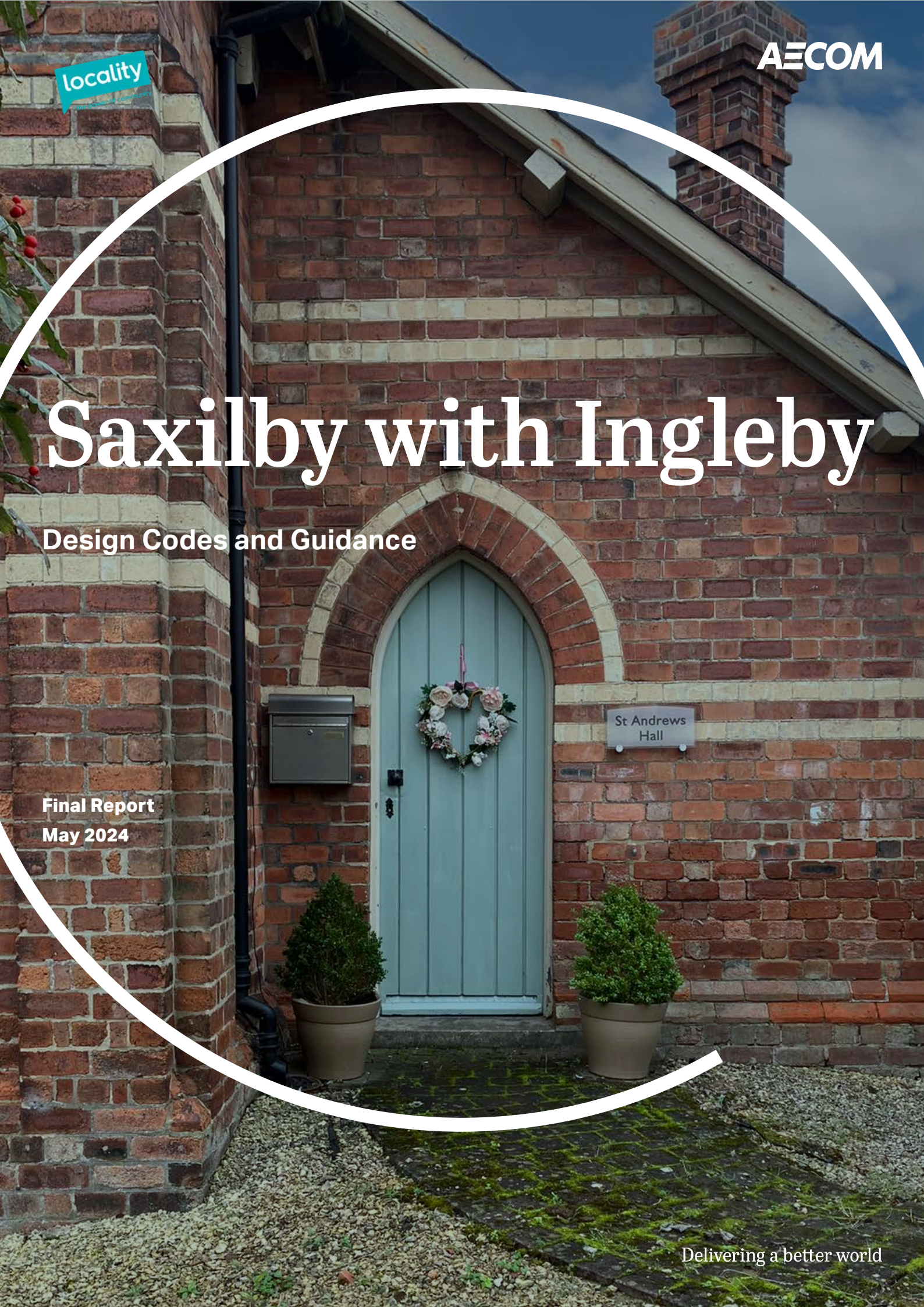

Saxilby with Ingleby

Design Codes and Guidance

Final Report
May 2024

Delivering a better world

Quality information

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Mapping licenses

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6	21 May 2024	Full report	John-Michael Chidwick	21 May 2024	Annabel Osborne (Locality)

Contents

Introduction

01

1. Introduction

The aim of this document is to help empower the local community to influence the design and character of Saxilby with Ingleby and to deliver attractive, sustainable development that meets the needs of local people.

1.1 Background

Saxilby with Ingleby Parish Council has requested support through Locality to establish design codes and guidance to influence the character and design of any new development within the Parish. This supports the Saxilby with Ingleby Neighbourhood Plan (adopted in May 2017) and subsequent reviews.

The Parish is located in rural Lincolnshire approximately 6 miles north west of Lincoln. The village of Saxilby sits at the heart of the Parish and contains many of its key amenities, public open spaces and transport connections. Ingleby is a small hamlet at the site of the deserted medieval villages of North Ingleby and South Ingleby located at the northern end of the Parish.

Saxilby has seen significant growth over recent decades, in particular at the northern end of the village, based on existing allocations of 366 homes (with construction ongoing). The Central Lincolnshire Local Plan (adopted in April 2023) allocates a further 151 homes.

This document sets out design codes and guidance aimed at ensuring all development is in line with the aspirations of all local stakeholders. This document is focused on securing the delivery of local distinctiveness, connections to green infrastructure, improvements to active travel options and contributions to sustainability.

Figure 01: The historic Fossdyke Canal runs through Saxilby.

1.2 Community objectives

The overarching aim of this document is to enable the local community to set out design standards and policies for development in the Parish, within the context of national and local plans.

This document forms part of the evidence base for the Neighbourhood Plan on design-related issues. This document is locally specific and sets clear requirements that relate to the Parish and its character areas.

The Neighbourhood Plan sets out the objectives and vision for the Parish. These can be found in the latest Neighbourhood Plan at the following link: https://www.west-lindsey.gov.uk/planning-building-control/planning/neighbourhood-planning/all-neighbourhood-plans-west-lindsey/saxilby-ingleby-neighbourhood-plan.

The objectives and vision have informed the analysis, design codes and guidance set out in this document.

Figure 02: Saxilby has a rural nature with strong environmental credentials.

Figure 03: Community facilities on High Street.

Figure 04: Important green space alongside the Fossdyke Canal.

1.3 Using this document

This document is a valuable tool in securing context-driven, high quality development. It will be used differently by different people in the planning and development process (see Table 01 below).

This document will be effective when used as part of a co-design process, actively involving key stakeholders, to establish local preferences and expectations of design quality. Through active participation and conversation, key stakeholders can use the guide to shape the key issues and ways to adequately respond to them in future development.

This document alone will not automatically secure quality design outcomes, but it will help to prevent poor outcomes by creating a rigorous process that establishes expectations. This document raises the standards and expectations for design quality.

Figure 05: Saxilby's village sign at the heart of the community.

Potential users	How they will use this document
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design in order to establish a degree of certainty. This document must be followed as a material consideration when planning consent is sought.
Local Planning Authority	As a material consideration, embedded in policy together with the neighbourhood plan, against which to assess planning applications. This document should be considered during any pre-application discussions.
Parish Council	As a tool to help structure comments on planning applications by highlighting the issues of key importance, to assess whether applications are positive or negative, and to indicate where further considerations are required.
Community groups and local residents	As a tool to allow the local community to highlight their key issues and concerns and ensure that development has a positive impact on the character of the neighbourhood plan area.
Statutory consultees	As a reference point when commenting on planning applications by providing an overview on the neighbourhood plan area and its character and by indicating the local community's main areas of concern.

Table 01: User groups and how they will use the guidance.

1.4 Planning policy and guidance

This section outlines the national and local planning policy and guidance documents that have informed this document.

1.4.1 National planning policy and guidance

National Planning Policy Framework (Revised December 2023)

The National Planning Policy Framework (NPPF) outlines the UK Government's overarching economic, environmental and social planning policies for England. It is a high-level document that attempts to make good design pivotal and to put communities at the heart of planning. The policies within the NPPF apply to the preparation of local and neighbourhood plan areas, and act as a framework against which decisions are made on planning applications.

The NPPF states that a key objective of the planning system is to contribute to the achievement of sustainable development.

The parts of the NPPF which are of particular relevance to this document are:

- Part 2: Achieving sustainable development;
- Part 5: Delivering a sufficient supply of homes;
- Part 8: Promoting healthy and safe communities;
- Part 9: Promoting sustainable transport;
- Part 12: Achieving well-designed and beautiful places;
- Part 15: Conserving and enhancing the natural environment; and
- Part 16: Conserving and enhancing the historic environment.

Part 12 (Achieving well-designed and beautiful places) emphasises the need to create high-quality, beautiful and sustainable buildings and places as fundamental to what the planning and development process should achieve.

It sets out several principles that planning policies and decisions will consider ensuring that new developments are well-designed and focus on quality.

The NPPF notes that "development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes".

This is supported by the National Design Guide, which sets out the ten characteristics of a well-designed place.

National Design Guide (2019)

The National Design Guide (NDG) sets the 10 characteristics of a well-designed place and demonstrates what good design is in practice. The characteristics are: Context; Identity; Built Form; Movement; Nature; Public Spaces; Uses; Homes & Buildings; Resources; and, Lifespan.

This document should be used as an overarching reference for new development where topics are not covered in local guidance. The NDG characteristics were used in the initial analysis to understand local demands and challenges.

The NDG notes that a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings.

National Model Design Code (2021)

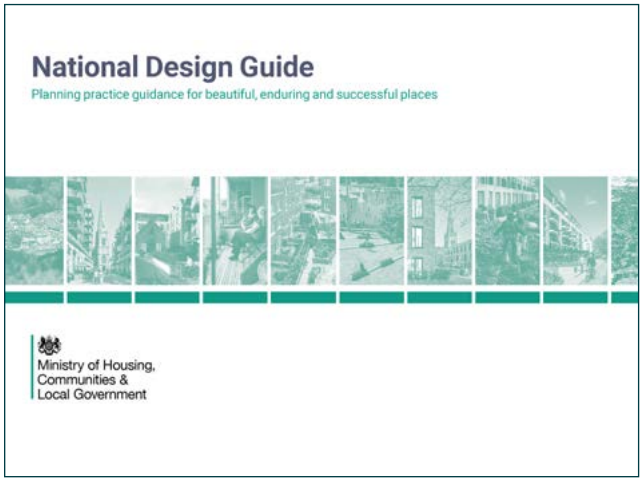
The National Model Design Code (NMDC) sets a baseline for quality and practice. It provides detailed guidance on the production of design codes and the outlining of character areas.

The NPPF is the foundation stone to good design and the NDG sets out the 10 characteristics of well-designed places. This is developed further by the NMDC, which creates the baseline for analysing and visioning places. Design codes help development achieve the requirements of good design and for community benefit.

Building for a Healthy Life (2020)

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

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed schemes, as well as useful prompts and questions for planning applicants to consider during the different stages of the design process.



1.4.2 Local planning policy and guidance

Central Lincolnshire Local Plan (2023)

The Central Lincolnshire Local Plan was formally adopted in April 2023, replacing the Central Lincolnshire Local Plan 2012-2036 (which itself replaced the previously separate local plans of the City of Lincoln, West Lindsey and North Kesteven). The Local Plan sets out the long-term strategy in respect of new developments up to 2040.

Saxilby with Ingleby Neighbourhood Plan

The Saxilby with Ingleby Neighbourhood Plan was formally adopted in May 2017 and is the Parish's community-led development plan used alongside the Central Lincolnshire Local Plan in determining planning applications. The Neighbourhood Plan contains the views of the local community and reflects the topics identified as being of particular importance.

Saxilby with Ingleby Village Character Assessment

The Character Assessment is contained within Appendix G of the Neighbourhood Plan. The assessment records the special qualities that give the Parish its sense of place and unique identity. The assessment divides the Parish into 8 character areas based on a range of influences including the historical evolution of the area, landscape setting, structure, spacing and layout, vegetation and planting, built form, landmarks and historic buildings, views and vistas and streetscape.

Housing Needs Assessment

A Housing Needs Survey Report was produced in January 2016 based on a survey conducted during November and December 2015. The report highlighted a high proportion of detached homes and a relatively small amount of terraced accommodation available for lower income households. An updated Housing Needs Assessment was completed in 2024.

Central Lincolnshire Energy Efficiency Design Guide 2023

The Energy Efficiency Design Guide was developed to provide practical, accessible guidance on how to comply with Central Lincolnshire Local Plan policy relating to energy efficiency in new buildings. The guide is aimed at building professionals in designing buildings to meet best practice energy efficiency standards, and for planning officers to refer to when assessing applications for relevant policy compliance.

Biodiversity Net Gain in Central Lincolnshire - Guidance for Applicants Seeking Planning Permission

This document was produced in April 2023 and contains guidance for applicants seeking planning permission in relation to the delivery of Biodiversity Net Gain (BNG) in Central Lincolnshire. The aim of the document is to help applicants and ecologists understand how BNG will apply to planning applications to support Local Plan Policy S61 (Biodiversity Opportunity and Delivering Measurable Net Gains).

Health Impact Assessment for Planning Applications - Guidance Note

This document was produced in April 2023 and provides advice and guidance on undertaking Health Impact Assessments (HIA) for development proposals within Central Lincolnshire, supporting the implementation of Local Plan Policy S54 (Health and Wellbeing).

Saxilby Bridge Street Conservation Area Appraisals

An appraisal was completed in October 1989 and provides an analysis of the character of the Saxilby Bridge Street Conservation Area. This, and any future updates and appraisals, must be taken into consideration whenever new development is proposed within the Conservation Area.

1.5 Process

An inception meeting between AECOM and representatives of Saxilby with Ingleby Parish Council was undertaken on 26 September 2023 to introduce the teams, to explore and understand the Parish council's aims and objectives relating to the design of new development and to address any initial concerns.

A site visit was then conducted on 5 October 2023 commencing at the St Andrews Community Centre in Saxilby. The visit covered a number of different areas within the Parish, including the Saxilby Bridge Street Conservation Area, the Parish's residential areas, the Fossdyke Canal and other open spaces and the key pedestrian, vehicular and rail routes.

The site visit also included Saxilby's allocated sites, including those where development is underway and those where development is yet to commence. This helped to build a contextual understanding of the location of these sites alongside the existing built environment and surrounding countryside.

Figure 06: St Andrews Community Centre - the meeting point for the site visit.

Figure 07: The visit included Saxilby's allocated sites, shown here the land off Sykes Lane.

Table 02: Design code production process

Place analysis

02

2. Place analysis

Saxilby is a rural village surrounded by quintessential Lincolnshire countryside. Its strong transport connections led to its historic growth. At its heart lies a proud community keen to preserve and enhance the Parish's unique character.

2.1 Context and identity

The Parish covers an area of approximately 4,420 acres (1,790 hectares). Most of the Parish's residents live in the village of Saxilby. The village's low density gives it a calm and tranquil feel that integrates harmoniously with the Fossdyke Canal and the surrounding countryside.

Saxilby generally radiates around the orbital route of Church Road, High Street, Bridge Street and Mill Lane in a triangular form. The A57 (known as Gainsborough Road and Lincoln Road as it passes south of the village) runs east to west alongside Fossdyke Canal and connects the village with the A1 motorway and the city of Lincoln.

The village's amenities are mainly spread on a linear pattern along High Street and Bridge Street. These include a medium-sized convenience store, several small businesses, two pubs, a post office, a pharmacy and a fire station. The village also has pre-school facilities and a primary school. The landmark Church of St Botolph is separate from these amenities at the north of the village.

Much of Saxilby's character and historic development results from its railway and canal connections. Saxilby's train station is Grade II Listed and directly connects the Parish to Lincoln, Sheffield and Doncaster. The Fossdyke Canal was built in the time of the Romans and is one of the oldest navigable waterways in England still in use.

Outside of Saxilby, the Parish mainly consists of arable fields and open countryside. The hamlet of Ingleby is located at the site of the Deserted Village of North Ingleby, a Scheduled Monument with moated earthwork still visible.

Figure 08: An information board affixed to Saxilby Village Hall in the centre of the village.

Figure 09: A café on High Street, one of numerous small businesses in the village.

Figure 10: The former Mission Church of St Andrew, built in 1879 on High Street.

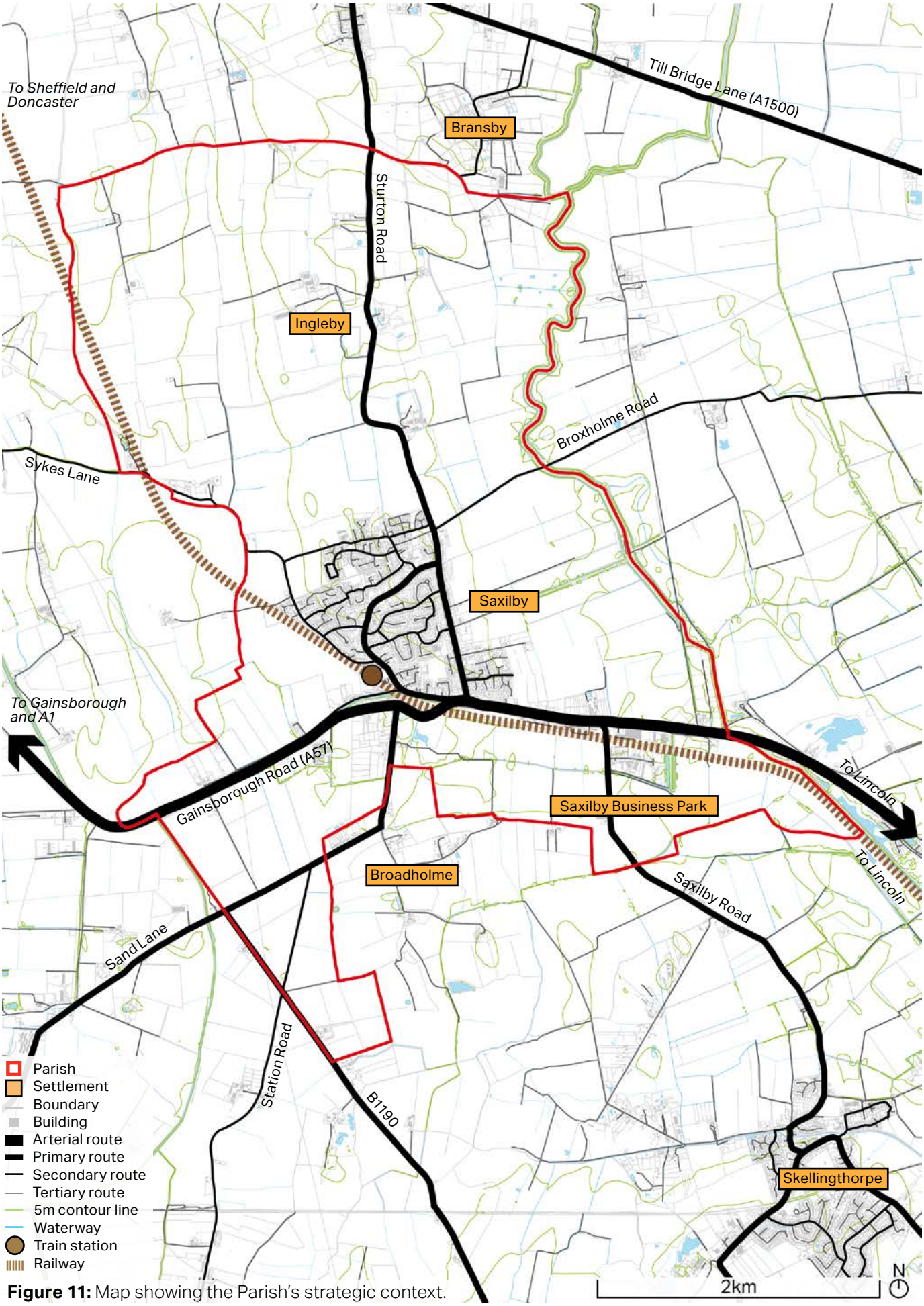


Figure 11: Map showing the Parish's strategic context.

2.2 Settlement origins

2.2.1 Saxilby

Saxilby centres on an ancient village settled by Viking invaders. The name 'Saxilby' derives from 'Saxulf's Farmstead'. Saxilby is mentioned in the Domesday Book and is referred to as 'Ad Saxebi in Lincolescira'.

Early farming in the Parish was conducted on a communal, open field system. Several of the Parish's 'ridge and furrow' fields remain as evidence of this system. The later system of enclosure created the field patterns that can be seen today. Numerous hawthorn hedges were planted with many remaining to this day.

During the English Civil War, the Earl of Manchester billeted his troops in Saxilby in 1643, on their way to Marston Moor.

The Roman Fossdyke Canal was built to connect the River Trent at Torksey to the River Till at Odda. Improvements to the canal were made in 1672 allowing Lincoln's Brayford Pool to develop into a busy port. The passing waterway traffic brought additional prosperity to the Parish.

In 1841, Saxilby's population was just over 1000 people, decreasing slightly by 1901. Over the next sixty years, the figure reached 1,636. The expansion of Saxilby absorbed several farmsteads that had previously sat amongst open countryside.

Saxilby's current character is largely defined in the first years of the 19th Century when legislation to drain and enclose the open fields was passed. In 1823 a canal swing bridge was built and was followed by a railway several decades later. By 1850, the Great Northern railway had extended its cross-Pennine line from Sheffield to Lincoln and by 1856 there were five or six departures a day to all areas of the line.

Saxilby's oldest standing building is the Grade I Listed Church of St Botolph with its origins in the 12th Century but with further development in the 13th, 15th, 19th and 20th Centuries. The church is built from coursed limestone rubble and ashlar with lead roofs. The three stage tower was rebuilt in 1908 with single lancets to each storey, paired lancets to the belfry stage and a battlemented parapet. The 15th Century nave clerestory is of four large three light windows under four centred arches with cusping to the window heads under continuous hood moulds. Above is a castellated parapet with gargoyles.

Other historic buildings include the Old Hall (16th Century), the Manor House (16th Century) and several 18th Century cottages. Much of Saxilby's main commercial stretch along Bridge Street and High Street is Edwardian in character.

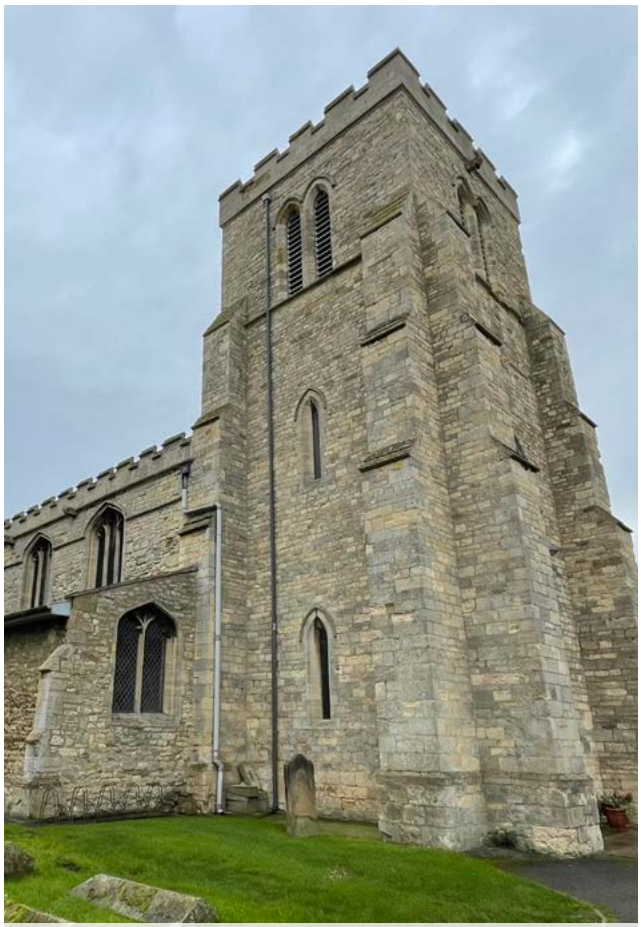
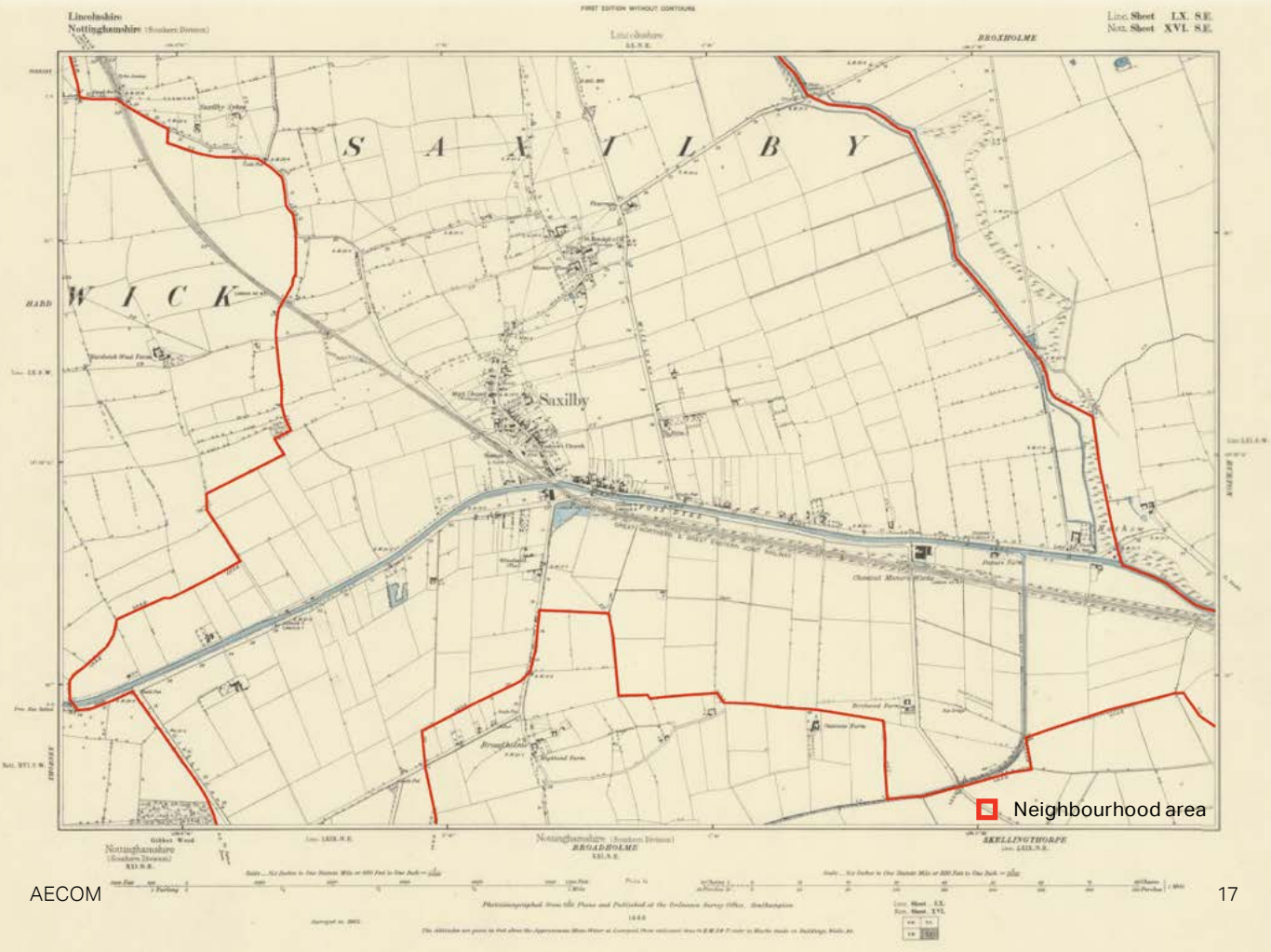


Figure 12: The Grade I Listed Church of St Botolph.

