective 13 To plan for and reduce the impacts of climate change by ensuring that opportunities to incorporate green infrastructure (including trees and woodland) and adaptation for wildlife as a response to increases in flood risk are properly investigated. Objective 15 To minimise pollution which affects health and wellbeing. SD1 Development proposals shall consider how they can proactively enhance the District's:	91c 127 148 150 170 175 181	C1 11 12 13 M2 N1 N3 P1 H1 R3	Natural Connections Making the Most of What's There A Memorable Character Well Defined Streets and Spaces Easy to Find your Way Around Healthy Streets Green and Blue Infrastructure	3.6.21 5.4.3 and .4 5.12 7.2.2 7.8.6 8.3.47 10.3.19 11.3 11.5.4 11.8.6 adopt strees Figures 5.9, 5.12, 7.1 11.3, 11.4,

ign SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Stree (2007)
G: Sustainable ainage systems Surface wher approp drainage gains for we The technic change of to be tech	Clicy EN1 – Landscape Character Impact Policy EN2 – Place Shaping Principles Policy EN3 - Delivering Good Design Development proposals should seek to: civiely incorporate onsite infrastructure, such Imitigation systems or green infrastructure, as appropriate. If EN5 – Surface water management, water y, foul drainage and Sustainable Drainage Systems The cuse and on site-attenuation and infiltration per required as part of any new development ver possible. Opportunities must be sought to be multiple benefits, for example through green cture provision and biodiversity enhancements tion to their drainage function. The long-term intenance of structures such as swales and ing ponds must be agreed in principle prior to permission being granted. The water management should be undertaken, rever practicable through the utilisation of priate SuDS techniques which mimic natural epatterns, and where appropriate achieve net for nature through the creation of ponds and retlands onsite or within close proximity. The Council will require the provision of SuDS indues in all built development proposals and refuse applications, unless it is demonstrated chnically unfeasible to provide a solution which follows SuDS principles. The Policy EN6 – Reducing the risk of flooding The Policy EN10 – Blue and Green infrastructure	Strategic Objectives Objective 13 To plan for and reduce the impacts of climate change by ensuring that new development is not exposed unnecessarily to the risk of flooding nor increases the risk of flooding elsewhere and that opportunities to incorporate green infrastructure (including trees and woodland) and adaptation for wildlife as a response to increases in flood risk are properly investigated. Objective 15 SD1 Development proposals shall consider how they can proactively avoid: e. developing land at risk of flooding or where development would exacerbate the risk of flooding elsewhere. f. the pollution of air, land, water, noise and light EN2: Protecting Biodiversity and Geodiversity EN3: Green Infrastructure EN4: Pollution Control Development that would lead to deterioration or may compromise the ability of a water body or underlying groundwater to meet good status standards in the Anglian River Basin Management Plan (required by the Water Framework Directive) will not be permitted. EN5: Water Environment and Flood Risk Management Surface water should be managed effectively on site through the use of Sustainable Drainage Systems (SuDs) unless it is demonstrated to be technically unfeasible. All planning applications should be accompanied by a statement of how surface water is to be managed and in particular where it is to be discharged. Surface water connections to the public sewage network should only be made in exceptional circumstances. On-site attenuation and infiltration will be required as part of any new development wherever possible. Opportunities must be sought to achieve multiple benefits, for example through green infrastructure provision and biodiversity enhancements in addition to their drainage function. The long-term maintenance of structures such as swales and balancing ponds must be agreed in principle prior to permission being granted. Development proposals should seek to: f. Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastruct	149 150 163 c 165	C1 11 12 13 N1 N2 N3 P1 P2 P3 R3	Making the Most of What's There Green and Blue Infrastructure	2.3.10 11.4.11 - 14 Figure: 2.4, 11

sign SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Stree (2007)
		Strategic objectives				
		Objective 5				
		To facilitate and sustain a network of sustainable communities which offer a sense of place Objective 13 SD1				
		Development proposals shall consider how they can				
		proactively enhance the District's:		C1		
	Policy EN3 - Delivering Good Design	j. character; DE1		C2	Well Defined Streets and Spaces	3.6.20 - 23
