

An aerial photograph of a park area with various green spaces, paths, and trees. People are seen walking, sitting, and playing. In the background, there are residential buildings and a red car parked on a street. The sky is blue with some clouds.

fabik

RegenCo

BBP Regeneration
Appraisal • Strategy • Delivery

DAEDALUS
ENVIRONMENTAL

CampbellReith

ST GEORGE'S BARRACKS, RUTLAND

EVOLVING MASTERPLAN - PHASE II
NOVEMBER 2018

CONTENTS

1.0	Introduction	5	6.0	Consultation & engagement	45
	Purpose of the document	5		Feedback	48
	Process	5	7.0	Recommendations for masterplan development	51
2.0	Overall vision	7	8.0	Revised evolving masterplan	53
3.0	Policy context	9		Rationale	53
	Solving the housing crisis	9		Revised evolving masterplan	54
	Garden village principles	10		Transport	55
	Healthy new towns	11		Utilities	58
	Dementia friendly communities	11		Land use	58
	National policy	12		Scale	59
	Local policy	12		Affordability	60
4.0	Placemaking	13		Employment & job creation	60
	The approach	13		Landscape	61
	Life: The Rutland community	13		Ecology	62
	Spaces: The strength of place	16		Drainage	63
	Buildings: Architecture & materiality	20		Tourism & leisure	65
	St George's Barracks: Then & now	21		Sustainable design & construction	66
	Response to opportunities & constraints	36		Land value capture	68
5.0	A Community for life	37	9.0	Character	69
	The need for homes in Rutland	37		General design principles	70
	Aspirations	38	10.0	Phasing & delivery	71
	Density	40			
	Options originally considered	41			
	Initial concept (May 2018)	43			
	Initial mix of uses	44			

PROJECT NUMBER: D2581
 VERSION: E
 VERSION DATE: 27.11.18
 COMMENT: FINAL REPORT

ALL PLANS IN THIS REPORT ARE REPRODUCED FROM ORDNANCE SURVEY DIGITAL MAP
 DATA © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100022432.
 AERIAL PHOTOGRAPHY UK MOD CROWN COPYRIGHT DIO 2018. CROWN COPYRIGHT AND
 DATABASE RIGHT 2018, ORDNANCE SURVEY 100023818



SITE BOUNDARY

1.0 INTRODUCTION

PURPOSE OF THE DOCUMENT

In November 2016, the Government announced through 'A Better Defence Estate', a commitment to invest in a more efficient built military estate that will reduce in size by thirty per cent by 2040. The Ministry of Defence (MOD) is required to maximise value through the disposal of sites and has a target to provide land for 55,000 dwellings during this Parliament. Within the November announcement, it was confirmed that St George's Barracks in Rutland would be surplus to operational requirements and programmed for disposal in 2020.

In recognition of this, Rutland County Council (RCC) and the MOD have agreed a Memorandum of Understanding that builds upon their willingness to jointly explore the opportunities for the future of the St George's Barracks site post 2020/21 and an appetite to work together in a new and innovative way to deliver Government growth and efficiency objectives for the site, and ensure that the development is sustainable and right for Rutland.

Rutland's latest Local Plan is formed by the adopted Core Strategy Development Plan Document (DPD - adopted July 2011) and the Site Allocation and Policies DPD (adopted October 2014) and Minerals Core Strategy and Development Control Policies (adopted October 2010). This covers the plan period of 2011 to 2026. A new Local Plan is being prepared to replace the adopted documents. Consultation on a draft Local Plan took place last summer, however this draft was prepared before any significant work had taken place in relation to St George's Barracks. As a result, the Local Plan did not take the site into consideration.

This document builds on the work undertaken in phase I of the evolving masterplan by further exploring and refining the potential redevelopment of St George's Barracks. It is intended to provide the evidence base required to support the inclusion of a policy framework for the future of St George's Barracks within RCC's new Local Plan, which would provide the planning policy background to any future planning applications for St George's Barracks. The document provides a summary of the concerns raised during public and stakeholder consultation in May and June 2018 and presents a subsequent iteration of the masterplan, which takes account of the recommendations for revisions to the proposals which arose as part of the consultation.