Figure 14: Saxilby's Edwardian heyday is evident in its architecture.

Figure 13: The Fossdyke Canal, one of England's oldest canals with Roman origins.

Figure 15: A map of Saxilby dating from 1885 showing the village's linear development along High Street and Bridge Street.



2.2.2 Ingleby

The deserted medieval villages of North and South Ingleby lie approximately one mile north of Saxilby. The name 'Ingleby' derives from the Anglo-Danish 'settlement of Angles'. The Angles were a tribe from northern Germany who settled in the area following the end of Roman rule in 409 AD.

North Ingleby

The Deserted Village of North Ingleby is a Scheduled Monument. The site contains the remains of a manor house held in 1086 by the Bishop of Bayeux and subsequently by Robert de la Haye. It can be traced through the hands of various lords and resident tenants until at least the early 14th Century. Robert of Ingleby and his descendants were resident in the 12th and 13th Centuries and it is thought that they created the moated residence.

The area is centred on a moated enclosure currently occupied by a care home (formerly Ingleby Hall). Between the current Sturton Road and the hall, there was a series of fishponds, with further ponds to the rear.

A chapel, mentioned in 1232, stood in front of the hall. Its foundations are still visible on the LiDAR (Light Detection and Ranging) image shown at Figure 16. To the south of the chapel were a number of crofts, the foundations of which may still remain. These were small enclosed areas of land with small mud and stud cottages occupied by farm workers and their families.

The trackways, known as hollow-ways, would later become village streets which linked several cottages. There are no traces of buildings or yards in the large field to the north of the site. This was recorded as a deer park in 1649.

To the west and south of the area are a number of ridge and furrow fields. These were created by a system of ploughing used throughout Europe during the Middle Ages.

South Ingleby

A manor house, held by Robert de Todeni in 1086, was held by Wigot of Lincoln around 1115 and then passed to the Daubney family. The Daubneys family remained tenants until 1483, when their lands were forfeited to the Crown.

The manor house stood at the centre of the site, surrounded by fishponds, crofts and ridge and furrow fields. A prominent bank lies to the north of the site, which may have been a rabbit warren. Rabbits were farmed to provide both meat and clothing.

A dovecote and windmill are recored in 1304. The mill stood midway between the site and Saxilby. The mill hill was ploughed out in 1950.

The townships fell into decline during the 16th Century, when the land was converted to pasture for sheep.

Figure 16: LiDAR (Light Detection and Ranging) image showing the layout of the deserted village of North Ingleby.

2.3 Settlement today

The Parish's population was 3,992 in the 2011 Census. This has grown over the last decade due to the expansion at the north of Saxilby pursuant to allocations within the Central Lincolnshire Local Plan. The majority of new development is focused around Field Avenue and Brackenbury Road. These developments contain a mix of detached, semi-detached and terraced houses along with bungalows.

Other 20th Century development has focused around the linear Sykes Lane and Mill Lane. There are several cul-de-sacs radiating from these roads. The streets surrounding Manor Road and Highfield Road contain a very high number of 1960s bungalows. These are popular with the Parish's older residents and Saxilby's proportion of residents over the age of 65 is above average for Lincolnshire.

Unlike many other examples of 20th Century development across the UK, the connections between these various developments are relatively good. Secondary routes such as St Andrews Drive, Westcroft Drive, Manor Road and Highfield Road create connections between the primary routes of High Street and Mill Lane and improve permeability across the village.

Today, Saxilby remains a key focal point for the wider community, despite the Parish's proximity to the bustling city of Lincoln. Other than a Co-op convenience store, most of its businesses are independent. These include a café, a newsagents, a florist and several takeaways. There are hubs of activity at Saxilby Village Hall on High Street and St Andrews Community Centre off William Street.

The Fossdyke Canal went out of commercial use in 1972 but visitor moorings, canalside walks and cycleways have since been developed which ensures a steady flow of visitors to the village. The Parish Council encourages tourism-related business within the Parish, particularly along Bridge Street.

Figure 17: 1960s bungalows in the style commonly seen around Manor Road and Highfield Road.

Figure 18: Recent development at the north of Saxilby.

Figure 19: A fish and chip shop - one of several independent businesses in Saxilby.

2.4 Natural environment

2.4.1 Green infrastructure

The Parish's rural nature is a key part of its character. It is vital that the village of Saxilby acknowledges and enhances connections with the surrounding countryside. There are numerous benefits of nurturing green infrastructure networks including combating the climate emergency, improving visual quality, improving health and social wellbeing, protecting and enhancing biodiversity and providing opportunities for local food production.

The Parish includes several Local Green Spaces designated under the Central Lincolnshire Local Plan. Westcroft Green creates a linear route at the north of Saxilby linking Sykes Lane and Westcroft Drive with the new developments surrounding Field Avenue. It consists of a series of open greens enclosed by mature trees and hedgerows. Some pedestrian routes are surfaced with tarmac but some are dirt tracks which can be slippery during wet weather. Attractive rows of birches line one of the pathways.

The Saxilby Recreation Ground is the largest green space within Saxilby between two and three hectares. It surrounds the St Andrews Community Centre and includes playing fields, a bowls club, a tennis club, a playground and a skate park. It is enclosed by mature trees and overlooked by the back gardens of the surrounding streets. It is connected by pedestrian routes from Bridge Street and William Street.

A churchyard and cemetery surround the Church of St Botolph. They are enclosed by hedgerows and mature trees. They are important spaces for quiet reflection and give the areas surrounding Church Lane and Church Road a tranquil rural feel.

There are five Sites of Nature Conservation Importance (SNCIs) in the Parish which include areas of marsh, scrub, trees and grasslands which act as important habitats for wildlife.

"Green infrastructure": A place's network created by linking up green spaces with trees, hedgerows, gardens, grass verges, rail corridors, meadows, woodland and farmland.

"Green space": Publicly accessible open space containing grass and other planting such as parks, playing fields, play areas, cemeteries, churchyards, forests and watersides.

Figure 20: Rows of birches in Westcroft Green.

Figure 21: The cemetery close to the Church of St Botolph.

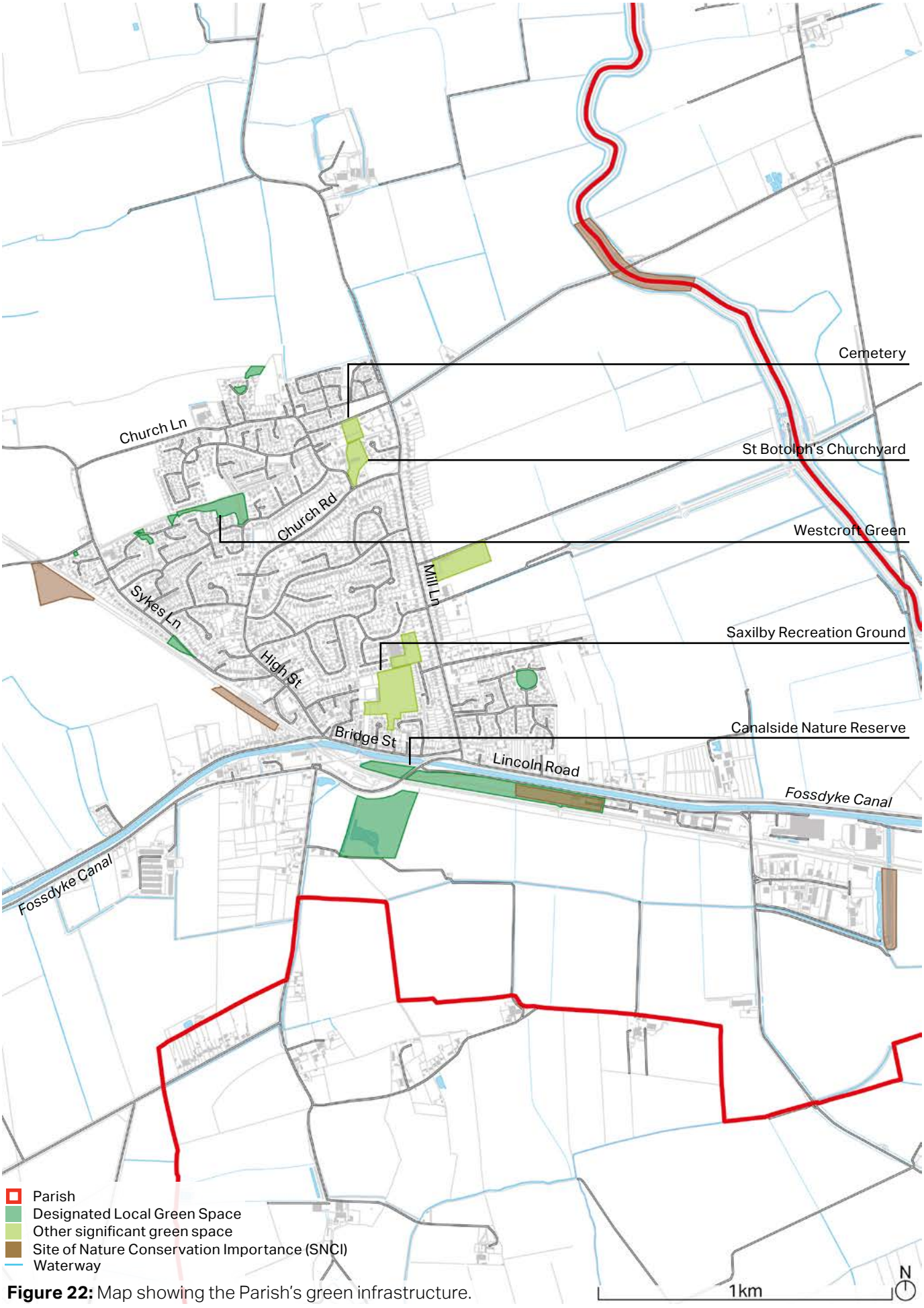


Figure 22: Map showing the Parish's green infrastructure.

2.4.2 Saxilby Nature Project

Saxilby Nature Project, a constituted group, was formed in 2020 with the objective of creating community nature sites within easy reach of the Parish's residents.

Three community nature sites have been created: Hardwick Scrub, Ingleby Clay, and Saxilby Community Wood. The sites are looked after by Saxilby Nature Project group members along with the wider community, and are managed for the benefit of people and wildlife. Dogs on short leads are welcome outside of the bird breeding season.

Community nature sites provide people with opportunities to engage with nature, and to take time out to relax and reflect. The nature sites help fight global warming by storing carbon, and they benefit the environment by increasing biodiversity.

Hardwick Scrub, a former arable field on Sykes Lane, has been planted with hundreds of trees native to the UK, and sown with a seed mix of meadow grasses and wildflowers. Several community hedges were added recently. The aim is to create a mosaic of scrub habitat and meadows. A wildlife pond is planned for the future. There is a mown permissive path around the perimeter of the field and three picnic areas, from which birds and butterflies can be viewed.

Ingleby Clay lies half a mile further along Sykes Lane. Like Hardwick Scrub it is a former arable field, now being managed for the benefit of people and wildlife. A small wood of native trees was planted in 2020, followed by two community hedges planted by 40 volunteers, and in 2021 a pond was added. Some parcels of land have been left to rewild. As at Hardwick Scrub, there are mown permissive paths, cycle racks and information boards. The field, enclosed within a tall boundary hedge, is home to a wide variety of wildlife.

Saxilby Community Wood lies just across the canal from Bridge Street in Saxilby. The three-acre site evolved into woodland following the construction of the A57 road bridge in the 1930s, and over the years many feet have formed a network of paths. The woodland pool, the recently-created clearings, and mature trees are a magnet for wildlife. Local children and students helped design the information boards at the entrances to the site.

For further information, please refer to the following link: https://saxilbynatureproject.wordpress.com/.

All information and maps courtesy of Saxilby Nature Project.

Figure 23: Hardwick Scrub (photo credit: Saxilby Nature Project).

Figure 24: Ingleby Clay (photo credit: Saxilby Nature Project).

Figure 25: Saxilby Community Wood (photo credit: Saxilby Nature Project).

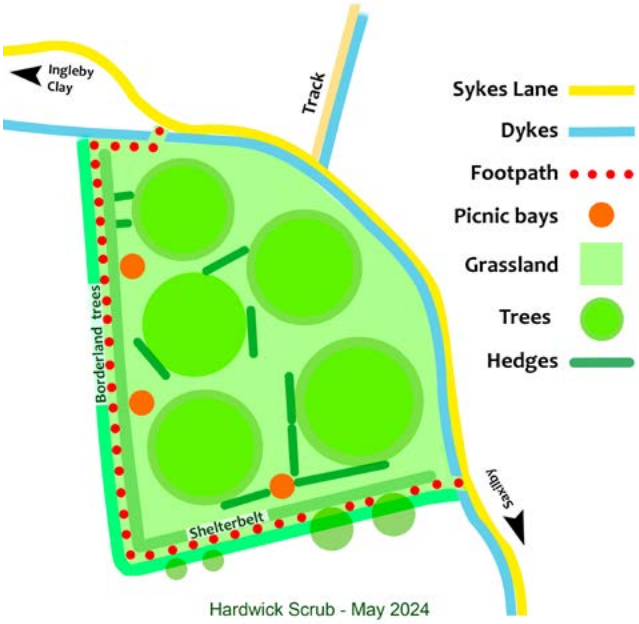


Figure 26: Map (courtesy of the Saxilby Nature Project) showing Hardwick Scrub.

Figure 27: Map (courtesy of the Saxilby Nature Project) showing Ingleby Clay.

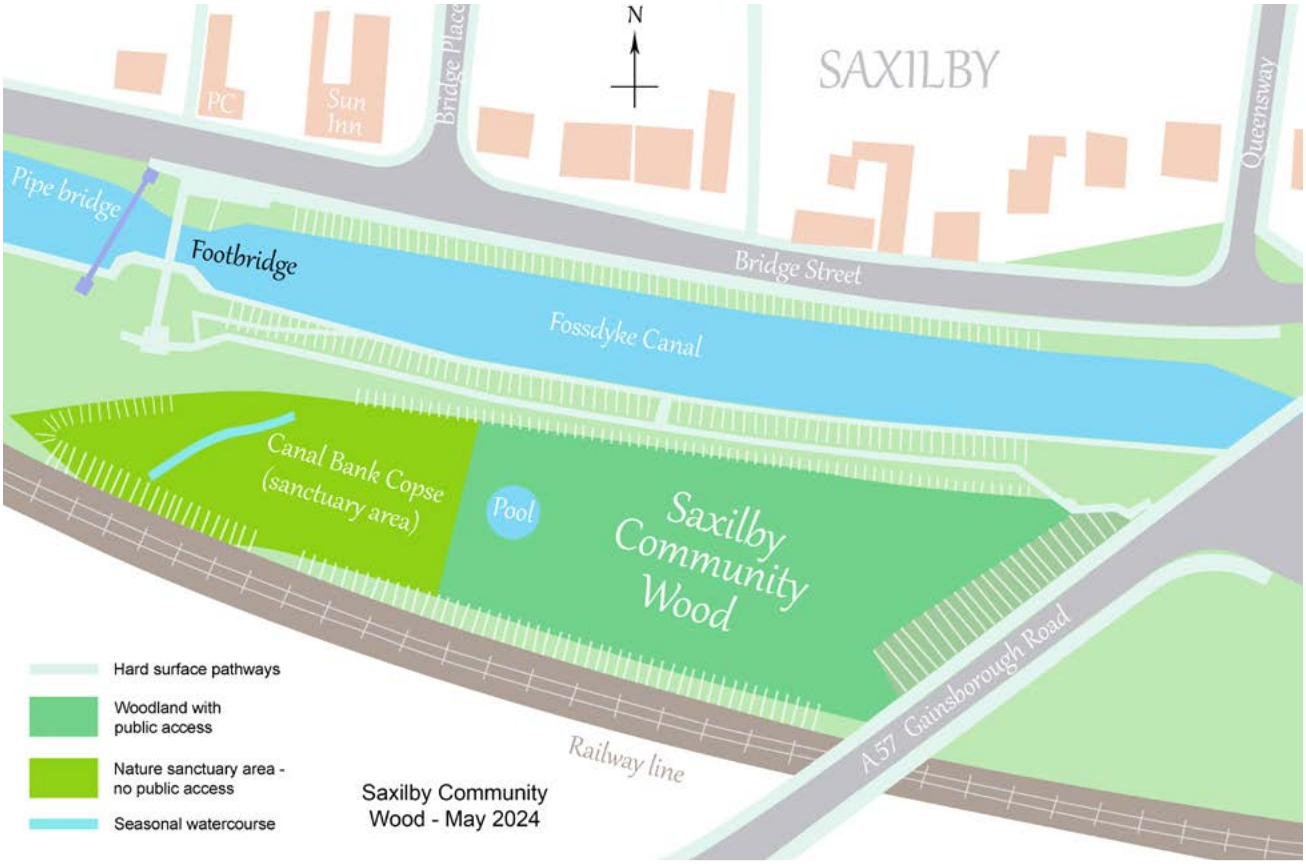


Figure 28: Map (courtesy of the Saxilby Nature Project) showing Saxilby Community Wood.

2.4.3 Fossdyke Canal

Saxilby's proximity to the Fossdyke Canal is an important part of the Parish's character. The canal is managed by the Canal and River Trust and connects to Boston and the Wash via Lincoln and to the countryside canal network at Torksey on the River Trent. A walking, running and cycling trail runs alongside the canal to Lincoln for approximately six miles.

The moorings on the canal in Saxilby were refurbished in 2006. The area surrounding the moorings contains picnic tables, benches and history interpretation boards. On Bridge Street, there are public conveniences, a sluice room, a shower room and a water point for the use of boaters.

The waterfront area was classed as an 'at-risk area' by Historic England and was therefore listed as a priority community project in the Neighbourhood Plan. Through various grant applications and local fund raising the local community established the Saxilby Waterfront Regeneration Project.

An important part of the regeneration project includes the removal, refurbishment and restatement of the historic footbridge that connects both sides of the canal in Saxilby. This was completed in 2024. The bridge runs perpendicular to Bridge Street. It is an important landmark for the village and a key contributor to the Parish's strong connectivity.

Figure 29: The footbridge over the Fossdyke Canal in Saxilby.

2.5 Landscape

The East Midlands Regional Landscape Character Assessment (2010) includes the Parish within the "Lowland Vales" character area, specifically "Unwooded Vales". Key characteristics include: extensive low lying rural landscape underlain by Triassic and Jurassic mudstones and clays; expansive long distance and panoramic views from higher ground, low hills and ridges with visual prominence in the otherwise gently undulating landscape; complex drainage patterns of watercourses that flow within shallow undulations; limited woodland cover which gives shelter belts and hedgerow trees greater visual significance; productive arable and pastoral farmland; regular patterns of medium-sized fields enclosed by low hedgerows and ditches; and small villages and dispersed farms linked by quiet rural lanes.

The West Lindsey Landscape Character Assessment (1999) includes the Parish within the character area named "The Till Vale". Key characteristics include: agricultural landscape with large, flat open fields; fields with low hawthorn hedgerows; small blocks of mixed woodland and shelterbelts; extensive networks of rivers, dykes and ditches; large farm buildings and individual farmhouses; ancient enclosure roads with characteristic wide verges and hedgerows boundaries; and long westward views to the power stations on the River Trent and eastward views to the scarp face of the Lincoln Cliff.

Given the low-lying Lincolnshire landscape, much of the Parish lies within Flood Zones 2 (medium probability of flooding) and 3 (high probability of flooding). Within Saxilby, the areas most affected are at the south of the village near the Fossdyke Canal, in particular High Street, Sykes Lane, Bridge Street and West Bank.

Figure 30: Hedgerows and shrubs lining the footpaths of Westcroft Green.

Figure 31: Hedgerows and mature trees surrounding the Church of St Botolph.

Figure 32: Hedgerows are an important feature of the Parish's landscape character.

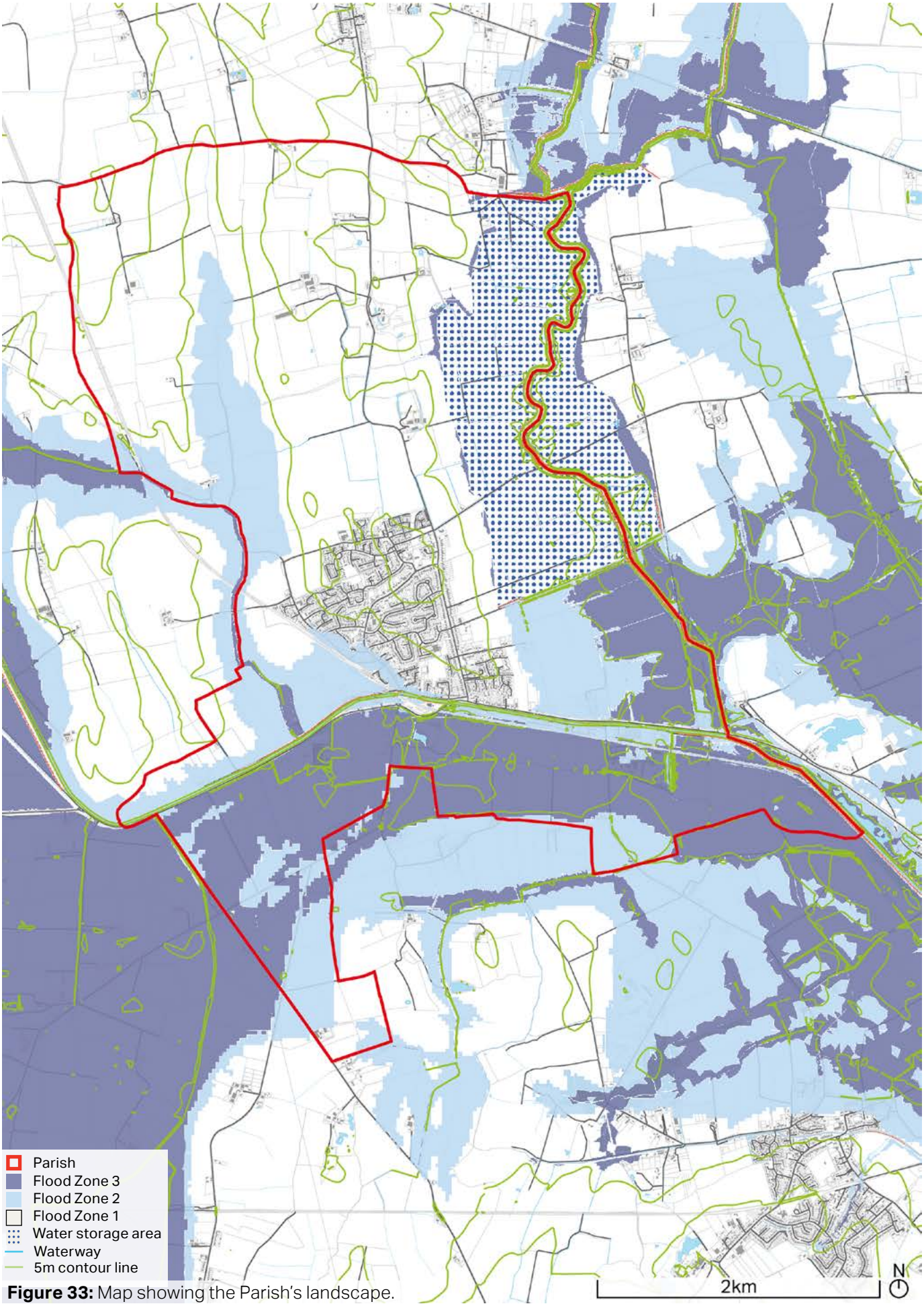


Figure 33: Map showing the Parish's landscape.

2.6 Layout and built form

The visual identity of Saxilby represents the village's piecemeal growth over different periods of time. In the village's historic core, along Church Road, High Street and Bridge Street, there is a mix of building styles including terraced houses, detached cottages, 'end to road' former farmhouses that sit perpendicular to the road and homes converted from former commercial or religious uses. Buildings here are generally higher density and, although set-backs are inconsistent, there are more buildings with active frontages set to the back of the pavement or with small front yards.