	All major development (as defined in the Glossary) must demonstrate compliance with:	a. Make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should				
	a) Manual for Streets guidance and relevant Rutland	reinforce local identity and not have an adverse impact		11	Easy to Find your Way	
	County Council highways standards and guidance;	on the streetscene, settlement pattern or the landscape / townscape character of the surrounding area.		12	Around	4.7
		Development proposals should seek to:				
l: Street hierarchy	5. Designing for streets and spaces:	d. Retain and incorporate important on site features, such		13		7.2.4 and.5
particular reference	New development should ensure that streets and spaces are attractive, safe, easy to use and navigate and that they	as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the	127	_	Healthy Streets	
to street trees	encourage people to walk and cycle by:	development;		B1		
	-N O	e. Provide well designed hard and soft landscaping; and			Green and Blue	7.2.822
	d) Creating legible places which make it easy for people to find their way around;	f. Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate. All major development (as defined in the Glossary) must		B2	Infrastructure	
		demonstrate compliance with:		M2		
		h. Manual for Streets guidance and relevant Lincolnshire County Council guidance		M2		
		j. For new residential proposals, development should perform positively against Building for Life 12;				
		EN2: Protecting Biodiversity and Geodiversity				
		EN3: Green Infrastructure				
		Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design, taking opportunities to enrich biodiversity habitats, enable greater connectivity and provide sustainable access for all.				
		EN4 Pollution control				
	Policy EN2 - Place Shaping Principles	Strategic Objectives				1.1.5
	Policy EN3 - Delivering Good Design	Objective 8				2.2.5
	Designing for streets and spaces: New development should ensure that streets and spaces	To retain and improve accessibility for all to employment, services, community, leisure and cultural activities through:			Natural Connections	
	are attractive, safe, easy to use and navigate and that	Integrating development and transport provision, ensuring new development is located where it is most accessible by a				3.6.27
	they encourage people to walk and cycle by:	range of modes of transport;	91	В3	Facilities and Services	4.2
	d) Creating legible places which make it easy for people to find their way around;	Ensuring choice and encouraging the use of public transport, walking and evoling for as many journals as	0.0			4.5.5
Connected layouts	7. Designing for safer and healthier communities:	transport, walking and cycling, for as many journeys as possible	98	M1		4.5.7
	New development should seek to create safer and healthier communities where people can enjoy a good quality of life by:	Objective 15 To minimise pollution which affects health and wellbeing.	102 104	M2 N1	Walking, Cycling and Public Transport	5.8
	c) Ensuring that design and layout promotes inclusive and	SD1				6.3.7
	accessible places,	Development proposals shall consider how they can proactively minimise:	127	R3	Easy to Find your Way	6.5.5
	walkable neighbourhoods, social interaction, active	a. the effects of climate change and include measures to			Around	6.8.2
	travel, physical activity, contact with nature	take account of future changes in the climate;				7.10.1
	Policy SC2 – Securing sustainable transport	b. the need to travel, and wherever possible be located where services and facilities can be accessed more easily				11.5.8 and .9

sign SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Stree (2007)
l: Addressing the treet (perimeter blocks)	Strategic Objective 7: A stronger and safer community To develop a stronger and safer community by designing out opportunities for crime and implementing measures to improve road safety to ensure that people can live, work and relax where they feel safe and enjoy a better quality of life. Policy EN3 - Delivering Good Design 5. Designing for streets and spaces: New development should ensure that streets and spaces are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle by: c) Being active, overlooked, feeling safe and promoting inclusive access; e) Ensuring that streets and spaces achieve continuity and enclosure within the street scene, being continuously enclosed by buildings, or by strong landscaping with well- defined public and private space; 7. Designing for safer and healthier communities: New development should seek to create safer and healthier communities where people can enjoy a good quality of life by:	2036 visionThe District will be a safe place to live with strong communities. This will be achieved by: • Ensuring that development is sustainable in terms of location, use and form; Strategic objectives 5 and 8. DE1 To ensure high quality design is achieved throughout the District, all development proposals will be expected to: bhave regard to features that minimise crime and the fear of crime;	91	B2 P1 P2 H2	Well Defined Streets and Spaces Easy to Find your Way Around Healthy Streets	4.5 4.6 5.5.1 5.6 Fig 4.10, 5.7