The document is structured as follows:

- **Section 1: Introduction** - sets out the purpose, structure and process involved in preparing the evolving masterplan
- **Section 2: Vision** - presents the overall vision for the redevelopment of St George's Barracks
- **Section 3: Policy context** - provides the planning policy background to the project on a national, regional and local level
- **Section 4: Placemaking** - provides an analysis of the existing situation, culminating in an opportunities and constraints plan to guide the development of the evolving masterplan
- **Section 5: A community for life** - presents the initial options considered and the first version of the masterplan, which was consulted on in May 2018
- **Section 6: Consultation & engagement** - provides an outline of the consultation and engagement activities that were undertaken between November 2017 and June 2018, including a comprehensive summary of the feedback that was received
- **Section 7: Recommendations for masterplan development** - presents recommendations for the next iteration of the evolving masterplan, to address the feedback that was received during the consultation process
- **Section 8: Revised evolving masterplan** - presents the revised version of the evolving masterplan prepared in November 2018, which takes account of the recommendations in section 7
- **Section 9: Character** - provides initial thoughts on the character of the new community
- **Section 10: Phasing & delivery** - outlines the potential phasing strategy.

PROCESS

For the creation of any new residential development to be successful, the process has to start with people. As such, the design team has sought to build upon the strong lines of communication and engagement already commenced by Rutland County Council. The design process has subsequently built a strong team of collaborators, a new partnership, where the longer-term thinking and vision required to create a successful community is shaped and tested.

Such engagement leads to better informed placemaking decisions, and ultimately the delivery of places where a new community's quality of life get increasingly better over time.

Based on Jan Gehl's philosophy of '*First life, then spaces then buildings. The other way around never works*', the following approach has been undertaken at St George's Barracks:

- **Life** – a vision and programme of activities have been formulated, based on the type of life (activities and attractions) that are inherent in Rutland
- **Space** - a public space network has been proposed that can support the proposed community through scale, form and climate
- **Buildings** – how buildings can contribute to public life aspirations has been envisioned, in terms of height, massing and scale, as well as functionality and interaction.

Throughout the process, community engagement has been used to inform and test design evolution and has resulted in a series of recommendations on how the masterplan should be refined as it is developed in more detail.

The design process commences with sensing and seeing – understanding the physical, political, fiscal and visual context. This baseline informs constraints and opportunities, and when aligned to the vision allows concepts for the new garden village to be nurtured.



IMAGES OF RUTLAND

2.0

OVERALL VISION

The regeneration of St George's Barracks will result in a new 'Community for Life', a place where its residents live and work. It will be designed in accordance with the principles of a garden village and the regeneration will take a 'whole life, whole site' approach. The community will be one that carefully evolves through its relationship with Edith Weston, North Luffenham, Normanton and Rutland Water, and will have its own identity drawn from the character of Rutland. It will be planned to enhance the existing landscape and undulating topography, and will have a distinct and complementary relationship with the land beyond its boundaries.

There will be an easily accessible, walkable and permeable network of streets, paths and cycle ways, which gives priority to pedestrians and cyclists and provides convenient routes for public transport, whilst providing adequate space for parking. This network will be fully integrated with a diverse pattern of formal and informal green spaces, waterbodies and other public spaces, that will serve their surrounding areas and support a varied ecology, whilst encouraging healthy lifestyles.

There will be a range of house types, with varying densities and tenures, gathered into mixed, identifiable and affordable neighbourhoods. A range of employment opportunities and educational, community, retail and recreational uses will be distributed in locations that best serve demand and their function, add variety and provide distinctive landmarks throughout the new community. Infrastructure will be embedded to attract the self-employed, start-ups and home-working, and encourage enterprise. A thriving and economically active community will enable people to live and work in the same place, attracting a younger, working-age population and addressing the imbalance of the current aging population. A broad range and quality of facilities will be designed to complement, rather than compete with, those available in Oakham and Uppingham.

The design of the landscape, streets, paths and buildings will be considered as a whole, and will draw their character from the typical landscape, settlements and buildings of Rutland. The design will establish a low energy-consumption environment, lifestyle and built form, and will adapt to new and emerging technologies and lifestyle changes. The masterplan vision will be sufficiently flexible to respond to changes in demand and the economy, whilst providing certainty and control over delivery of the scheme. The quality and consistency of the area will be controlled for the lifetime of the development through design codes.