The remainder of the village consists of 20th and 21st Century development typically seen across the UK with few representations of local vernacular. These include detached and semi-detached houses and bungalows. These houses are often part of wider developments built by a single developer and therefore often uniform with their neighbours. They typically have large front and back gardens with boundary treatments including hedgerows, brick walls and wooden fences.

Unlike other local Lincolnshire villages which are characterised by their use of limestone, Saxilby is more red-brick in character with 'Saxilby red bricks' produced in local brickyards. There are also some examples of buff brick, for example on the Grade II Listed Railway Station and House. Many buildings have grey slate roofs but this is irregular with there also being examples of red clay pantiles and modern concrete tiles.

There is a general consistency of building heights with most buildings being between 1 and 2.5 storeys. There is a very large number of bungalows surrounding Manor Road and Highfield Road. Most buildings are on small to medium plots with some exceptions including the large blocks of St Andrews Community Centre, the Co-op convenience store and the flats between High Street and Manor Road.

Figure 34: A mixture of building types on Church Road.

Figure 35: One of many 1960s bungalows surrounding Manor Road and Highfield Road.

Figure 36: Red brick villas along Church Road.

Figure 37: A red-brick house built during Saxilby's industrial heyday.

Figure 40: Examples of buff brick houses close to the railway station.

Figure 38: Edwardian red brick semi-detached houses on Church Road.

Figure 41: An 'end to road' former farmhouse on High Street.

Figure 39: A detached 20th Century house on Church Road.

Figure 42: The large blocks containing flats between High Street and Manor Road.

2.7 Building types

Saxilby's diversity of building types creates a good deal of visual interest. Many house styles are represented so it is difficult to pinpoint a style that is particularly reflective of Saxilby. However, the diagrams on the following page show some house styles that are more commonly seen in key parts of the village.

In Saxilby's historic core along Church Road, High Street and Bridge Street, there are many examples of buildings that have changed use since their construction. Despite this, many of these buildings retain and preserve their original architectural features. This contributes strongly to the village's character. Examples include former chapels, schools, pubs and shops that have been converted to houses or other community buildings. A prominent example is Saxilby Village Hall (shown below) which was formerly the United Methodist Free Church.

Figure 43: The former Godfrey Memorial Methodist Chapel, now a Plymouth Brethren Christian Church.

Figure 44: The former Mission Church of St Andrew, now a private home.

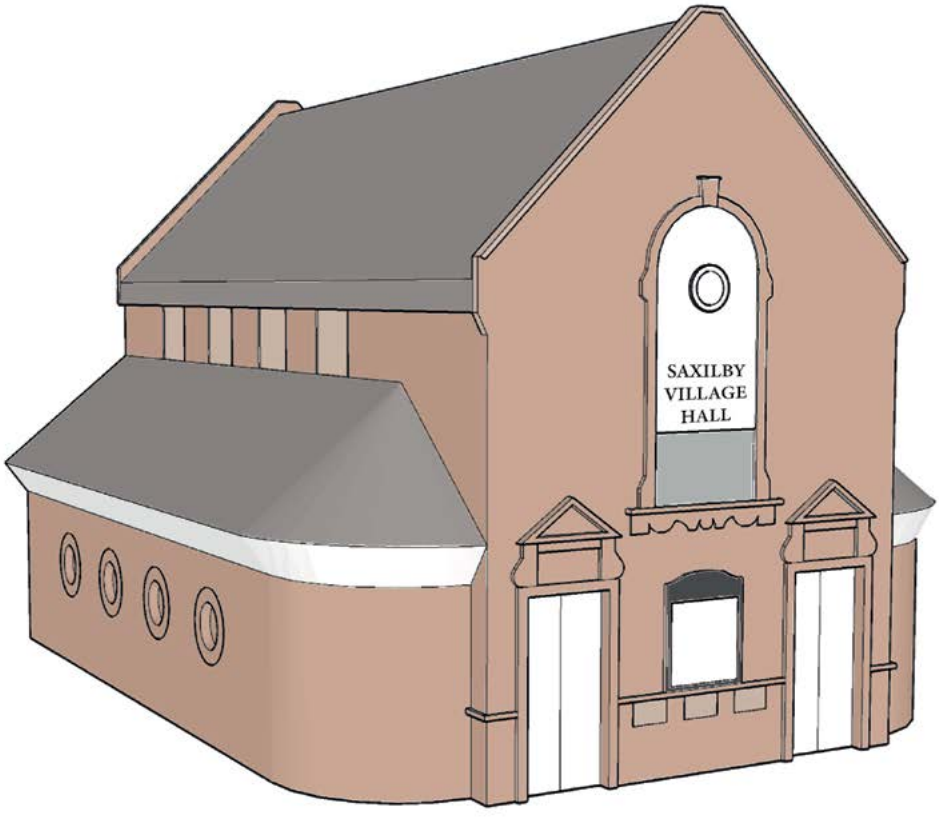
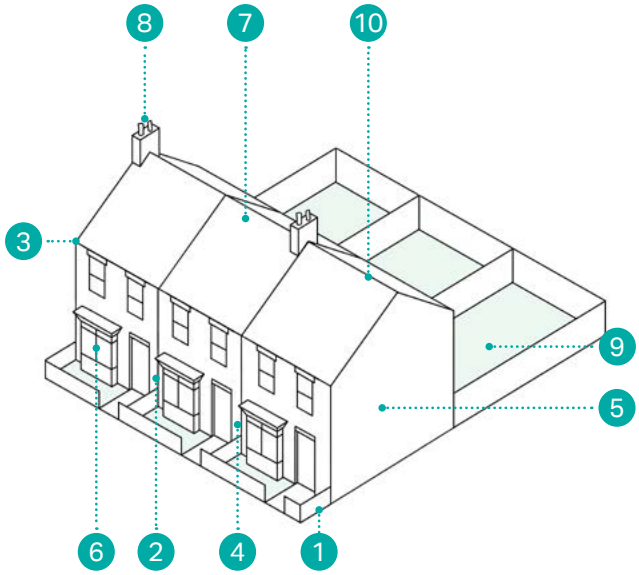
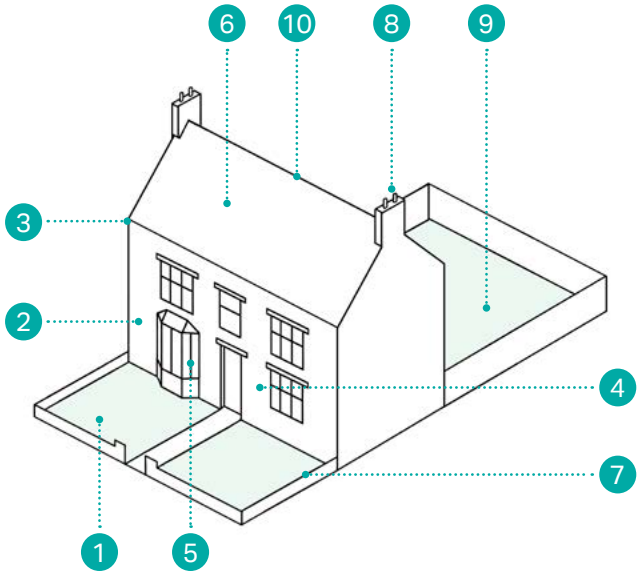


Figure 45: The former United Methodist Free Church built in 1881 and later converted into Saxilby Village Hall.



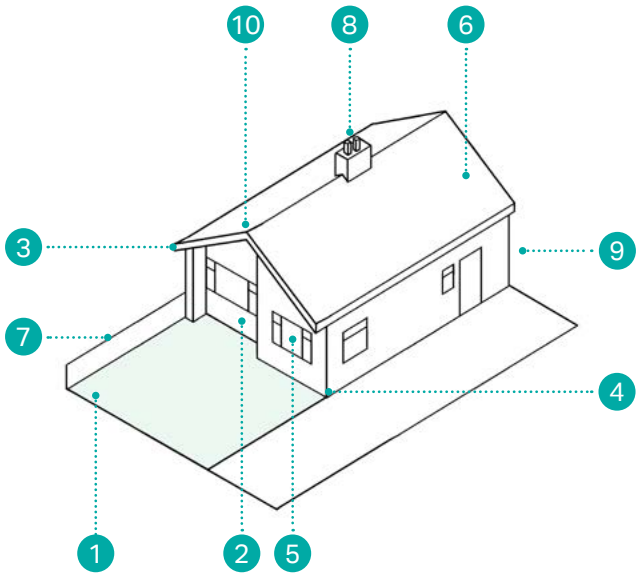
1. Small setback or front yard.
2. Red brick frontage.
3. Two-storey terraced houses.
4. Repetitive fenestration / facade.
5. Rows of houses.
6. Sash or bay windows.
7. Grey slate tiles.
8. Chimney stack per house.
9. Small to medium back gardens.
10. Pitched gable roof.

Figure 46: Edwardian style terraced houses.



1. Small to medium setback / front garden.
2. Red brick frontage.
3. Two-storey detached house.
4. Symmetrical fenestration / facade.
5. Sash or bay windows.
6. Grey slate tiles.
7. Low brick wall boundary or hedgerow.
8. Chimney stack on both ends.
9. Medium back garden.
10. Pitched gable roof.

Figure 47: Edwardian style detached house.



1. Medium to large front garden.
2. Buff or red brick frontage with light render.
3. One-storey bungalow.
4. Rectangular shape.
5. Horizontal windows.
6. Concrete tiles.
7. Varied boundary treatments.
8. One chimney stack.
9. Medium to large back garden.
10. Simple pitched roof.

Figure 48: 1960s bungalow.

2.8 Historic assets

The Saxilby Bridge Street Conservation Area was designated in October 1989 and covers an area along Bridge Street covering both sides of the Fossdyke Canal. The Conservation Area Appraisal lists nine assets which, by virtue of their design and materials, contribute most strongly to the character of the area. This includes 33 Bridge Street, 27/28 Bridge Street, 25 Bridge Street, The Ship (pub), The Sun Inn, 18 Bridge Street, 14 Bridge Street Riversdale, the Pipe Bridge and the footbridge.

The community is exploring the possibility of creating a new conservation area around Church Road and High Street due to the concentration of historic assets surrounding those streets.

There are seven listed buildings in the Parish as follows:

Grade I Listed

- Church of St Botolph (12th Century)

Grade II* Listed

- The Old Hall (16th Century)

Grade II Listed

- 103 High Street (and pump) (19th Century)
- Ingleby Chase (19th Century)
- The Manor House (16th Century)
- Railway Station and House (19th Century)
- Saxilby Moor Mill (19th Century)

The Deserted village of North Ingleby is a Scheduled Monument in Ingleby.

The Neighbourhood Plan lists around thirty non-designated heritage assets which include buildings, monuments, sites, places, areas and landscapes identified as having a degree of significance because of their heritage interests. Many of these buildings best reflect the Parish's character such as Edwardian buildings built from characteristic red brick.

Figure 49: The Grade II Listed Railway Station and House (19th Century).

Figure 50: The Grade II* Listed Old Hall (16th Century).

Figure 51: The Grade II Listed 103 High Street (and pump) (19th Century).

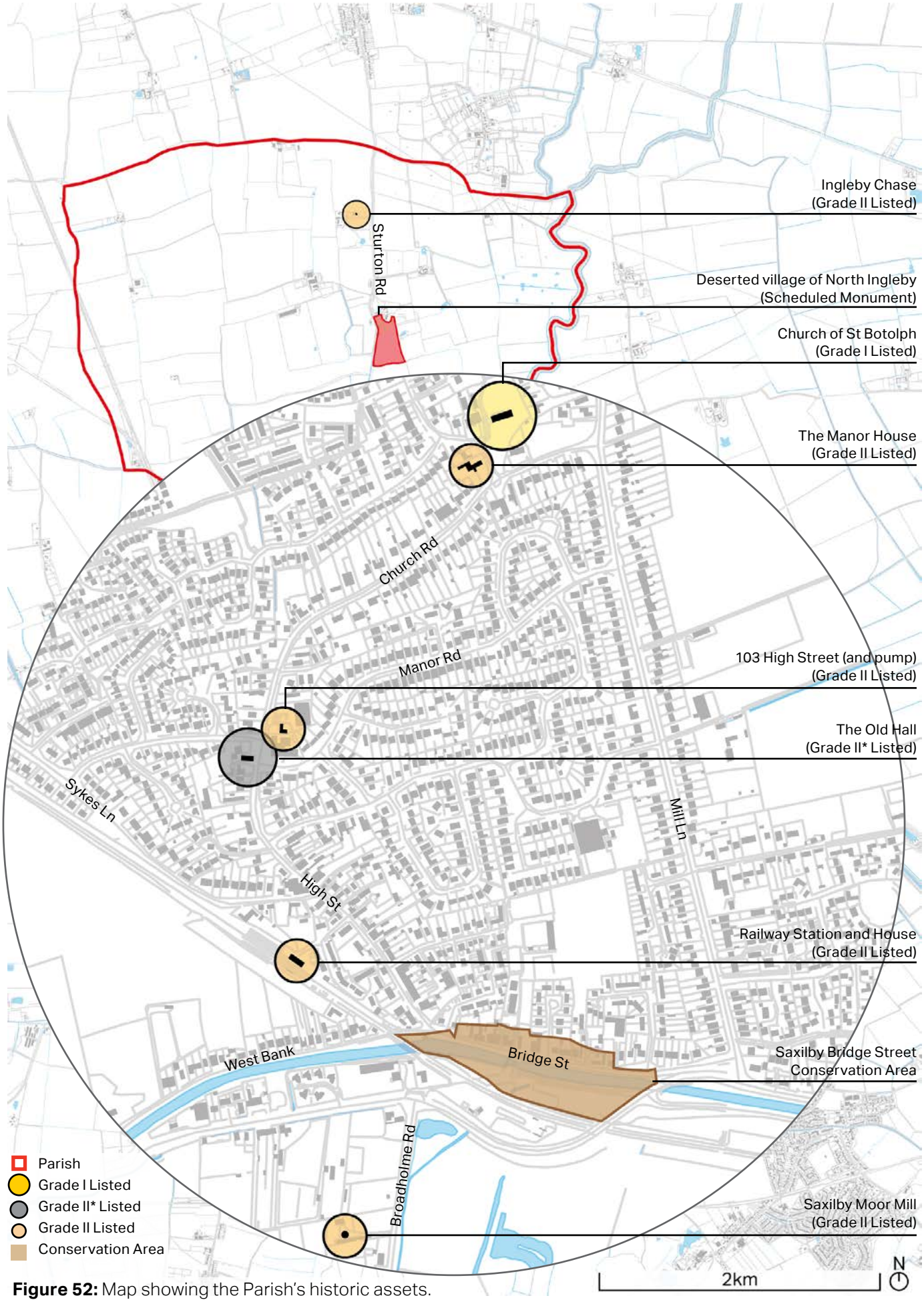


Figure 52: Map showing the Parish's historic assets.

2.9 Movement networks

Like in many rural areas of the United Kingdom, the residents of Saxilby are largely reliant on cars to move around. Saxilby is in a good position to reduce its carbon footprint by continuing to improve its rail and bus services along with its pedestrian and cycling links. Providing residents with alternatives to the car can help to safeguard the environment, improve health and mental well-being and reduce traffic on the streets.

2.9.1 Vehicular movement

The A57 is a key arterial route linking Lincoln with the A1 motorway. Mill Lane and Sturton Road form the main primary route to the north of the Parish (including Ingleby). Within Saxilby, Church Road, High Street, Bridge Street and Mill Lane form an orbital route from which most other streets radiate. Traffic in Saxilby has been identified as an issue with the busy A57 causing traffic to back up into the village. This is a particular problem at peak times.

2.9.2 Pedestrian movement

There are numerous Public Rights of Way providing pedestrian connectivity within Saxilby and to the surrounding countryside. Saxilby is generally well-served by pavements although at times they are only on one side of the road such as sections of Bridge Street, Church Lane and Church Road. Steps have been taken over recent decades to improve the pedestrian experience along Fossdyke Canal.

2.9.3 Cyclist movement

A footpath and cycle track running from the Parish via Burton Waters to Lincoln (following the Fossdyke Canal) was opened in 2011 but terminated before it reached Saxilby due to lack of funding. The full route was completed in May 2024. In the future this route could be extended to Torksey.

2.9.4 Public transport

Saxilby's railway station is located on the Sheffield and Doncaster to Lincoln line. The station is situated close to High Street on Railway Court. Three regular bus services run through Saxilby to Lincoln, Gainsborough and Scunthorpe. The Parish's good public transportation links to Lincoln make Saxilby a popular commuter village for workers in the city.

Figure 53: Saxilby's railway which connects Sheffield, Doncaster and Lincoln.

Figure 54: Regular buses link the Parish to Lincoln, Gainsborough and Scunthorpe.

Figure 55: A Public Right of Way running through Westcroft Green.

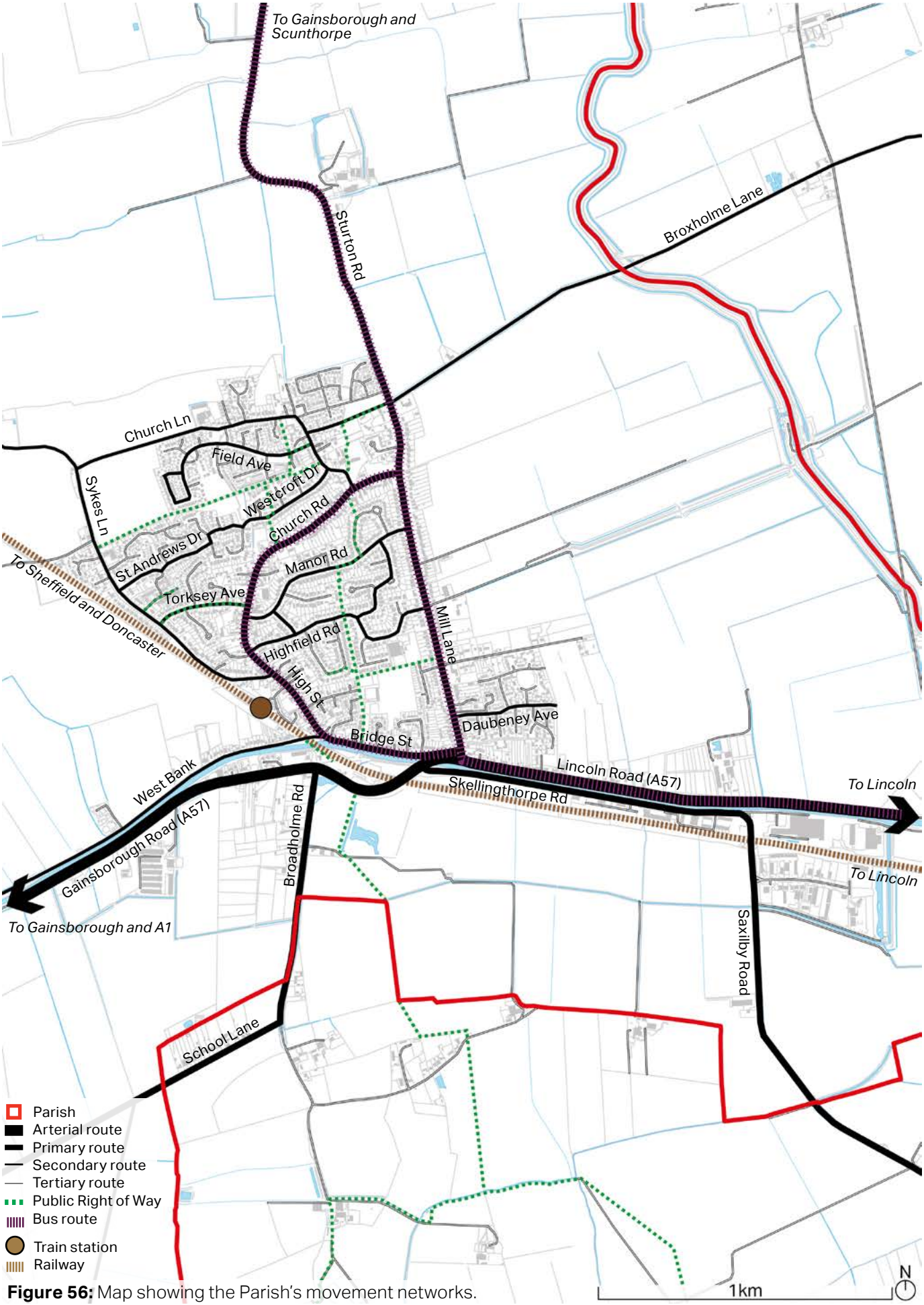


Figure 56: Map showing the Parish's movement networks.

2.10 Designations

2.10.1 Housing allocations

There are four sites allocated for housing under the Central Lincolnshire Local Plan:

- WL/SAXI/004 (Land off Sykes Lane). This is a 7.17ha site allocated for 134 homes. This site is currently without planning permission.
- WL/SAXI/007 (Land west of Rutherglen Park). This is a 0.82ha site allocated for 17 homes. This site is currently without planning permission.
- WL/SAXI/013 (Land off Church Lane). This is a 10.05ha site allocated for 233 homes. Development is centred around Field Avenue and is now complete.
- WL/SAXI/014 (Land off Sturton Road). This is a 5.74ha site allocated for 133 homes. Development is centred around Brackenbury Road and is now complete.

2.10.2 District, local and village centres

The Central Lincolnshire Local Plan has designated parts of Church Road, High Street and Bridge Street as a District, Local and Village Centre. These are the parts of Saxilby with the highest concentration of shops, takeaways and other local businesses interspersed amongst residential homes.

2.10.3 Employment allocation

The Central Lincolnshire Local Plan has designated an employment area to the south east of the Parish which consists of Saxilby Enterprise Park, Allen's Business Park and Riverside Enterprise Park. Considerable investment has been made in this area over the previous decades and a westward expansion of this area is supported by the Neighbourhood Plan. The Neighbourhood Plan also highlights the importance of encouraging walking and cycling to this area.

Figure 57: Houses in WL/SAXI/013 (Land off Church Lane).

Figure 58: Houses in WL/SAXI/014 (Land off Sturton Road).

Figure 59: WL/SAXI/004 (Land off Sykes Lane) - allocated for 134 homes.

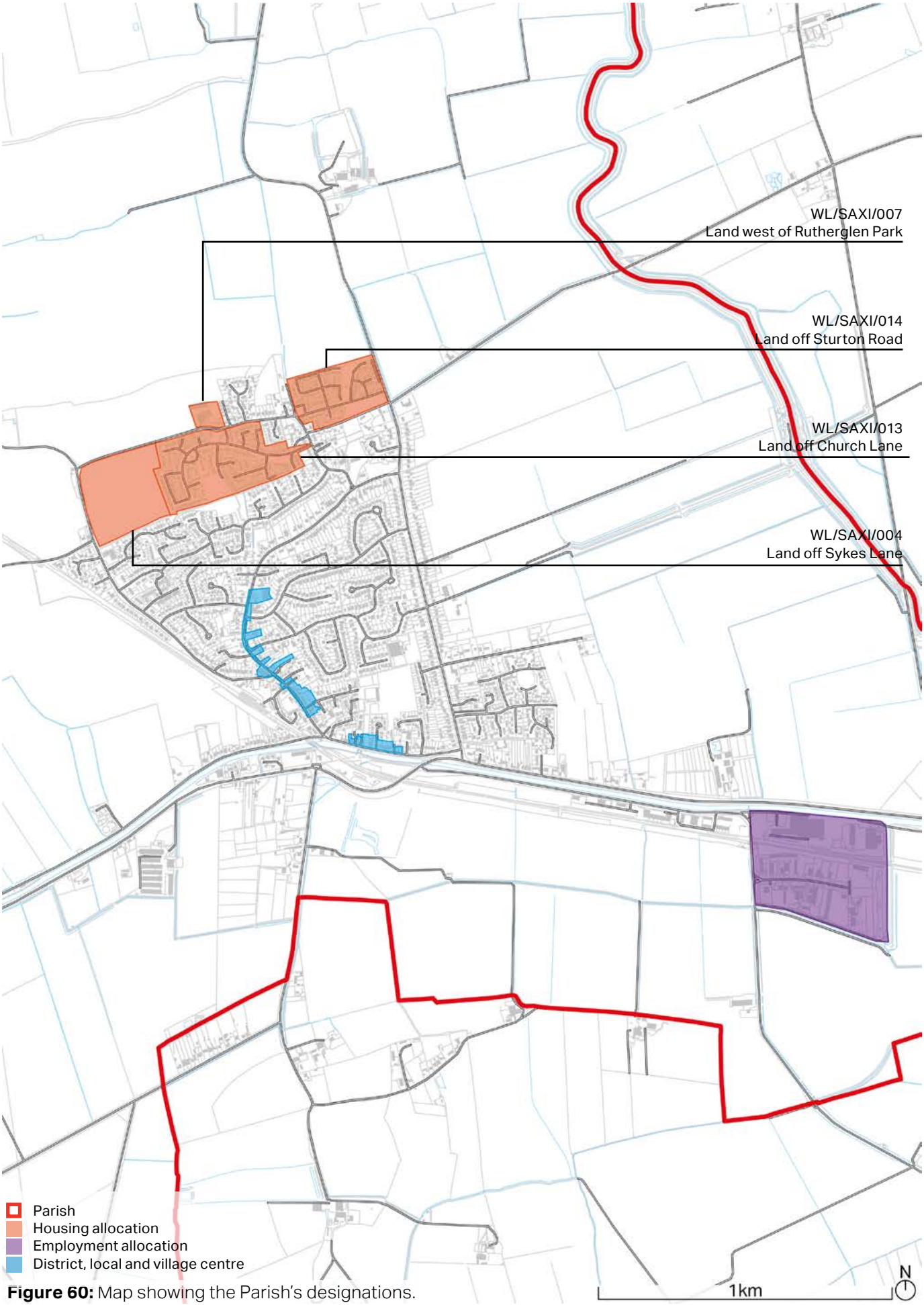


Figure 60: Map showing the Parish's designations.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Mon - Sat
8 am - 6 pm


REAL
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PUB
GAMES
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SPORTS
FUNCTION
ROOM

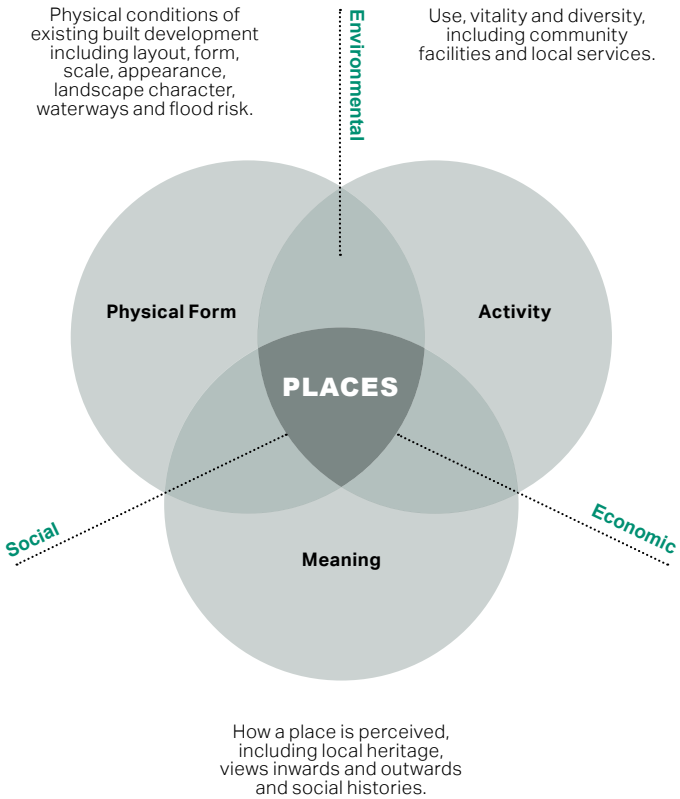
3. Character analysis

Achieving quality development starts with a comprehensive understanding of place. This section contains an analysis of the Parish according to a series of character areas. Design guidance is set out for each character area.

Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people. The diagram below shows how these factors come together to create a successful place.

All new development must undertake its own comprehensive analysis of place to understand a proposal's broader context and establish aspirations and place-specific responses to the location, siting and design of new development.

The map on the following page illustrates the Parish's character areas based on analysis of land use, urban form, building materials, roofing, windows and doorways, boundary treatments, routes, green infrastructure and landmarks.



1 Historic Core

2 Mill Lane

3 West Bank

4 20th Century Suburbs

5 21st Century Suburbs

6 Saxilby Approach

7 Industrial Saxilby

8 Ingleby and the Countryside

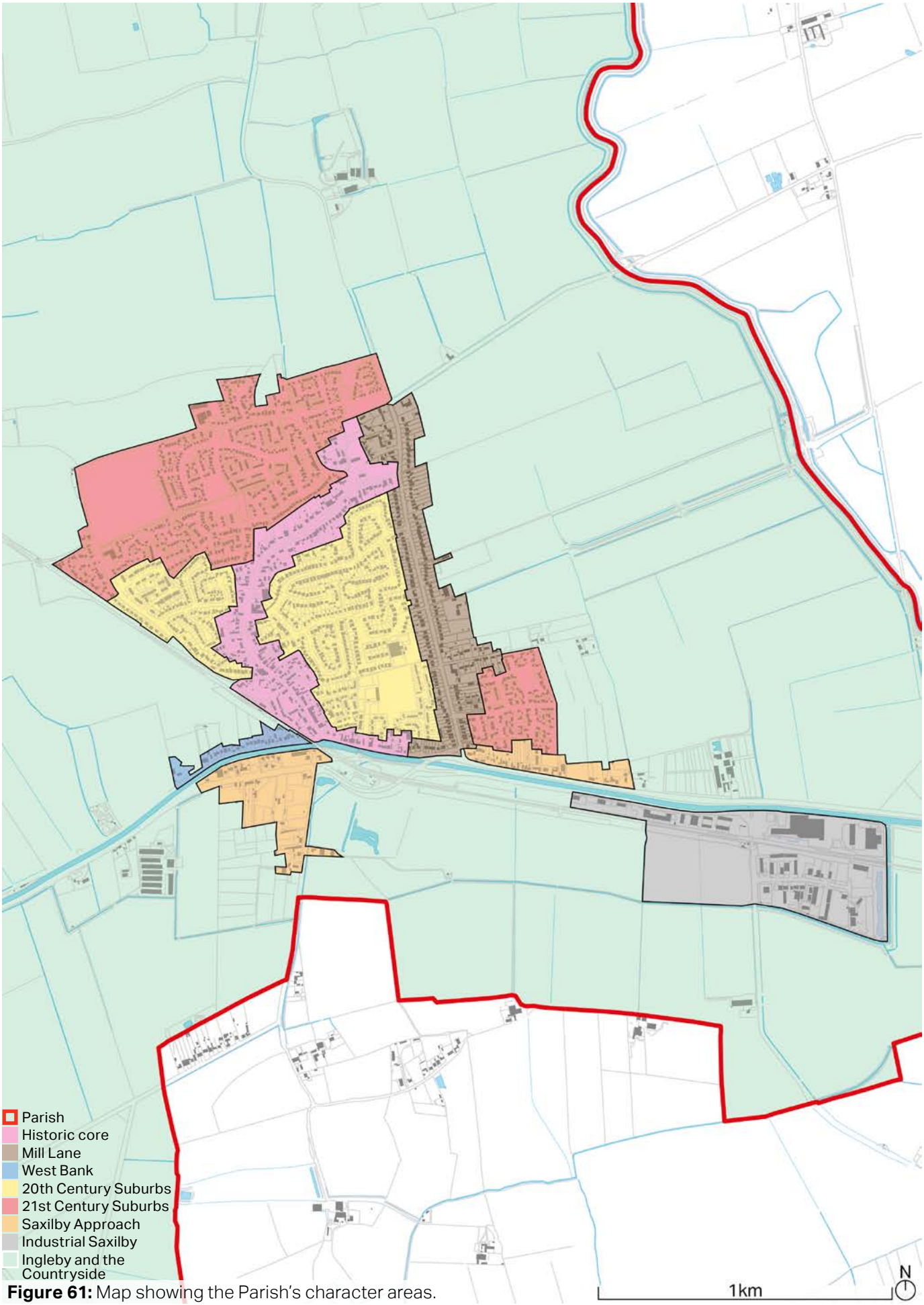


Figure 61: Map showing the Parish's character areas.

1 Character Area 1: Historic Core

3.1 Historic Core

This is Saxilby's historic and commercial heart containing many of the Parish's most characterful buildings, several of them listed. Originally a centre of commerce and religion, many shops and chapels have since been converted to housing. Despite this, a good amount of businesses still exist, supported by a loyal local community, as well as visitors coming by train or the Fossdyke Canal, both of which make the area very well-connected.

As the face of Saxilby, this area has a particularly important role in setting the character for the wider Parish. No single architectural style dominates, and the eclectic mixture of buildings adds to the area's charm. There are certain consistencies including the use of locally produced red brick, along with yellow brick and a strong network of hedgerows and brick walls.

High Street and Bridge Street contain the highest concentration of local businesses, interspersed with houses. The Grade II Listed Saxilby Station connects to High Street via Railway Court and The Sidings. Bridge Street has a striking situation alongside the Fossdyke Canal making it a peaceful recreational space. Church Road is mainly residential but some local businesses remain including a veterinary centre and a garage.

The Grade I Listed Church of St Botolph is located at the area's northernmost point. Together, the churchyard, cemetery and surrounding streets create a pleasant rural feel enhanced by mature trees, well-maintained hedgerows and the Grade II Listed Manor House.

Figure 63: The characterful gate to the former Mission Church of St Andrew.

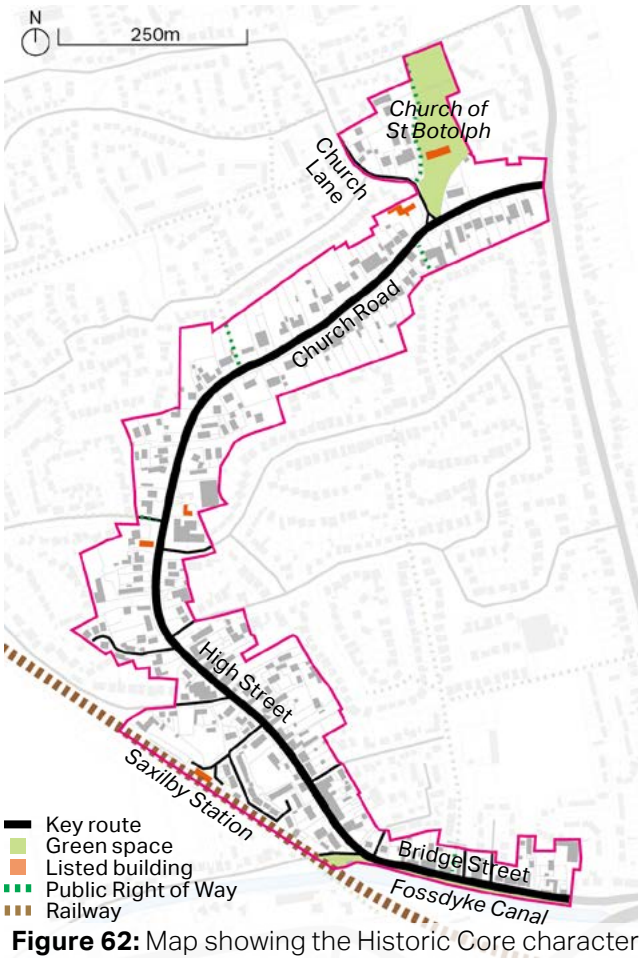


Figure 62: Map showing the Historic Core character area.

Land use	A mixture of residential and commercial, the latter includes a medium-sized convenience store, numerous small businesses, two pubs, a post office, a pharmacy and a fire station. The area also contains Saxilby Village Hall. Saxilby Station is in the area and the Fossdyke Canal also runs through.
Urban form	A relatively high-density mixture of architectural styles. The oldest of these consist of terraced houses, detached cottages and 'end to road' former farmhouses that sit perpendicular to the road. These buildings generally have small footprints with the exception of the medium-sized convenience store and the flats between High Street and Manor Road.
Building materials	Local industrial red brick dominates but there are also several examples of yellow brick, most notably on Saxilby Station. There are also numerous lightly rendered buildings.
Roofing	Traditional pitched buildings of varying heights and orientations, usually with chimney stacks. The most characterful roof styles include grey slate (reflective of the Parish's industrial heritage) and red clay pantiles (traditional to Lincolnshire).
Windows and doorways	A mix of styles, the most characteristic being the vertical and sash windows (particularly notable on terraced housing) and generous bay windows. Ornate gothic windows can be seen on the former chapel buildings.
Boundaries and setback	Many of the buildings on High Street and Bridge Street directly front the street creating good enclosure. Some have small front yards. The houses on Church Road have larger front gardens. Boundaries include low brick walls, black metal railings and hedgerows
Routes	Bridge Street, High Street and Church Road together form a main thoroughfare through Saxilby. Several of main residential streets connect to these roads along with some smaller cul-de-sacs and courtyards.
Green and blue infrastructure	The Fossdyke Canal is lined by mature trees and contains small recreation spaces with seating. A bridge connects the two sides. The churchyard and cemetery surround the Church of St Botolph. Hedgerows and abundant front gardens contribute to the green infrastructure network.
Landmarks	The area contains five listed buildings. The Church of St Botolph is Grade I Listed, the Old Hall is Grade II* Listed and 103 High Street (and pump), the Manor House and the Railway Station and House are Grade II Listed. Other landmarks include the Fossdyke Canal and Saxilby Village Hall.

Building materials

Figure 64: Industrial red brick.

Figure 75: Yellow brick.

Figure 78: Light render.

Roofing

Figure 65: Pitched roofs and chimney stacks.

Figure 76: Red clay pantiles.

Figure 77: Grey slate tiles.

Windows

Figure 66: Vertical windows.

Figure 73: Gothic windows.

Figure 74: Bay windows.

Doorways

Figure 67: Traditional doorway.

Figure 71: Terraced rear access.

Figure 72: Traditional shop front.

Boundary treatments

Figure 68: Well-maintained hedgerows.

Figure 69: Street-fronting.

Figure 70: Brick wall and metal railings.

Figure 79: The former Mission Church of St Andrew and a local takeaway on High Street.

Figure 80: The Church of St Botolph as seen from characterful Church Lane.

Figure 81: Varying architectural styles in red brick and with well-maintained hedgerows.

Figure 82: Bridge Street's commercial history is still apparent.

Design Guidelines

1. This area is the face of Saxilby and requires traditional, high quality and characterful design approaches to boundaries and frontages in order to upkeep and enhance the strong sense of place and heritage value.
2. The commonly used materials of red brick, yellow brick, red clay pantiles and grey slate tiles should be the default options for infill development.
3. Good enclosure can be enhanced by maintaining the strong building lines of High Street and Bridge Street.
4. The area's hedgerows should be protected, maintained and, wherever possible, expanded.
5. The Fossdyke Canal creates a key natural green and blue corridor for the village and all development should take into account the key views and routes to and from this space.
6. This area has a high concentration of key nodes and landmarks which aids legibility and contributes to Saxilby's rich villagescape.

2 Character Area 2: Mill Lane

3.2 Mill Lane

This leafy thoroughfare is Saxilby's main north-south connection linking the A57 with Ingleby. Residential in nature, the area includes a mixture of bungalows, detached and semi-detached houses, mainly one or two storeys high.

There are some examples of Victorian farmhouses but generally the buildings date from the 1930s onwards. The area is characterised by its green infrastructure network which includes mature trees, grass verges, well-maintained hedgerows and large and abundant front gardens.

To the east, the area backs onto open countryside consisting of arable fields. There are extensive views of the surrounding Lincolnshire countryside. Several other residential streets and cul-de-sacs connect to Mill Lane meaning that vehicular traffic can be relatively high.

Figure 84: Mill Lane looking north.

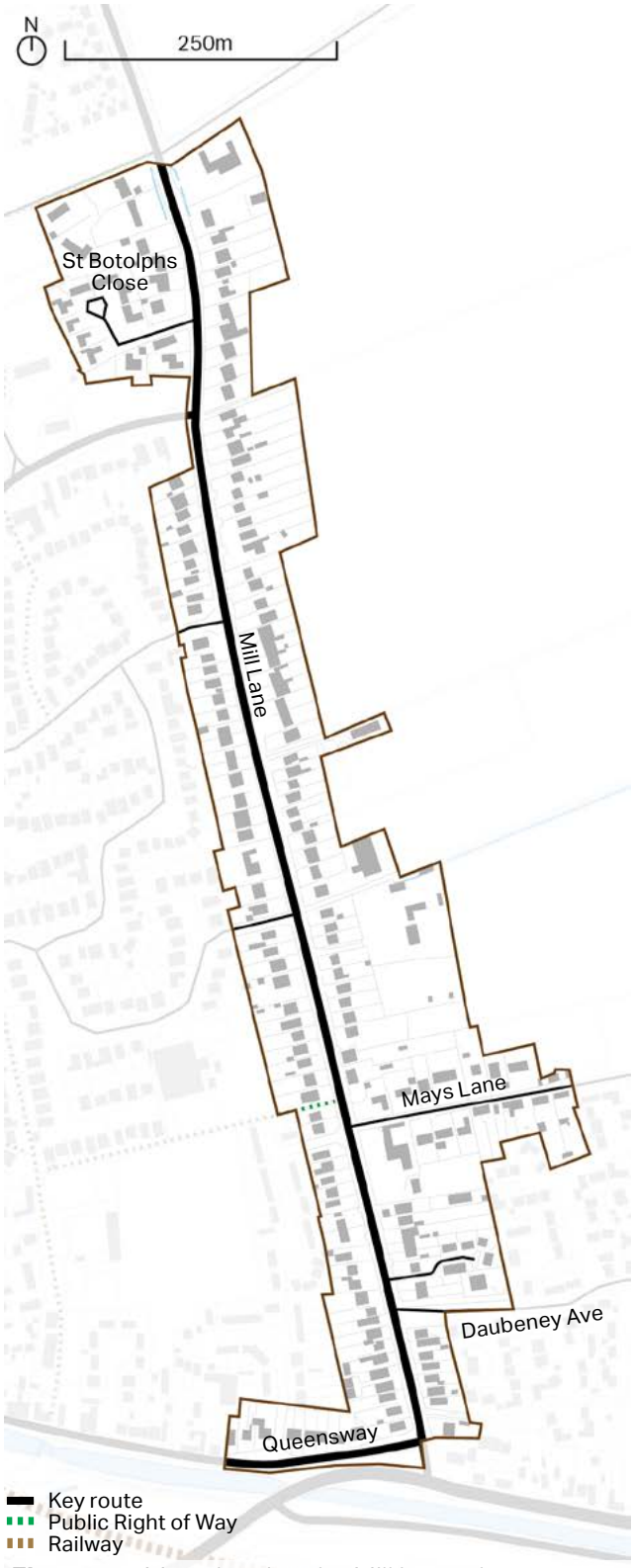


Figure 83: Map showing the Mill Lane character area.

Land use	Residential including a mix of bungalows, detached and semi-detached houses.
Urban form	A linear form along Mill Lane with some other residential streets and cul-de-sacs feeding in. Generally large plots with large front and back gardens.
Building materials	A mixture but mainly brick in varying shades.
Roofing	Pitched roofs and chimney stacks. A mixture of materials with some characteristic examples of grey slate and red clay pantiles seen in other parts of Saxilby.
Windows and doorways	A mixture with some good examples of mid-century ornamentation.
Boundaries and setback	Generally large front gardens with buildings deeply set back from the roads. Hedgerows form a clear boundary style with some examples of low brick walls.
Routes	Mill Lane is the main connection between the A57 and Ingleby meaning that it can be quite traffic heavy. There are links to other residential streets as well as public rights of way.
Green and blue infrastructure	A strong green network of mature trees, hedgerows and grass verges, as well as well-maintained front gardens.
Landmarks	There a views of the Church of St Botolph at the north, the Lincolnshire countryside to the east and the Fossdyke Canal to the south.

Building materials

Figure 85: Rustic red brick.

Figure 96: Buff brick.

Figure 99: Industrial red brick.

Roofing

Figure 86: Pitched roofs and chimney stacks.

Figure 97: Red clay pantiles.

Figure 98: Grey slate tiles.

Windows

Figure 87: Suburban bay windows.

Figure 94: Vertical windows.

Figure 95: Bow windows.

Doorways

Figure 88: Decorated brick archway.

Figure 92: Decorated brick archway.

Figure 93: Decorated brick archway.

Boundaries and setback

Figure 89: Well-maintained hedgerows.

Figure 90: Large front gardens.

Figure 91: Mature trees and grass verges.

Figure 100: Varying architectural styles surrounded by well-maintained hedgerows.

Figure 101: Mature trees, grass verges and hedgerows line Mill Lane.

Figure 102: One of Mill Lane's many bungalows.

Figure 103: Views of the Church of St Botolph from St Botolphs Close.

Design Guidelines

1. Relatively mixed in built form character.
2. As a gateway to Saxilby it is important to maintain a sense of arrival in order to give a good first impression of the village.
3. As a key thoroughfare there is the potential for incorporating traffic slowing measures and encouraging sustainable forms of travel such as the introduction of cycle lanes.
4. The strong green infrastructure network should be maintained and enhanced, in particular the street trees, hedgerows and grass verges.
5. Given the area's location at the east of Saxilby, the interaction with (and views to and from) the surrounding countryside is an important consideration.

3 Character Area 3: West Bank

3.3 West Bank

This area at the south of Saxilby has its own unique waterside character, separated from the rest of the village by the railway. The area's main character feature is its proximity to the Fossdyke Canal which runs parallel to West Bank separated by a grass bank.

The south-facing housing stock includes a mixture of bungalows, detached houses and semi-detached Edwardian villas. A historic crossing house sits next to the railway at the east of West Bank. The area is otherwise surrounded by open Lincolnshire countryside.

Figure 105: West Bank and the Fossdyke Canal looking east.

Figure 104: Map showing the West Bank character area.

Land use	Residential apart from the historic railway crossing house which now houses a local business. At the western end of West Bank (outside the character area) there is a campsite and a dog day care / grooming business.
Urban form	A linear form of houses facing the Fossdyke Canal mainly with medium-sized front and back gardens. The buildings are one and two storeys high.
Building materials	A mixture of brick in varying shades along with some light rendering.
Roofing	Pitched roofs and chimney stacks. A mixture of materials with some characteristic examples of grey slate and red clay pantiles seen in other parts of Saxilby.
Windows and doorways	Some characteristic examples of grand Edwardian windows and doorways along with more modest mid-century examples.
Boundaries and setback	An inconsistent street line with buildings either street-fronting or with small front yards or medium-sized front gardens. Boundaries include low brick walls and hedgerows.
Routes	The rural West Bank runs alongside the Fossdyke Canal and links Saxilby with nearby farmsteads. There is no footpath so pedestrians must walk on the road or the grass bank.
Green and blue infrastructure	Fossdyke Canal is an important feature. Its grass bank separates it from the road. There are also grass verges and hedgerows. There are limited street trees but some trees are contained within front gardens.
Landmarks	Fossdyke Canal is the main landmark to the south. The historic railway crossing house is a landmark to the east and a gateway to the area.

Building materials

Figure 106: Industrial red brick.

Figure 117: Rustic brown brick.

Figure 120: Brick and light rendering.

Roofing

Figure 107: Edwardian chimney stacks.

Figure 118: Grey slate tiles.

Figure 119: Red clay pantiles.

Windows

Figure 108: Mid-century bow windows.

Figure 115: Edwardian bay windows.

Figure 116: Dormer windows.

Doorways

Figure 109: Edwardian porch.

Figure 113: Modern porch.

Figure 114: Decorated brick archway.

Boundaries and setback

Figure 110: Hedgerows.

Figure 111: Brick walls.

Figure 112: Abundant front gardens.

Figure 121: The Fossdyke Canal is the area's key character feature.

Figure 122: Edwardian semi-detached villas facing south.

Figure 123: West Bank and the Fossdyke Canal looking west.

Figure 124: The historic railway crossing house.

Design Guidelines

1. The Fossdyke Canal creates a key natural green and blue corridor for the area and all development should take into account the key views and routes to and from this space.
2. The area has a rural feel due to its separation from Saxilby and its location amongst open countryside. This character should be nurtured.
3. Consistency of boundary treatments can help to give unity to an area that otherwise is mixed in architectural styles and setbacks.
4. Given the area's location at the south of Saxilby, the interaction with (and views to and from) the surrounding countryside is an important consideration.
5. The lack of footpath highlights the importance of keeping pedestrians safe and improving the public realm alongside the Fossdyke Canal.

4 Character Area 4: 20th Century Suburbs

3.4 20th Century Suburbs

The population of Saxilby expanded significantly in the 20th Century. Buildings extended to both sides of High Street bulking out the village's previous linear form. These suburbs include rows of buildings on quiet and peaceful streets characterised by wide grass verges, neat front gardens and street trees. The houses around Manor Road and Highfield Road are mainly bungalows. William Street and Sykes Lane contain a more diverse mix of bungalows, detached and semi-detached houses. The Memorial Field is an important green space.

Figure 126: Street trees, grass verges and neat rows of houses on Sykes Lane.

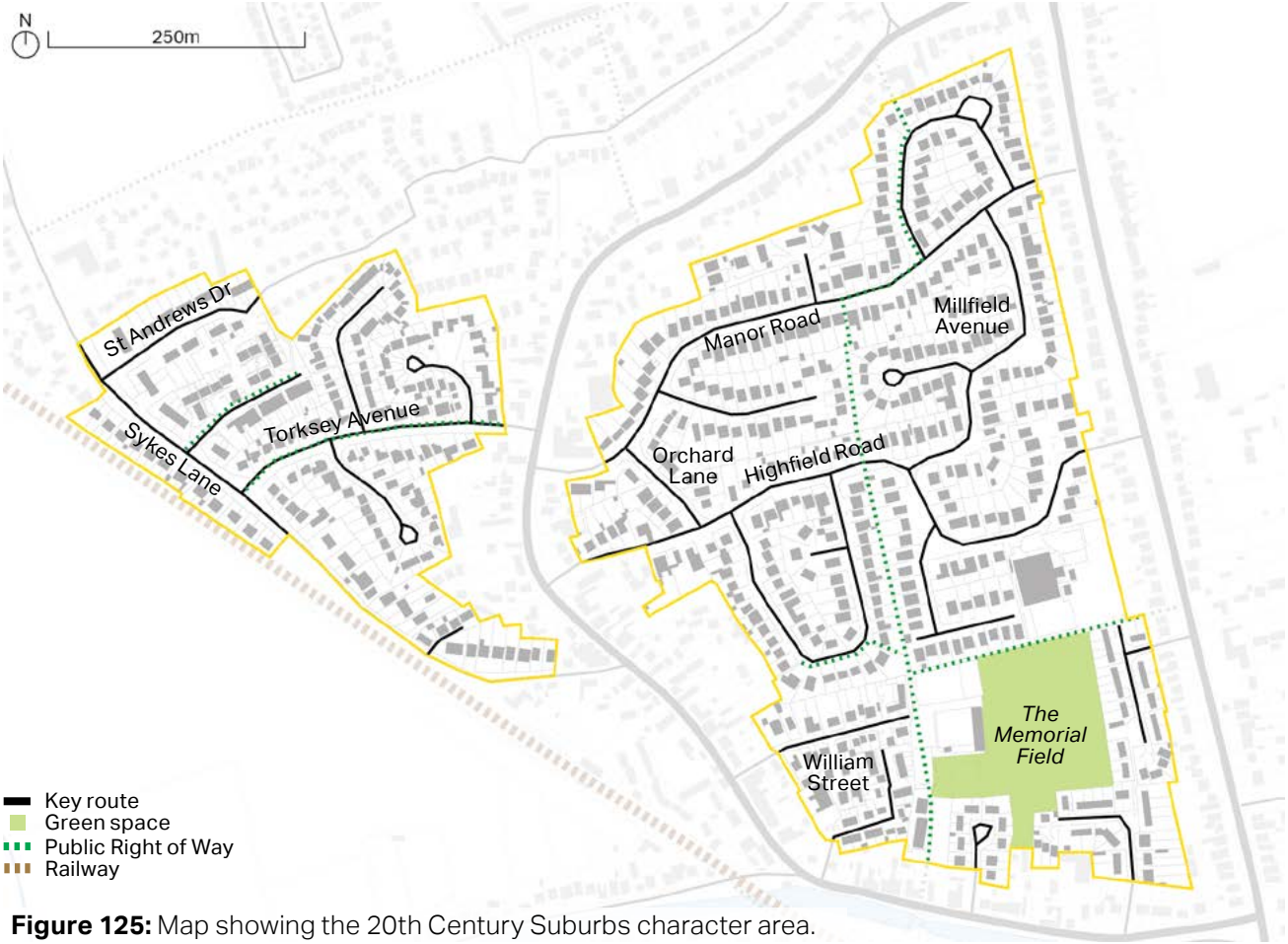


Figure 125: Map showing the 20th Century Suburbs character area.

