Design Guidelines for

Rutland & South Kesteven

SUPPLEMENTARY PLANNING DOCUMENT
NOVEMBER 2021

Rutland County Council

SOUTH KESTEVEN DISTRICT COUNCIL

Contents

Part 1: Understanding and responding to context 5

1. Introduction, understanding context and the design process 7
1.1. Overview 7
1.2. Aims of this SPD 7
1.3. How to use this guide 7
1.4. Relationship with the National Design Guide and other key reference documents 8
1.5. The design process 9
1.6. Engagement 11

2. Rutland and South Kesteven's special character 13
2.1. A special place 13
2.2. Describing landscape and heritage character 13
2.3. Character areas 13

3. Understanding and responding to the context 20
3.1. Starting with site analysis 20
3.2. Responding to context 22
3.3. Establishing a vision and principles 23

Part 2: Design 26

4. National guidance that must be followed 28
4.1. National Design Guide 28
4.2. National Model Design Code 28
4.3. Manual for Streets 28
4.4. Building for a Healthy Life 28

5. Strategic design 31
5A: Follow the process 31
5B: Responding to the climate emergency 31
5C: Encouraging healthy lifestyles 33
5D: A strong landscape structure 34
5E: Continuous green corridors and circuits 35
5F: Trees in the public realm 36
5G: Sustainable drainage systems 37
5H: Street hierarchy 38
5I: Connected layouts 39
5J: Addressing the street (perimeter blocks) 40
5K: Strong front boundary treatments 41
5L: Special places - breaks/interruptions/events 42
5M: Street character 43

Contents

5N: Local rural village and town urban form and street character 44

5O: Local centre/community facilities 45

5P: Cycle infrastructure 46

5Q: Car parking 47

5R: Affordable housing 49

6. Detailed design 51

6A: Build quality 51

6B: Architecture 52

6C: Materials 53

6D: Roofs 54

6E: Residential amenity 55

6F: Refuse management 56

6G: Extensions 57

6H: Scaling and massing of infill development 58

7. Design for large scale employment and commercial 60

7A: Follow the process 60

7B: Responding to the climate emergency 60

7C: Frontages 61

7D: Landscape screening 62

7E: Parking and servicing 63

7F: Architecture 64

Annex: Policy and guidance documents that back up the chapters 65

Understanding and responding to context

Part 1

Introduction, understanding context and the design process

01

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 - which we define as any new construction that requires planning permission - 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 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.

Checklists and key questions boxes have been provided as a way to highlight, list and summarise key information in a more useable and concise format. They are not intended to be policies or requirements.

The SPD has been prepared in accordance with the National Planning Policy Framework (NPPF) July 2021, the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Councils' Statements of Community Involvement. Stakeholder and Councillor workshops informed its drafting and changes have been made following the extensive feedback received as part of a public consultation exercise.

Note that some development does not require planning permission. This is called 'permitted development'. As what constitutes permitted development is subject to change by Government, applicants are advised to check with the Council's planning department.

1.2. Aims of this SPD

The key aims of this Design SPD are to:

- Establish the expectations 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 are expected 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 also 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. How to use this guide

This document has two main parts. Part 1 is about the design process and stresses the importance of responding to context. Part 2 has a focus on design outcomes.

All types of development are expected to follow Part 1 and, as appropriate, chapter 4 in Part 2. Beyond these, particular parts of the guidance will be relevant for different scales and types of development. More specifically:

Extensions

- Chapter 6 – Detailed Design with particular focus on 6G Extensions

Single Dwellings

- Chapter 5 – Relevant sections include: 5B Climate emergency, 5G Sustainable drainage systems, 5K Strong front boundary treatments.
- Chapter 6 – Detailed Design

Smaller developments (approximately 2 to 10 dwellings)

- Chapter 5 – most sections as relevant
- Chapter 6 – Detailed Design

Larger developments (approximately 10 or more dwellings)

- Chapter 5 – most sections as relevant
- Chapter 6 – Detailed Design

Commercial Development

- Chapter 7 - Design for Large Scale Employment and Commercial

1.4. 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 three other key national guides: the **National Model Design Code**, **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, 2021);
- **Planning Practice Guidance** (PPG);
- **Rutland County Council Local Plan - Core Strategy DPD** (2011);
- **Rutland County Council Local Plan - Site Allocations and Policies DPD** (2014);
- **South Kesteven District Council Local Plan** (2020);
- Neighbourhood Plans;
- and subsequent planning and environmental legislation and guidance as it becomes available.

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 be determined in accordance with the planning policies set out in those neighbourhood plans which are 'made' (i.e. adopted), unless material considerations indicate otherwise, as they are also used by the local planning authorities to determine planning applications. Neighbourhood plans often contain character assessments that describe what makes area distinct.

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

1.5. 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.

In order to ensure that design quality and the contents of this guide are consistently applied to proposals for new development, **the local authorities will use this guide to assess the design quality of new development**.

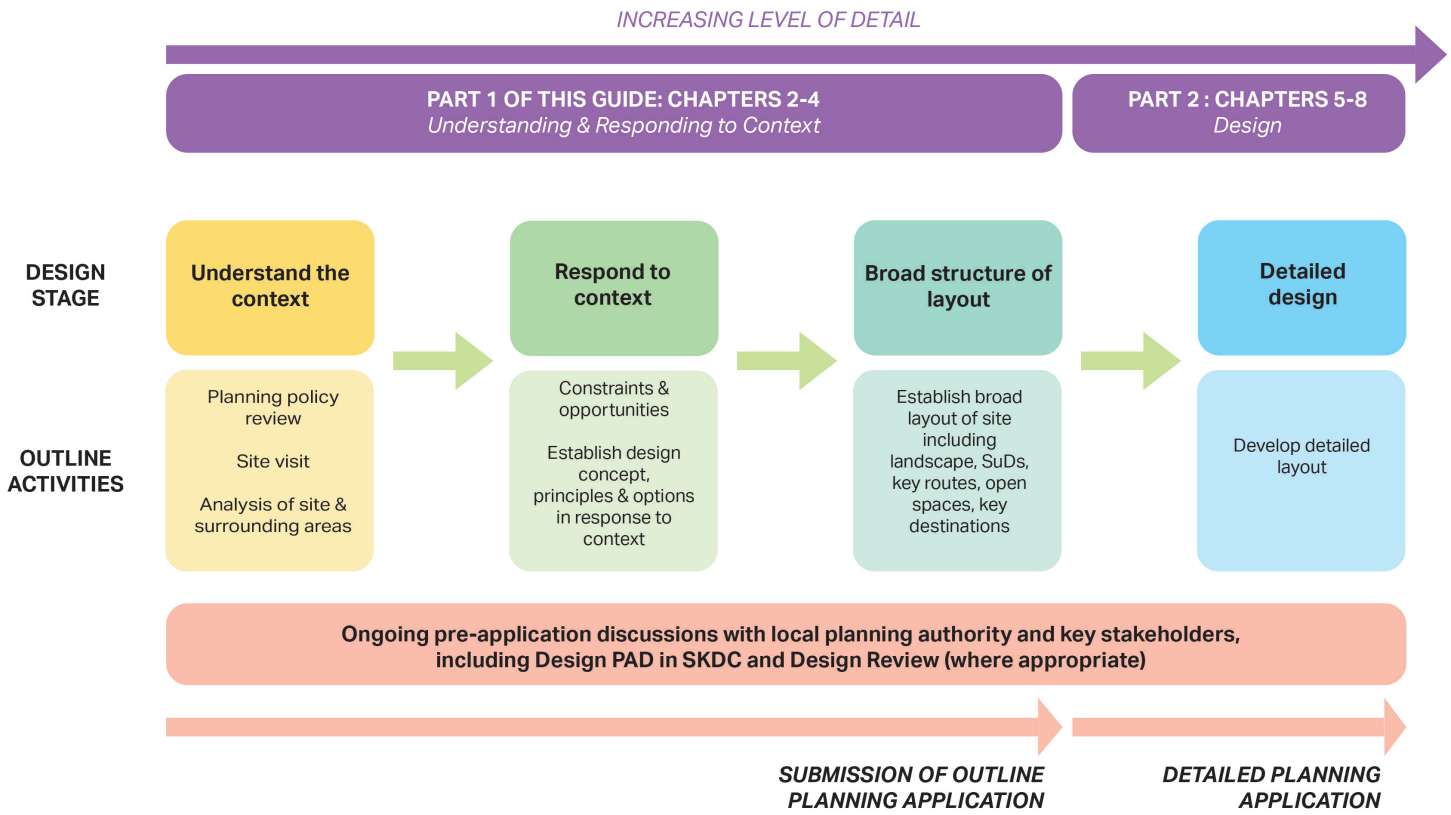


Figure 1: Design process overview.

For residential developments of 10 or more dwellings, Building for a Healthy Life will also be used as a tool for discussions, assessment and monitoring of design quality.

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.

Design, Planning and Drainage (Design PAD) and Design Review 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.

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 the three steps in the box on the right in order. This will avoid wasted time and effort, and secure a better outcome for all parties.

*In addition to internal arrangements such as Design PAD at South Kesteven, significant developments (defined by the Council) will undergo an independent **Design Review**, ideally as early as possible in the design process, when it is felt that such a review is required.*

The Council and the Applicant will be equally involved in the selection of a review panel. The cost associated with the Design Review will be covered, in full, by the Applicant.

Significant developments will be determined on a case by case basis, depending on the context of each individual site.

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

Checklist: What we expect to see in planning applications:

1. ***Understanding the context*** - Site and contextual analysis plans and descriptions;
2. ***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.

1.6. Engagement

The NPPF and National Model Design Code encourage much more extensive public engagement and involvement of neighbourhood plan groups and Town and Parish councils in design. 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. The Councils' respective Statements of Community Involvement should be followed as they set out how the community, businesses and others with an interest in development can engage with the planning system.

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: hands-on, 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 can be supplemented by a dedicated website providing information on the proposal; 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 other agencies such as the Lead Local Flood Authority, Environment Agency, Greater Lincolnshire Nature Partnership, Anglian Water 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 1.5 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 **effective community engagement on design** 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 into account in relation to design".

Refer to the Statements of Community Involvement for **Rutland** and **South Kesteven** for expectations on engagement.

Rutland and South Kesteven's Special Character

02

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 north-west 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, Oakham and Uppingham and numerous characterful villages;
- 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;
- Wildflower-rich limestone grassland, and limestone becks and larger watercourses;
- Hedgerows and hedgerow trees providing important habitats and character;
- Scattered woodland with some important semi-natural and ancient woodlands;
- Rutland Water;
- A range of natural environments and wildlife habitats, which can be identified for a location by undertaking a thorough site and contextual analysis.

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 2.

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.

The photographs below figure 2 provide snapshots of the built and natural condition of each area. These are just to provide a flavour of local character and are not necessarily fully representative.

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

South Kesteven Existing Landscape Character

- Fen Margin
- Grantham Scarps and Valleys
- Harlaxton Denton Bowl
- Kesteven Uplands
- Southern Lincolnshire Edge
- The Fens
- Trent and Belvoir Vale

Rutland Existing Landscape Character

- High Rutland
- Rutland Plateau
- Rutland Water basin
- Vale of Catmose
- Welland Valley

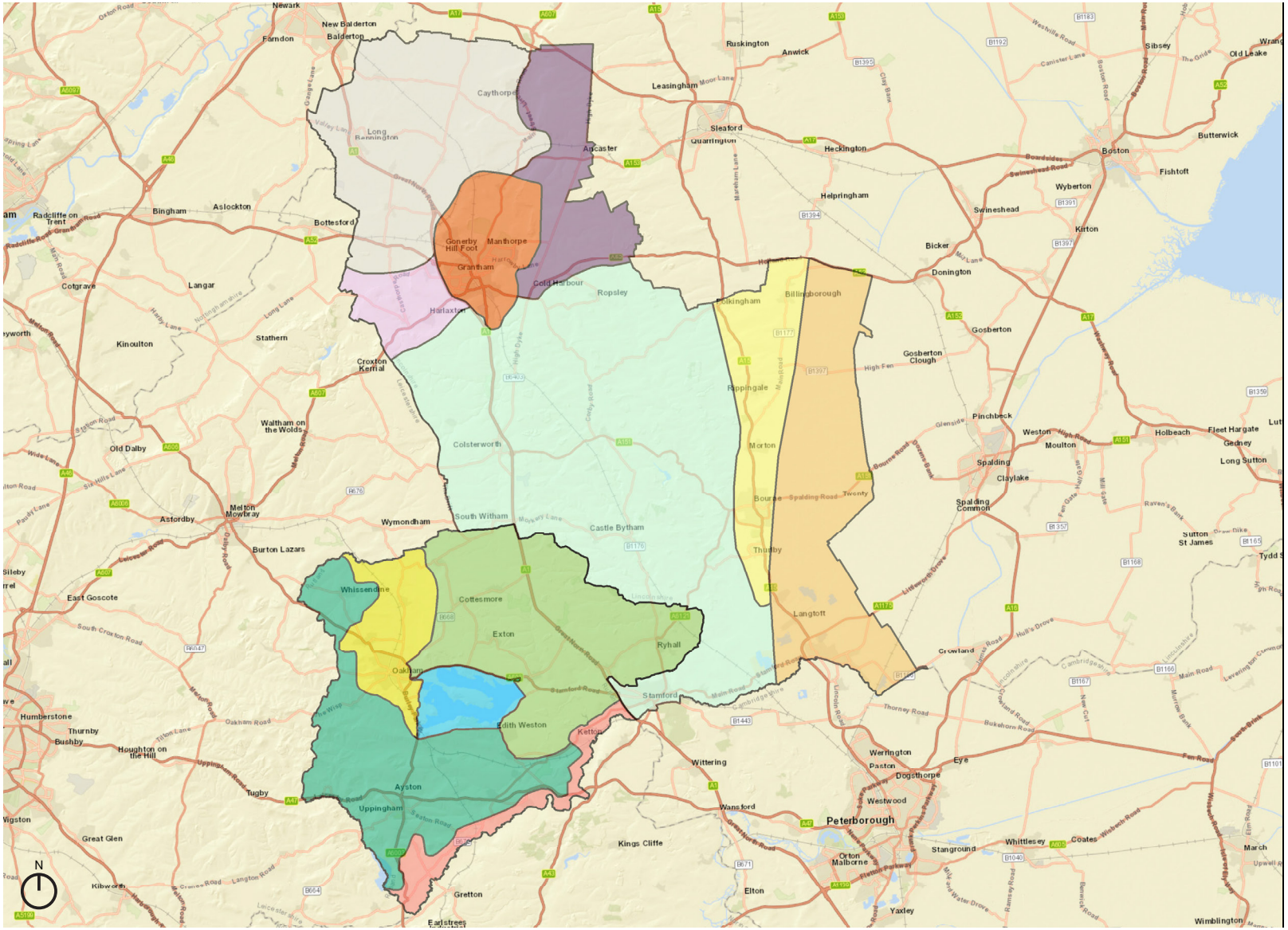


Figure 2: Landscape Character Areas (Rutland Landscape Character Assessment (2003), South Kesteven Landscape Character Assessment (2007)).

Fen Margin

Grantham Scarps and Valleys

Harlaxton Denton Bowl

Kesteven Uplands

Southern Lincolnshire Edge

The Fens

Trent and Belvoir Vale

High Rutland

Rutland Plateau

Rutland Water Basin

Vale of Catmose

Welland Valley

Understanding and responding to the context

03

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 and boundaries, including 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.

Checklist for a site and contextual analysis

Landscape

- *Landscape character, setting and history;*
- *Topography;*
- *Views into and out of site and visual impact;*
- *Urban – rural interface;*
- *Geology;*
- *Ecology and biodiversity, including biodiversity opportunity mapping;*
- *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, and their settings;*

- *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 underground and aboveground 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 , environmental/biological records and other existing documents?*
- *Been based on a thorough understanding of community and stakeholder aspirations and insights?*

3.2. Responding to context

Proposals should consider how to respond to the comprehensive site and contextual analysis work outlined above. This page shows examples of how development could respond to its context at the strategic level, in the early stages of design.

The examples here show how new development:

- will be shaped by an understanding of its physical context; and
- will be connected to its surrounding area

Figure 4 shows how a site massing strategy is influenced by the topography and vistas illustrated in Figure 3.

Figure 6 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 5.