ST GEORGE'S BARRACKS WILL BE TRANSFORMED INTO A VIBRANT AND ATTRACTIVE NEW COMMUNITY

3.0

POLICY CONTEXT

SOLVING THE HOUSING CRISIS

In 2016, Lord Matthew Taylor prepared a report into how garden villages could be used to empower localism to solve the housing crisis. He had previously conducted two planning policy reviews: the *Review of Government Planning Practice Guidance* in 2012 and the *Taylor Review of Planning (Rural Economy and Affordable Housing – Living Working Countryside)* in 2008. The following is a summary of his findings in *Garden Villages: Empowering Localism to Solve the Housing Crisis* (2016).

THE PROBLEM

Over the next 20 years, to keep pace with increasing housing need, it is widely recognised that there is a need to deliver around 240,000 new homes in England each year, plus another 60,000 per annum to address the existing backlog of housing need caused by past under-provision. However, barely more than a third of this is being delivered at present.

The current planning and development model in England is based on locating sequential development into and up against existing communities. This builds local opposition to new development and makes it ever more sensitive for local authorities and politicians. The political incentive both locally and nationally is to seek to release no more land for housing development than is absolutely necessary to solve an area's housing supply for the next five years. Such limited land release results in high density, poor quality estates, often without services or jobs, and without so much as a café or shop. The emphasis on a five-year supply encourages piecemeal development rather than longer-term visionary community building.

Sequential development around many market towns and larger villages has largely exhausted the sustainability of this sort of growth. Too far from the centre to be accessible on foot or bike, blocking roads with traffic from housing estates lacking community facilities or jobs, sited on what were the green lungs, great views and natural water management of the older community, and anything but sustainable. Sequential development makes it predictable which land will eventually be released for development, and the under supply of development land exponentially pushes up the value of this land. As the land around the community is acquired or optioned for development, much of the value uplift of planning permission (around 50%) is captured by the landowner and land speculator, rather than by the community for its infrastructure.

Under this current model, a free market in land for housing does not exist. Local authorities who control the release of land are democratically accountable to local people, most of whom have a home already and see the loss of amenity through development more clearly than they see the housing need. The market has been distorted by the failures of the planning system and how the development market operates as a result. The outcome is that housing land supply is highly constrained and prices of homes are pushed up far beyond the cost of materials by the high price of the land they are built on.

Not only is sequential development failing to meet housing needs quantitatively and qualitatively, it also gives people the impression huge amounts of development is taking place, as it is concentrated on the very places they see most often – the green spaces on the edge of town, usually on well-connected primary routes. This feeds the belief that the countryside is being concreted over and that development is out of control. Unsurprisingly, when asked, people think a high proportion of the country is already developed. Nine per cent of adults in England think that 75% or more of the country is built on and 63% think that more than 25% is developed, much higher than the true proportion, which is in fact less than 10% of the country.

The scale of the housing crisis is immense, and local authorities across the UK need to find thousands more homes in their local plans – housing needs that will continue to grow as the population grows and ages. When the scale of housing need over time is comprehended, it is easier for local communities to better understand that fighting over each planning application for another small housing estate won't end the pressure for homes and that planning needs to be a lot more imaginative than delivering a five-year supply of estates, only to be followed by another and another. Such short-sightedness only delivers endless small, mean housing estates lacking in facilities, on the very green fields people care most about.

THE SOLUTION

Lord Taylor identifies that a single new garden village in each rural English local authority would create around a million extra homes – the homes people need, with the space, gardens, infrastructure, services and employment that people want, all without destroying the places they know and love. Channelling long-term housing growth into new, broadly self-sustaining, communities is what allows places to be built with facilities and services, jobs, greenery, community and a sense of place. A new settlement of between 1,500 and 5,000 homes allows a community to be built around schools, a spots hub and vibrant local centre. It would attract cafés, small shops and a post office, as well as an employment area, recreational space and landscaped areas. Whilst it probably would not attract a full range of national retailers, it would operate as a self-sustaining community.

It should be noted that an integral part of the original new towns deal was an implicit contract between the those anti-development and those needing homes, namely Green Belt protection in return for new towns. Yet what has resulted today is an expanded Green Belt – which more than doubled in size between 1979 and 1997 (and from 0.6 to 1.6 million hectares since its inception), with not a single new town in exchange. This is the forgotten deal, and the result has been a massive housing shortage. Lord Taylor argues for a return to this concept, recognising that the existing community has a point about sequential development. Not only can new garden villages provide higher quality and cheaper homes and services, but their local creation would genuinely allow councils to protect the land that people actually care most about - their views, their open spaces, the places they walk their dogs, and pick blackberries. As never before, the Council can then guarantee existing communities that the green borders around them will be maintained and can be defended against speculative applications/appeals. By offering to protect communities from being ringed by yet more bland unattractive housing estates – by allowing these communities to say 'enough is enough' in return for electing to create a new community instead, local choice is increased.