Land use	Predominantly residential apart from the cluster of amenities which surround the Memorial Field including the library, the bowls club, the tennis club and the police station.
Urban form	Curvilinear formations radiating from Saxilby's main roads along with numerous cul-de-sacs. Buildings are mainly one and two storeys. Many streets were designed by single developers so there is repetition of architectural styles.
Building materials	Mainly brick of varying colours including red, yellow and buff.
Roofing	Pitched roofs of varying styles with chimney stacks. More recent infill development includes red clay pantiles as seen in other parts of the village.
Windows and doorways	Varying styles but generally wide horizontal windows to let in light.
Boundaries and setback	Generally consistent building lines on each street with buildings set back from the street behind medium sized front gardens.
Routes	Some routes such as Torksey Avenue, Manor Road and Highfield Road connect to main roads such as High Street and Mill Lane creating a very loose grid system. Other roads are cul-de-sacs connected at pedestrian level by public rights of way.
Green and blue infrastructure	The Memorial Field is Saxilby's main green space containing playing fields, a playground and a skate park. Other streets are defined by wide grass verges and neat rows of street trees.
Landmarks	The cluster of amenities surrounding the Memorial Field create a key focal point for the village.

Building materials

Figure 127: Dark buff brick.

Figure 138: Light buff brick.

Figure 141: Red brick.

Roofing

Figure 128: Repetition of styles.

Figure 139: Pitched roofs.

Figure 140: Red clay pantiles.

Windows

Figure 129: Wide horizontal windows.

Figure 136: Bow windows.

Figure 137: Bay windows.

Doorways

Figure 130: Simple porch.

Figure 134: Decorative brick arch.

Figure 135: Simple porch with columns.

Boundaries and setback

Figure 131: Brick wall.

Figure 132: Hedgerows.

Figure 133: Front gardens.

Figure 142: The Poachers Court cul-de-sac.

Figure 143: Rows of 1960s bungalows.

Figure 144: The St Andrew's Centre which houses Saxilby's library and community hub.

Figure 145: Recent infill replicating traditional styles seen in other parts of Saxilby.

Design Guidelines

1. This area's strong green infrastructure network is a key character feature and this should be maintained and, wherever possible, enhanced with the introduction of hedgerows, grass verges and street trees.
2. The Memorial Field and its surrounding assets are important features and pedestrian and cyclist routes should be developed and enhanced to ensure their accessibility.
3. Houses should generally be orientated parallel to the street to retain the existing urban layout.
4. New development should respect the architectural repetition on these streets in terms of neighbouring setback, scale and massing but there are opportunities to incorporate character features of other character areas such as red clay pantiles and grey slate tiles.

5 Character Area 5: 21st Century Suburbs

3.5 21st Century Suburbs

21st Century development has seen a move away from the repetition of the 20th Century. Houses are designed in various styles and materials (usually neo-Georgian and Victorian and incorporating brick) with inconsistent setbacks to create visual interest at street level. The landscaping is more intricate including street trees, public green spaces and sustainable drainage systems (SuDs). Most of this development has been at the north of Saxilby but there has also been development to the east surrounding Daubeney Avenue.

Figure 147: Green space and diversity of housing are key characteristics of this area.

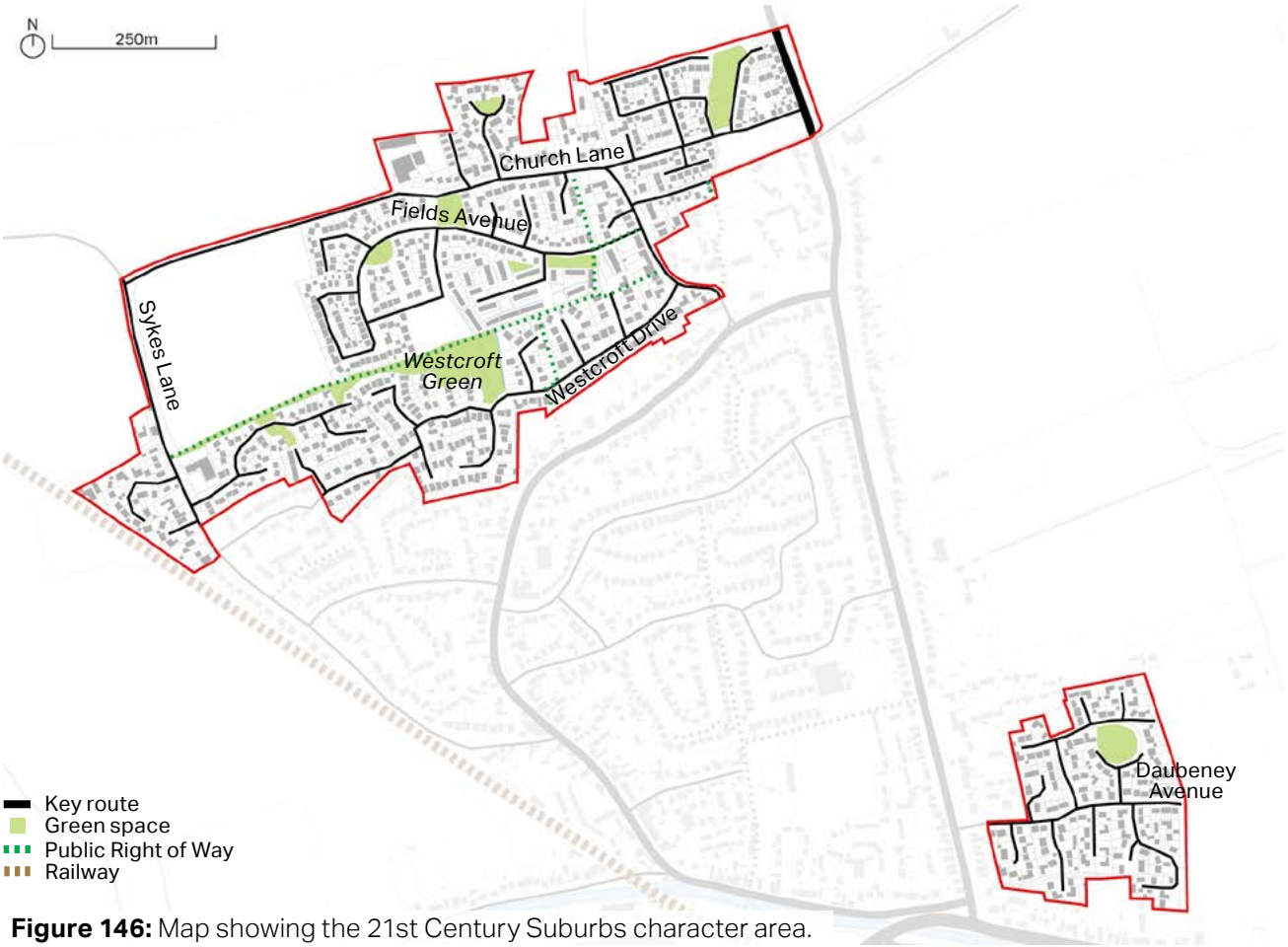


Figure 146: Map showing the 21st Century Suburbs character area.

Land use	Predominantly residential along with numerous green spaces including Westcroft Green. There is also a medical centre on Sykes Lane.
Urban form	Informal housing clusters on curvilinear streets consisting of numerous cul-de-sacs.
Building materials	Mainly brick of varying colours including red, yellow and buff.
Roofing	Pitched roofs of varying styles with chimney stacks. Many roofs have red clay pantiles and grey slate in line with more historic parts of Saxilby.
Windows and doorways	Traditional styles generally based on Georgian and Victorian architecture including vertical windows and bay windows.
Boundaries and setback	Variations in setback to enhance visual interest. Boundaries include hedgerows and brick walls. Some houses have front gardens with no boundaries and some houses are street fronting.
Routes	A large number of cul-de-sacs without connecting routes. Pedestrians are served by a network of public rights of way.
Green and blue infrastructure	Westcroft Green is a popular green space linking several of the area's streets to the north. Other streets have been designed with green crescents and squares including playgrounds and sustainable drainage systems (SuDS).
Landmarks	Westcroft Green is one of Saxilby's main public spaces. There is a medical centre on Sykes Lane.

Building materials

Figure 148: Red brick.

Figure 159: Light render with brick detailing.

Figure 162: Varying shades of brick.

Roofing

Figure 149: Traditional style gables.

Figure 160: Red clay pantiles.

Figure 161: Chimney stacks.

Windows

Figure 150: Bay windows.

Figure 157: Farmhouse style windows.

Figure 158: Brick surrounds.

Doorways

Figure 151: Brick porch.

Figure 155: Simple porch.

Figure 156: Pitched roof porch.

Boundaries and setback

Figure 152: Planting.

Figure 153: Open front gardens.

Figure 154: Street fronting against swale.

Figure 163: Varying house styles surrounding Daubeney Avenue.

Figure 164: Bungalows.

Figure 165: Generous green space is a key character feature for this area.

Figure 166: Sustainable drainage systems (SuDS) include swales.

Design Guidelines

1. It is important to ensure that local vernacular is taken into consideration by incorporating features that are characteristic of Saxilby and Lincolnshire. This is to avoid creating neighbourhoods that could be seen anywhere in the United Kingdom.
2. This area's strong green infrastructure network is a key character feature and this should be maintained and, wherever possible, enhanced. The creation of new green spaces and sustainable drainage systems (SuDS) has important benefits to both the community and the environment.
3. New development must take into consideration the existing route network to ensure that development is well-integrated and doesn't stand in isolation to the rest of Saxilby. The overuse of cul-de-sacs and inward-facing blocks should be discouraged.

6 Character Area 6: Saxilby Approach

3.6 Saxilby Approach

This is the most diverse character area due to gradual development along the linear entrance points to Saxilby. Farmhouses, cottages, terraced homes, bungalows and private cul-de-sacs have been constructed on a piecemeal basis since the Victorian era.

As a gateway to Saxilby, this area is important to give a strong first impression to the village. This area is both part of Saxilby but with its own unique character. In this area, interaction with the surrounding countryside and the Fossdyke Canal is particularly important.

Figure 168: The approach to Saxilby from Lincoln Road.

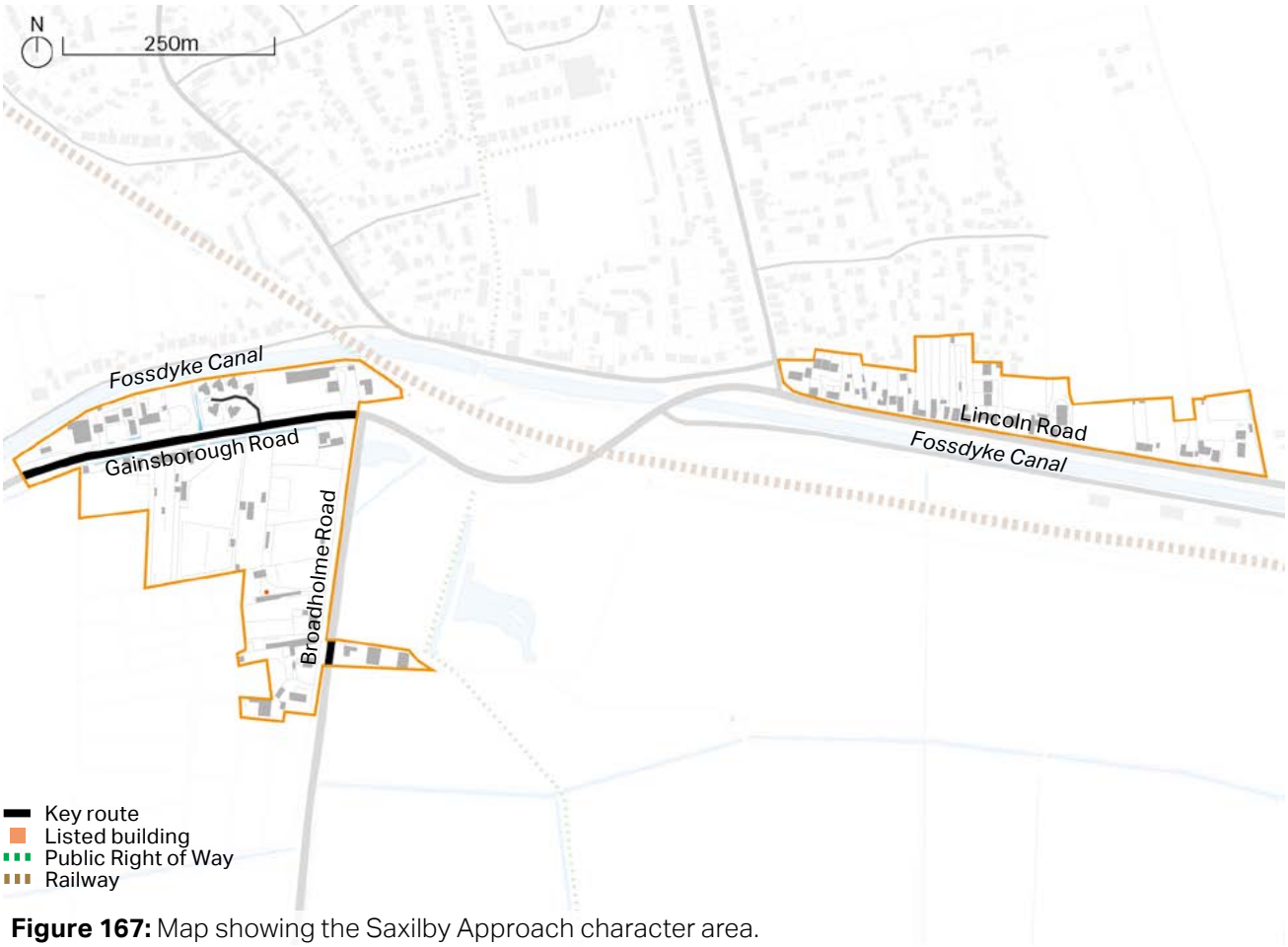


Figure 167: Map showing the Saxilby Approach character area.

Land use	Predominantly residential along with some working farms and several local businesses.
Urban form	Linear development along Lincoln Road and Gainsborough Road. Development has been piecemeal so there is a wide variety of architectural styles and building footprints. Several new developments on Gainsborough Road have been in the form of cul-de-sacs.
Building materials	A mix of red brick and light rendering. Some recent contemporary homes incorporate red brick at the lower level but with black wood on most of the exterior.
Roofing	Pitched roofs and chimney stacks. A mixture of materials with some characteristic examples of grey slate and red clay pantiles seen in other parts of Saxilby.
Windows and doorways	A mix but with some characteristic examples of Edwardian sash, bow and bay windows with traditional doorways.
Boundaries and setback	Very inconsistent. Some buildings are positioned close to the street with small front yards. Some have larger front gardens. Several are concealed by tall hedgerows and mature trees. The newer cul-de-sacs on Gainsborough Road are screened from the main roads. Boundaries include hedgerows and brick walls.
Routes	Lincoln Road and Gainsborough Road are arterial routes both into and bypassing Saxilby. This means traffic can be very high. Despite this, the pedestrian footpaths are very narrow and there are no designated cycle routes.
Green and blue infrastructure	Both Lincoln Road and Gainsborough Road run roughly parallel to the Fossdyke Canal. Many of the houses look out onto open countryside.
Landmarks	The Grade II Listed Saxilby Moor Mill is a former tower mill located off Broadholme Road.

Building materials

Figure 169: Rustic red brick.

Figure 180: Red brick.

Figure 183: Light render.

Roofing

Figure 170: Red clay pantiles.

Figure 181: Red clay tiles.

Figure 182: Grey slate.

Windows

Figure 171: Sash and bay windows.

Figure 178: Farmhouse style windows.

Figure 179: Sash and bay windows.

Doorways

Figure 172: Brick porch.

Figure 176: Brick porch.

Figure 177: Simple traditional.

Boundaries and setback

Figure 173: Brick wall.

Figure 174: Tall brick wall and planting.

Figure 175: Hedgerow.

Figure 184: Historic farm houses are this area's earliest buildings.

Figure 187: A range of house styles on Lincoln Road.

Figure 185: Some large houses are screened from the main roads.

Figure 186: A contemporary style cul-de-sac off Gainsborough Road.

Design Guidelines

1. On Gainsborough Road, development has historically turned its back on the Fossdyke Canal. Any new development should carefully consider its relationship with the waterside (see design code D4 in section 4 for further details).
2. Here there is more opportunity for innovation given the diversity of building types. However, it is still important to take the local vernacular of Saxilby and Lincolnshire into account.
3. The area can become more coherent with thoughtful design interventions. Consistency of boundaries can help to tie the area together. Infill development can help to rebuild the currently fragmented building line.
4. As the first area that most visitors see, it is important that new development enhances Saxilby's sense of arrival.

7 Character Area 7: Industrial Saxilby

3.7 Industrial Saxilby

This area consists of the industrial and business units surrounding Saxilby Road and Skellingthorpe Road to the south east of Saxilby. This area is located south of Fossdyke Canal and is split by the railway. It is otherwise surrounded by open countryside.

This is a key employment hub for the wider area and business practicality has historically guided the area's design. There are opportunities to incorporate good design interventions which can benefit its workers, its neighbours and the wider environment.

Industrial areas can have a negative impact on the environment due to potentially polluting practices and heavy traffic. Business owners have a particular responsibility to consult this document and engage with the local community to lower their carbon footprint and improve the quality of life for workers and local residents.

Figure 189: Industrial Saxilby opposite the Fossdyke Canal as viewed from Lincoln Road.

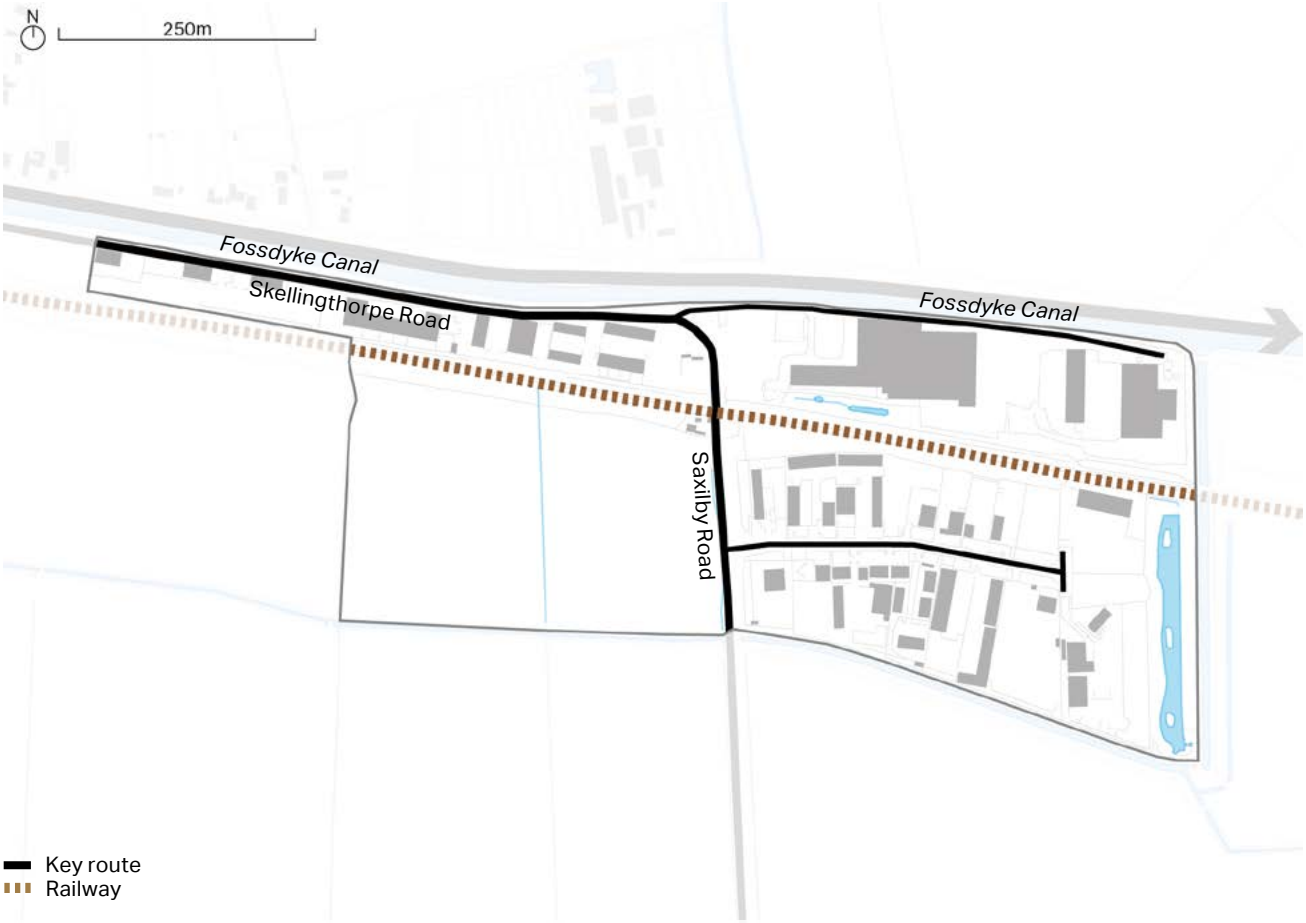


Figure 188: Map showing the Industrial Saxilby character area.

Land use	Industrial and business consisting of numerous workshops and warehouses.
Urban form	Large footprint buildings separated by car parking and usually parallel or perpendicular to the road.
Building materials	Some corrugated sheets. Some fully brick. Some a mix of both.
Roofing	Shallow slopes with no decoration.
Windows and doorways	Limited windows other than the occasional small office window. Large garage entrances.
Boundaries and setback	Parking at the front or side. Some grass verges.
Routes	A cycle and footpath is partially in place and there are aspirations to extend this along Skellingthorpe Road and part of Saxilby Road to connect the business park with Saxilby (including safe passing of the A57).
Green and blue infrastructure	Mature trees screen parts of the area from Saxilby Road. There are some grass verges and shrubs. Fossdyke Canal runs through the north.
Landmarks	The Fossdyke Canal and a railway crossing house on Saxilby Road.

Figure 190: Mature trees screen some of the industrial buildings from Saxilby Road.

Figure 193: The railway crossing house on Saxilby Road.

Figure 191: A warehouse and offices on Skellingthorpe Road.

Figure 194: The entrance to one of the business parks.

Figure 192: Warehouses lacking windows and architectural decoration.

Figure 195: Brick workshops.

Examples of good practice

Figure 196: A business park in Cheshire which takes design inspiration from local agricultural vernacular.

Figure 199: A business park on the Isle of Wight constructed using sustainable materials.

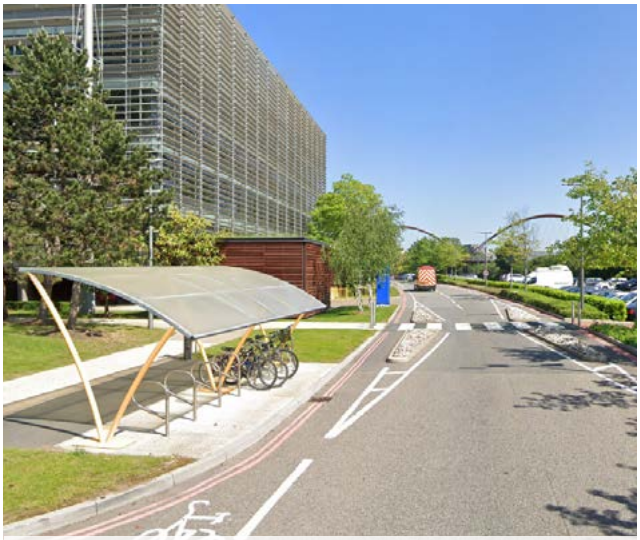


Figure 197: A business park in Chiswick encouraging active travel with designated cycle lanes and storage.

Figure 198: A business park near Milton Keynes using landscaping to interact with water and maximise green infrastructure.

Design Guidelines

1. Parking should not dominate the area and should be screened by vegetation and mature trees and, where possible, be located to the rear of the buildings.
2. Industrial buildings are most responsive to local character when they take the form of agricultural buildings such as sheds, stables and barns.
3. Landscape buffer zones should be provided between this area and residential character areas to soften the visual impact of new developments.
4. Landscape screening and building orientation should be used to minimise the visual impact of new industrial development from other character areas and the surrounding countryside.
5. New development should be attractively designed, using high quality and sustainable building forms and materials and should promote active travel.

8 Character Area 8: Ingleby and the Countryside

3.8 Ingleby and the Countryside

This character area includes all parts of the Parish that do not fall within any other character area. It includes the hamlet of Ingleby along with the Parish's extensive countryside.