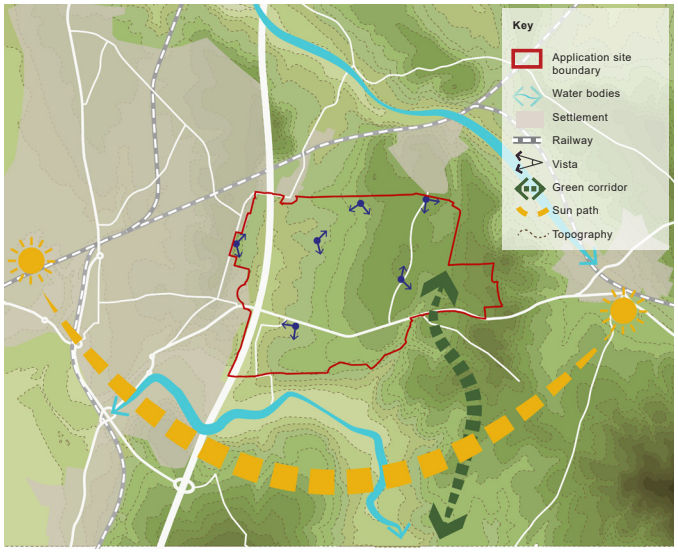


Figure 3: Topography and key vistas.

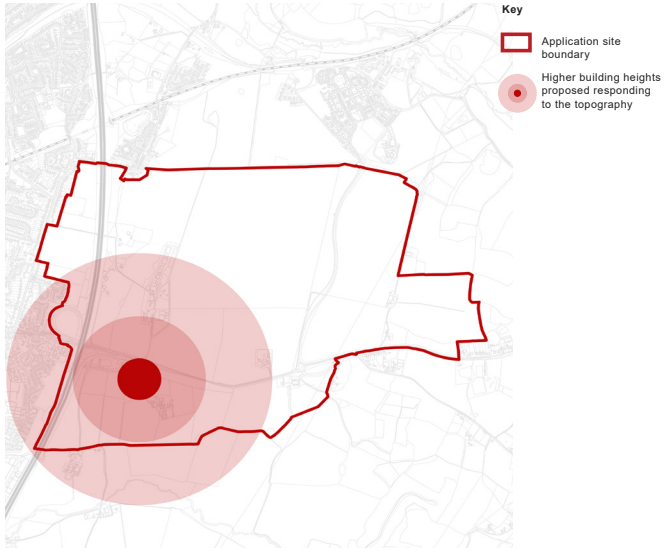


Figure 4: Responding to the topography of the site by locating higher density and taller built form in the lower lying part of this site, and lower density development on the edges overlooking open countryside.

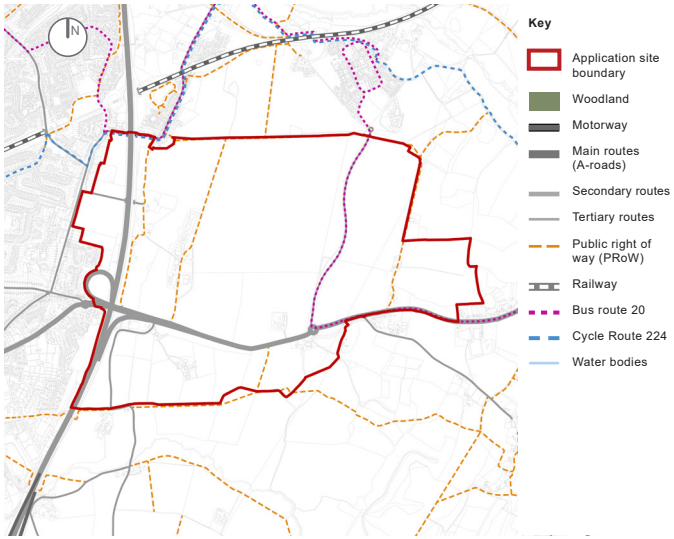


Figure 5: Existing movement networks of the site.

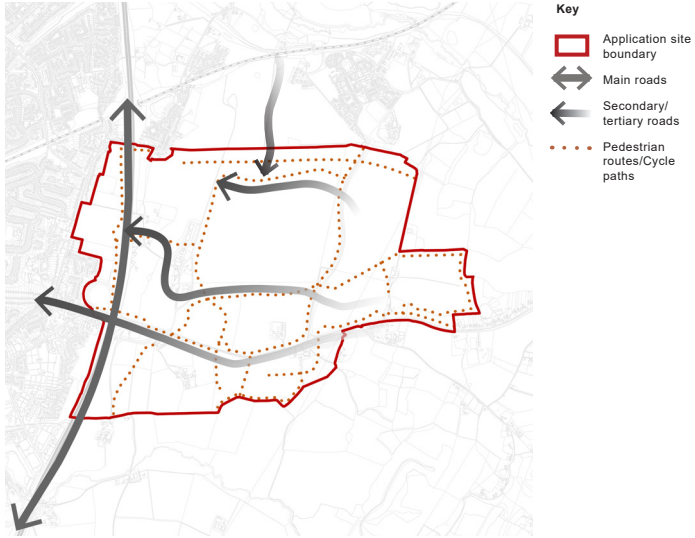


Figure 6: Responding to the existing movement networks.

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.

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.

An example vision is set out here:

DESIGN VISION

*The site will house a **compact neighbourhood** in a **parkland setting**. The neighbourhood will **expand holistically** from the existing service housing with redevelopment focussing on the **brownfield land**. This will **increase permeability** to the parkland to the north. Some **interventions** will be made to upgrade the site frontage and create an **outward-facing** development with **well-defined** public spaces and private plots.*

***Community** facilities and services that were previously on site will be **retained** in some form and disused buildings could be **re-purposed** to house these in amongst a **high-quality housing** offer.*

*The **architecture** will be clearly of its time and yet **distinctively local** by making the best of the latest building technology to minimise resource use and making a positive addition to **local character.** The area will have a very **legible** plan with direct, convenient walking routes to the **local centre** which will be formed around an **attractive public realm**, together acting as a focus for the **identity** of this neighbourhood which forms a part of the wider former village suburb.*

*The site will be **integrated** closely with the wider area by walking routes, across the common (which itself will be retained as a **landscape corridor** for wildlife) and via the canal tow-path to the north. A new **railway halt** will be provided alongside an **electric bus** service that will link residents with the schools and centres of the surrounding towns.*

Design development

This page highlights four key steps of design development in response to the site analysis and vision.

To support the vision, it is useful to establish a set of clear, site-specific **development principles**, and to set the design intent of the scheme. These can be expressed according to different themes, such as green infrastructure (as shown), movement and resilience, and for different parts of the site as well as the whole.

A simple **concept plan** can also be helpful to illustrate vision and design intent. Depending on the size of the site and the scheme's complexity, it can be useful in demonstrating how you intend to address the site's strategic issues, such as the topography, green infrastructure, key views, connections and desire lines, as well as showing key features of your scheme such as the main spaces and focal areas.

Once the vision, principles and concept are established, the framework can be fleshed out with a **broad structure of layout** that considers in more detail 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 structural elements. It could also include a series of simple themed strategies, such as a biodiversity strategy, landscape and SuDS strategy, tree strategy, movement strategy, key spaces strategy, play strategy – focussing in on these important elements individually ensures that they are comprehensively addressed and considered strategically in order to guide the detailed design work.

Development principles e.g. connect existing and new green space

Development principles for part of site

Broad structure of layout

Concept plan

Figure 7: Steps in design development on large site

Checklist for major developments: Has your design...

- *Directly responded to the site analysis, including its surroundings, topography, geology, biodiversity, 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

National guidance that must be followed

04

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.

Development should demonstrate compliance with Manual for Streets, perform positively against Building for a Healthy Life and the National Design Guide:

- National Design Guide;
- National Model Design Code;
- 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. National Model Design Code

More detail on good design practice under the National Design Guide's characteristics is provided in the National Model Design Code. Part 2: Guidance Notes is the most useful place to understand the Government's detailed expectations on design outcomes.

4.3. 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.

4.4. 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, which is relevant to developments of 10 dwellings or more, 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 positively against the BHL criteria and performance is monitored.

Manual for Streets: Key principles

Schemes of at least ten homes should demonstrate compliance with Manual for Streets. Whilst the MfS has influenced this document, we do not repeat 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.*

Garden villages

Schemes in the Local Plans referred to as Garden Villages or to be developed in accordance with Garden Village principles should follow guidance set out by the TCPA and Homes England.

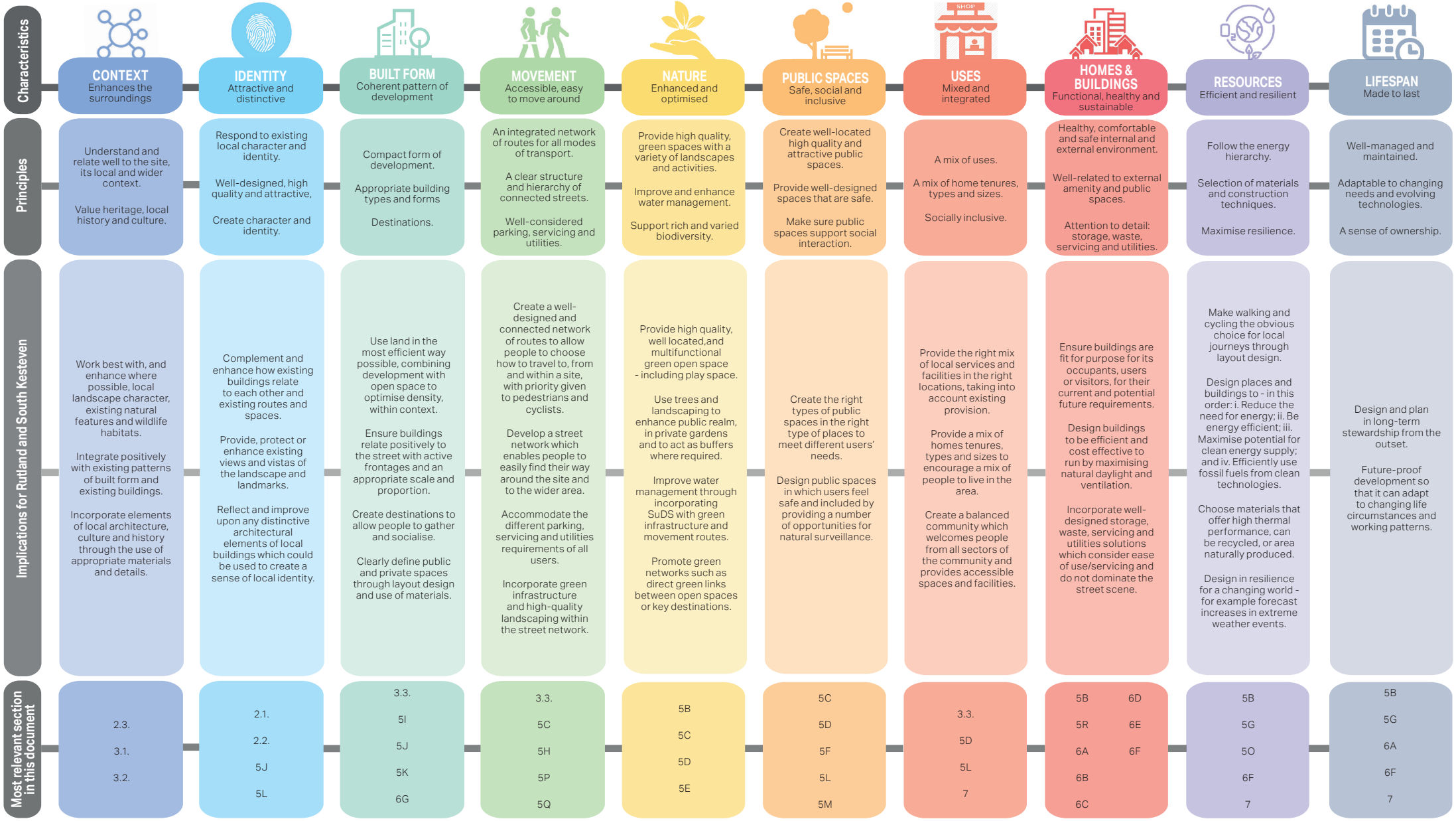


Figure 8: National Design Guide characteristics, principles and possible applications in Rutland and South Kesteven, including reference points in this document.

Strategic design

05

5. Strategic design

In addition to following the guidance in the national documents above, there are 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 although being particularly relevant to major schemes of 10 homes or more. These are the issues that applicants frequently fail on, leading to delays and increasing the risk of poor development.

5A: Follow the process

The design process outlined in Part 1 of this document must be followed on all major applications. Local Plan policies require development to demonstrate how carbon dioxide emissions have been minimised. This must be evidenced as part of planning applications.

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. The Future Homes Standard means that, from 2025, new build homes will no longer be permitted to have fossil fuelled space heating and hot water generation. South Kesteven District Council has declared a 'climate emergency' and 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 transport emissions make to the climate emergency, and the problem of car-dominated neighbourhoods, one of the best things that can be done is to locate 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 mitigate 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;
- Orienting buildings to maximise beneficial solar gain, with, for example, one of the main glazed elevations within 30° due south, whilst avoiding overheating;
- Promoting biodiversity and green infrastructure through a landscape-first and nature-based approach;
- Enabling local food production;
- Using natural or recycled and local materials;and
- Providing electric car charging points in new development, in line with the Local Plan policies.

These steps will also help improve air quality and health. See **here** 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;
- Systems deployed, such as on-site generation, heat pumps, mechanical ventilation, water management and district heat networks; and
- Using modern methods of construction.

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 **LETI Climate Emergency Design Guide** 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

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, windows and doors
5. **Highly energy- efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly waste- efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

KEY: NEW BUILD HOMES

A. **High levels of airtightness**
B. **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling
C. **Triple glazed windows and external shading** especially on south and west faces
D. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
E. **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
F. **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
H. **Construction and site planning** timber frames, sustainable transport options (such as cycling)
I. **Solar panel**
J. **Electric vehicle charging point**

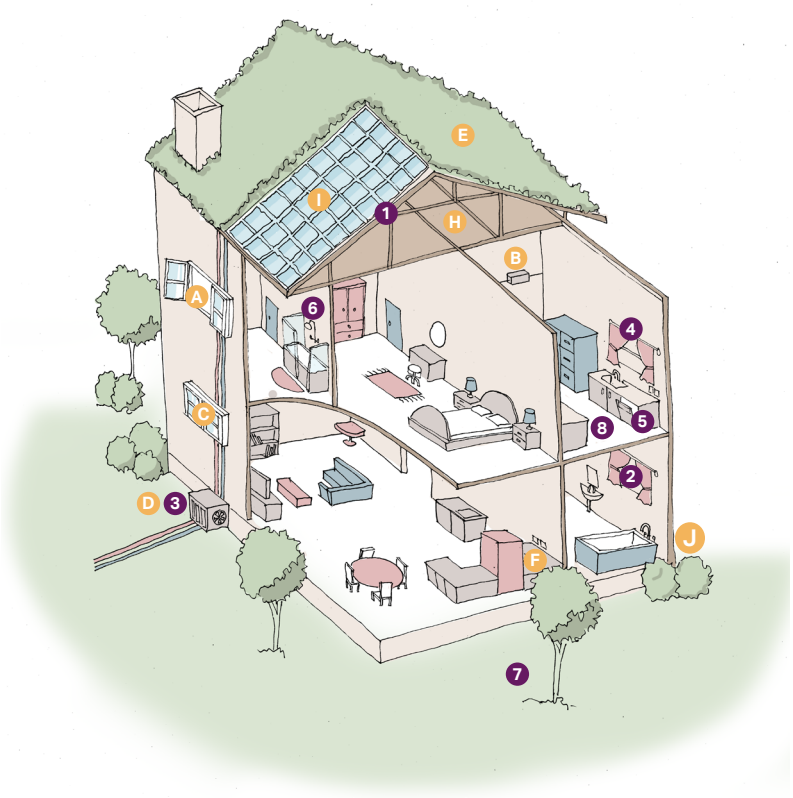


Figure 9: Diagram showing the low-carbon measures for both existing and new build homes - measures in each column may be used in both types (based on work by the Committee on Climate Change).

Water efficiency

Water efficiency, including the re-use and responsible use of water, also needs to be promoted. This also reduces impact on the sewerage systems, resulting in further energy savings through reduced treatment of water at the start and treatment of sewerage end.

The Natural England and RSPB **Climate Change Adaptation Manual** sets out a spatial approach to assessing habitat vulnerability to 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, integral bat/bird/swift boxes/tiles/fascias/ boxes, bee bricks, 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), community stewardship models, allotments, homezones, traffic calmed streets, and shared surfaces;
- **Healthy food** including community kitchen gardens and orchards designed into open spaces, allotments, community composting;

KEY QUESTION:

- *What have you done to promote healthy lifestyle choices?*

- **Physical exercise** including active travel, walkable 20 minute neighbourhoods, circuits of routes, quality cycle infrastructure, easy to navigate, safe and attractive streets, walking and cycling routes, good public transport services, and well designed, high quality and accessible play areas within walkable distance of people's homes;
- **Supporting flexible working practices**, particularly homeworking, through provision of fast fibre broadband, shared workspaces and easy access to community amenities; and
- **Designing places for all**, including older people and the mobility impaired and building Lifetime Homes that are adaptable and accessible over time, in accordance with Local Plan policies that set minimum levels.