Lord Taylor proposes allowing local authorities to identify and trigger the creation of new communities though an updated local implementation of the New Towns Act, matched in return by allowing communities certainty that they can rule out unwanted sequential development with a 'rolling Green Belt'. It is rolling because it is explicitly only there because sufficient long-term supply is being provided for through garden communities to meet local housing needs, and therefore only for so long as that is the case. Lord Taylor goes on to propose that designating new garden communities would explicitly

FUTURE HOUSING PRESSURES

- *The UK population was 63.2 million in 2011 and is expected to reach nearly 75 million by 2035*
- *The population growth is driven largely by an increase in the elderly population. More than 10 million people are now aged over 65 in the UK, growing to an estimated 16 million over the next 20 years. The number of over 85's grew from 270,000 in 2001 to 1.4 million in 2011 and is expected to treble in three decades*
- *At the same time as people are living longer than ever, the birth rate appears to be rising and we are experiencing something of a mini-baby boom – in 2012 there were 730,000 births, the highest number since 1971 (783,000)*
- *The projected natural population increase, which means there being more births than deaths, is 5.4m over the next 25 years (216,000 a year)*
- *Recent net immigration, notably from Eastern Europe, chiefly working age, is a part of the growing housing need. The official new long-term assumption for net migration to the UK is +165,000 each year. The Government would however like to see this figure below 100,000 a year*
- *More people are living singly, divorcing and sharing child care between separate homes, so more homes would be needed even were population not growing. In 1961 the average household size in the UK was 3.0 but by 2011 this had fallen to 2.4*
- *Office for National Statistics (ONS) population projections show that by 2028 rural populations will increase by 16% compared to 9% in urban areas as a result of such migration, creating particular growth pressures on rural communities*

minimise the risk of 'planning by appeal' around existing communities – removing the right of appeal for development proposals not allocated in the local plan or locally supported.

In order to address this, local authorities need the power to designate sites for new communities, and Lord Taylor proposes that this should be through a modernised version of the New Towns Act. This would enable them to acquire land for housing at a small premium over existing use (typically low agricultural prices), instead of at the uplifted prices generated by expected planning gain. This will allow the majority of the land value uplift to be captured by the local authority in order for them to use it to put in place the necessary physical and social infrastructure to support the new community. By putting together the value unlocked by thousands of new homes, and planning the development as a garden community with a sense of place and all the necessary facilities, it will be possible to create the holistic benefits of historic communities. It is more possible to deliver the infrastructure, shops, pubs, cafes, schools, health centres, leisure facilities, green spaces, business premises, workspaces and mixed housing that makes a community thrive. Cheaper land also makes it possible to build homes and gardens that are not only more affordable, but better designed and more spacious – qualities that are squeezed out when land is expensive.

However well designed, it is unlikely that the new community will compete head-on with the older popular market town. Prices in the new community will be low, with a well-supplied housing market, but with development there still in progress, surrounding well-liked historic communities would for many years as be likely to command a price premium. In the long-run all house prices will be mitigated as the new community becomes successful and supply meets demand across the region, but this proposal is different from flooding and despoiling existing communities with cheaper homes.

GARDEN VILLAGE PRINCIPLES

Over the last century, garden village ideals have proven to be outstandingly durable. Places like Letchworth and Welwyn Garden Cities, and Hampstead Garden Suburb, whilst significantly bigger than the proposed new community at St George's Barracks, have stood the test of time and remain highly desirable today. Not only are they attractive places, but they also offer:

- High-quality lifestyles that promote wellbeing
- A wide range of employment opportunities and cultural services
- A comprehensive mix of housing, including social and affordable
- Walkable neighbourhoods
- Vibrant parks and access to nature and opportunities for biodiversity
- Opportunities for residents to grow their own food.

Alongside these elements, and a key feature of the garden communities, was taking advantage of the opportunity to introduce governance structures that put local people at the heart of their community and in ownership of community assets.