	and reduce the fear of crime through the creation of safe environments that have regard to the principles of 'Secured by Design' including good natural surveillance, defensible spaces and other security measures;	Strategic objectives Objective 5 To facilitate and sustain a network of sustainable communities which offer a sense of place SD1				
5K: Strong front oundary treatments	Policy EN3 - Delivering Good Design 6. Designing for diverse and adaptable places: New development should ensure the creation of diverse, adaptable and flexible places that are easy to use and manage by: h) Designing development so that it is easy to maintain and manage, including having clear demarcations between public and private spaces.	Development proposals shall consider how they can proactively enhance the District's: j. character; DE1 a. Make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the streetscene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area; Development proposals should seek to:	127	C1 C2 I1 I2	A Memorable Character Well Defined Streets and Spaces	5.9 Fig 3.12, 5.8
	7. Designing for safer and healthier communities: New development should seek to create safer and healthier communities where people can enjoy a good quality of life by: a) Ensuring that people feel comfortable and safe by seeking to design out antisocial behaviour and crime and reduce the fear of crime through the creation of safe environments that have regard to the principles of 'Secured by Design' including good natural surveillance, defensible spaces and other security measures;	d. Retain and incorporate important on site features, such as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development; e. Provide well designed hard and soft landscaping; and f. Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate. EN2: Protecting Biodiversity and Geodiversity EN3: Green Infrastructure Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design, taking opportunities to enrich biodiversity habitats, enable greater connectivity and provide		МЗ НЗ L3	Back of Pavement, Front of Home	

sign SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Stre (2007)
: Special places - aks/interruptions/ events	Policy EN3 - Delivering Good Design 4. Character and visual attractiveness: Development must establish or maintain a strong sense of place, creating an attractive, welcoming and distinctive place by ensuring that it: d). Includes high quality and creatively designed public realm that utilises measures such as bespoke street furniture, memorable features and incidental play spaces; 5. Designing for streets and spaces: New development should ensure that streets and spaces are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle by: d) Creating legible places which make it easy for people to find their way around; e) Ensuring that streets and spaces achieve continuity and enclosure within the street scene, being continuously enclosed by buildings, or by strong landscaping with well-defined public and private space;	Strategic objectives Objective 5 To facilitate and sustain a network of sustainable communities which offer a sense of place SD1 Development proposals shall consider how they can proactively enhance the District's: j. character; DE1 a. Make a positive contribution to the local distinctiveness, vernacular and character of the area. Development proposals should seek to: d. Retain and incorporate important on site features, such as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development; e. Provide well designed hard and soft landscaping; and f. Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.	91 92 127 110	C1 C2 I1 I2 I3 B2 B3 P1 P2 P3 U3 L3	Walking, Cycling and Public Transport A Memorable Character Well Defined Streets and Spaces Easy to Find your Way Around Healthy Streets	5.7 7.2 7.3 7.4 7.5 7.6 7.7 7.8 Fig 7.4, 7.6, 7.9