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
9. Management, maintenance, monitoring & evaluation
10. Activity promotion & local champions

See Sport England's **Active Design Guide** and the NHS **Healthy New Towns guidance** for more advice on encouraging physical exercise and healthy lifestyles, as well as **Building for a Healthy Life.**

See Policy OS1 in the **South Kesteven Local Plan** and Policy CS23 in **Rutland Local Plan - Core Strategy DPD** and Policy SP22 in **Rutland Local Plan - Site Allocations and Policies DPD**

Swift Conservation and the **Bat Conservation Trust** offer advice on providing swift and bat boxes.

See the **Elsea Park Community Trust** for an example of community stewardship of the maintenance and management of green infrastructure.

See **TCPA guidance** on 20 minute neighbourhoods.

Figure 10: New residential scheme in Derbyshire providing a pleasant, well equipped and accessible play area and open space.

5D: A strong landscape structure

There are multiple benefits to incorporating landscape features into proposals, and as such, landscape design 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' are positioned in the optimum locations within the site, rather than areas left over. In addition, the impact of lighting on landscape and biodiversity should be carefully considered in any scheme.

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 in accordance with environmental law and be fully measurable an evidenced.

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 **Building with Nature** standards. The Wildlife Trusts' **Homes for People and Wildlife** is another useful resource.

See the **Biodiversity Net Gain good practice principles for development**, the **Environment Bill** and Defra's **biodiversity metric 3.0** calculation tool.

Refer to guidance in the **South Kesteven Local Plan**, **Rutland Local Plan** and by **Natural England.**

Figure 11: Landscape structure at the heart of a design.

Figure 12: The Croft, Bourne. A contemplative space at the crossroads of routes within the scheme.

Figure 13: 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. Protecting and extending Public Rights of Way and statutory bridleways should also be given consideration at the design stage of any new 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 14: 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.

Paragraph 131 of the NPPF says that "planning policies and decisions should ensure that new streets are tree-lined" and encourages applicants and local planning authorities to *"work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users."*

SKDC has signed up to the **Charter for Trees, Woods and People**, 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?*

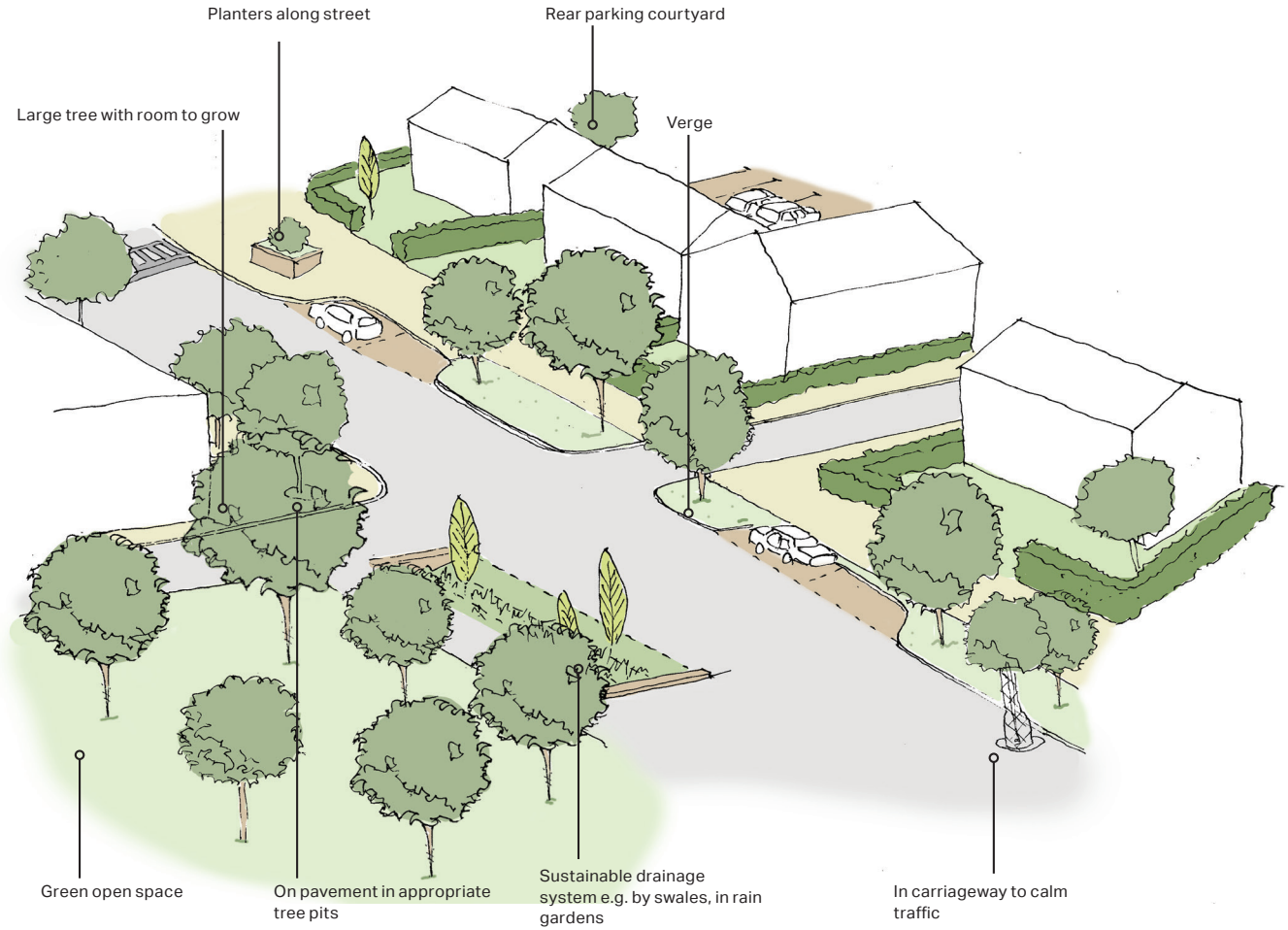


Figure 15: Different types of tree in the public realm.

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, amenity and biodiversity. They reduce the amount of surface water that reaches the sewer system (as outfall) and the rate at which it reaches a watercourse. Common features of SuDS include soakaways, filter strips and swales, permeable surfaces and ponds.

The best approach is to collect and re-use water but, if this is not possible for all water, infiltration and attenuation/controlled release should be used as well unless it can be proved that it will not work for locally-specific reasons. In general, the aim should be to infiltrate water into the ground, thus mimicking what nature does. So, priority should be given to: infiltration into the ground first; then to a surface water body; then to a surface water sewer, highway drain or another drainage system; or finally, to a combined sewer.

SuDS do not have to be complicated; the best solutions are often the simplest. It should be integrated with green and blue infrastructure and planned in from the earliest stage to make sure that enough space is made available in the right places. **Sustainable drainage should be fully integrated into the design.** 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.

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.

Multi-functional SuDs design incorporating locally occurring and regionally sourced native marginal and aquatic planting is a space-efficient way to deliver biodiversity net gain, if managed appropriately.

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?*

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

See **Design and Construction Guidance** for foul and surface water sewers produced by Water UK.

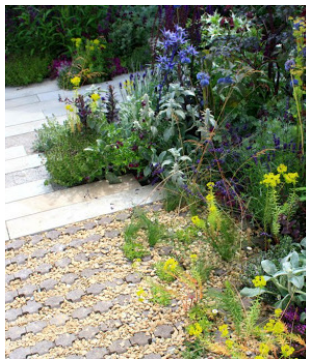


Figure 16: Example of SuDS designed as a public amenity in Stamford (left) and permeable paving (above)

Figure 17: Shallow car park swale with very high infiltration in Bushloe High School in Wigston, Leicestershire (Image credit: DSA Environment + Design)

Figure 18: Award-winning roadside swale in Lincoln

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.

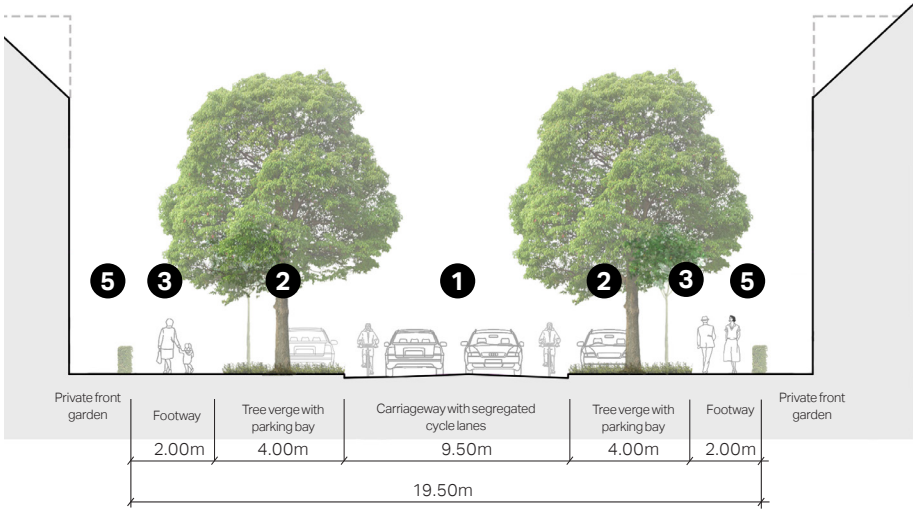
Key elements of a Main Street/Avenue could include:

- Street trees;
- Wider pavements including roadside swales;
- Carriageway with segregated cycle lanes;
- 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 distances for pedestrians and also create less need for vehicles (such as refuse collection) to turn in the street.

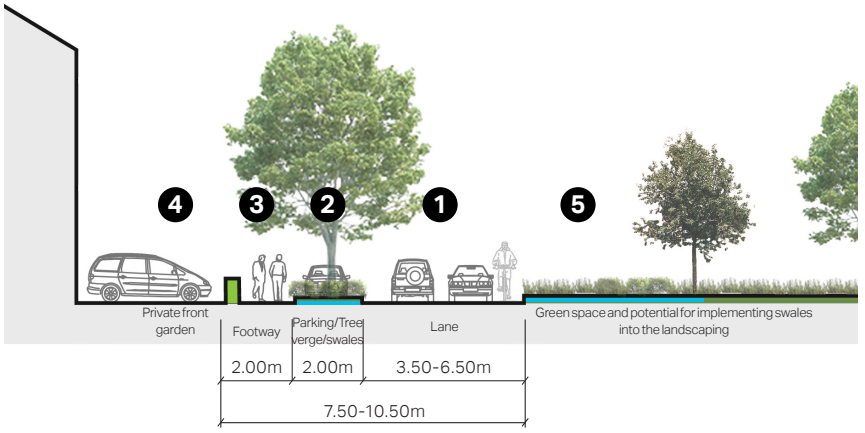
KEY QUESTIONS:

- *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?*



1. **Carriageway (area-wide traffic) with segregated cycle lanes.**
2. **Green verge with tall trees. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.**
3. **Footway.**
4. **Residential frontage with boundary hedges and front gardens.**

Figure 19: 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



1. **Shared lane (local access) - width to vary.**
2. **Green verge with trees. Parking bays may be interspersed with trees to soften the impact of parked cars. Roadside swales are also recommended.**
3. **Footway.**
4. **Residential frontage with boundary hedges and front gardens.**
5. **Green space, with trees or hedges to manage the transition to the countryside. Potential for implementing swales into the landscape.**

Figure 20: Section showing indicative dimensions for Edge Lanes. The lane width may vary to discourage speeding or provide space for parking. Roadside swales are recommended.

5I: 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. Driveways and minor access roads should be dispersed frequently throughout the site and have direct access off existing and new streets in order to create active frontage and reduce speeds.

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.

Home Zones (or play streets) can be successfully designed in to the quieter streets within connected layouts and are encouraged. These are designed primarily to meet the needs of pedestrians, cyclists, children and residents.

Some cul-de-sacs and mews streets may be appropriate in a wider connected layout. Cross-roads are acceptable in appropriate locations (as shown in Figure 21); however turning heads (as shown in Figure 22) take up space and make routes for refuse vehicles more difficult. Connected streets make more efficient use of space and reduce reversing of refuse vehicles, and are easier for delivery services and bus routes to access.

Developments should knit in to the wider neighbourhood and single access points to large sites should be avoided. Walking routes into village and town centres should be provided / promoted where possible to discourage car use.

KEY QUESTION:

- *Are most streets connected to others at both ends?*

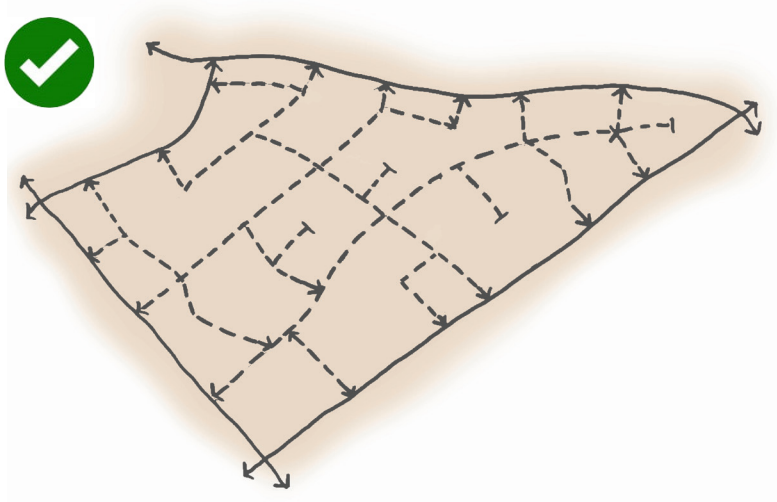


Figure 21: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood. This layout encourages lower vehicular speeds as there are more access points on to the main roads around the edge of the site.

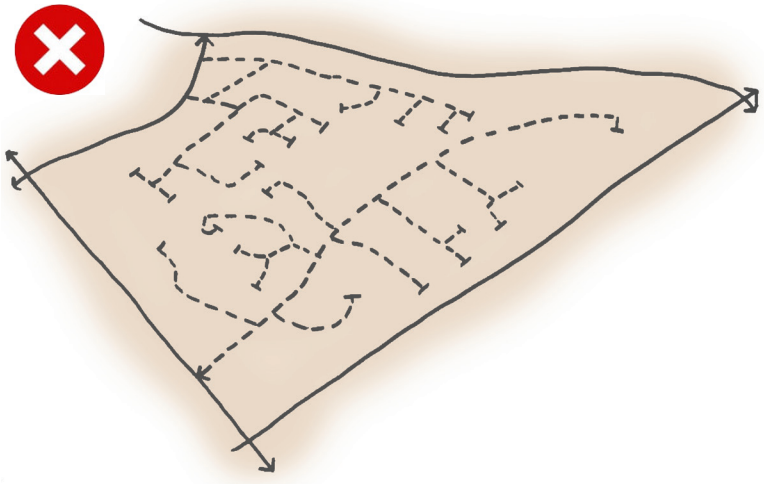


Figure 22: A layout dominated by cul-de-sacs encourages reliance on the car for even local journeys. This layout generates higher vehicular speeds because there are fewer access points leading to the main roads around the edge of the site.

5J: Addressing the street (perimeter blocks)

In line with national guidance, buildings should have public fronts and private backs. By positioning public fronts on to streets and public spaces - in terms of the main entrances and main windows - this provides opportunities for natural surveillance and to design out crime from these spaces. Back gardens should face other back gardens, bringing community safety and privacy benefits.

This also applies around the edges of sites, where sensitive rural interfaces often exist. Buildings should look outwards, not turn their back on their surrounds. Hedgerows or other planting in front of homes can soften open rural interfaces and existing hedgerows have more protection if within the public realm rather than rear gardens where they are more under threat.

Properties on all corners should have active facades on both sides, not blank gable ends, and front doors and house numbers on all properties should be clearly visible from the street.

KEY QUESTIONS:

- *Are all streets fronted by buildings?*
- *Where you have followed existing patterns and 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?*

Secured by Design is an initiative that offers advice on designing out crime.

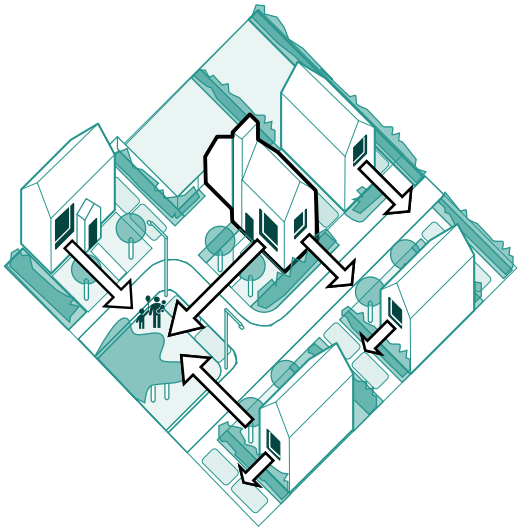


Figure 23: Windows on facades enhance natural surveillance over open spaces and the streets creating a sense of safety to the people.