The original garden communities were underpinned by a famously strong vision developed by Ebenezer Howard, who in his seminal text of 1898, *To-morrow: A Peaceful Path to Real Reform*, described how 'the advantages of the most energetic and active town life, with all the beauty and delight of the country, may be secured in perfect combination'. At the heart of

the garden community ideal is the development of holistically planned new settlements, which enhance the natural environment and provide high-quality affordable housing and locally accessible jobs in beautiful, healthy and sociable communities. The garden communities were among the first manifestations of attempts at sustainable development. Key garden community principles include:

- A strong vision, leadership and community engagement
- Land value capture for the benefit of the community
- Community ownership of land and long-term stewardship of assets
- Mixed-tenure homes that are affordable for people
- A strong employment offer in the community itself, with a variety of job opportunities within easy commuting distance of homes
- High-quality imaginative design, combining the very best of town and country living to create healthy homes in vibrant communities
- Generous green space linked to the wider natural environment, including a mix of public and private networks of well managed, high-quality gardens, tree-lined streets and open spaces
- Opportunities for residents to grow their own food, including generous allotments
- Access to strong local cultural, recreational and shopping facilities in walkable neighbourhoods
- Integrated and accessible transport systems – with a series of settlements linked by public transport providing a full range of employment opportunities.

ST GEORGE'S BARRACKS

A unique situation exists at St George's Barracks, where the site is in freehold ownership by a public sector organisation (the MOD) enabling the uplift in land value to be captured for the local community and invested in the provision of new facilities, and where the local authority (RCC) is providing strong leadership and advocacy of a garden community and are willing to engage in helping to realise the vision. These are two principal elements required for the creation of a garden community, providing the transformation of St George's Barracks with the opportunity to deliver a new neighbourhood which is true to garden community ideals.

Rutland is the smallest historic county in England and contains just two towns - Oakham and Uppingham. Therefore the scale of any new development needs to be carefully considered. The transformation of St George's Barracks needs to be large enough to support a range of uses, but not so big as to compete with existing settlements. And therefore, when considered within the context of the county, its 293-hectare expanse provides the perfect opportunity to create a large new village, which will help to meet the day-to-day needs of those existing communities located nearby.

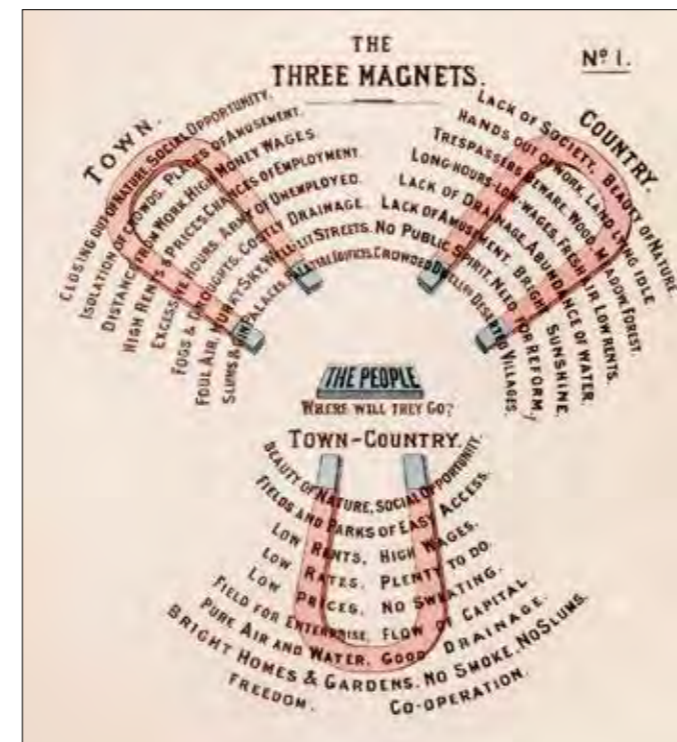
It is vital that communities are at the heart of debates about the future of St George's Barracks. Strong community engagement and ownership of community assets, long-term private sector commitment, and visionary design will all help to build trust in the proposals as they are developed.