Lincolnshire is a predominantly rural county with the large majority of the Parish consisting of arable fields and open space. Several farmsteads dot the landscape and include farmhouses, cottages, barns and other agricultural out-buildings. Each sits in isolation from its nearest neighbour.

The hamlet of Ingleby includes several detached and semi-detached houses directly lining Sturton Road along with the Grade II Listed Ingleby Chase, a care home and several farms set back by private rural access lanes.

Many of Saxilby's streets have views into the open countryside. It is therefore important that any development is sensitive to the landscape.

The Fossdyke Canal runs through the Parish from west to east and there are complex drainage systems surrounding the fields in order to prevent the largely flat land from flooding.

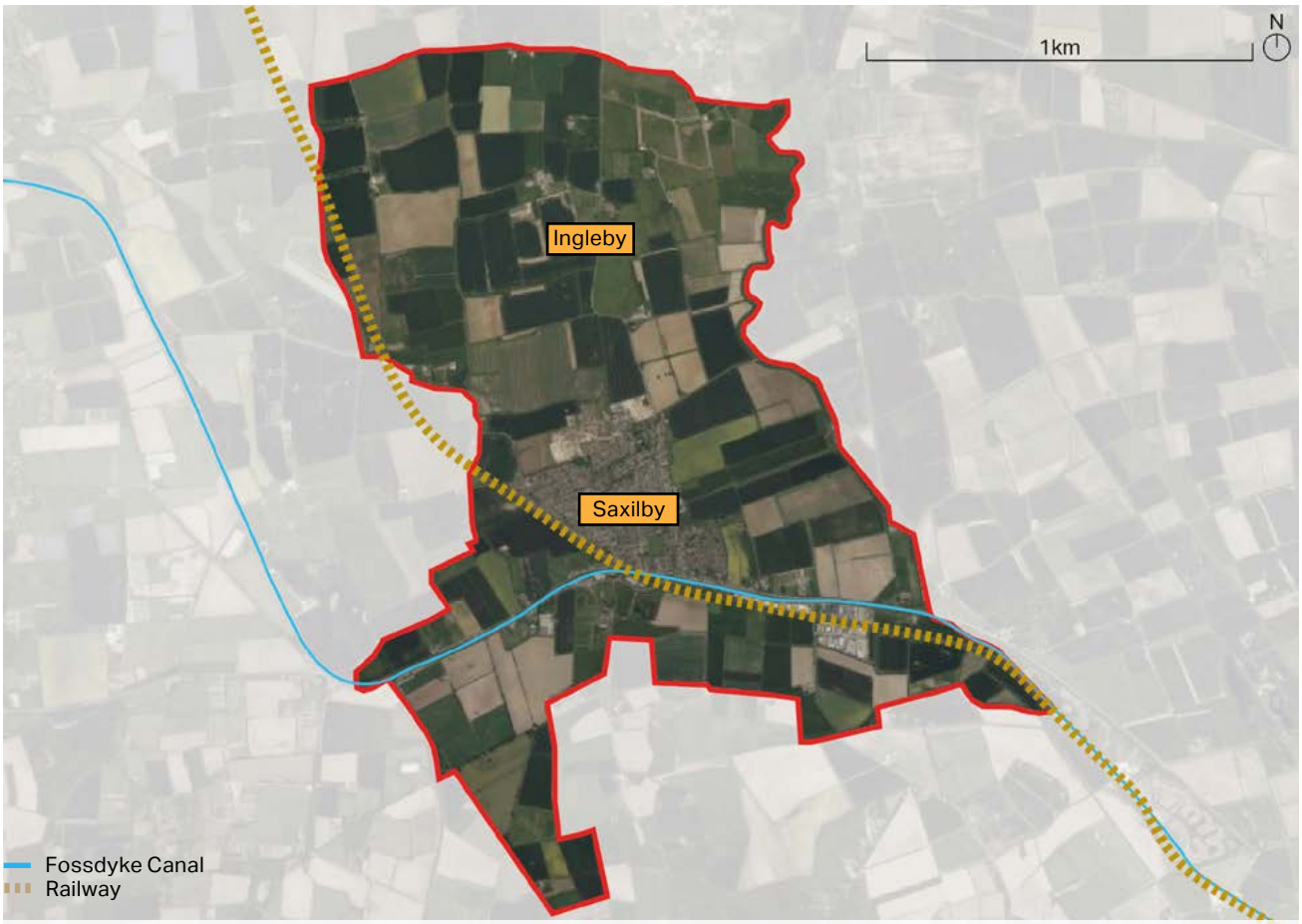


Figure 200: Map showing that most of the Parish consists of countryside.

Figure 201: The Grade II Listed Ingleby Chase.

Figure 202: The large majority of the Parish consists of arable farmland.

Design Guidelines

1. The conversion or re-use of existing buildings in the open countryside should be encouraged. External works to any conversion should be largely cosmetic and have a minimal visual impact on the landscape to which it relates.
2. Any lighting or illumination of a development must consider its necessity, as well as its impact on surrounding properties, particularly where powerful lighting is being proposed. Any lighting infrastructure must balance its necessity with that of the power, scale and orientation being proposed. This is to avoid overly powerful lighting that can impose on the amenity of other plots, as well as mitigate undue light pollution in the open countryside.
3. Proposals should be positioned behind natural screening (i.e. trees and other planting) so as not to obstruct views of the surrounding landscape. Additional screening should be incorporated into any given proposal where necessary.
4. Sustainable-led proposals such as renewable energy infrastructure should be considered on the grounds of its positive legacy. Small-scale renewable energy sources should be encouraged for providing power to rural developments. However, such infrastructure should be screened or integrated within developments in order to mitigate visual impact on the open countryside.
5. Agricultural or commercial proposals should refrain from using materials and colours that contrast with the surrounding landscape. Muted and contextual colour palettes are encouraged so as not to disturb the local landscape character.
6. Innovative and sustainable screening methods include green roofs and plant walls. Such screening will help outbuildings to blend into natural surroundings such as a domestic garden or open space.
7. Proposals showcasing exceptional and innovative architectural styles may be considered where they can provide harmony with the character of the surrounding open countryside, as well as incorporating high quality sustainable design.
8. Opportunities to increase and improve biodiversity in the neighbourhood area should be taken at every opportunity, for example the planting of trees and hedgerows to provide screening and the creation of wildflower meadows in unused fields.

Design codes and guidelines

04

4. Design codes and guidelines

This section prioritises the character and quality of new development, sustainable design approaches and several key topics of community importance. The design guidelines in this section should be read in conjunction with the character area design guidelines in section 3.

4.1 Introduction

This section supports developers and development managers when producing or reviewing planning applications in the Parish. The guidelines apply to the whole Parish including major development sites or allocated sites, infill development and windfall development.

Whilst there is not always agreement on aesthetic issues and architectural taste, these guidelines are focused on topics that help designers and decision makers objectively respond to context, character and community priorities.

Development proposals can apply these guidelines as part of a clear design process to improve and enhance the setting and sustainability of the Parish while not detracting from its context and local character or sense of place.

The following topics are addressed by design guidelines in this section:

- **Design Guide A: Responsive Design**
- **Design Guide B: Boundaries and Frontages**
- **Design Guide C: Sustainability**
- **Design Guide D: Natural Features**
- **Design Code E: Public Realm**
- **Design Guide F: Connectivity**
- **Design Code G: Settlement Edge**
- **Design Code H: Backland Development**

A Design Guide A: Responsive Design

4.2 Design Guide A: Responsive Design

The design of Saxilby reflects its combined industrial and rural history at a key meeting point of canal and railway. This gives the village a character unlike any of its neighbours. Its unique features should be nurtured and enhanced.

The local pattern of streets and spaces, building traditions, materials and the natural environment help to determine the character and identity of a development. Responding to context means recognising existing positive design solutions or using existing cues as inspiration.

Any new development should acknowledge, respect and enhance these features in order to create harmony and to ensure that future generations have the same level of admiration for their home.

The design codes in this section set out how to respond to the character features set out in section 3. These responses help formulate and review design proposals in line with other local policy.

A1 - Response to local context

- Designers must set out a clear and positive response to the area in which development is sited or adjacent to.
- The planning application should explain how the local context has been analysed and has informed the design.
- All design should carefully respond to context. However, designers do not necessarily need to imitate the existing design profile of the Parish in the form of pastiche. Imitation is more successful if done authentically and using high quality materials. Innovative and contemporary design is possible provided that the design complements neighbouring buildings in terms of scale, form, massing, set-back and materials.

Figure 203: Recent development at the north of Saxilby showing numerous contextual responses.

A2 - Design response

Designers must respond to the character of the Parish with one of the following three approaches:

1. **Harmonise** - clearly respond to existing characteristics within the Parish, street and site, including scale, form, massing, set-back and materials.
2. **Complement** - doing something slightly different that adds to the overall character and quality in a way that is nonetheless fitting, for example, additional high quality materials but harmonising in scale, form, massing, set-back and materials.
3. **Innovate** - doing something of high design quality that is different but adds positively to the built-form and character and is considered an exemplar approach for others to follow. For example, developing innovative building form and use low embodied energy and high quality materials that add to the overall design quality, sustainability and richness of the area.

Figure 204: Harmonise: New development (centre, left and back) in Stamford, Lincolnshire which successfully imitates the historic buildings to the right and opposite. The buildings are neo-Georgian using local building and roofing materials. The modest setback gives an indication that these are recent additions, but otherwise the historic streetscape has been restored.

Figure 205: Complement: These two buildings in Saxilby are of different styles, the left with a gable-end, bay window and tall chimney stack, the right a more rustic cottage. However, the buildings work in harmony. The shades of red brick complement each other. Both buildings are two storeys. There is a rhythm of windows. The consistent use of hedgerow creates a straight line against the footpath.

Figure 206: Innovate: This development on Goldsmith Street in Norwich won the 2019 Stirling Prize. The development creates a gentle level of density in a modern interpretation of terraced housing. Sustainability is a priority with roofscapes modelled to the winter sun angle and with full solar design. Streets are pedestrian friendly and there is an emphasis on tree planting and public spaces. Despite the innovative design, the use of brick and vertical windows is still recognisably part of the local vernacular and the development blends in well to its surroundings.

A3 - Design principles

- Building scale and massing should be in keeping with the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including over-looking or over-shadowing of both windows and amenity space.
- The building line should reflect the street and be set back no more than a maximum of 1.5m from adjacent buildings unless additional landscaping or tree-planting is being introduced to the street scene. Where buildings are set back from the pavement, boundary features should define the plot and link up to the adjacent buildings (for example, hedgerows or low brick wall).
- Building heights should vary from 1.5-2.5 storeys depending on adjacent plots. A variable eaves line and ridgeline is allowed to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general.
- Materials should reflect positive local characteristics and harmonise with adjacent buildings with matching or complementary materials, subject to the degree of variety in the settlement, area or street.
- Building fenestration and pattern should be in keeping with the predominant positive building character on the street or harmonise with adjacent buildings of good character.
- Porous surfaces and green parking spaces (for example, grasscrete) are preferable to impermeable parking spaces. Garages are likely to be used for storage rather than parking vehicles and should therefore be set behind the building line or to the rear of the plot.
- Rear or side plot boundaries which face public spaces must be masonry walls of an appropriate material to match plots and add to the streetscene quality.
- Building scale and positioning on plot should help to define and enclose the space within the street corridor or square to an appropriate degree based on the existing street section (building to building) and level of enclosure (ratio of street width to building height).
- Building entrances should address the street with a main access and main fenestration. Corner buildings should address both streets with fenestration but the main entrance could be on either, subject to access requirements.
- Building façade design should respect the horizontal rhythm of plots and building subdivisions on the street in order to integrate and maintain visual continuity or add to the visual interest where required.
- Access and storage for bins should be provided and bin stores should be designed to be integrated with plot boundaries. Snickets / alleyways should be considered for terraced buildings with four or more units in order for bicycle and bin storage to the rear to be satisfactorily brought to the front.
- Front of plot areas and rear gardens should be of sufficient size and landscaped appropriately to fit in with prevailing planting pattern or to enhance the green character of the area where it is lacking.

- Parking should be integrated on plot and, where possible, with parking spaces set behind the building line, generally to the side of the plot being advisable. For narrow dwellings it is preferable to retain a small front garden with a boundary wall, as opposed to an open hard surface parking space. Where parking is required to the front of the plot it should be accorded sufficient space and should utilise hedgerows to screen cars laterally from the street. On-plot parking should always be preferred to on-street parking.

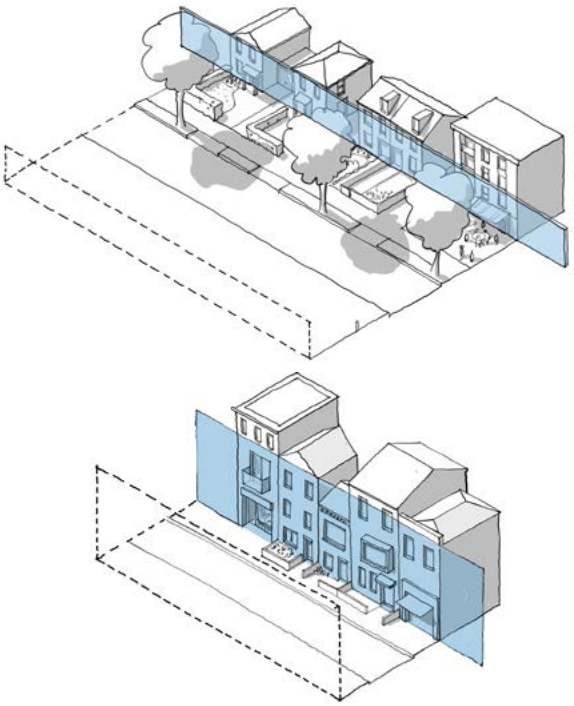


Figure 207: A building line represents the alignment of the front face of the buildings in relation to a street or other public space. The nature of this line and its position in relation the street contribute to the character and identity of a place. It may be straight or irregular, continuous or broken. A consistent approach to building line in an area type or street type helps to give it a coherent identity (as set out in the National Model Design Code).

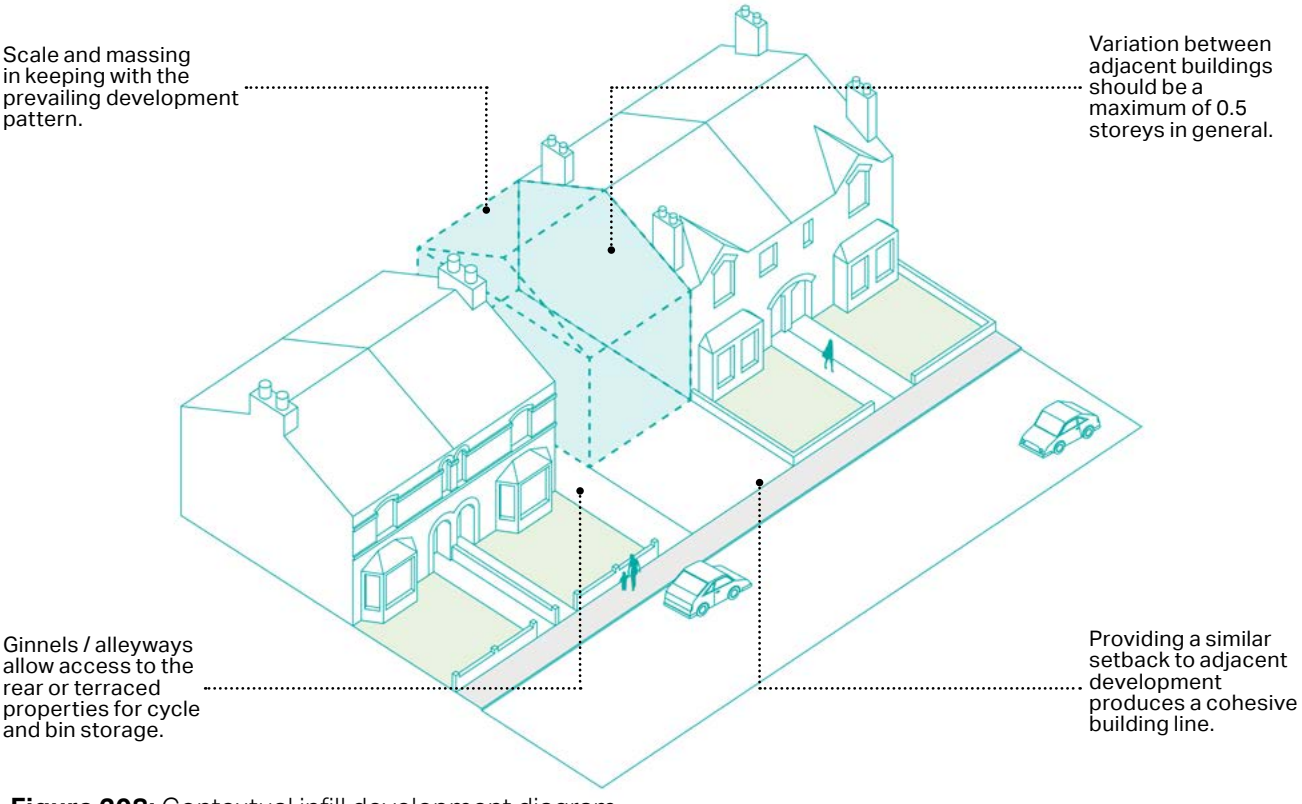


Figure 208: Contextual infill development diagram.

B Design Guide B: Boundaries and Frontages

4.3 Design Guide B: Boundaries and Frontages

Given Saxilby's architectural diversity and its mix of commercial and residential land uses, it is particularly important that the streetscapes are made coherent with a consistent use of boundaries and commercial frontages. Buildings have a direct and strong relationship with the spaces they front, making their overall appeal an important design consideration within any proposal. On entering the Parish, the importance of hedgerows and brick walls is immediately apparent. Saxilby's commercial centre is small, but its businesses have a distinct and attractive character which act as well-loved landmarks for the community.

B1 – Boundary treatments

- **Native hedgerows**: Hedgerows should be incorporated at every opportunity to enhance biodiversity and to extend Saxilby's existing hedgerow network. Native species in particular should be encouraged.
- **Boundary walls**: Low red brick boundary walls are seen across Saxilby and are appropriate for future development depending on the surrounding context.
- **Boundary railings**: Ornamental metal railings, usually painted black, are also seen throughout Saxilby, at times combined with brick walls.
- **Car park boundaries**: Boundaries to car parks that are open to the street should include landscape buffers with tree planting to reduce the negative visual impact of cars.

Figure 209: Hedgerows are in important part of Saxilby's character.

Figure 210: Low red brick walls can also be an appropriate design response.

Figure 211: Black ornamental railings are also seen in Saxilby.

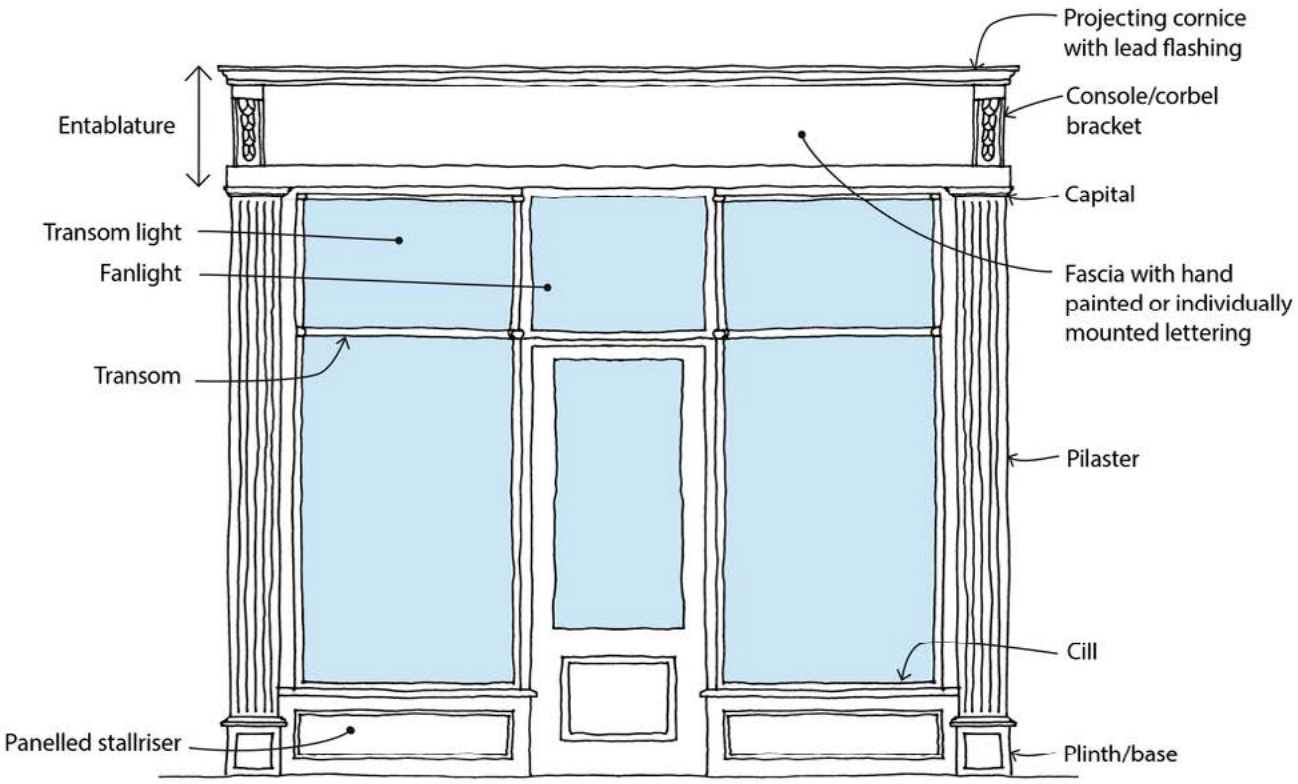


Figure 212: Features of a positive commercial frontage.

B2 – Commercial frontages

- **Preserving traditional retail frontages**: Traditional timber shop fronts should be preserved and enhanced to uphold the historic character of Saxilby's commercial centre.
- **Achieving contextual and modern retail frontages**: Modern shop fronts may be appropriate but should typically employ a 'less is more' approach to their design. Back-lit box signage will not be acceptable. Lettering should be clear and of a medium size to complement the fascia board, shop front and building. The colour, style and materials used within shop frontages should be respectful of the host building's character.
- **Proportional retail frontages**: Shop fronts applied to historic buildings should always consider the full building elevation and reference the vertical and horizontal architectural elements to create a strong relationship between the shop front and the host building.
- **Retail setbacks**: Typically, commercial buildings in Saxilby's commercial centre are positioned up against the edge of the pavement (i.e. no setback).

C Design Guide C: Sustainability

4.4 Design Guide C: Sustainability

The climate emergency has created the need to decrease our carbon footprint to net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings. Sustainable design incorporates innovative practices at all scales of design to achieve less impactful development footprints, whilst future proofing homes, settlements and natural environments. Reducing the use of limited natural resources whilst increasing utilisation of local resources and sustainable natural resources can help to achieve this.

C1 – Resilience to the climate emergency

All new development should work to moderate extremes of temperature, wind, humidity, local flooding and pollution within the Parish:

- Avoid siting homes in high risk flood areas and mitigate increased risk of storms and flooding with sustainable drainage systems (SuDS). These reduce the amount and rate at which surface water reaches sewers and watercourses. Often, the most sustainable option is collecting water for reuse, for example in a water butt or a rainwater harvesting system. This reduces pressure on valuable water sources.
- Eco-systems cannot adapt as fast as the climate is changing, leading to loss of biodiversity. Protecting and enhancing woodlands, watercourses and green infrastructure can combat this. Aim to increase ecology through biodiversity net-gain on major development sites. Use street trees and planting to moderate and improve micro-climates for streets and spaces.

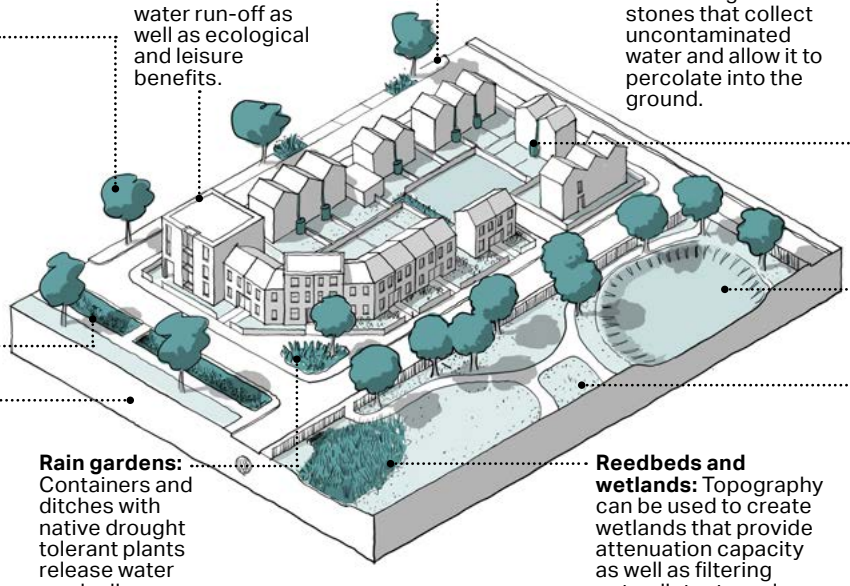


Figure 213: Sustainable drainage systems (SuDS) as set out in the National Model Design Code.