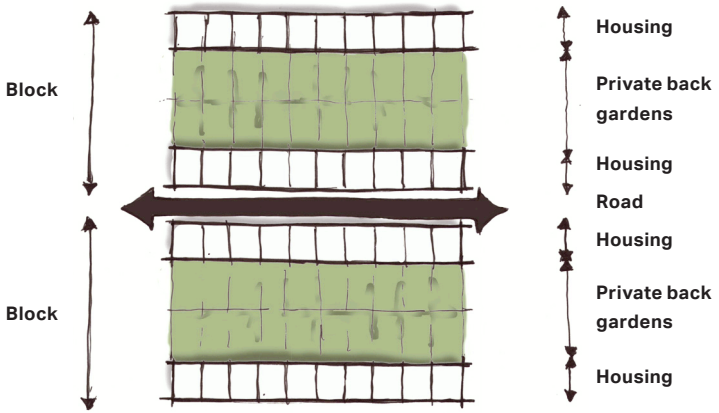


Figure 25: Outward facing blocks with private backs and public fronts.

Figure 24: Characterful overlooked space, Market Deeping.

Figure 26: 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 should 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.

KEY QUESTION:

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

Figure 27: Hedges presenting an attractive buffer between the public and private.

Figure 28: 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 prioritise the safety and needs of pedestrians and cycles, calm traffic and 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 and calm traffic;
- 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 29: 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. Careful consideration should be given to the design of pavements, avoiding the provision of unsightly and impractical maintenance strips of paving.

KEY QUESTION:

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

Figure 30: 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 31: 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.

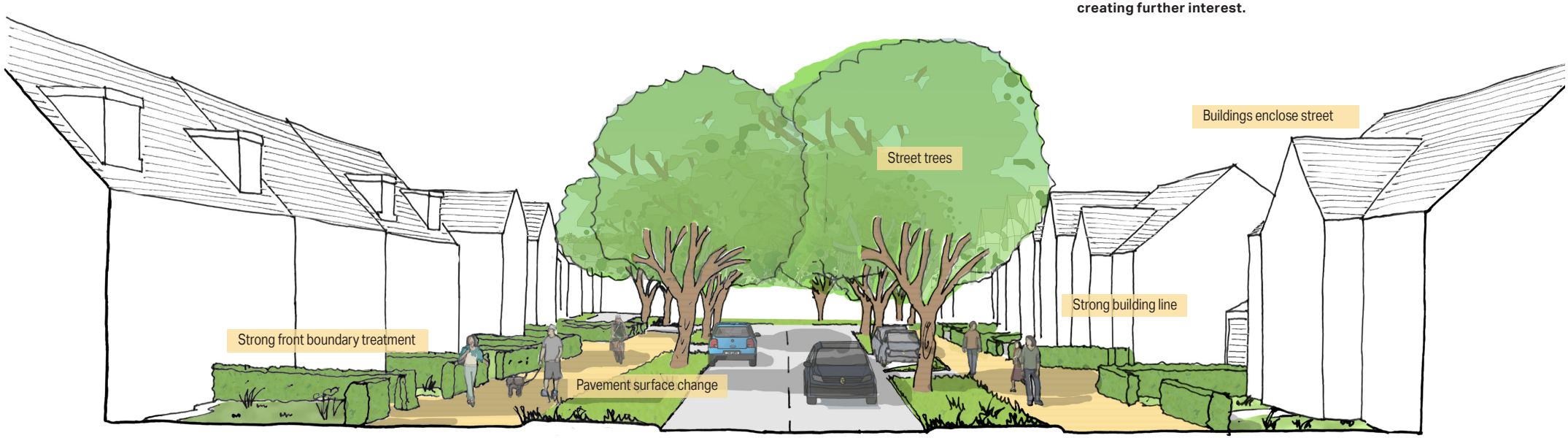


Figure 32: Typical residential street.

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 and layouts should aim to replicate the urban form, density 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.

Proposals should be of an appropriate scale, density, massing and height, taking into account the local character and context.

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

Figure 34: Greetham, example showing a stronger alignment in the central areas.

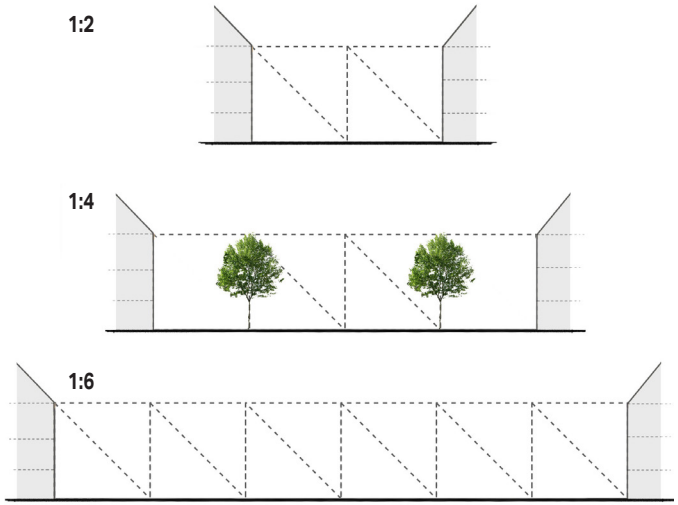


Figure 35: 'Enclosure' is the relationship between the height of the buildings and the distance across the street or space between facing ones. A ratio of 1:2 (top) or 1:4 is generally appropriate for residential streets, with 1:6 (bottom) a general maximum for squares and very wide streets. Enclosure can be defined by trees instead of buildings (centre).

5O: Local centre/community facilities

A sense of community is an essential element of any new settlement. The design of local centres and community facilities should:

- Encourage social interaction;
- Not be car-orientated with parking areas dominating;
- Be vibrant places;
- Be exemplary in terms of design with high quality public realm and landscaping;
- Include a mix of uses – to include elements such as residential uses and cafés that encourage people to stay, for socialising and for natural surveillance;
- Cater for growth in the share economy - such as car share schemes; tool and garden equipment swaps; work hubs for hot desking; and remote working facilities - which require high speed internet;
- Be located to be walkable for as many people as possible; and
- 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 36: 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 1/20** 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 or within their curtilages.

KEY QUESTION:

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

Figure 37: Convenient cycle storage in an apartment.

Figure 38: 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 **County Council Guidance** for advice on the amount of parking that should be provided. For Rutland, see the adopted **Site Allocations & Policies Development Plan Document (page 70)**.

These spaces should ideally be in addition to any garage provision (as garages are rarely used for parking as highlighted in Manual for Streets (2007) paragraph 8.3.39), although garages with space for general storage (and bicycles if no other cycle storage) and doors wide enough to accommodate a modern car could be considered as parking provision.

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 (as highlighted in Manual for Streets, paragraph 8.3.33);
- 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;
- 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. However it should be noted that Building for a Healthy Life (2020) advises against 'over reliance on integral garages with frontage driveways';
- Paving materials could 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 should be avoided as they have been known to cause neighbour disputes and lack the required space;
- Spaces between rear gardens should ideally be avoided as they have a negative impact on street character and design quality and can easily be designed out by, for example, placing detached dwellings on corner plots.

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 courtyards 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, ideally with habitable rooms at ground floor overlooking the access and parking areas. Mews streets containing dwellings and rear parking interlinked with the street network can be very effective, creating overlooked streets and 'places' rather than simply just 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, residents should be able to get out of the car comfortably on both sides and open the doors. It should also be possible to get a wheelie bin of 0.6 metres past a parked car.

Garage dimensions

In line with Lincolnshire County Council guidance, garages should only be considered as parking provision when they are of a size that will accommodate general storage (such as lawn mowers, hedge trimmers, ladders, bicycles etc) and have garage doors that are wide enough to accommodate the modern car. Building for a Healthy Life advises against 'Relying on garages being used for everyday car parking'.

With regards to garage dimensions, the advice within Manual for Streets paragraph 8.3.41 should be taken into account and this is also repeated in the guidance by Rutland County Council (paragraph 1.5 – see link on previous page).

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.

See guidance set out by **Lincolnshire County Council** on development roads, **Manual for Streets** and **Building for a Healthy Life.**

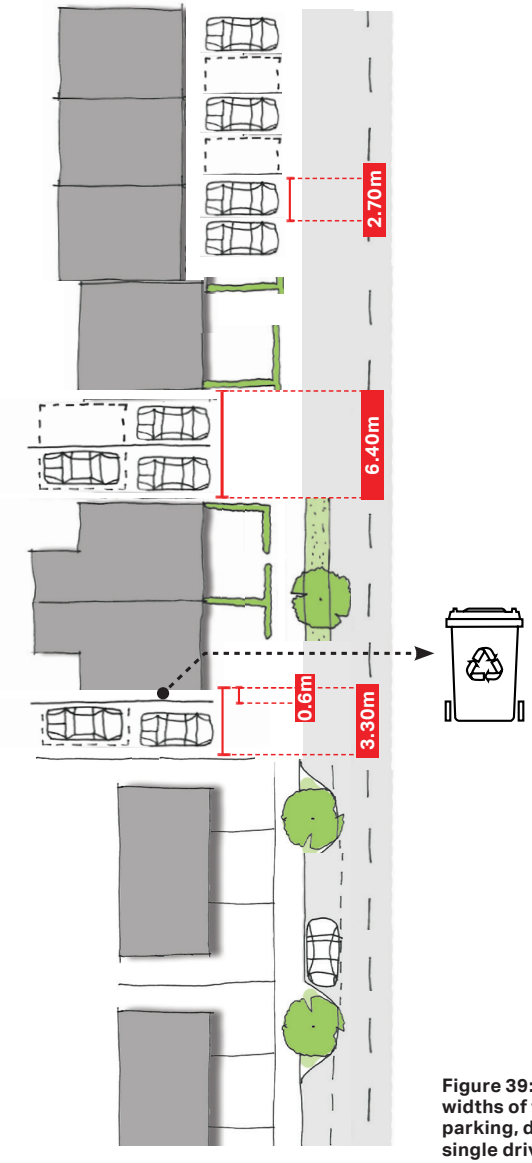


Figure 39: Advisory widths of frontage parking, double and single driveway and spaces.

5R: Affordable housing

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

In market housing-led schemes, dwellings should be well integrated around the neighbourhood. Affordable dwellings should be sensitively located with the aim of achieving sustainable communities that are intermixed, with affordable units being spread out and not being easily identifiable by means of design quality (including materials) style (including house types and architectural details) or location in terms of not placing affordable units in blatantly inferior locations.

The content of this design guide is also relevant to affordable housing only schemes (as well as units within market schemes) and should be taken into account.

Where one bedroom dwellings are provided as affordable housing within the development, there is a preference for these to be provided as terraced or semi-detached units which are well integrated with market housing in terms of layout, siting, design and style and also provide for private amenity space.

If one bedroom units are provided as flats and quarter houses, it is important that these are well designed and every effort is made to integrate these well with open market housing.

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

Self and custom build units should be provided in accordance with local plan policies and should fit in to the site masterplan and its design aspirations.

Figure 40: Affordable housing 'pepper-potted' around a development, but still clustered to aid management (marked in red).

KEY QUESTION:

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

Detailed design

06

6. Detailed design

This chapter shifts attention to the individual building and considerations of architecture and detail. We are not advocating a specific architectural 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

It is important that build quality, materials and architectural detailing make a positive contribution to local distinctiveness, vernacular and character.

There are certain low quality materials and architectural details of new residential developments that have an adverse impact on the street scene or character . The list below makes recommendations for higher quality solutions that are more in line with the aspirations of the Local Plan policies.

- Stub sills on windows, to ensure that they don't project over stone or chamfered brick sill 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).

Where contemporary architectural solutions are proposed (see Section 6B also), high standards of design and build quality will also be expected. Quality materials and architectural detailing are expected. A good build quality helps developments to make a positive contribution to local distinctiveness, character and the street scene and townscape character in accordance with Local Plan policy.

For sites of 400 dwellings or more, exemplary design and construction should be delivered in accordance with Local Plan policies.

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 both contemporary and traditional approaches are considered when responding to the strong local vernacular – with the focus being on quality and local character whichever approach is taken. Contemporary interpretations of local building forms, styles and details can creatively use locally distinctive and sustainable materials.

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, including alignment of windows. 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). For instance, the positioning of doors can provide some relief from repetition, whilst the horizontally and vertically aligned or symmetrical window arrangement gives an aesthetically pleasing visual result.

KEY QUESTION:

- *Is design well considered and appropriate to use and context?*

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. The character areas introduced in section 2.3 each have their own traditional building materials.

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.

The choice of materials for both traditional and contemporary architectural approaches is expected to reinforce local identity and make a positive contribution to local distinctiveness, vernacular and character. Nearby examples of low quality design and materials that do not fit with the positive and predominant examples of local character that typify the area should not be replicated or used as an excuse for more low quality design and materials.

Traditional materials can be used very effectively in contemporary architecture. Innovative and new materials with good environmental performance are supported, although such materials should still be high quality and enhance local character.

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;
- Render
- Slate, including Collyweston slate;
- Terracotta;
- 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 41: 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, gambrel 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.

Roofs typical of the local vernacular generally have a pitch of at least 40 degrees and new development is expected to do so too in order to reinforce local identity and make a positive contribution to local distinctiveness and character.

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

Figure 43: Varied roofscape in Uppingham.

Figure 44: 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 space, privacy, outlook, outdoor space and natural light. New development should promote amenity by following these 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 home, the back to back privacy distances shown 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 separates the buildings.

KEY QUESTION:

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

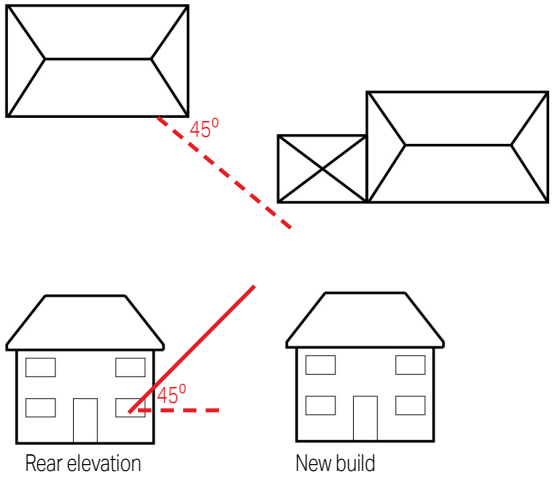


Figure 45: The 45% rule ensures that adequate levels of daylight can be maintained.

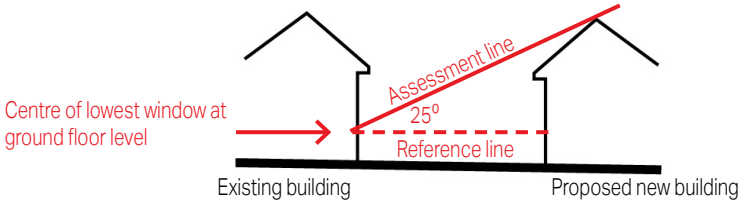


Figure 46: 25 degree thumb rule. Section in plane perpendicular to the main face of the building.

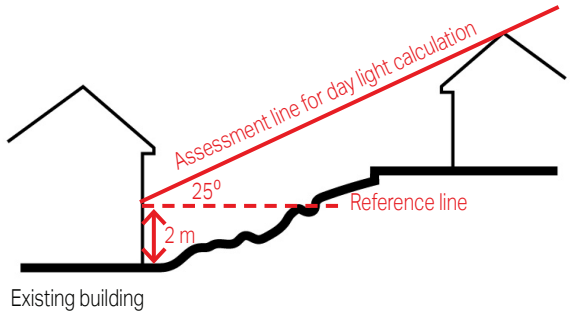


Figure 47: 25 degree thumb rule. On sloping sites over shading is more of a problem and greater spacing is required.