Street character	Policy EN3 - Delivering Good Design 1. To ensure high quality design is achieved throughout the County, all development proposals will be expected to: a) Make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the street scene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area; 3. All major development (as defined in the Glossary) must demonstrate compliance with: a) Manual for Streets guidance and relevant Rutland County Council highways standards and guidance; Policy EN3 - Delivering Good Design 4. Character and visual attractiveness: b). Is of a density, scale, form, massing and height that is appropriate to the local context of the site and to the surrounding landscape and/or streetscape character; Policy EN9 - The natural environment strategic policy	Strategic objectives Objective 5 To facilitate and sustain a network of sustainable communities which offer a sense of place SD1 Development proposals shall consider how they can proactively enhance the District's: j. character; DE1 a. Make a positive contribution to the local distinctiveness, vernacular and character of the area. Development proposals should seek to: d. Retain and incorporate important on site features, such as trees and hedgerows and incorporate, where possible nature conservation and biodiversity enhancement into the development; e. Provide well designed hard and soft landscaping; and f. Effectively incorporate onsite infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.	91 102 110 122 127	C1 C2 I1 I2 I3 B2 M2 N1 N2 N1 P2 P3	Walking, Cycling and Public Transport Making the Most of What's There A Memorable Character Well Defined Streets and Spaces	2.3.6 3.6 generally 3.6.20 – 3.6.23 4.7 5.9.3 6.3 Ch 7 generally 7.2.4 11.2

Design SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Streets (2007)
5N: Local rural village and town urban form and street character	Strategic Objective 15: High quality design and local distinctiveness To ensure that design of new development is of the highest quality to provide attractive and safe places to live, work and visit and to reflect the local character, identity and distinctiveness of our towns and villages. Policy SD3 – Development within Planned Limits of Development Policy EN2 – Place Shaping Principles 3. All major development (as defined in the Glossary) must demonstrate compliance with: a) Manual for Streets guidance and relevant Rutland County Council highways standards and guidance; Policy EN3 – Delivering Good Design 4. Character and visual attractiveness: Development must establish or maintain a strong sense of place, creating an attractive, welcoming and distinctive place by ensuring that it: a) Responds to the site's immediate and broader context and local character to create new streets, spaces and buildings which draw on the best of that local character without stifling innovation; b). Is of a density, scale, form, massing and height that is appropriate to the local context of the site and to the surrounding landscape and/or streetscape character; c). Responds to valued landscape, townscape and heritage characteristics, including views, vistas and topography; d). Includes high quality and creatively designed public realm that utilises measures such as bespoke street furniture, memorable features and incidental play spaces; Policy EN12 – Important open space and frontages Policy EN15 - The historic and cultural environment strategic policy	Strategic objectives Environmental Protection and Enhancement of Environment Objective 12 To protect and promote the enhancement, sensitive use and management of the District's natural, historic, cultural assets, green infrastructure (including trees and woodland) and the built environment through good design and improved networks that respect important local characteristics, ensuring new development is well designed, promotes local distinctiveness, integrates effectively with its setting and secures community safety EN6: The Historic Environment Proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council. DE1: Promoting Good Quality Design To ensure high quality design is achieved throughout the District, all development proposals will be expected to: a. Make a positive contribution to the local distinctiveness, vernacular and character of the area. Proposals should reinforce local identity and not have an adverse impact on the streetscene, settlement pattern or the landscape / townscape character of the surrounding area. Proposals should be of an appropriate scale, density, massing, height and material, given the context of the area;	122	C1 C2 I1 I2 I3 B1 B2	Making the most of what's there A memorable character Well defined streets and spaces	2.3.4 Chapter 3 4.5.5 4.5.6 5.11

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Design SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Streets (2007)
		2036 vision It will be an area of sustainable, high quality growth and				
		a popular place to work, live, visit and invest in. South Kesteven will provide a high quality of life, consisting of sustainable urban and rural communities where people want to live and work and are able to do so in quality and enhanced environments. The District will be a safe place to live with strong communities.				