C2 - Assessing alternative energy sources

Where practicable, future development should be in line with the ideals for net zero by:

- optimising solar orientation of streets and buildings. Aim to increase the number of buildings on site that are oriented within 30° of south (both main fenestration and roof plane) for solar gain, solar energy and natural daylighting;
- assessing ground conditions to accommodate loops for ground source heat and space for air source heat pump units;
- where the points above have been satisfied, providing air source heat pumps and integrating solar panels;
- utilising local estates for sustainable coppicing, harvesting or recycling of biomass fuels;
- installing micro-generation wind turbines on private homes thus taking advantage of Lincolnshire being a relatively flat county with high winds; and
- retrofitting existing homes so that energy consumption and emissions are reduced, for example installing loft or wall insulation, double or triple glazing or replacing gas boilers with ground or air-source heat pumps.

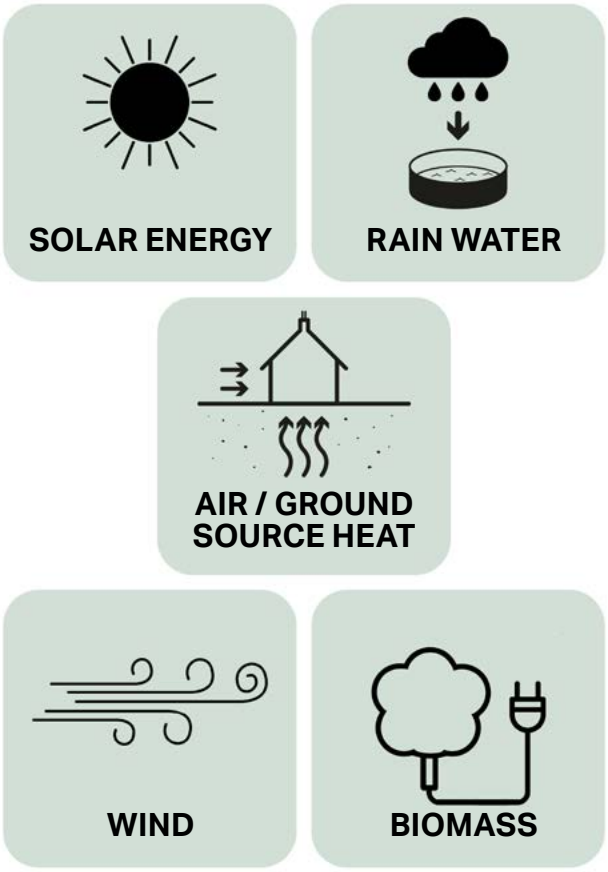


Figure 214: Some key alternative natural energy resources.

Figure 216: Air source heat pump housing covers the unit and harmonises with the building aesthetic.

Figure 215: Contemporary solar panel design integrated within a traditional roofscape.

Figure 217: Micro-generation wind turbines can take advantage of Lincolnshire's high winds.

C3 - Electric vehicle charging

The current transition to electric vehicle technology and ownership comes with related issues that must be addressed by new development. Two key areas are explored below - public parking areas and private parking for homes.

Design issues to address for public parking:

- Provision of adequate new charging points and spaces, and retrofitting existing parking areas.
- Serving remote or isolated car parks (e.g. in woodland areas).
- Retrofitting existing public parking and upkeeping design quality of streets and spaces (attractiveness and ease of servicing and maintenance).
- Integrating charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.
- Sensitive integration of charging infrastructure within heritage areas.

Design issues to address for parking at the home

- Convenient on-plot parking and charging points close to homes integrated within the development to minimise the visual impact.
- The potential to incorporate charging points under cover within car ports and garages.
- Integrate car parking sensitively within the streetscene. For example, parking set behind the building line or front of plot spaces lined with native hedgerow planting.
- Consider visitor parking and charging needs.
- Existing unallocated and on-street parking areas and feasibility to provide electric charging infrastructure not linked to the home.
- Potential for providing secure, serviced communal parking areas for higher density homes.

Figure 218: Public electric vehicle charging points in Tickhill, South Yorkshire.

C4 - Energy efficiency measures towards net-zero carbon

Energy efficiency: It is paramount that new development strives to achieve a high energy efficiency performance rating through the Government's Standard Assessment Procedure (SAP) calculation process. Development should adopt a fabric first approach in line with the Government's emerging Future Homes Standard and Part L of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.

Renewable energy: On-site renewable energy generation (solar, ground source, air source and wind driven) should be maximised.

Building form: Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. This must be balanced with local design preference and character considerations to ease acceptance for development.

Passive cooling:

- The layout and orientation of new buildings contributes to reducing their energy needs by avoiding overshadowing and maximising passive solar gain, internal daylight levels and ventilation.
- The design of windows needs to consider orientation to balance heat loss and beneficial solar gain, daylight and sunlight. Southern-facing glazing can be beneficial in contributing to overall energy demand in winter. It can lead to overheating in summer and excessive heat loss on cold cloudy days in winter. Glazing needs to be sized appropriately for context and passive measures such as external shading devices or provision for future installation of shading devices needs to be considered to reduce reliance on mechanical ventilation.
- Street trees provide shading and cooling, along with habitat, air quality improvements and carbon sequestration.

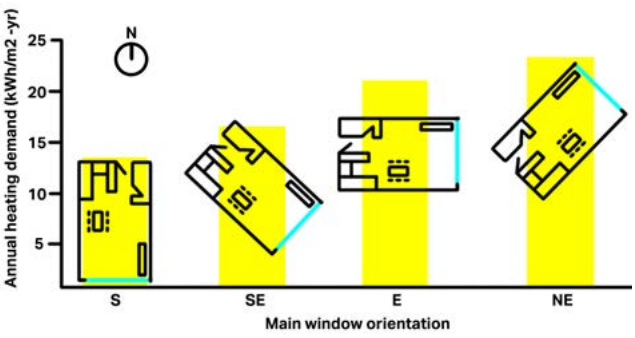


Figure 219: Building orientation influences the annual heating demand.

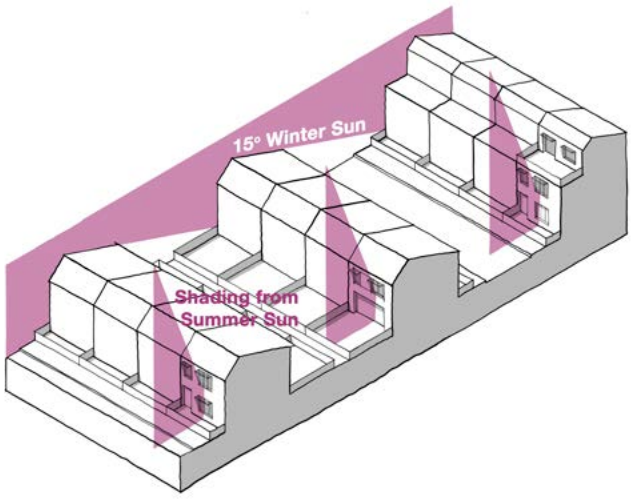


Figure 220: A diagram from the National Model Design Code showing that the layout and orientation of new buildings contributes to reducing their energy needs.

D Design Guide D: Green Infrastructure

4.5 Design Guide D: Green Infrastructure

Saxilby's intrinsic connection to the surrounding countryside, along with an established green infrastructure network within the village, are key elements of the Parish's character.

There is still room for improvement, however. Each of the neighbourhood area's open spaces could be better connected by a robust network of grass verges, pocket parks, hedgerows and street trees.

There have been good examples of street tree planting and grass verge placement in some new developments, for example along Field Avenue. However, there are other streets that have been less successful at contributing to the network and that rely too heavily on abundant front gardens.

The following codes set out how to consider the retention, provision, amount, type and locations for trees and other planting as a critical part of new developments.

Figure 221: A small rest area close to the St Andrews Community Centre.

Figure 222: Trees, bushes and public routes in Westcroft Green.

D1 - Retain, replace, improve

The National Design Guide and National Planning Policy Framework (NPPF) put great emphasis on tree-lined streets and integrated green infrastructure design to provide 'green islands' and connected corridors which contribute to localised cooling and provide habitats and public amenity.

Retain

Tree surveys and impact assessments should be provided which highlight the trees on a site which are to be retained and those which are to be removed. It is preferable to retain a good quality tree than to replace it.

- Where significant trees are located on site, independent surveys to assess the development impact must be completed. This should inform the local community and could lead to objections where significant trees are impacted.

Replace

Ensuring trees removed from development land are proportionately replaced is important to maintaining current levels of canopy cover and green infrastructure. A common misconception is that replacing on a 1-for-1 basis is proportional. This is not necessarily the case. 1-for-1 replacement can reduce canopy cover, green infrastructure habitat and public amenity.

- Where trees are to be replaced, consider using a proportionate scale to determine numbers of replacement trees required based on the size of tree removed.

Improve

To just replace removed trees or do nothing if trees are not removed is commonly misunderstood to be acceptable. However, the NPPF requires 'improvement', 'enhancement' and 'net gain'. These are not words that aim to maintain a status quo on trees.

- For major development sites, an area of development land could be dedicated for tree planting in the form of a multi-functional community woodland. Relative population density and designated land use types put pressure on a greater density of development and often results in side-lining tree planting and biodiverse green infrastructure design.

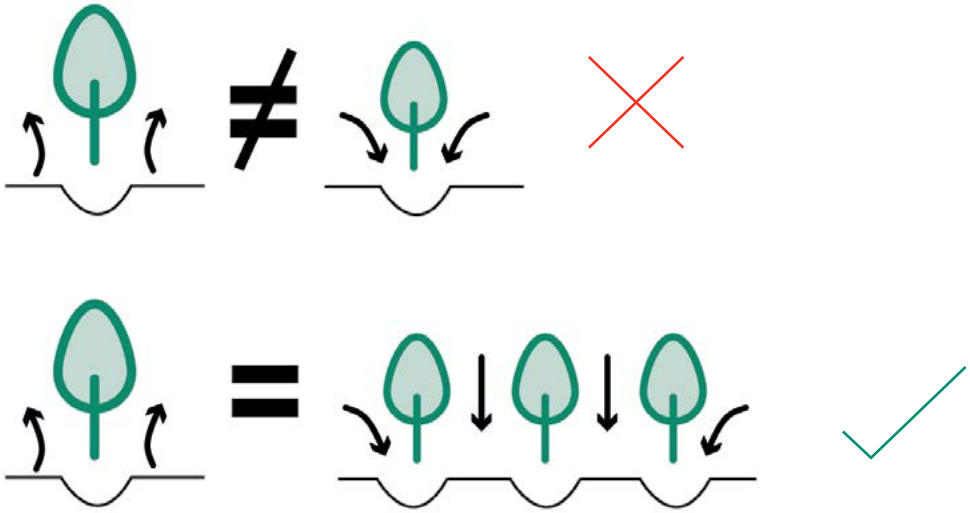


Figure 223: Info-graphic about tree positioning depending on size.

D2 - Right tree, right place

The overall aim should be to plant trees and other soft landscaping. This must form part of each development regardless of size. How appropriate a tree is for any given urban location must also be determined based on space requirements.

This may simply be stated as:

- Small to medium trees for small spaces such as front gardens and narrower streets.
- Larger trees for avenues and more open environments such as parks, grass verges and landscaped areas.
- Other native or suitable planting to soften the appearance of plots and buildings.

The climate emergency is the biggest challenge for species selection as we don't yet know the extent of this. We can assume greater variance with hot and dry summers and wet and windy winters. Weather extremes tend to push native trees to the limit of what they can cope with genetically. As such, we should also look at trees more suitable to northern and central Europe.

A significant challenge is finding species that provide similar habitats for native birds, bats and insects.

- For now, native UK trees should be preferred or non-native trees where a specific reason exists.
- Native UK trees are preferred but non-native types could be incorporated which are suitable for the biodiversity of our native species. The climate emergency will change the environment over the next 50-100 years and we may need further qualities of resilience that our native trees cannot provide.

Ensure street trees and green infrastructure provide for a range of functions and benefits and are sufficient to help improve air quality and reduce noise from the street network.

Large trees in particular can help to mitigate strong winds and to lower the risk of flooding by providing drainage for waterlogged areas.

Coordinating tree planting with utilities providers and service ducts early in the lifetime of a scheme can ensure that trees do not interfere with underground services.

Figure 224: Street tree planting incorporated within the parking area to avoid disrupting the pavement or carriageway as set out in the National Model Design Code.

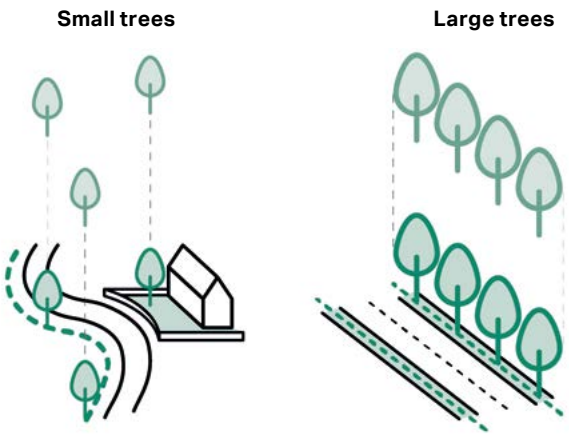


Figure 225: Infographic about tree positioning depending on size.

D3 - Wildlife protection

The Wildline Wildlife Sanctuary operates from Sykes Lane in Saxilby and can provide information on animal protection and rehabilitation. Further information can be found at the following link: https://directory.helpwildlife.co.uk/small-rescues/0112/.

Hedgehogs: Hedgehogs are highly active and roam widely in Saxilby. They need to be able to move freely through a well-connected range of habitats to find food, mates and areas to nest. They can travel around 2km in a night in urban areas, and up to 3km a night in rural areas.

Hedgehog habitats include:

- dense scrub to build hibernation nests during the winter;
- short grass to forage in for invertebrate prey;
- longer grass to forage in and to make nests in during the summer;
- areas of leaf litter to collect and use for hibernation nests;
- log piles and decaying vegetation to forage in and hibernate in; and
- hedgerows and boundary vegetation which create important corridors for travel and nesting sites.

Habitat enhancement measures include:

- using fence panels with 13 x 13cm holes at ground level (hedgehog holes);
- leaving a sufficient gap beneath gates;
- leaving brick spaces at the base of brick walls;
- providing temporary hedgehog houses during site clearance and construction;
- noting that native species hedgerows for property boundaries are preferable to walls and fences;
- reducing areas of hardstanding by creating green, permeable living driveways; and
- incorporating levels / ramps for ponds.

Figure 226: A fence panel with a hole at ground level to allow hedgehog movement.

Figure 227: A hedgehog house built from natural materials.

D4 – Waterfront Design

- Waterside development should be approached with high quality public realm to maximise the potential to create a positive amenity for the local community.
- Lighting is essential to enhance the quality and safety of waterfronts and should be carefully considered.
- Towpaths should run along watercourses. Appropriate lighting should be designed to make towpaths safe and accessible during the night.
- Buildings in new developments should make efforts to face the water in order to provide active surveillance and to create attractive spaces that interact well with their blue surroundings.
- The Fossdyke Canal is a key amenity for the entire Parish and the views of it, as well as routes to and along it, should be created, enhanced and maintained.

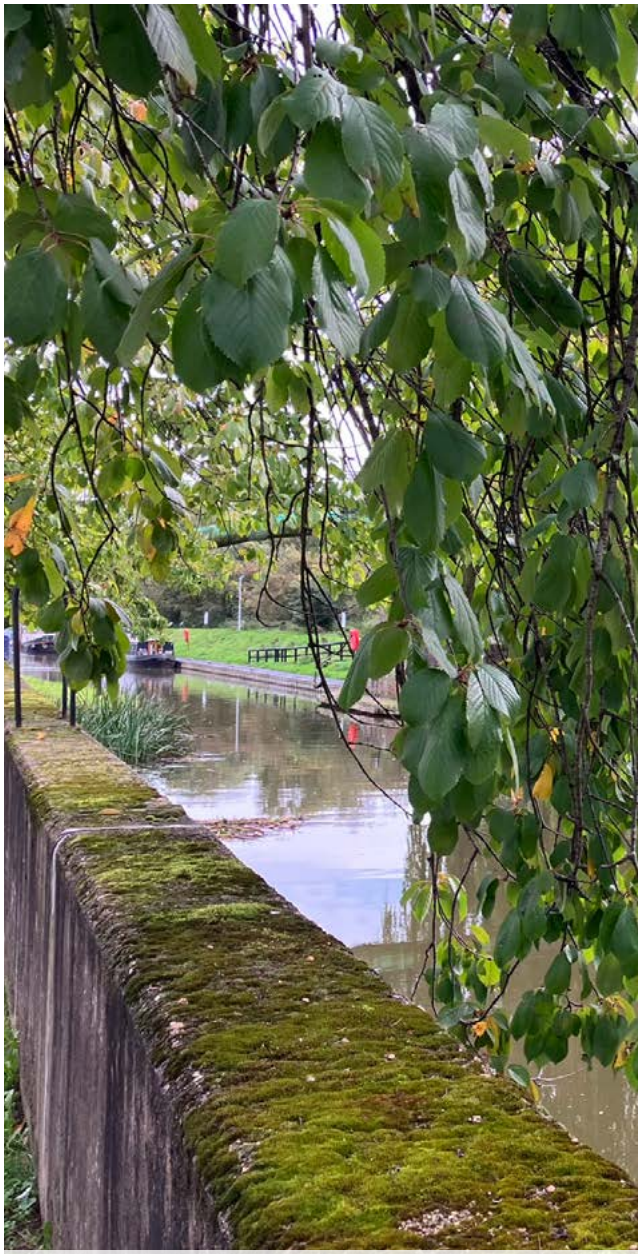


Figure 228: The Fossdyke Canal.

Figure 229: Waterfront facing new development at Audenshaw in Manchester.

Design Guide E: Public Realm

4.6 Design Guide E: Public Realm

Saxilby's has a proud local community along with visitors arriving by canal or by train. Ensuring that the public realm is of the highest standard will improve the experience of both residents and visitors and will enhance Saxilby's sense of place and attractiveness to visitors.

E1 – Public realm improvements

- **Increasing paved spaces and at level junctions**: Extending Saxilby's paved and people-centric spaces and crossing points will foster a more safe, accessible, and inclusive centre that attracts footfall for business.
- **Contribute to a sense of place**: Incorporate public art (e.g. murals and statues) and visual references of local identity (e.g. heritage signs and community symbols and motifs) within streetscapes.
- **Surfacing**: The key thoroughfare of Bridge Street, High Street and Church Road should have a consistent paving scheme which ties the area together. New hard-landscape should be holistically designed to avoid fragmentation of the public realm. Areas that are surfaced with natural stone paving should be protected to retain the area's character.
- **Green streets and spaces**: Add street trees and planting within the public realm. There may not always be spaces for trees on narrower historic streets but this could be offset by hanging baskets, boxes, planters, and innovative planting installations such as 'green walls'.

Figure 230: A mural depicting Saxilby's rail heritage.

Figure 231: A public space alongside Fossdyke Canal.

Figure 232: Public art along Fossdyke Canal.

Design Guide F: Connectivity

4.7 Design Guide F: Connectivity

Important steps have already been taken to improve active travel in the Parish. A footpath and cycle track running from the Parish via Burton Waters to Lincoln, following the Fossdyke Canal, was opened in 2011. There are opportunities to further improve this network which will also ease pressure on the road network. Many routes are already located in and around the Parish, such as the public rights of way and pavements. The green areas and public spaces also represent focal points that could be included in a new active travel network as activity nodes. Managing traffic and reducing reliance on cars can protect the environment, help to keep pedestrians and cyclists safe, and allow for the creation of an attractive and welcoming place.

F1 – Streets

- **Hierarchy**: Streets should follow a simple well-defined hierarchy that creates a visual character distinction for more and less busy streets. Key elements of street hierarchy can be defined with a narrowing of street width, use of materials and planting strategies.
- **Slow-speeds**: Change in materials, raised tables at junctions and variations in width can moderate vehicle speeds as well as improve legibility and permeability within development.
- **Inclusive design**: Consciously discharge the duty of care to all street users particularly the most vulnerable, such as prioritising design from a wheelchair, pedestrian and cyclist perspective first, over and above less vulnerable vehicle users.
- **Gateway features**: Legibility can be improved through the use of landmark buildings, tree planting and way-marking features (e.g. public art) and signage.
- **Accessible and safe design:** Route design should take account of various abilities such as hearing and sight impaired pedestrians with guide dogs or young children who may not be able to judge traffic speed above 20mph accurately when out playing.
- **Permeability**: The arrangement of streets, routes and spaces should be permeable for pedestrians and cyclists with a focus on access to services and facilities, public transport and existing routes. Proposed development must promote connectivity and access to adjacent urban and landscape areas.
- **Public footpaths**: Public footpaths should be paved with high quality materials to encourage walking. This will improve safety and reduce traffic congestion, particularly for children who may be encouraged to walk to school.

Primary Streets

- Building height 2.5 storey
- Street trees and grass verges
- Cycle lanes
- Street-building enclosure ratio < 4:1
- Greater building setback (2-5m)

Secondary Streets

- Building height < 2.5 storey
- Street trees and verges with inset parking bays
- Street-building enclosure ratio < 3:1
- Medium building setback (1.5-4m)

Tertiary Streets

- Building height < 2 storey
- Informal street surfacing with protected areas for people / parking
- Street-building enclosure ratio < 2:1
- Lesser building setback (1-3m)

Figure 233: Street types by design.

Figure 234: A connected network of streets reduces walking distances. It is direct, allowing people to make efficient journeys. Direct routes make walking and cycling more attractive and increase activity, making the streets feel safer.

F2 – Active travel

The following codes provide guidance for the creation of new active travel networks in the neighbourhood area:

- Using high-quality surfaces and defining a specific material and colour palette to create a safe, attractive and legible network.
- Active travel routes on main streets should be off-carriageway and should be separated to provide a safe and continuous network for pedestrians, wheelchairs and cyclists.
- Crossings should be raised and highlighted with appropriate signs.
- Existing green areas, public spaces and local amenities should be integrated as focal points.
- The active travel network should aim to strategically connect different character areas within the Parish.
- Shared surface spaces can remove priority of vehicles in order to slow traffic and increase safety.

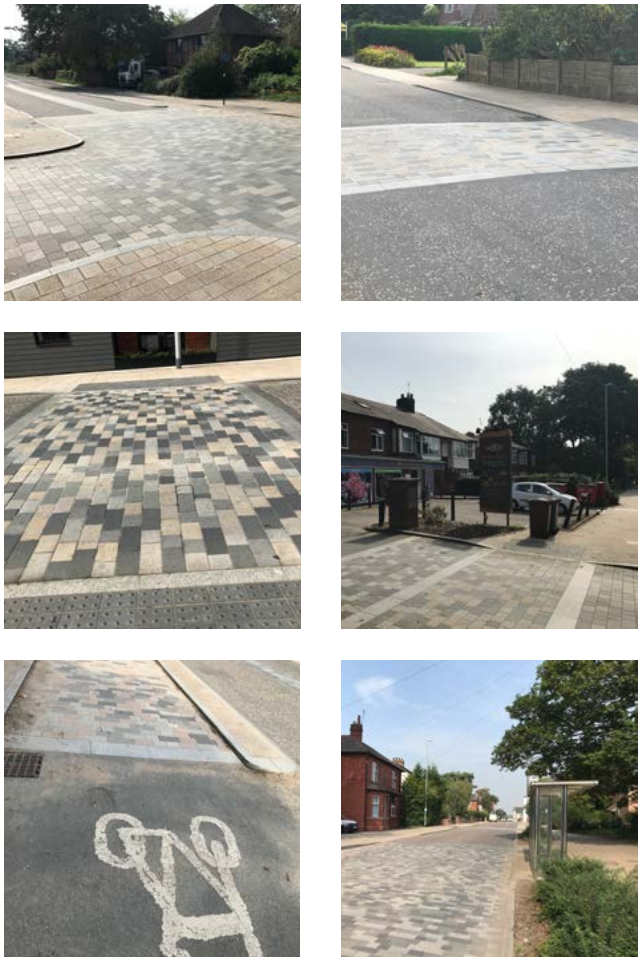


Figure 235: The village of Broughton in Lancashire has a population size and character similar to Saxilby. A clear route hierarchy has been developed using high-quality paving to clearly delineate vehicular, pedestrian and cyclist zones. Raised crossings with a difference in materials improve safety by clearly highlighting suitable crossing points and slowing vehicular traffic. High quality paving improves the experience for pedestrians and cyclists generally.

Figure 236: A segregated cycleway in rural Cheshire providing a safe alternative to driving for travel between local communities.

F3 – Services and utilities

- **Service and delivery vehicles**: The road network should take account of access for refuse collection and deliveries to avoid blocking roads and private driveways. The size of refuse collection vehicles varies and care needs to be take to ensure that their turning requirements do not compromise the layout.
- **Letter boxes**: A significant number of absences by the Royal Mail's 95,000 postal delivery employees are related to back problems caused by low level letter boxes. EU standards require letter boxes to be fitted between 70cm and 170cm and there have been calls in the UK to follow this approach. Another alternative is the use of smart parcel boxes that can be sensitively and securely placed separate from the door (for example affixed to an external wall). This has the added benefit of improving insulation and reducing heat loss in homes. Developers should consider this option with the aim of meeting sustainability targets.
- **Emergency vehicles**: All developments must be accessible to emergency vehicles. Sites with limited vehicle access points must ensure that such vehicles can gain access if a road is blocked. This is a particular problem with unregulated on-street parking.
- **Refuse collection options**:
  - **In-curtilage Provision**: This can be provided to the side or rear of the property in detached housing. For terraced housing, collection needs to either be from the rear or a bin store needs to be provided at the front.
  - **Communal Provision**: An alternative for terraced housing as well as for apartments is communal provision. Reference should be given to guidance on carry distances and distances to collection points.
  - **Bring Points**: An alternative is to use underground waste storage bins, although this requires a specialist collection vehicle.