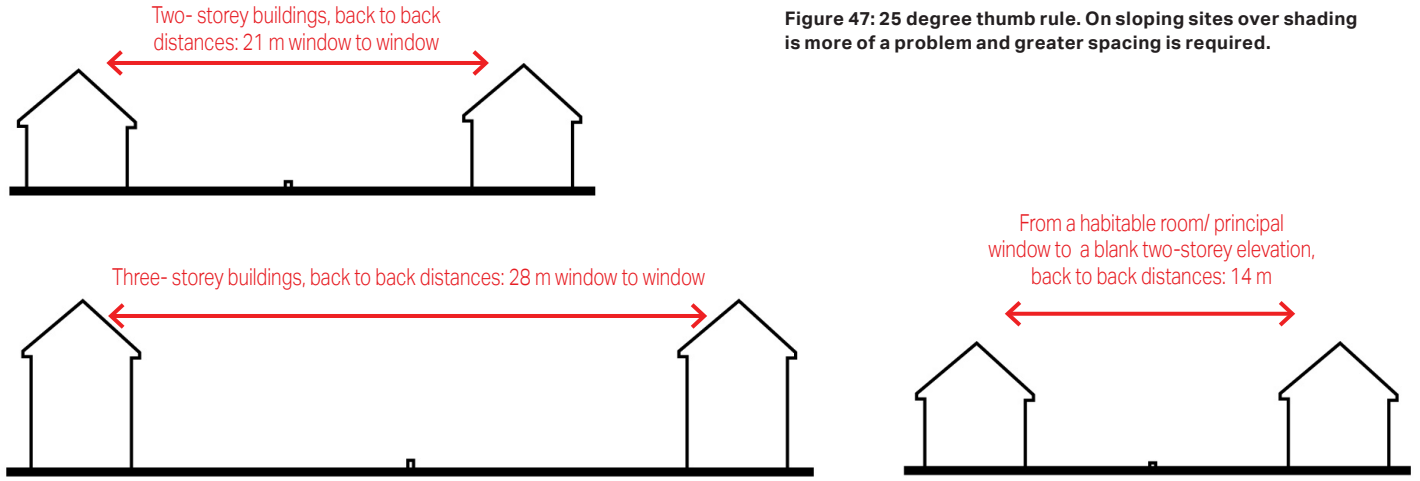


Figure 48: Back to back privacy distances.

6F: Refuse management

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?*

Figure 49: Wheelie bin storage solutions.

Figure 50: Integrated bin storage built into the front porch of new homes. This is an optimal solution.

6G: Extensions

This section applies to those situations where planning permission is required. Outside certain areas, such as Conservation Areas, household extensions up to a defined set of dimensions are Permitted Development, meaning planning permission is not required, but design is still a consideration. In some areas, further restrictions to what changes can be made are set out in Article 4 Directions.

See **here** for details on what is covered by Permitted Development Rights.

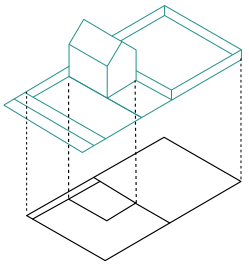
This section briefly summarises the **Rutland County Council Extensions to Dwellings Supplementary Planning Document**, the content of which is also relevant for South Kesteven.

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. Innovative solutions are possible but must still complement the original dwelling and be of high quality.

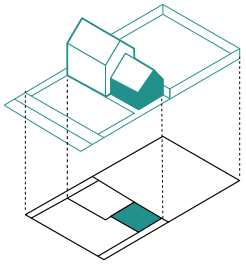
Scale/size - The extension is expected to respect the scale and character of the existing dwelling. It should also mitigate any potentially detrimental effects on neighbouring properties. In relation to guidance on page 5 of the Rutland Extensions SPD, in some circumstances it may be possible to have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

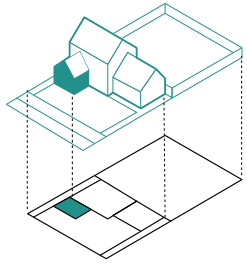
- Extensions need to respond to the climate emergency (see section 5B above);
- Details such as lintels, corbels, eaves and sills are expected to reflect the method of construction and where possible match the original house;
- Chimneys are expected to be retained, where possible, because they often 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 should 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.



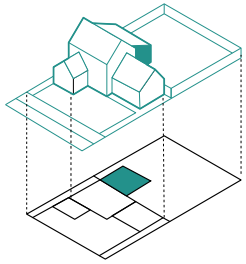
Existing condition of a property with no extension



Good example of side extension



Good example of front extension



Good example of rear extension

Figure 51: Good examples of approaches to existing building scale, massing and building line.

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?*

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 should be in keeping. These also should be considered in relation to topography, views, vistas and landmarks.

The character of new streets, even if only serving a small number of dwellings, is particularly important. New streets and driveways should be in keeping with the positive elements of the existing settlement's character. For example, standard highways solutions used in a rural village may create a suburban character that is out of keeping with local street character.

The design of parking will need careful consideration, following the guidance in 5Q, whilst also ensuring that the development can accommodate the parking needs of residents and their visitors and not overflow on to existing surrounding streets. Similarly, bin collection arrangements and locations will need careful thought and be sensitive to the existing settlement.

Development in rear gardens should not impact negatively on the amenity of adjacent properties and should be in keeping with the character of the area, including not eroding the character of surrounding streets, landscape features like existing trees and hedges or the urban form of the settlement.

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.

Scale, massing and layout also need to be considered in relation to topography, views, vistas, landmarks and should be sensitive to the setting of adjacent properties. Building lines, landscape character (for example trees and hedges) and boundary treatments are also important components of local character that infill development needs to be sensitive to.

The design of infill development needs particular care and attention due to the often sensitive and characterful nature of the locations within which it is set. Infill development has the potential to impact heavily on existing settlements and their residents. Part 1 of this guide becomes important to follow thoroughly, studying the local character and context comprehensively, responding sensitively to it and knitting new development into this context convincingly.

Infill development should be within the main built up part of the settlement and not extend the pattern of development beyond the existing built form.

With regards to amenity and impact on neighbours, section 6E can be used as a guide.

Figure 52: Context-driven contemporary design (Architect and image credit: FCD Architecture)

KEY QUESTIONS:

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

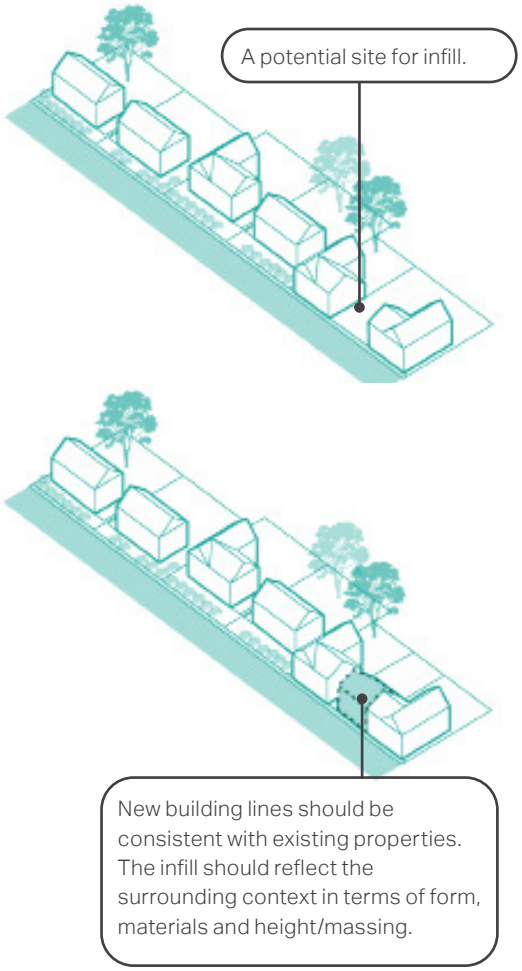


Figure 53: Indicative diagrams highlighting a site before and after infill.

Design for large scale employment and commercial

07

7. Design for large scale employment and commercial

For large-scale, 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' and often on greenfield sites. These developments, as opposed to town centre commercial development, are the focus of this chapter.

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. Sustainable drainage systems should be incorporated (see 5G above).

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 respond to the climate emergency. A reduction in car use can be achieved by:

- 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.

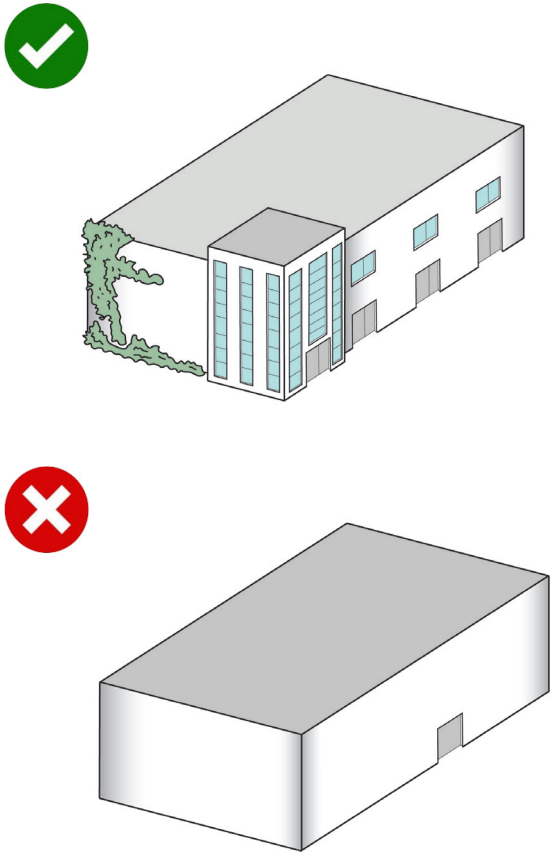


Figure 54: Frontages - even 'big boxes' should have a public face to present.

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 green space; 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:

- Achieving biodiversity net gain;
- Preserving and enhancing existing wildlife habitats, and providing new ones;
- 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 55: 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.

Charging points for electric cars should be provided.

Trees in parking areas will need high quality underground provision for roots to grow in order for them to survive and flourish.

KEY QUESTION:

- *Are parking and servicing located to be unobtrusive?*

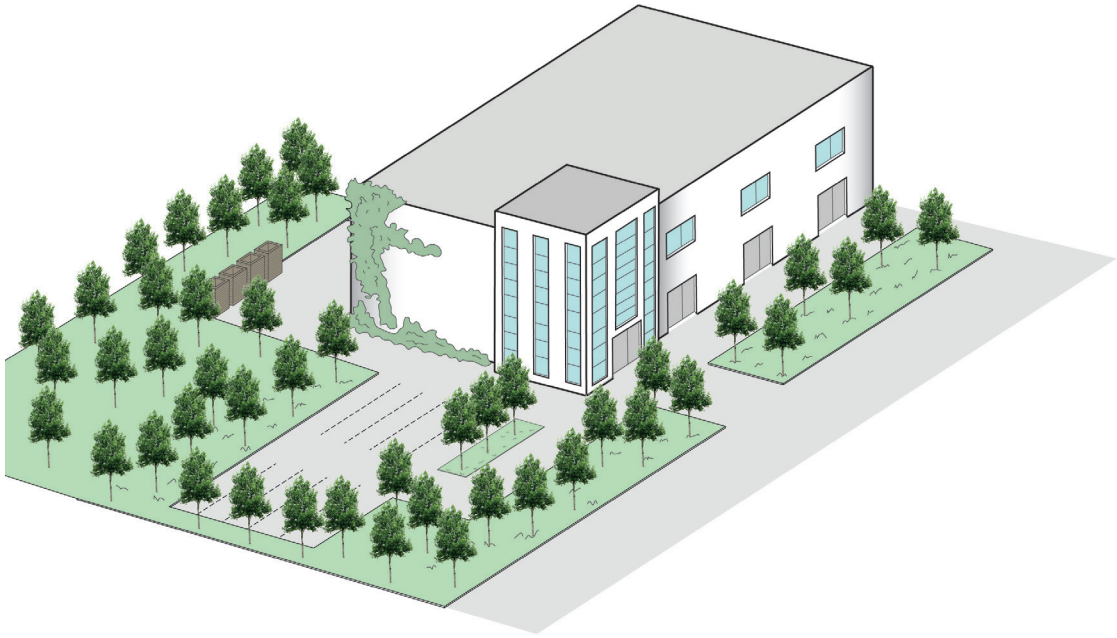


Figure 56: Parking screened to the side, servicing to the rear.

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, which also benefits wildlife such as bats. 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.

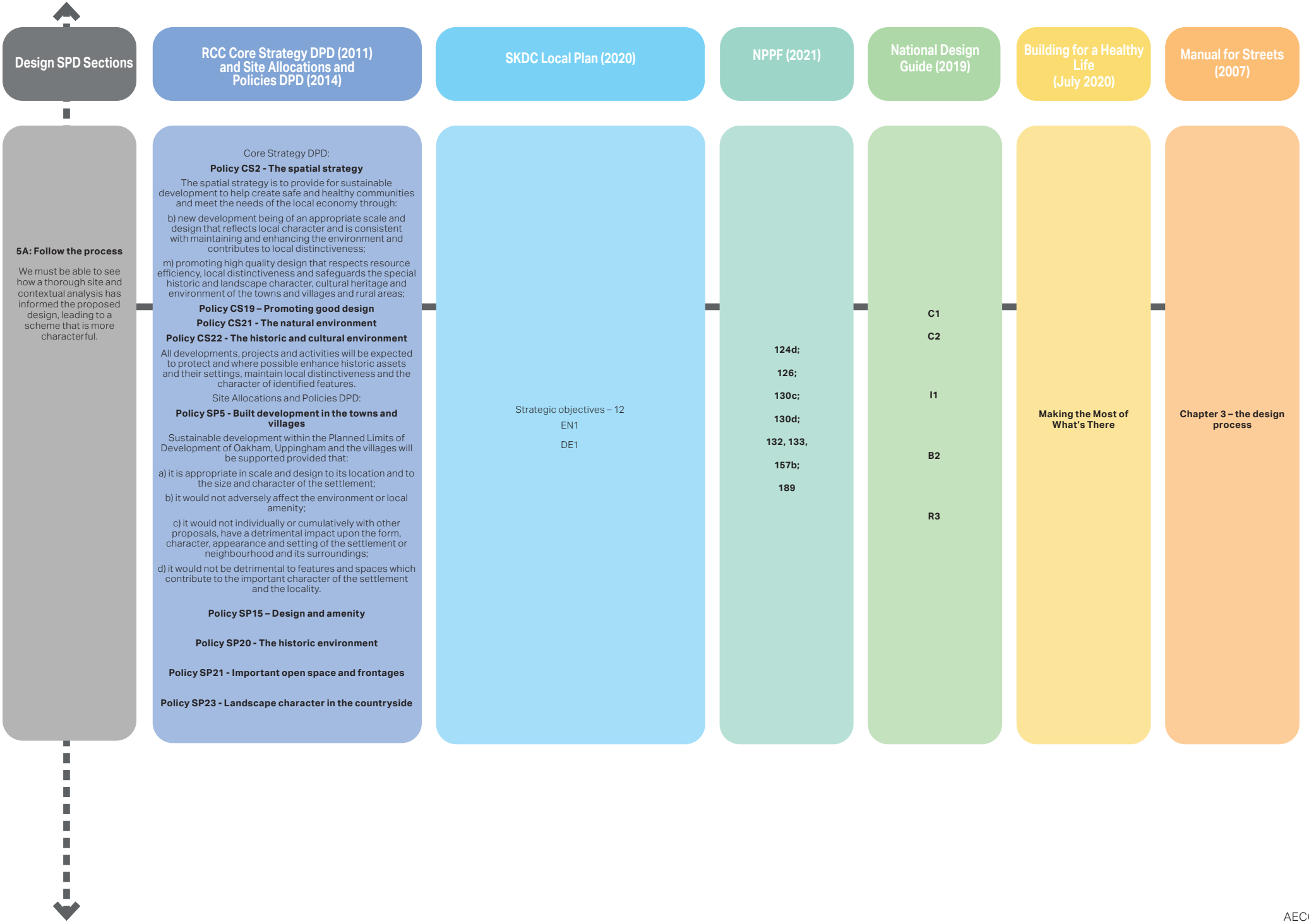
KEY QUESTIONS:

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

Figure 57: 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 chapters

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
2 Rutland's and South Kesteven's special character 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. 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.	Core Strategy DPD: **Strategic Objective 1: Broad locations for Development** **Strategic Objective 11: Natural and cultural environment** **Strategic Objective 12: Built environment and local townscape** To protect and enhance the built environment and open spaces, historic heritage and local townscape associated with the historic core of the market towns, listed buildings and conservation areas. **Strategic Objective 13: 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 reflects the local character, identity and distinctiveness of the towns and villages. **Policy CS2 - The spatial strategy** **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. All new developments will be expected to meet high standards of design that: a)are sympathetic and make a positive contribution towards the unique character of Rutland's towns, villages and countryside; **Policy CS21 - The natural environment** **Policy CS22 - The historic and cultural environment** Site Allocations and Policies DPD: **Policy SP5 - Built development in the towns and villages** **Policy SP6 - Housing in the countryside** The development itself, or cumulatively with other development, should not adversely affect any nature conservation sites, or the character and landscape of the area, or cultural heritage. **Policy SP15 – Design and amenity** **Policy SP16 – Advertisements** a)Listed buildings and conservation areas - Display of advertisements on listed buildings and in conservation areas, whether illuminated or not, will not be acceptable where they would detract from the appearance or character of the building and/or street scene and/or would prejudice public safety. **Policy SP20 - The historic environment** **Policy SP21 - Important open space and frontages** **Policy SP23 - Landscape character in the countryside**	**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. **EN1: Landscape Character** Development must be appropriate to the character and significant natural, historic and cultural attributes and features of the landscape within which it is situated, and contribute to its conservation, enhancement or restoration. In assessing the impact of proposed development on the Landscape, relevant Landscape Character Appraisals should be considered, including those produced to inform the Local Plan and Neighbourhood Plans. Consideration should also be given to the Capacity and Limits to Growth Studies produced for Grantham and Stamford and the Points of the Compass Assessments prepared for the Larger Villages. **EN6: The Historic Environment** Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm. Proposals which would conserve or enhance the significance of the asset shall be considered favourably. Substantial harm or total loss will be resisted. Proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council. Where development affecting archaeological sites is acceptable in principle, the Council will seek to ensure mitigation of impact through preservation of the remains in situ as a preferred solution. When in situ preservation is not practical, the developer will be required to make adequate provision for excavation and recording before or 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**	**124d;** **130c;** **130d**	**C1** **C2** **I1** **I2** **I3** **B3**	**A Memorable Character** **Making the Most of What's There**	**Chapter 2 – Streets in context** **Chapter 3 – the design process** **11.2.2**