		This will be achieved by: Working with partners and residents to develop a place that is welcoming to all. Strategic objectives				
		Economic - Enhancing Prosperity Objective 5 To facilitate and sustain a network of sustainable communities which offer a sense of place, that are safe, including and managed the subsequences.				2.4.5
		inclusive and can respond to the needs of local people Objective 8 To retain and improve accessibility for all to employment, services, community, leisure and cultural activities through:	8	L3 B1		4.3.1
	Policy EN3 - Delivering Good Design 4. Character and visual attractiveness: d). Includes high quality and creatively designed public	 Integrating development and transport provision, ensuring new development is located where it is most accessible by a range of modes of transport; Retaining and upgrading existing infrastructure related to transport and communications; and 	91 92	B2 B3 M3	Facilities and services A memorable	4.4.1 5.7
50: Local centre/ community facilities	realm that utilises measures such as bespoke street furniture, memorable features and incidental play spaces;	Ensuring choice and encouraging the use of public transport, walking and cycling, for as many journeys as possible Social Housing, Health, Social and Community Needs	102, 103, 104,		character Well defined streets	8.2.11
	New development should ensure the creation of diverse, adaptable and flexible places that are easy to use and manage by: b) Mixing land uses and densities within settlements;	Objective 11 To support new and existing community infrastructure. To ensure that relevant community and other infrastructure needs such as facilities for leisure, new or enhanced open	118	P3 U1 U3	and spaces Cycle and car parking	8.3.11
		space provision, green infrastructure, health, education, affordable housing, transport, water infrastructure and the arts as arising from new development is delivered through on and off site contributions. To contribute to improving the health and well-being of residents	127	R1 R2		8.3.13
		SP6: Community Services and Facilities Proposals for new community facilities will be supported, and should wherever feasible: e. Prioritise and promote access by walking, cycling and		R3		Figure 4.8b
		public transport DE1 Development proposals should seek to: d. Retain and incorporate important on site features, such				
		as trees and hedgerows and incorporate, where possible, nature conservation and biodiversity enhancement into the development; e. Provide well designed hard and soft landscaping; and				
		Residential development on sites of 400 or more dwellings must contribute towards innovative design, to encourage sustainable living and working across the District. This should be delivered through exemplary design, construction and community facilities within all strategic developments.				

Design SPD Sections	RCC Local Plan (Reg 19 Consultation 2020)	SKDC Local Plan (2020)	NPPF (2019)	National Design Guide (2019)		Manual for Streets (2007)
5P: Cycle infrastructure	Policy EN3 - Delivering Good Design 3. All major development (as defined in the Glossary) must demonstrate compliance with: a) Manual for Streets guidance and relevant Rutland County Council highways standards and guidance; 5. Designing for streets and spaces: New development should ensure that streets and spaces are attractive, safe, easy to use and navigate and that they encourage people to walk and cycle by: a) Relating to their context, with a balance being struck between place-making needs and vehicle movement needs; b) Prioritising the needs of pedestrians, cyclists and public transport users; c) Being active, overlooked, feeling safe and promoting inclusive access; Policy EN4 – Sustainable Building and Construction 3. Contributing to Low-Carbon Travel Policy SC2 – Securing sustainable transport	Strategic Objectives Objective 8 To retain and improve accessibility for all to employment, services, community, leisure and cultural activities through: Integrating development and transport provision, ensuring new development is located where it is most accessible by a range of modes of transport; Retaining and upgrading existing infrastructure related to transport and communications; and Ensuring choice and encouraging the use of public transport, walking and cycling, for as many journeys as possible Objective 15 To minimise pollution which affects health and wellbeing. SD1 Development proposals shall consider how they can proactively minimise: a. the effects of climate change and include measures to take account of future changes in the climate; b. the need to travel, and wherever possible be located where services and facilities can be accessed more easily through walking, cycling or public transport; EN4: Pollution Control Development should seek to minimise pollution and where possible contribute to the protection and improvement of the quality of air, land and water. In achieving this: Development should be designed from the outset to improve air, land and water quality and promote environmental benefits. DE1 All major development (as defined in the Glossary) must demonstrate compliance with: h. Manual for Streets guidance and relevant Lincolnshire County Council guidance	84 91 102 104 110 127 f	B1 M1 M2 M3 P1 H1 H3	Natural Connections Walking, Cycling and Public Transport Facilities and Services Healthy Streets Cycle and car parking	2.2.5 2.3.6 3.5.4 4.2.2 4.2.3 4.3.2 4.2.4 Table 4.1 4.4.2 5.2.4 5.9.2 6.1.4 6.3.27 Figure 6.14, 6.15 6.4 7.3.19 7.4.1 8.2 11.8.6