Through RCC and MOD working closely together, St George's Barracks offers the opportunity to:

- Capture land value uplift to pay for high quality public realm, services and upfront infrastructure – and allow better quality homes at lower costs
- Make house-building more competitive in terms of supply and quality
- Address capacity issues by making available a ready supply of land to SME builders, self-build, housing associations, overseas housebuilders, institutional investors (for the private rented sector) as well as the existing large housebuilders
- Create a new community of a sufficient scale that allows an increase in housing delivery together investment in upfront infrastructure
- Protect historic towns and villages across Rutland from being ringed by endless poor quality and unpopular housing estates
- Achieve all this through working with the local community and stakeholders, rather than requiring top down imposition by central government (other than maintaining the existing NPPF requirement on local authorities to evidence and provide for meeting local housing need).



EBENEZER HOWARD'S GARDEN CITY CONCEPT



EBENEZER HOWARD'S THREE MAGNETS DIAGRAM

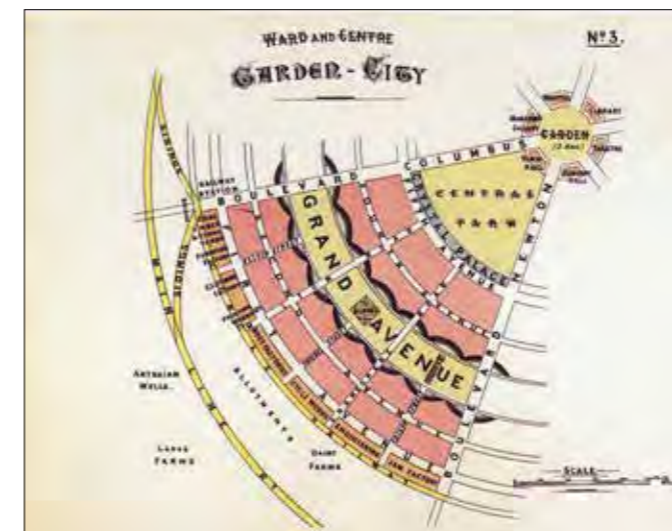


DIAGRAM OF THE GARDEN CITY, TAKEN FROM EBENEZER HOWARD'S TO-MORROW: A PEACEFUL PATH TO REAL REFORM

REFERENCES:
 GARDEN VILLAGES: EMPOWERING LOCALISM TO SOLVE THE HOUSING CRISIS (POLICY EXCHANGE, 2016)
 RE-IMAGINING GARDEN CITIES FOR THE 21ST CENTURY (TCPA, JULY 2011)
 CREATING GARDEN CITIES AND SUBURBS TODAY (TCPA, MAY 2012)



© ALAMY



© LETCHWORTH GARDEN CITY HERITAGE FOUNDATION



© LETCHWORTH GARDEN CITY HERITAGE FOUNDATION

- 1 WELWYN GARDEN CITY
- 2 LETCHWORTH GARDEN CITY
- 3 AERIAL VIEW OF LETCHWORTH GARDEN CITY

HEALTHY NEW TOWNS

The masterplan will take forward some of the principles of the Healthy New Towns programme, which emerged in 2015. The initiative was a response to an understanding that *'with increasing numbers of people living longer and potentially in poorer health (PHE 2016), we recognise an opportunity to ensure that homes and neighbourhoods promote wellbeing and enable independence.'* It was recognised that new housing *'offers the opportunity to encourage healthier behaviours through the built environment and urban design, preventing ill health and encouraging greater independence and self-care'* (NHS England 2014).

The Healthy New Towns programme seeks to incorporate a number of physical and social responses, such as:

- A walkable and cyclable community – trim trial through the provision of suitable alternative natural greenspace (SANG), fitbit routes through the green spaces, the creation of a route to attract a local 'Park Run'
- Active travel and green infrastructure complemented by community activation activities. For example, in primary and nursery schools, this could take the form of a parental involvement strategy, bringing children and parents together to eat healthily and be more active
- School playing fields and the wider sports pitch and play offer would be shared providing a wide range of sporting facilities for the new and existing adjacent community
- An area close to village centre will be redeveloped to provide housing and a health and wellbeing centre.

The provision of a healthy new community, one where the delivery of new models of care services in a physical environment that is conducive to good health, will require a large number of organisations and professional disciplines to be involved from both the public and private sector.