Design SPD Sections
RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)
SKDC Local Plan (2020)
NPPF (2021)
National Design Guide (2019)
Building for a Healthy Life (July 2020)
Manual for Streets (2007)
5A: Follow the process
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.
Core Strategy DPD:
Policy CS2 - The spatial strategy
The spatial strategy is to provide for sustainable development to help create safe and healthy communities and meet the needs of the local economy through:
b) new development being of an appropriate scale and design that reflects local character and is consistent with maintaining and enhancing the environment and contributes to local distinctiveness;
m) promoting high quality design that respects resource efficiency, local distinctiveness and safeguards the special historic and landscape character, cultural heritage and environment of the towns and villages and rural areas;
Policy CS19 – Promoting good design
Policy CS21 - The natural environment
Policy CS22 - The historic and cultural environment
All developments, projects and activities will be expected to protect and where possible enhance historic assets and their settings, maintain local distinctiveness and the character of identified features.
Site Allocations and Policies DPD:
Policy SP5 - Built development in the towns and villages
Sustainable development within the Planned Limits of Development of Oakham, Uppingham and the villages will be supported provided that:
a) it is appropriate in scale and design to its location and to the size and character of the settlement;
b) it would not adversely affect the environment or local amenity;
c) it would not individually or cumulatively with other proposals, have a detrimental impact upon the form, character, appearance and setting of the settlement or neighbourhood and its surroundings;
d) it would not be detrimental to features and spaces which contribute to the important character of the settlement and the locality.
Policy SP15 – Design and amenity
Policy SP20 - The historic environment
Policy SP21 - Important open space and frontages
Policy SP23 - Landscape character in the countryside
Strategic objectives – 12
EN1
DE1
124d;
126;
130c;
130d;
132, 133,
157b;
189
C1
C2
I1
B2
R3
Making the Most of What's There
Chapter 3 – the design process

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5B: Responding to the climate emergency	Core Strategy DPD: **Strategic Objective 1: Broad locations for Development** To identify broad locations for sustainable development that will give access for all to services and facilities, minimise the impact on climate change and need to travel and promote the efficient use of land while protecting the natural environment, landscape, the unique character and identity of the towns, villages and countryside. **Strategic Objective 9: Sustainable transport** To develop integrated and sustainable forms of transport including better public transport, walking and cycling facilities. **Strategic Objective 14: Resources, waste and climate change** To reduce the impact of people and development on the environment by sustainable design and construction, reducing pollution, encouraging the prudent uses of resources, including minerals, waste management and recycling, increased use of renewable energy and provision of green infrastructure and addressing the implications of flood risk and climate change. **Policy CS1 – Sustainable development principles** New development in Rutland will be expected to: a)minimise the impact on climate change and include measures to take account of future changes in the climate; (see Policy CS19 and 20) **Policy CS2 - The spatial strategy** **Policy CS4 - The location of development** **Policy CS18– Sustainable transport and accessibility** b)supporting development proposals that include a range of appropriate mitigating transport measures aimed improved transport choice and encourage travel to work and school safely by public transport, cycling and walking, including travel plans; **Policy CS19 – Promoting good design** **Policy CS20 - Energy efficiency and low carbon energy generation** Renewable, low carbon and de-centralised energy will be encouraged in all development. The design, layout, and orientation of buildings should aim to minimise energy consumption and promote energy efficiency and use of alternative energy sources. **Policy CS21 - The natural environment** **Policy CS23- Green infrastructure, open space, sport and recreation** a)the continued development of a network of green spaces, paths and cycleways in and around the towns and villages; Site Allocations and Policies DPD: **Policy SP1 - Presumption in favour of sustainable development** When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. **Policy SP15 – Design and amenity** **Policy SP18 - Wind turbines and low carbon energy developments** **Policy SP19 – Biodiversity and geodiversity conservation** **Policy SP23 - Landscape character in the countryside**	2036 vision Strategic objectives – 8, 14, 15 SD1 EN2 EN3 EN4 EN5 DE1 SB1 OS1 **SD1: The Principles of Sustainable Development in South Kesteven** Development proposals in South Kesteven will be expected to minimise the impact on climate change and contribute towards creating a strong, stable and more diverse economy. 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; c. the use of resources, and meet high environmental 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.	**Ch 2 Achieving sustainable development** **Ch 8 Promoting healthy and safe communities** **Ch 9 Promoting sustainable transport** **98** **130a; 130f;** **135;** **152; 154; 156; 157; 158; 159; 169** **186**	**Para 35. Cross-cutting theme covering all of the 10 characteristics**	**Natural Connections** **Walking, Cycling and Public Transport** **Facilities and Services** **Making the Most of What's There** **Easy to Find Your Way Around** **Healthy Streets** **Cycle and Car Parking** **Green and Blue Infrastructure** **Back of Pavement, Front of Home**	**Most of document encourages walking, cycling and public transport** **2.3.6** **4.4** **5.7.2** **5.8.1** **Ch 6 – street users needs** **8.3.5** **11.3** **11.4.8** **11.4.11**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5C: Encouraging healthy lifestyles	Core Strategy DPD: **Strategic Objective 1: Broad locations for Development** **Strategic Objective 6: 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. **Strategic Objective 9: Sustainable transport** To develop integrated and sustainable forms of transport including better public transport, walking and cycling facilities. **Strategic Objective 10: Transport and infrastructure** **Strategic Objective 11: Natural and cultural environment** **Policy CS1 – Sustainable development principles** New development in Rutland will be expected to: b)be located where it minimises the need to travel and wherever possible where services and facilities can be accessed safely on foot, by bicycle or public transport; **Policy CS2 – The Spatial Strategy** Sustaining Our Environment l) protecting and enhancing open space, recreation, sport and green infrastructure networks in order to promote healthy communities and enhance the rural setting of the towns and villages; **Policy CS7 – Delivering socially inclusive communities** **Policy CS18– Sustainable transport and accessibility** The Council will work with partners to improve accessibility and develop the transport network within and beyond Rutland and accommodate the impacts of new development by focusing on: b) supporting development proposals that include a range of appropriate mitigating transport measures aimed improved transport choice and encourage travel to work and school safely by public transport, cycling and walking, including travel plans; **Policy CS19 – Promoting good design** **Policy CS21 - The natural environment** **Policy CS22 - The historic and cultural environment** **Policy CS23- Green infrastructure, open space, sport and recreation** The existing green infrastructure network will be safeguarded, improved and enhanced by further provision to ensure accessible multi-functional green spaces by linking existing areas of open space. This will be achieved by: a) the continued development of a network of green spaces, paths and cycleways in and around the towns and villages; b) requiring new development to make provision for high quality and multifunctional open spaces of an appropriate size and will also provide links to the existing green infrastructure network; c) resisting development resulting in the loss of green infrastructure or harm to its use or enjoyment by the public. Proposals involving the loss of green infrastructure will not be supported unless there is no longer a need for the existing infrastructure or an alternative is provided to meet the local needs that is both accessible and of equal or greater quality and benefit to the community; d) resisting the loss of sport and recreation facilities where they are deficient and supporting the provision of additional new facilities in an equally accessible location as part of the development, particularly where this will provide a range of facilities of equal or better quality on a single site or provide facilities that may be used for a variety of purposes. Site Allocations and Policies DPD: **Policy SP1 - Presumption in favour of sustainable development** **Policy SP15 – Design and amenity** **Policy SP19 – Biodiversity and geodiversity conservation** **Policy SP22 - Provision of new open space**	2036 vision 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** **92** **92b** **93** **98** **99** **100** **104c and e;** **105** **106** **110** **112** **113** **119** **124** **130** **131** **174** **179** **180** **181** **182** **185** **186**	**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**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5D: A strong landscape structure	Core Strategy DPD: **Strategic Objective 1: Broad locations for Development** **Strategic Objective 11: Natural and cultural environment.** To safeguard and enhance the natural resources, landscape and countryside, cultural heritage and the diversity of wildlife and habitats, including green infrastructure and special protection for Rutland Water to improve our quality of life and make a full contribution to global sustainability. **Strategic Objective 13: High quality design and local distinctiveness** **Strategic Objective 14: Resources, waste and climate change** **Policy CS1 – Sustainable development principles** **Policy CS19 – Promoting good design.** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. **Policy CS21 - The natural environment.** All developments, projects and activities will be expected to: a) Provide an appropriate level of protection to legally protected sites and species; b) Maintain and where appropriate enhance conditions for priority habitats and species identified in the Leicestershire, Leicester and Rutland Biodiversity Action Plan; c) Maintain and where appropriate enhance recognised geodiversity assets; d) Maintain and where appropriate enhance other sites, features, species or networks of ecological interest and provide for appropriate management of these; e) Maximise opportunities for the restoration, enhancement and connection of ecological or geological assets, particularly in line with the Leicestershire, Leicester and Rutland Biodiversity Action Plan; f) Mitigate against any necessary impacts through appropriate habitat creation, restoration or enhancement on site or elsewhere; g) Respect and where appropriate enhance the character of the landscape identified in the Rutland Landscape Character assessment; h) Maintain and where appropriate enhance green infrastructure. **Policy CS22 - The historic and cultural environment.** Development should respect the historic landscape character and contribute to its conservation, enhancement or restoration, or the creation of appropriate new features. **Policy CS23- Green infrastructure, open space, sport and recreation.** The existing green infrastructure network will be safeguarded, improved and enhanced by further provision to ensure accessible multi-functional green spaces by linking existing areas of open space. **Policy CS24 - Rutland Water.** Development in the defined Rutland Water Area will be carefully designed and located to ensure that it respects the nature conservation features of this internationally important site and does not have an adverse impact on the landscape and wildlife interests and the general tranquil and undisturbed environment of Rutland Water. Site Allocations and Policies DPD: **Policy SP6 - Housing in the countryside.** The development itself, or cumulatively with other development, should not adversely affect any nature conservation sites, or the character and landscape of the area, or cultural heritage. **Policy SP13 - Agricultural, horticultural, equestrian and forestry development** **Policy SP15 – Design and amenity** **Policy SP18 - Wind turbines and low carbon energy developments** **Policy SP19 – Biodiversity and geodiversity conservation.** Development proposals will normally be acceptable where the primary objective is to conserve or enhance biodiversity or geodiversity. Development that would result in the loss of trees and hedgerows of biodiversity importance will not be acceptable unless the trees or hedgerows are dead, dying, diseased or dangerous or in exceptional circumstances due to the practicalities of development - see also Policy SP15 (Design and amenity). **Policy SP20 - The historic environment** **Policy SP21 - Important open space and frontages.** Development will only be acceptable where it does not have an adverse impact on an Important Open Space and/or Important Frontage as shown on the Policies Map having regards to: a) its intrinsic environmental value by virtue of its landform, vegetation or tree cover, or the presence of any special features such as streams, ponds, important wildlife habitats or walls; b) its contribution to enhancing the attractiveness of the town or village setting when viewed from surrounding land, particularly the approaches to the built up area; c) the views and/or vistas out of and within the town or village that contribute to the character and attractiveness of the settlement; d) its peripheral or transitional open character in contributing to preserving the form and character of the settlement; e) its contribution, possibly in conjunction with other areas, to creating the overall character and attractiveness of the settlement; f) its contribution to the form and character of the settlement in terms of the relationship of buildings and structures one to another, to other open spaces or natural features; g) its contribution to the setting of a building or group of buildings or important natural features. **Policy SP23 - Landscape character in the countryside** **Policy SP26 - Rutland Water Recreation Areas** **Policy SP27 - Eyebrook Reservoir Area**	**2036 vision** **Strategic objectives 11, 12, 13, 15** **SD1** **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 f. Effectively incorporate on-site infrastructure, such as flood mitigation systems or green infrastructure, as appropriate. **EN3: Green Infrastructure** The Council will maintain and improve the green infrastructure network in the District by enhancing, creating and managing green space within and around settlements that are well connected to each other and the wider countryside. 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. **OS1 Open Space** 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 and should be designed to ensure that it is clearly visible to the public.	**92c** **98** **100** **104 c e** **106 d** **110** **112** **120 a** **130** **131** **174** **175** **179** **180**	**C1** **I1** **M1** **M2** **N1** **N2** **N3**	**Natural Connections** **Making the Most of What's There** **Easy to Find Your Way Around** **Green and Blue Infrastructure** **Healthy Streets**	**5.3** **3.6** **4.2**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5E: Continuous green corridors and circuits	Core Strategy DPD: **Strategic Objective 11: Natural and cultural environment** **Policy CS2 - The spatial strategy** **Policy CS19 – Promoting good design** **Policy CS21 - The natural environment** All developments, projects and activities will be expected to: a) Provide an appropriate level of protection to legally protected sites and species; b) Maintain and where appropriate enhance conditions for priority habitats and species identified in the Leicestershire, Leicester and Rutland Biodiversity Action Plan; c) Maintain and where appropriate enhance recognised geodiversity assets; d) Maintain and where appropriate enhance other sites, features, species or networks of ecological interest and provide for appropriate management of these; e) Maximise opportunities for the restoration, enhancement and connection of ecological or geological assets, particularly in line with the Leicestershire, Leicester and Rutland Biodiversity Action Plan; f) Mitigate against any necessary impacts through appropriate habitat creation, restoration or enhancement on site or elsewhere; g) Respect and where appropriate enhance the character of the landscape identified in the Rutland Landscape Character assessment; h) Maintain and where appropriate enhance green infrastructure. **Policy CS23- Green infrastructure, open space, sport and recreation** Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** **Policy SP19 – Biodiversity and geodiversity conservation** Development that would result in the loss of trees and hedgerows of biodiversity importance will not be acceptable unless the trees or hedgerows are dead, dying, diseased or dangerous or in exceptional circumstances due to the practicalities of development **Policy SP21 - Important open space and frontages** Development will only be acceptable where it does not have an adverse impact having regards to: a) its intrinsic environmental value by virtue of its landform, vegetation or tree cover, or the presence of any special features such as streams, ponds, important wildlife habitats or walls; b) its contribution to enhancing the attractiveness of the town or village setting when viewed from surrounding land, particularly the approaches to the built up area; c) the views and/or vistas out of and within the town or village that contribute to the character and attractiveness of the settlement; d) its peripheral or transitional open character in contributing to preserving the form and character of the settlement; e) its contribution, possibly in conjunction with other areas, to creating the overall character and attractiveness of the settlement; f) its contribution to the form and character of the settlement in terms of the relationship of buildings and structures one to another, to other open spaces or natural features; g) its contribution to the setting of a building or group of buildings or important natural features. **Policy SP23 - Landscape character in the countryside**	**2036 vision** **Strategic objectives 11, 12, 13, 15** **SD1** **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.	**92c** **98** **100** **104 c e** **106 d** **110** **112** **120 a** **130** **131** **174** **175** **179** **180**	**C1** **I1** **M1** **M2** **N1** **N2** **N3**	**Natural Connections** **Making the Most of What's There** **Easy to Find Your Way Around** **Green and Blue Infrastructure** **Healthy Streets**	**3.6** **4.2** **6.2** **6.3.1**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5F: Trees in the public realm	Core Strategy DPD: **Strategic Objective 11: Natural and cultural environment** **Policy CS19 – Promoting good design** **Policy CS21 - The natural environment** All developments, projects and activities will be expected to: c)Maintain and where appropriate enhance conditions for priority habitats and species identified in the Leicestershire, Leicester and Rutland Biodiversity Action Plan; Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** i) Landscaping The development will only be acceptable if it provides for adequate landscaping, which preserves visual amenity and is designed as an integral part of the layout. Landscaping will be expected to make use of native and local species of plants which are resilient to climate change. The use of invasive and non-native plants will be discouraged. For major development an acceptable integrated structural landscaping scheme will need to be submitted. j) Trees and hedgerows Development that would result in the loss of trees and hedgerows will only be acceptable where it would not detract from visual amenity in the area. **Policy SP19 – Biodiversity and geodiversity conservation** Development that would result in the loss of trees and hedgerows of biodiversity importance will not be acceptable unless the trees or hedgerows are dead, dying, diseased or dangerous or in exceptional circumstances due to the practicalities of development	**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: j. character; k. natural environment. **SP4: Development on the Edge of Settlements** Proposals for development on the edge of a settlement, as defined in Policy SP2, which are in accordance all other relevant Local Plan policies, will be supported provided that the essential criteria a – f below are met. The proposal must: b. be well designed and appropriate in size / scale, layout and character to the setting and area; d. not extend obtrusively into the open countryside and be appropriate to the landscape, environmental and heritage characteristics of the area. **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; EN1 EN2 **EN3: Green Infrastructure** The Council will maintain and improve the green infrastructure network in the District by enhancing, creating and managing green space within and around settlements that are well connected to each other and the wider countryside. 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. Proposals which may result in recreational and visitor pressure on designated biodiversity sites will be particularly expected to provide such green infrastructure. **EN4** OS1	**92c** **130** **131** **152** **150** **174** **180** **186**	**C1** **I1** **I2** **I3** **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 street trees** **Figures 5.9, 5.12, 7.15, 11.3, 11.4,**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5G: Sustainable drainage systems	Core Strategy DPD: **Strategic Objective 14: Resources, waste and climate change** To reduce the impact of people and development on the environment by sustainable design and construction, reducing pollution, encouraging the prudent uses of resources, including minerals, waste management and recycling, increased use of renewable energy and provision of green infrastructure and addressing the implications of flood risk and climate change. **Policy CS1 – Sustainable development principles** g) avoid development of land at risk of flooding or where it would exacerbate the risk of flooding elsewhere **Policy CS19 – Promoting good design** All new developments will be expected to meet high standards of design that: d)minimise water use and the risk of flooding to and from the development including the use of Sustainable Urban Drainage Systems wherever possible; **Policy CS21 - The natural environment** Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** Minerals Core Strategy DPD: **MDC Policy 7 – Water Resources** Minerals developments will only be permitted if they are unlikely to have an unacceptable impact on surface or ground waters. Where appropriate, development proposals will also be required to include provisions for the efficient use of water resources on site and the use of Sustainable Drainage Systems, particularly within the eastern part of Rutland.	2036 vision **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 on-site infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.	**131** **153** **154** **167 c** **169**	**C1** **I1** **I2** **I3** **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, 11.5**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5H: Street hierarchy With particular reference to street trees	Core Strategy DPD: **Strategic Objective 6: 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 CS1 – Sustainable development principles** New development in Rutland will be expected to: f)be located where it minimises the need to travel and wherever possible where services and facilities can be accessed safely on foot, by bicycle or public transport; **Policy CS2 - The spatial strategy** **Policy CS18– Sustainable transport and accessibility** **Policy CS19 – Promoting good design** **Policy CS21 - The natural environment** Site Allocations and Policies DPD: **Policy SP5 - Built development in the towns and villages.** Sustainable development within the Planned Limits of Development of Oakham, Uppingham and the villages will be supported provided that: a) it is appropriate in scale and design to its location and to the size and character of the settlement; b) it would not adversely affect the environment or local amenity; c) it would not individually or cumulatively with other proposals, have a detrimental impact upon the form, character, appearance and setting of the settlement or neighbourhood and its surroundings; d) it would not be detrimental to features and spaces which contribute to the important character of the settlement and the locality **Policy SP15 – Design and amenity.** b)The development must complement the character of the local area and reinforce the distinctiveness of the wider setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape and streetscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services; c) The development should protect the amenity of the wider environment, neighbouring uses and occupiers of the proposed development in terms of overlooking, loss of privacy, loss of light, pollution (including contaminated land, light pollution or emissions), odour, noise and other forms of disturbance; d)The density, scale, form, massing and height of a development must be appropriate to the local context of the site and to the surrounding landscape and/or streetscape character.	**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: 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. 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 on-site infrastructure, such as flood mitigation systems or green infrastructure, as appropriate. All major development (as defined in the Glossary) must demonstrate compliance with: h. Manual for Streets guidance and relevant Lincolnshire County Council guidance; 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**	**130** **131**	**C1** **C2** **I1** **I2** **I3** **B1** **B2** **M2**	**Well Defined Streets and Spaces** **Easy to Find your Way Around** **Healthy Streets** **Green and Blue Infrastructure**	**3.6.20 - 23** **4.7** **7.2.4 and.5** **7.2.8 - .22**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5I: Connected layouts	Core Strategy DPD: **Strategic Objective 1: Broad locations for Development** **Strategic Objective 5: Healthy and socially inclusive communities** **Strategic Objective 9: Sustainable transport** To develop integrated and sustainable forms of transport including better public transport, walking and cycling facilities. **Strategic Objective 10: Transport and infrastructure** **Policy CS1 – Sustainable development principles** b)be located where it minimises the need to travel and wherever possible where services and facilities can be accessed safely on foot, by bicycle or public transport; **Policy CS2 - The spatial strategy** **Policy CS4 - The location of development** **Policy CS7 – Delivering socially inclusive communities** **Policy CS18– Sustainable transport and accessibility** The Council will work with partners to improve accessibility and develop the transport network within and beyond Rutland and accommodate the impacts of new development by focusing on: a) supporting new development in the towns and local service centres which are accessible by range of sustainable forms of transport and minimise the distance people need to travel to shops, services and employment opportunities; b) supporting development proposals that include a range of appropriate mitigating transport measures aimed improved transport choice and encourage travel to work and school safely by public transport, cycling and walking, including travel plans; c) providing safe and well-designed transport infrastructure; d) improving bus routes, services and passenger facilities around the key transport hubs of Oakham and Uppingham and linkages to the larger service villages and nearby cities and towns, such as Leicester, Peterborough, Corby and Stamford; e) improving passenger rail services and facilities to Oakham and other parts of the region and bus, pedestrian and cycle links to the rail station; f) supporting opportunities for sustainable freight movement by rail where possible; g) Integration between the different modes particularly bus and rail services through provision of a sustainable transport interchange in Oakham; h) providing adequate levels of car parking in line with Council's published car parking standards; i) co-ordination and joint working between the education, public, business, voluntary and community sectors to achieve affordable and sustainable transport, wherever possible; and j) the delivery of highways and transport improvements as guided by the Local Transport Plan through joint working with neighbouring authorities and transport providers, where necessary. **Policy CS19 – Promoting good design** Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** b) Relationship to surroundings and to other development The development must complement the character of the local area and reinforce the distinctiveness of the wider setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape and streetscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services.	**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; • 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;	**92** **100** **104** **106** **130**	**B3** **M1** **M2** **N1** **R3**	**Natural Connections** **Facilities and Services** **Walking, Cycling and Public Transport** **Easy to Find your Way Around**	**1.1.5** **2.2.5** **3.6.27** **4.2** **4.5.5** **4.5.7** **5.8** **6.3.7** **6.5.5** **6.8.2** **7.10.1** **11.5.8 and .9**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5J: Addressing the street (perimeter blocks)	Core Strategy DPD: **Strategic Objective 6: 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. 5.2 Larger housing developments will be assessed against "Building for Life" criteria which is a national standard for well designed homes and neighbourhoods in terms the environment and community, character, streets, parking and pedestrianisation and design and construction. **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. All new developments will be expected to meet high standards of design that: a) are sympathetic and make a positive contribution towards the unique character of Rutland's towns, villages and countryside; b) reduce the opportunity for crime and the fear of crime and support inclusive communities, particularly in terms of access and functionality; Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** Proposals will be assessed to ensure they effectively address the following matters: g)Crime prevention. The design and layout of development should be safe and secure, with natural surveillance. Measures to reduce the risk of crime and anti-social behaviour must however not be at the expense of overall design quality	2036 vision ...The 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: b. ...have regard to features that minimise crime and the fear of crime;	**92** **130**	**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**
5K: Strong front boundary treatments	Core Strategy DPD: **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** b) Relationship to surroundings and to other development. The development must complement the character of the local area and reinforce the distinctiveness of the wider setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape and streetscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services; d) Density, scale, form and massing. The density, scale, form, massing and height of a development must be appropriate to the local context of the site and to the surrounding landscape and/or streetscape character; i) Landscaping The development will only be acceptable if it provides for adequate landscaping, which preserves visual amenity and is designed as an integral part of the layout. Where development would abut or be within open countryside and be exposed to view, landscaping will be required to help integrate it into the surroundings. Landscaping will be expected to make use of native and local species of plants which are resilient to climate change. The use of invasive and non-native plants will be discouraged. For major development an acceptable integrated structural landscaping scheme will need to be submitted. **Policy SP21 - Important open space and frontages**	**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. 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: 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 on-site 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 sustainable access for all. **EN4 Pollution control**	**130**	**C1** **C2** **I1** **I2** **I3** **M3** **H3** **L3**	**A Memorable Character** **Well Defined Streets and Spaces** **Back of Pavement, Front of Home**	**5.9** **Fig 3.12, 5.8**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5L: Special places - breaks/interruptions/ events	Core Strategy DPD: **Strategic Objective 13: 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 reflects the local character, identity and distinctiveness of the towns and villages. **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. All new developments will be expected to meet high standards of design that: a) are sympathetic and make a positive contribution towards the unique character of Rutland's towns, villages and countryside; Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** b) Relationship to surroundings and to other development The development must complement the character of the local area and reinforce the distinctiveness of the wider setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape and streetscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services. i) Landscaping. The development will only be acceptable if it provides for adequate landscaping, which preserves visual amenity and is designed as an integral part of the layout. Where development would abut or be within open countryside and be exposed to view, landscaping will be required to help integrate it into the surroundings.	**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 on-site infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.	**92** **93** **130** **112**	**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**
5M: Street character	Core Strategy DPD: **Strategic Objective 13: High quality design and local distinctiveness** **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** Proposals will be assessed to ensure they effectively address the following matters: a) Siting and layout The siting and layout must reflect the characteristics of the site in terms of its appearance and function. b) Relationship to surroundings and to other development The development must complement the character of the local area and reinforce the distinctiveness of the wider setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape and streetscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services. d) Density, scale, form and massing The density, scale, form, massing and height of a development must be appropriate to the local context of the site and to the surrounding landscape and/or streetscape character. **Policy SP20 - The historic environment** **Policy SP21 - Important open space and frontages**	**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 on-site infrastructure, such as flood mitigation systems or green infrastructure, as appropriate.	**92** **104** **112** **124** **130** **131**	**C1** **C2** **I1** **I2** **I3** **B2** **M2** **N1** **N2** **N3** **P1** **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**