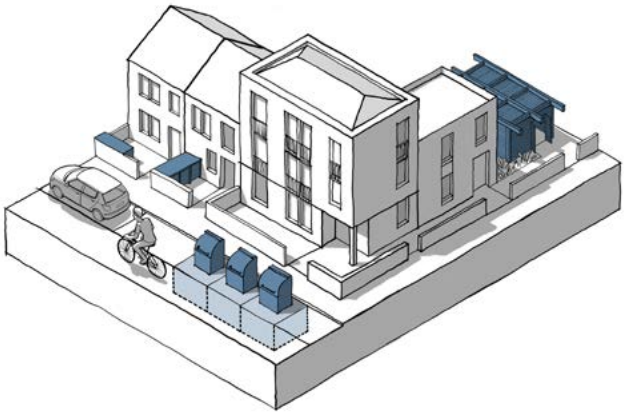


Figure 237: Refuse collection options as set out in the National Model Design Code.

Figure 238: Concealed communal refuse storage in Newcastle upon Tyne .

G Design Guide G: Settlement Edge

4.8 Design Guide G: Settlement Edge

Most of the Parish consists of open countryside. Saxilby is bounded by the Fossdyke Canal to the south and arable fields to the north, east and west. A large part of Lincolnshire's character comes from its big skies and expansive views. Such views should be protected from within and outside of Saxilby. The following design guidelines respond to the contrast in character between the urban character areas and the landscape character areas. This contrast requires a sensitive and considered design response.

G1 – Landscape, views and the settlement edge

- **Sensitive peripheral development**: Integrate development sensitively with the surrounding landscape, particularly on the periphery of Saxilby's urban area. Lower building heights and smaller scale development are most appropriate for peripheral locations such as these.
- **Transitioning between city and landscape**: Proposals that include buildings of lower heights (i.e. 1-1.5 storeys) should be considered in areas with key view and landscape sensitivities. Proposals on the settlement edge should be configured to produce a harmonious transition between both the surrounding landscape and the urban area. This can be achieved via a mixture of lower height development and using natural screening (i.e. hedgerows, tree cover, green roofs etc) to mitigate a development's visual impact.
- **Protecting views at the settlement edge**: Proposals on the settlement edge should not obstruct key views looking both inwards and outwards of the settlement. Views of the Parish's landscape and built form are a locally defining feature that contribute to the legibility and wayfinding of the area.
- **Protecting and creating views**: Buildings should be oriented to maintain existing key views or to create new views or vistas to contribute to local wayfinding. Views of both landmark buildings within Saxilby's townscape (e.g. the Church of St Botolph) as well as landscape features should be utilised to promote legibility across the Parish. Such views also contribute to the character and overall attractiveness of the area and should therefore be considered within proposals.

- **Settlement edge gateways**: Saxilby has a number of gateways primarily located along its strategic roads (e.g. Sturton Road, Mill Lane, Lincoln Road, Gainsborough Road and Sykes Lane) which are located at the settlement edge where the landscape abuts the urban area. Gateways into Saxilby should maintain a sense of visual prominence by fostering a sense of arrival. This can be achieved through the use of landmark features, utilising key views and vistas, large setbacks and public realm.

Figure 240: Positive urban / rural interaction in Handbridge in Cheshire.

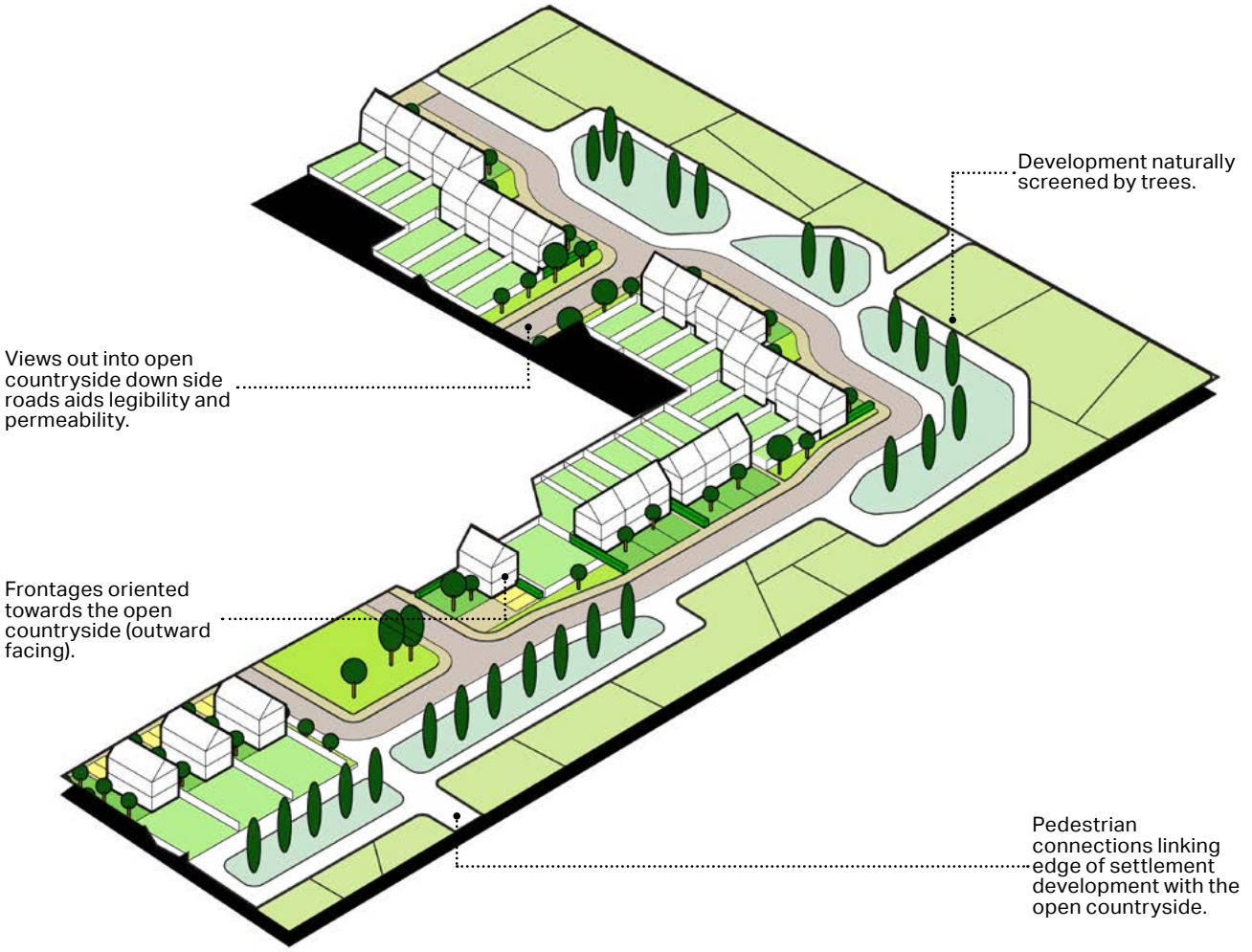


Figure 239: Landscape sensitive edge of settlement development diagram.

G2 – Village separation

Within the Parish there is a green gap which currently provides a natural buffer between the village of Saxilby and the hamlet of Ingleby. The green gap consists of arable fields and open countryside. Its hedgerows and trees are important habitats for local wildlife.

It is a major priority for the community to retain the degree of separation that this green gap provides. This will help to preserve the character and structure of each settlement and prevent sprawl in the northern areas of Saxilby which already suffer from car dependence and a lack of amenities.

Figure 241: The view along Sturton Road looking north from Saxilby towards Ingleby showing open countryside.

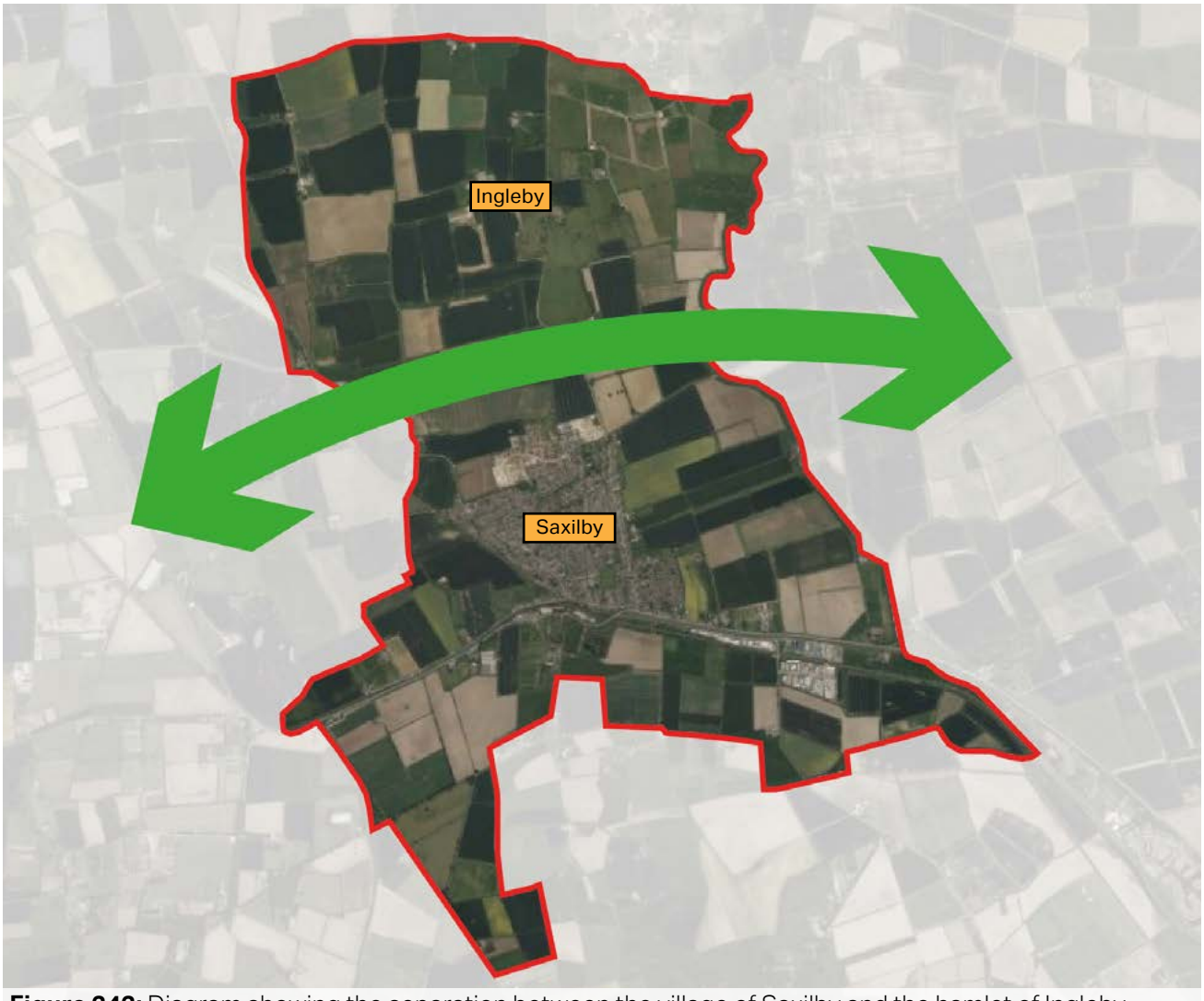


Figure 242: Diagram showing the separation between the village of Saxilby and the hamlet of Ingleby.

H Design Guide H: Backland Development

4.9 Design Guide H: Backland Development

Access to external private space is important for wellbeing. Back gardens make an important contribution to an area's green infrastructure network. Many homes in Saxilby have large back gardens and the community is keen to prevent inappropriate development that negatively impacts on the village's character. If development is required on a garden plot, it is important to consider the ecological impact. There may be protected species (such as newts, reptiles and bats) and trees that are either protected or otherwise have a positive contribution on the overall streetscene.

H1 – Backland Development

- **Quality and durable construction**: Conversions, extensions and outbuildings should be made from high-quality and durable materials so as to maintain their integrity and aesthetics over time. They should use the latest sustainable construction techniques on the market at the time.
- **Matching the existing dwelling**: Conversions, extensions and outbuildings should emulate or reference the architectural detailing and character of the primary dwelling. Details (e.g. finials, coping, string courses and window and door surrounds) of the existing dwelling should be carefully considered.
- **Positioning outbuildings**: Outbuildings should be positioned alongside, or close to, the primary dwelling. This will help to minimise the visual impact of any outbuilding due to screening provided by the dwelling.
- **Screening outbuildings**: Outbuildings should ideally be positioned behind screening so as to be out of the public view (e.g. trees, hedgerows, planting and existing buildings).
- **Outbuildings as secondary tier buildings**: There should be a clear building hierarchy with outbuildings being secondary to the primary dwelling within a plot.
- **Overshadowing and outlook**: Severe loss of a neighbour's natural light can fall foul of right to light legislation. The loss of an open outlook should also be considered as a potential loss of amenity.

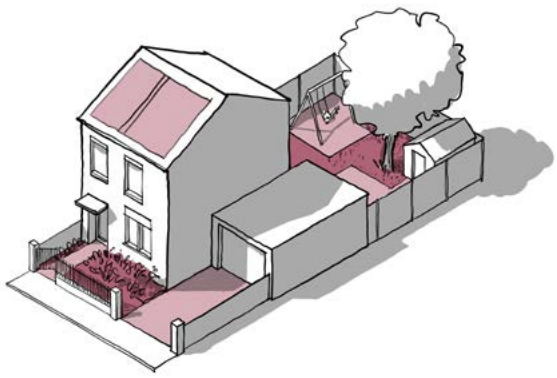


Figure 243: Back gardens are important for wellbeing and contribute to an area's green infrastructure network.

Allocated site design considerations

05


10

5. Allocated site design considerations

This section looks at design considerations for Saxilby's undeveloped sites that have been allocated housing requirements by the Central Lincolnshire Local Plan. Design codes and guidelines have been applied to each site using high-level design consideration diagrams.

There are four sites allocated for housing under the Central Lincolnshire Local Plan. Of these, the following two sites currently remain undeveloped.

5.1 WL/SAXI/007 (Land west of Rutherglen Park)

This is a 0.82ha site allocated for 17 homes. The site is located to the north of Church Lane and to the west of Rutherglen Park. Recent development was completed opposite Church Lane to the south as part of allocation WL/SAXI/013. Rutherglen Park is a short straight cul-de-sac occupied by nine static caravans. An arable field borders the north and west of the site and beyond that there are miles of open countryside. The site is currently occupied by three large agricultural warehouses and three small bungalows. The site is flat at 15m above sea level and bounded by mature hedgerows to the east and west and by a mature hedgerow and land drain to the north.

Figure 244: WL/SAXI/007 (Land west of Rutherglen Park) looking north. The site is currently occupied by three agricultural warehouses and three small bungalows.

Design Code A (Responsive Design)

- Respond to scale, massing and heights of existing dwellings - mix of bungalows and 2 storey houses.
- Materials reflective of Saxilby's heritage and Character Area 5.
- Consider existing building line on Church Lane.

Design Code B (Boundaries and Frontages)

- Retention of existing hedgerows and enhancement of network.

Design Code C (Sustainability)

- Incorporate sustainable drainage systems (SuDS).
- Sun path should influence orientation of buildings.

Design Code D (Natural Features)

- Plant new street trees wherever possible.
- Create hedgehog habitats.

Design Code E (Public Realm)

- People-centric design - incorporate footpaths.

Design Code F (Connectivity)

- Connect to existing green infrastructure.

Design Code G (Settlement Edge)

- Preserve views to the surrounding landscape.
- Lower heights at settlement edge to minimise visual impact.

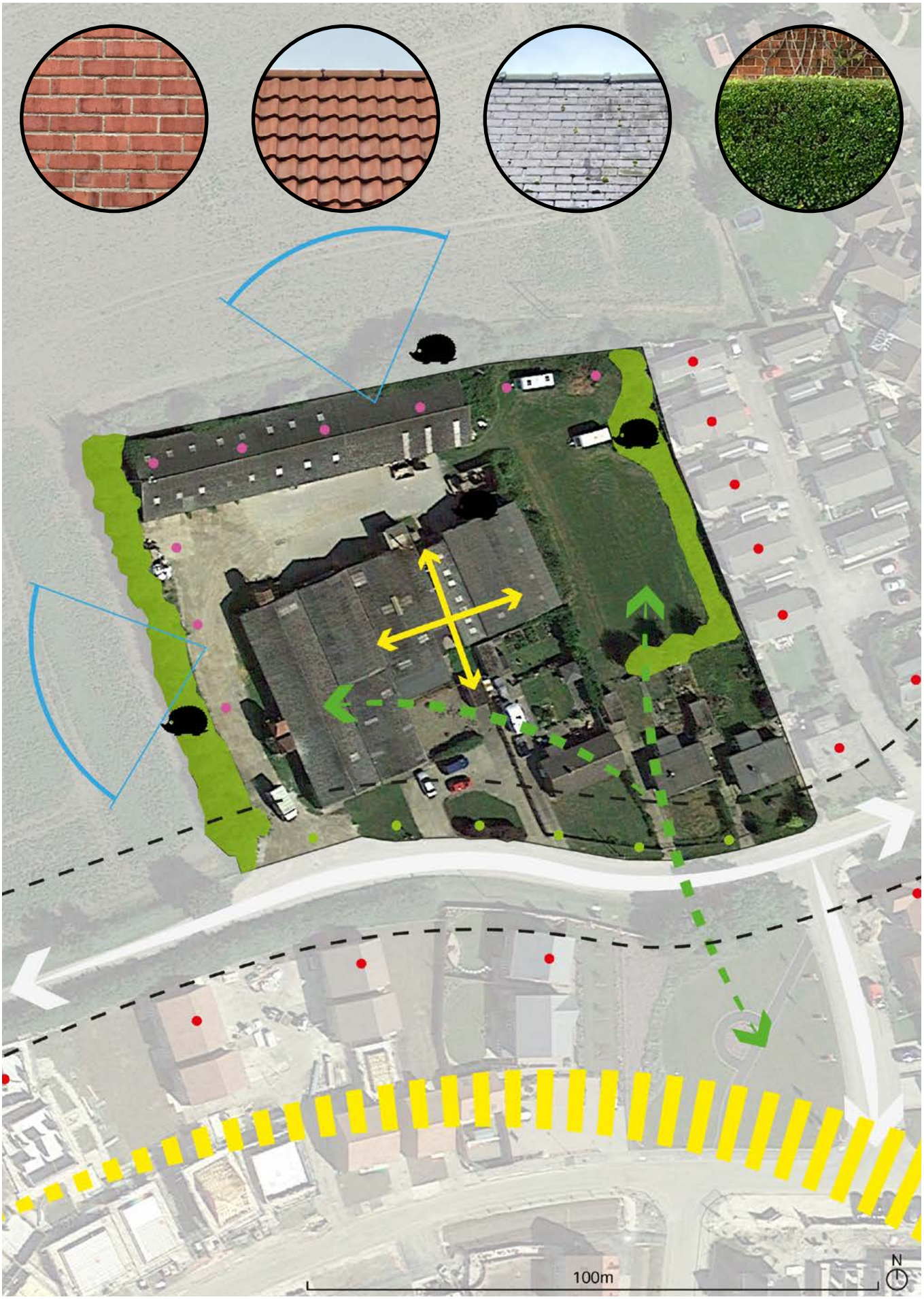


Figure 245: Diagram showing design considerations for WL/SAXI/007 (Land west of Rutherglen Park).

5.2 WL/SAXI/004 (Land off Sykes Lane)

This is a 7.17ha site allocated for 134 homes. The site is bounded by Church Lane to the north and Sykes Lane west. Beyond these, there are arable fields and miles of open countryside. The south is bounded by a public right of way linking Sykes Lane with Westcroft Green. Opposite this there is a GP surgery and houses along Northfield Rise. Recent development was completed to the east as part of allocation WL/SAXI/013. The land is currently overgrown with shrubs and wildflowers. It is bounded by hedgerows to the north, west and east and mature trees and hedgerows to the south. There is also a land drain running parallel to Sykes Lane at the west of the site. There are few other natural features apart from a small row of trees at the north west of the site. There is a slight topographical variation with land at the west approximately 10m above sea level rising to approximately 15m at the east.

Figure 246: The land is currently overgrown with shrubs and wildflowers.

Figure 247: A hedgerow borders the west and separates the site from Sykes Lane.

Figure 248: Mature trees and hedgerows border the south and separate the site from the public right of way to Westcroft Green.

Design Code A (Responsive Design)

- Respond to scale, massing and heights of existing dwellings - generally 2 storey detached.
- Materials reflective of Saxilby's heritage and Character Area 5.

Design Code B (Boundaries and Frontages)

- Retention of existing hedgerows and enhancement of network.

Design Code C (Sustainability)

- Incorporate sustainable drainage systems (SuDS) (noting existing land drain along Sykes Lane).
- Sun path should influence orientation of buildings.

Design Code D (Natural Features)

- Retain existing mature trees.
- Plant new street trees wherever possible.
- Create hedgehog habitats.

Design Code E (Public Realm)

- People-centric design - incorporate footpaths.
- Create new green open spaces.

Design Code F (Connectivity)

- Provide multiple vehicle connections to avoid bottlenecks on Sykes Lane or Church Lane.
- Provide pedestrian connections.
- Active travel possibilities on main routes.

Design Code G (Settlement Edge)

- Preserve views to the surrounding landscape.
- Retain existing hedgerows and trees for screening.
- Lower heights at settlement edge to minimise visual impact.

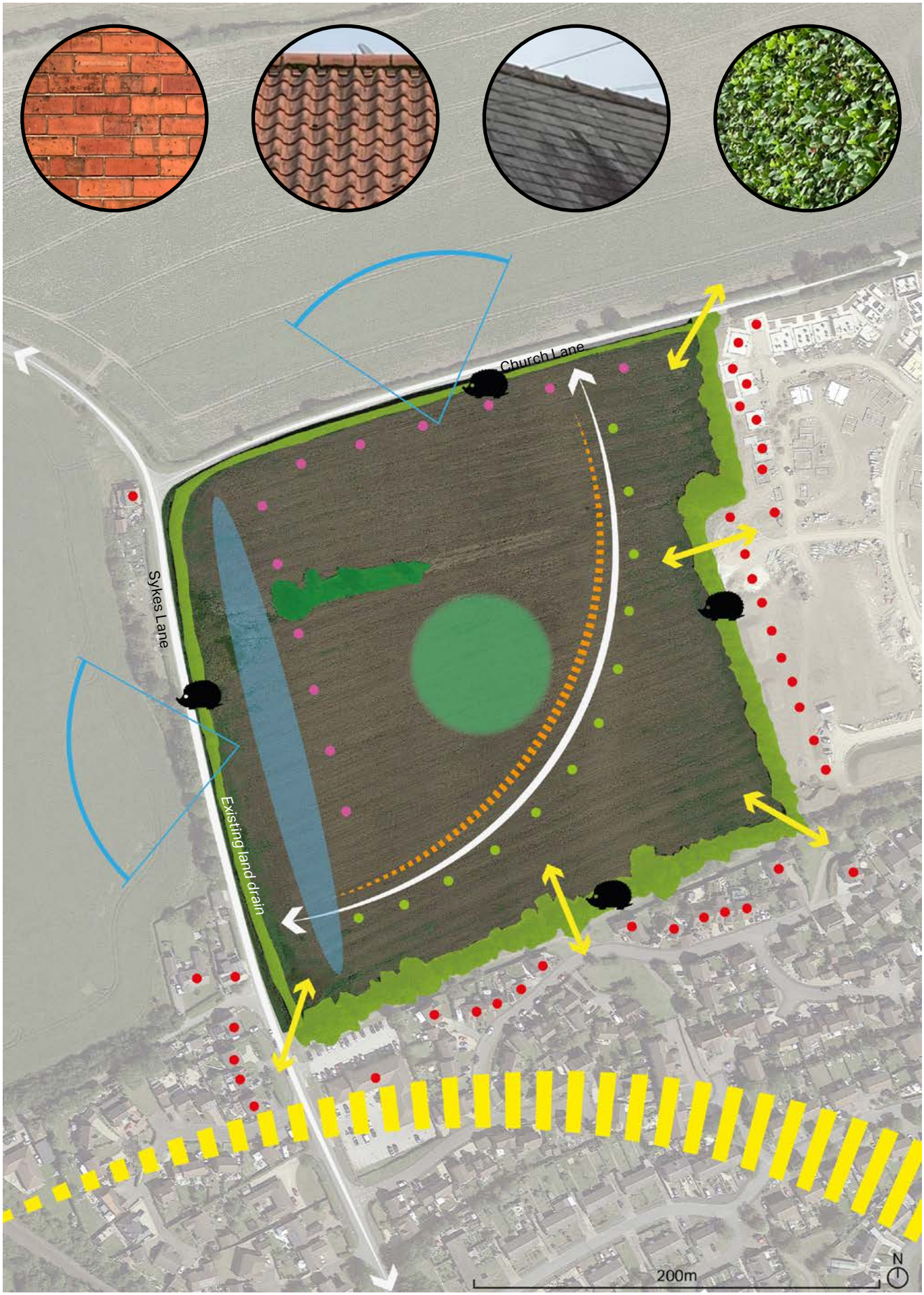


Figure 249: Diagram showing design considerations for WL/SAXI/004 (Land off Sykes Lanes).

Checklist

06

6. Checklist

This section sets out a general list of considerations by topic for use as a quick reference guide in design workshops and discussions.

1

General considerations for new development

- Integrate with existing paths, streets, circulation networks and patterns of activity.
- Reinforce or enhance the established settlement character of streets, greens, and other spaces.
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use.
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views.
- Reflect, respect, and reinforce local architecture and historic distinctiveness.
- Retain and incorporate important existing features into the development.
- Respect surrounding buildings in terms of scale, height, form and massing.
- Adopt contextually appropriate materials and details.
- Provide adequate open space for the development in terms of both quantity and quality.
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features.
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well-related to each other.
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours.
- Positively integrate energy efficient technologies.
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind.
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout

- Is accessibility and connectivity favoured? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views and character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?

3 (continued)

Local green spaces, views and character

- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? I.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

3 (continued)

Local green spaces, views and character

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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