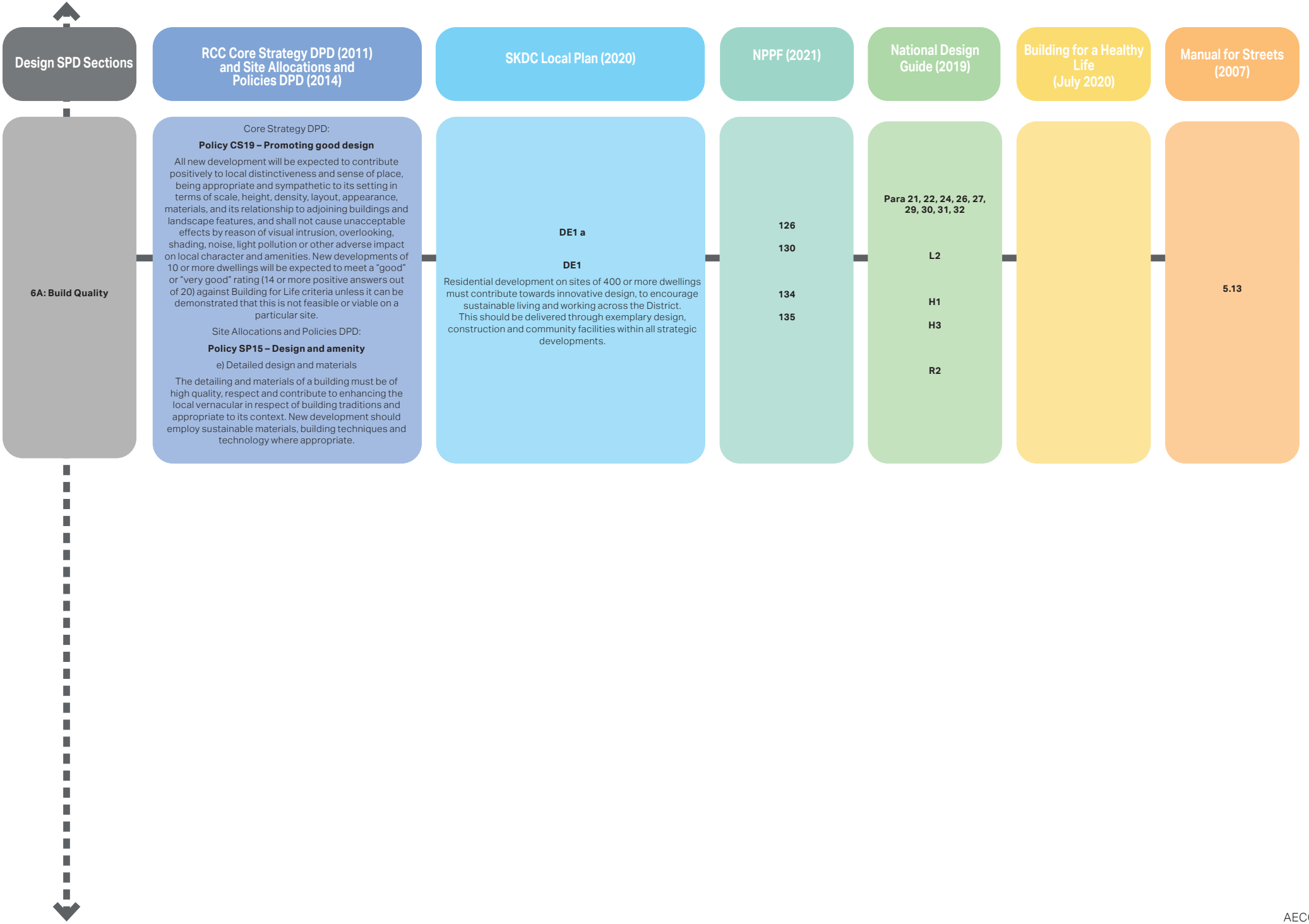
Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5N: Local rural village and town urban form and street character	Core Strategy DPD: **Strategic Objective 13: High quality design and local distinctiveness** **Policy CS1 – Sustainable development principles** respect and wherever possible enhance the character of the towns, villages and landscape; **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. Site Allocations and Policies DPD: **Policy SP5 - Built development in the towns and villages** Sustainable development within the Planned Limits of Development of Oakham, Uppingham and the villages will be supported provided that: a) it is appropriate in scale and design to its location and to the size and character of the settlement; b) it would not adversely affect the environment or local amenity; c) it would not individually or cumulatively with other proposals, have a detrimental impact upon the form, character, appearance and setting of the settlement or neighbourhood and its surroundings; d) it would not be detrimental to features and spaces which contribute to the important character of the settlement and the locality **Policy SP15 – Design and amenity** Proposals will be assessed to ensure they effectively address the following matters: a) Siting and layout b) Relationship to surroundings and to other development d) Density, scale, form and massing **Policy SP20 - The historic environment** **Policy SP21 - Important open space and frontages**	**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.	**124** **130**	**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**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5O: Local centre/ community facilities	Core Strategy DPD: **Strategic Objective 2: Vibrant and prosperous market towns** **Strategic Objective 3: Diverse and thriving villages** **Strategic Objective 5: Healthy and socially inclusive communities** **Strategic Objective 6: A stronger and safer community** **Policy CS2 - The spatial strategy** **Policy CS7 – Delivering socially inclusive communities** Support will be given to development proposals and activities that protect, retain or enhance the provision, quality or accessibility of existing community, education, leisure and cultural facilities that meet the diverse needs of all members of the community. Proposals involving the loss of services and facilities, will not be supported unless an alternative facility to meet local needs is available that is both equally accessible and of benefit to the community or all options for continued use have been fully explored and none remain that would be financially viable. **Policy CS19 – Promoting good design** All new developments will be expected to meet high standards of design that: a) are sympathetic and make a positive contribution towards the unique character of Rutland's towns, villages and countryside; Site Allocations and Policies SPD: **Policy SP5 - Built development in the towns and villages** **Policy SP15 – Design and amenity** b) The development must complement the character of the local area and reinforce the distinctiveness of the wider setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape and streetscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services.	**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, 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: • 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. **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. 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 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.	**8** **92** **93** **104, 105, 106,** **120** **130**	**L3** **B1** **B2** **B3** **M3** **P1** **P2** **P3** **U1** **U3** **R1** **R2** **R3**	**Facilities and services** **A memorable character** **Well defined streets and spaces** **Cycle and car parking**	**2.4.5** **4.3.1** **4.4.1** **5.7** **8.2.11** **8.3.11** **8.3.13** **Figure 4.8b**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5P: Cycle infrastructure	Core Strategy DPD: **Strategic Objective 9: Sustainable Transport** To develop integrated and sustainable forms of transport including better public transport, walking and cycling facilities. **Policy CS4 - The location of development** New development will be prioritised in favour of the allocation and release of previously developed land within or adjoining the planned limits of development where it can support sustainable patterns of development and provides access to services by foot, public transport and cycling. **CS18 – Sustainable transport and accessibility** The Council will work with partners to improve accessibility and develop the transport network within and beyond Rutland and accommodate the impacts of new development by focusing on: a) supporting new development in the towns and local service centres in line with the locational strategy in Policy CS4 which are accessible by range of sustainable forms of transport and minimise the distance people need to travel to shops, services and employment opportunities; b) supporting development proposals that include a range of appropriate mitigating transport measures aimed improved transport choice and encourage travel to work and school safely by public transport, cycling and walking, including travel plans; c) providing safe and well-designed transport infrastructure;	**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.	**85** **92** **92b** **104** **106** **112** **130 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**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5Q: Car parking	Core Strategy DPD: **CS18 – Sustainable transport and accessibility** h) providing adequate levels of car parking in line with Council's published car parking standards; **Promoting Good Design.** 5.2 Larger housing developments will be assessed against "Building for Life" criteria which is a national standard for well-designed homes and neighbourhoods in terms the environment and community, character, streets, parking and pedestrianisation and design and construction Site Allocations and Policies DPD: **Policy SP7 – Non-residential development in the countryside.** In both cases the type and scale of the proposed use must be appropriate to its location; in particular the use should not generate significant traffic movements in unsustainable locations and should not conflict with neighbouring uses. Any associated external storage, parking and other associated paraphernalia must not appear visually intrusive in the landscape. **Sustainable transport and accessibility.** 7.20 The Government's policy on car parking standards requires local authorities to set standards for their area, taking account of local circumstances. As such, the government requirement to express "maximum" parking standards for new residential development has been removed. The County Council has reviewed its standards, identifying the appropriate local circumstances. These are set out in Appendix 2. **Policy SP15 – Design and amenity** l) Access and Parking. The development should make provision for safe access by vehicles, pedestrians, wheelchair users and cyclists as well as provide good links to and from public transport routes. Developers will be expected to retain existing footpaths, cycle routes and bridleways or to make provision for their reinstatement, and to make provision for new routes to link with existing networks. Adequate vehicle parking facilities must be provided to serve the needs of the proposed development. Development proposals should make provision for vehicle and cycle parking in accordance with the parking standards set out in Appendix 2, including parking for people with disabilities. There should where practicable be convenient external access for mobility scooters to the rear gardens of residential properties to facilitate parking and storage, if suitable provision has not been made at the front or side of the dwelling. In exceptional circumstances, particularly in the town centres of Oakham and Uppingham, the application of these standards may be varied in order to reflect the accessibility of the site by non-car modes or other identified local requirement. **Policy SP26 - Rutland Water Recreation Areas**	**2036 vision** 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. **DE1** b. Ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and have regard to features that minimise crime and the fear of crime; Development proposals should seek to: e. Provide well designed hard and soft landscaping; All major development (as defined in the Glossary) must demonstrate compliance with: h. Manual for Streets guidance and relevant Lincolnshire County Council guidance; j. For new residential proposals, development should perform positively against Building for Life 12.	**104e;** **110c** **130f;** **107d**	**B2;** **M1;** **M3** **L1**	**Well defined streets and spaces** **Cycle and car parking**	**5.9.2** **5.9.3** **8.2.14** **8.3**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
5R: Affordable housing	Core Strategy DPD: **CS11 – Affordable Housing** **CS19 – Promoting good design** b) reduce the opportunity for crime and the fear of crime and support inclusive communities, particularly in terms of access and functionality; Site Allocations and Policies DPD: **Affordable housing** 6.16 The Council will ensure that an appropriate mix of affordable homes is provided, in size, type and occupation cost, to meet the needs of the local community. 6.17 'Delivering Affordable Housing' (CLG, 2006) emphasises that councils should ensure that affordable homes from all sectors are of a sufficiently high standard and well integrated. The Council is mindful that affordable housing is much less of a "buyer's market" than market housing and, particularly where there is no grant funding, it may need to ensure that affordable housing is of an adequate standard and promotes sustainable communities. Where affordable homes are part of a Homes and Communities Agency (HCA) programme, they will be expected to meet the design standards of that programme. The Council envisages that groups of affordable homes in mixed tenure developments would not normally exceed 15 homes and that these groups would not be in close proximity to each other. Where space permits, a minimum separation of 100 metres between larger clusters of up to 15 homes will be acceptable. **Policy SP9 - Affordable housing** Affordable housing must: a)be of a combination of sizes and affordable tenure which meets the proven local housing need and good practice, including the number of bedrooms, property type and floor space; c) be broadly equivalent in standard and siting to typical open market properties of the same floorspace/number of bedrooms/general type, unless it conforms to the Homes and Communities Agency's design standards; d) where part of a development which includes open market housing, be well integrated with the open market housing through layout, siting, design and style. In order to promote sustainable communities, the size and location of groups of affordable homes should be discussed and agreed with the Council.	**2036 vision** This will be achieved by: Working with partners and residents to develop a place that is welcoming to all. **SD1** 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. **H2: Affordable Housing Contributions** All affordable housing will be expected to: a. include a mix of socially rented/affordable rent/ intermediate rent and intermediate market housing appropriate to the current evidence of local need and local incomes as advised by the Council; b. be well integrated with the open market housing through layout, siting, design and style; c. be of an appropriate size and/or property type to meet the need identified by the current evidence of local housing need for affordability the area. **DE1 c**	**61** **63** **130**	**B2** **U2** **U3** **H1** **H2** **H3** **L1** **L2** **L3**	**Homes for Everyone**	**4.3.1**


Design SPD Sections
RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)
SKDC Local Plan (2020)
NPPF (2021)
National Design Guide (2019)
Building for a Healthy Life (July 2020)
Manual for Streets (2007)
6A: Build Quality
Core Strategy DPD:
Policy CS19 – Promoting good design
All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. New developments of 10 or more dwellings will be expected to meet a "good" or "very good" rating (14 or more positive answers out of 20) against Building for Life criteria unless it can be demonstrated that this is not feasible or viable on a particular site.
Site Allocations and Policies DPD:
Policy SP15 – Design and amenity
e) Detailed design and materials
The detailing and materials of a building must be of high quality, respect and contribute to enhancing the local vernacular in respect of building traditions and appropriate to its context. New development should employ sustainable materials, building techniques and technology where appropriate.
DE1 a
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.
126
130
134
135
Para 21, 22, 24, 26, 27, 29, 30, 31, 32
L2
H1
H3
R2
5.13

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
6B: Architecture	Core Strategy DPD: **Strategic Objective 12: Built environment and local townscape** **Strategic Objective 13: 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 reflects the local character, identity and distinctiveness of the towns and villages. **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. All new developments will be expected to meet high standards of design that: a)are sympathetic and make a positive contribution towards the unique character of Rutland's towns, villages and countryside; **Policy CS20 - Energy efficiency and low carbon energy generation.** Renewable, low carbon and de-centralised energy will be encouraged in all development. The design, layout, and orientation of buildings should aim to minimise energy consumption and promote energy efficiency and use of alternative energy sources. **Policy CS22 - The historic and cultural environment** Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** Proposals will be assessed to ensure they effectively address the following matters: a)Siting and layout. The siting and layout must reflect the characteristics of the site in terms of its appearance and function. b) Relationship to surroundings and to other development . The development must complement the character of the local area and reinforce the distinctiveness of the wider setting. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the landscape and streetscape quality of the local area. Design should also promote permeability and accessibility by making places connect with each other and ensure ease of movement between homes, jobs and services. d) Density, scale, form and massing. The density, scale, form, massing and height of a development must be appropriate to the local context of the site and to the surrounding landscape and/or streetscape character. f) Detailed design and materials. The detailing and materials of a building must be of high quality, respect and contribute to enhancing the local vernacular in respect of building traditions and appropriate to its context. New development should employ sustainable materials, building techniques and technology where appropriate **Policy SP20 - The historic environment** **Policy SP21 - Important open space and frontages**	**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. Planning permission for new residential development above a threshold of 10 or more dwellings will be granted subject to a target of at least 10% of new dwellings being developed as 'Accessible and Adaptable' in line with the optional standards set out in Part M4(2) of the Building Regulations.	**126** **130** **133** **135**	**Para 21, 22, 24, 26, 27, 29, 30, 31, 32** **C1** **C2** **L1** **L2** **L3** **H1** **H2** **H3**	**A Memorable Character**	

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
6C: Materials	Core Strategy DPD: **Strategic Objective 12: Built environment and local townscape** **Strategic Objective 13: 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 reflects the local character, identity and distinctiveness of the towns and villages **Policy CS1 – Sustainable development principles** New development in Rutland will be expected to:f) minimise the use of resources and meet high environmental standards in terms of design and construction with particular regard to energy and water efficiency, use of sustainable materials and minimisation of waste; (see Policies CS19 and 20). **Policy CS19 – Promoting good design** All new development will be expected to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials, and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities. All new developments will be expected to meet high standards of design that: a)are sympathetic and make a positive contribution towards the unique character of Rutland's towns, villages and countryside; Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** f)Detailed design and materials. The detailing and materials of a building must be of high quality, respect and contribute to enhancing the local vernacular in respect of building traditions and appropriate to its context. New development should employ sustainable materials, building techniques and technology where appropriate. **Policy SP20 - The historic environment** a)Conservation areas. Development in conservation areas will only be acceptable where the scale, form, siting and design of the development and the materials proposed would preserve or enhance the character or appearance of the area.	**2036 vision** Balancing the development needs of the District with the protection and enhancement of the natural and built environment; Addressing and mitigating any negative effects of development on the built and natural environment. **Strategic Objectives** Objective 5 To facilitate and sustain a network of sustainable communities which offer a sense of place. **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. **EN6: The Historic Environment** The Council will seek to protect and enhance heritage assets and their settings in keeping with the policies in the National Planning Policy Framework. Development that is likely to cause harm to the significance of a heritage asset or its setting will only be granted permission where the public benefits of the proposal outweigh the potential harm. Proposals which would conserve or enhance the significance of the asset shall be considered favourably. Substantial harm or total loss will be resisted. Proposals will be expected to take Conservation Area Appraisals into account, where these have been adopted by the Council.	**130**	**Para 21, 22, 27, 29, 30, 31, 32** **C1** **C2** **L1** **L2** **L3** **B3** **M2** **R2**	**Making the Most of What's There** **A Memorable Character**	**2.3.5** **5.11** **5.13**
6D: Roofs	See materials and architecture above	See materials and architecture above	**See materials and architecture above**	**See materials and architecture above**	**See materials and architecture above**	**See materials and architecture above**
6E: Residential Amenity	Core Strategy DPD: **Policy CS7 – Delivering socially inclusive communities** Support will be given to development proposals and activities that protect, retain or enhance the provision, quality or accessibility of existing community, education, leisure and cultural facilities that meet the diverse needs of all members of the community. Development should take account of the needs and requirements of all people in the community, including people with disabilities or special needs, elderly people, and young people. Appropriate measures or adaptations should be included where necessary. Site Allocations and Policies DPD: **Policy SP15 – Design and amenity**. Proposals will be assessed to ensure they effectively address the following matters: c) Amenity. The development should protect the amenity of the wider environment, neighbouring uses and occupiers of the proposed development in terms of overlooking, loss of privacy, loss of light, pollution (including contaminated land, light pollution or emissions), odour, noise and other forms of disturbance. i) Landscaping. The development will only be acceptable if it provides for adequate landscaping, which preserves visual amenity and is designed as an integral part of the layout. Where development would abut or be within open countryside and be exposed to view, landscaping will be required to help integrate it into the surroundings. k) Outdoor playing space and amenity open space. The development will only be acceptable if it makes adequate provision for open space which: i)is integrated and well located in relation to the proposed and existing development; ii)has step free access, making the site accessible for those with disabilities and pushchair users; iii)provides pathways to and through the open space **Policy SP17 - Outdoor lighting** **Policy SP20 - The historic environment**	**DE1** b. Ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and have regard to features that minimise crime and the fear of crime; and c. Provide sufficient private amenity space, suitable to the type and amount of development proposed.	**130** **185**	**H1** **H2** **H3**	**Homes for Everyone** **Back of Pavement, Front of Home**	**5.9.2**

Design SPD Sections	RCC Core Strategy DPD (2011) and Site Allocations and Policies DPD (2014)	SKDC Local Plan (2020)	NPPF (2021)	National Design Guide (2019)	Building for a Healthy Life (July 2020)	Manual for Streets (2007)
6F: Servicing (bins)	See car parking above	See car parking above	**130a**	**M3** **H3**	**Back of Pavement, Front of Home**	**5.10.2** **5.10.3** **Figure 5.10, 6.21** **6.8**
6G: Extensions	**See also residential build quality, architecture, materials, roofs and residential amenity above** Site Allocations and Policies DPD: **Policy SP15 – Design and amenity** The development should protect the amenity of the wider environment, neighbouring uses and occupiers of the proposed development in terms of overlooking, loss of privacy, loss of light, pollution (including contaminated land, light pollution or emissions), odour, noise and other forms of disturbance.	**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; b. Ensure there is no adverse impact on the amenity of neighbouring users in terms of noise, light pollution, loss of privacy and loss of light and have regard to features that minimise crime and the fear of crime; c. Provide sufficient private amenity space, suitable to the type and amount of development proposed.	**130**	**C1** **C2** **L1** **L2** **L3** **H1** **H2** **H3** **R2**	**Making the Most of What's There** **A Memorable Character** **Back of Pavement, Front of Home**	
6H: Scaling and massing of infill development	Core Strategy DPD: **The Location of Development** 2.19 Residential infilling is defined as an individual development of up to 2 dwellings within a gap in an otherwise built-up frontage to an existing road, provided that it is not sufficiently large to accommodate up to 2 dwellings on similar curtilages to those adjoining; or the redevelopment or sub-division of an existing residential curtilage; or the conversion or redevelopment of a non-residential building where this would not result in a loss of local employment. Site Allocations and Policies DPD: **Policy SP5 - Built development in the towns and villages** Residential development through the sub-division of plots or backland/tandem development will be subject to the following key requirements: a) amenity will be safeguarded through adequate separation and design of dwellings; b) no material disturbance will arise from vehicular movements, and; c) an adequate, safe and convenient access will be provided.	**SP3: Infill Development** In all settlements defined in Policy SP2, infill development, which is in accordance with all other relevant Local Plan policies, will be supported provided that: a. it is within a substantially built up frontage or re-development opportunity (previously development land); b. it is within the main built up part of the settlement; c. it does not cause harm or unacceptable impact upon the occupiers amenity of adjacent properties; d. it does not extend the pattern of development beyond the existing built form; and it is in keeping with the character of the area and is sensitive to the setting of adjacent properties. The Council is preparing a Design SPD to assist with the submission of applications against the above criteria. This Policy is to be read in conjunction with the Design SPD, and any development proposals will be expected to have regard to the Design SPD.	**130** **185**	**Para 14** **C1** **C2** **L1** **L2** **L3** **B1**	**Making the Most of What's There** **A Memorable Character** **Well defined Streets and Spaces** **Back of Pavement, Front of Home**	**3.1.2**
7. Design for large scale employment and commercial **7A: Follow the Process** **7B: Responding to the Climate Emergency** **7C: Frontages** **7D: Landscape Screening** **7E: Parking and servicing** **7F: Architecture**	**All policies relate to non-residential also...** **so most of above applies.** Core Strategy DPD: **CS17 - Town Centres and Retailing** Site Allocations and Policies DPD: **Policy SP12 - Town centre area, primary and secondary shopping frontages**	**All policies relate to non-residential also...so most of above applies.** E2, Strategic employment sites E3 Employment allocations will be supported where proposals: • Do not conflict with neighbouring land uses; • Scale does not harm the character and/or amenities of the area; and • Do not impact unacceptably on the local and/or strategic highway network. SB1 e. Non-domestic buildings: will be expected to reach 'Good' BREEAM status as a minimum.	**Guidance doesn't differentiate between residential and commercial – see above as relevant**	**Guidance doesn't differentiate between residential and commercial – see above as relevant**	**N/A**	**5.2.4** **8.2.11** **Guidance doesn't differentiate between residential and commercial – see above as relevant**