It should be noted that *'there isn't a single answer to describing what a healthy new town looks like; it's a combination of a huge range of components, including service redesign and integration, active travel infrastructure, behaviour change, healthy food options and many more.'*

DEMENTIA FRIENDLY COMMUNITIES

An aging population and the social and economic effects of dementia are key challenges for the NHS and therefore it is increasingly important that the needs of this demographic are incorporated into the design of new communities. Dementia affects over 700,000 people in the UK and costs more than cancer, heart disease and stroke put together.

The majority of people with dementia live in the community and access everyday services in buildings not specifically intended for them. With increasing pressure to keep people living at home, dementia friendly design in non-dementia-specific internal and external environments is an increasingly important consideration.

Guidelines for designing dementia-friendly communities include:

- Using a variety of landmarks to help people identify routes
- Designing with a variety of carefully combined materials, colours and textures to help distinctiveness
- Using small-scale design features to add distinctiveness in specific locations, such as front doors, windows and chimneys
- Creating landscape landmarks, such as specimen trees and larger front gardens
- Designing simple, well-connected streets, with uncomplicated junctions to make them easy to use and understand
- Providing clear signposting by creating clear 'end views' to short streets
- Taking care to position design features in meaningful locations, avoiding clutter. Too much visual stimuli can have a negative effect, causing confusion and a lack of concentration
- Designing plain signs with large, dark lettering on a light background, as these are the easiest to read and understand. Many older people experience colour agnosia, a condition which makes it difficult to distinguish colours
- Avoiding changes in level and designing flat, wide footways with gentle ramps, allowing those with walking aids to easily pass oncoming pedestrians
- Using controlled crossings.

HOUSING WHITE PAPER

The 2017 Housing White Paper responded to *'our broken housing market'*. In essence it reported that *'our broken housing market was one of the greatest barriers to progress in Britain today'*. It proposes that affordability is to be tackled by building more homes that:

- Are of the type that people want to live in, in the places they want to live
- Can be built quickly once planning permissions are granted
- Will be delivered through a diversified housing market.

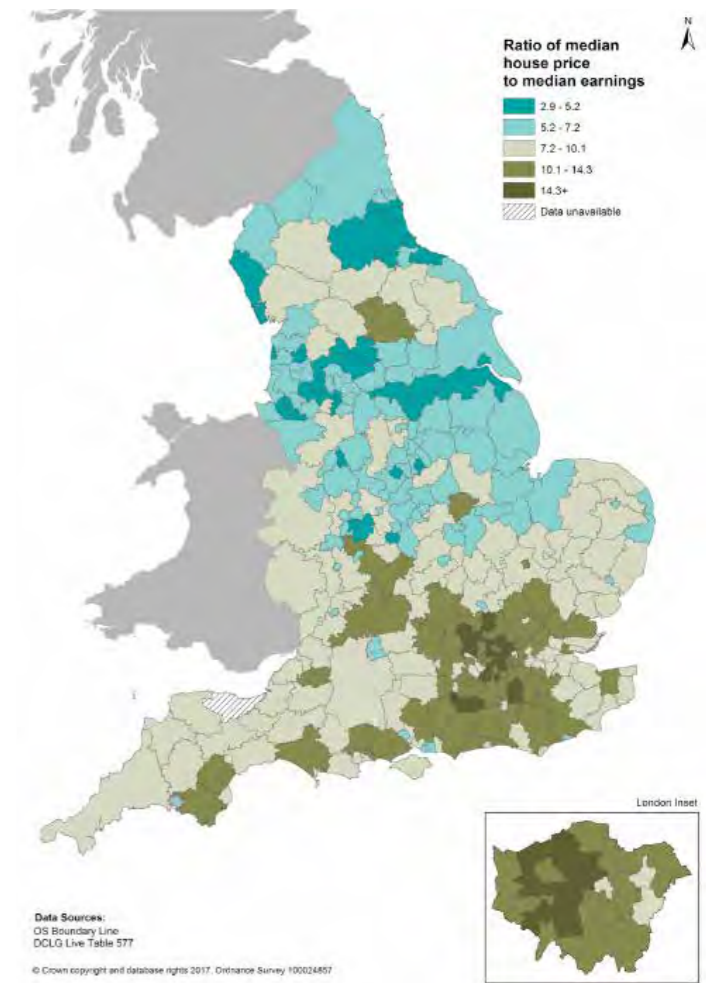
In a direct response to the White Paper's list of proposals, the creation of a garden village at St George's Barracks will aim to undertake the following:

Plan for the right homes in the right places

The White Paper shows that the affordability ratio for Rutland is between 10.1 – 14.3 (ratio of median house price to median earnings - see adjacent plan). This is further defined by the Office for National Statistics (2017 Housing Affordability in England and Wales), which defines the affordability of Rutland to be 10.45. Rutland's ratio is elevated above several neighbouring authorities and on a par with the South of England. It is clear that more homes that are affordable are needed and that St George's Barracks is located in the right place and will be the type



THE HEALTH MAP - 'IT IS WIDELY ACKNOWLEDGED THAT THE QUALITY OF LIFE, PROSPERITY, HEALTH AND WELLBEING OF AN INDIVIDUAL IS HEAVILY INFLUENCED BY THE 'PLACE' IN WHICH THEY LIVE OR WORK' (HOUSE OF LORDS, 2016)



Data Sources: OS Boundary Line, DCLG Live Table 577
© Crown copyright and database rights 2017. Ordnance Survey 100024857
© DCLG

AFFORDABILITY RATIO BY LOCAL AUTHORITY, 2015 (HOUSING WHITE PAPER - OUR BROKEN HOUSING MARKET)

of place that people want to live. Not only this, but the site allows surplus public land to be utilised and will allow an essentially rural community to grow. The approach will 'give the community a stronger voice in the design of the new housing to drive up the quality and character of new development, building on the success of neighbourhood planning'.

• Build homes faster

The promotion of a sustainable garden village will enable RCC to meet the following Government objectives:

- Boosting capacity and capability to deliver
- Ensuring infrastructure is provided in the right place at the right time
- Supporting developers to build out more quickly by tackling unnecessary delays caused by planning conditions.

• Diversify the market

The right approach will enable RCC and the MOD to:

- Back small and medium-sized house builders to grow, including through the Home Buildings Fund
- Support custom build
- Boost productivity and innovation by encouraging modern methods of construction.

NATIONAL POLICY

National policy has most recently been updated in to the National Planning Policy Framework (NPPF) 2018. The NPPF 2018, paragraph 72, states that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements, provided they are well-located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

- Consider the opportunities presented by existing or planned investment in environmental gains
- Ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access
- Set clear expectations for the quality of the development and how this can be maintained (such as by following garden community principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided
- Make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such

as through joint ventures or locally-led development corporations)

- Consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.

LOCAL POLICY

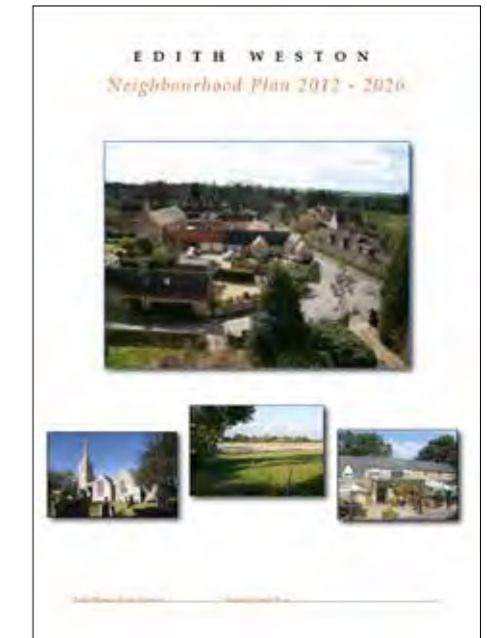
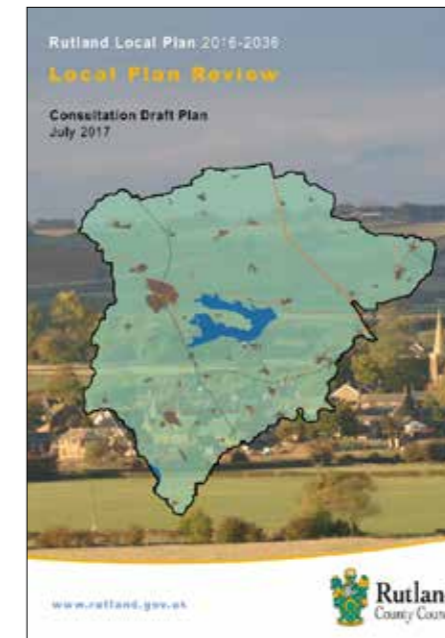
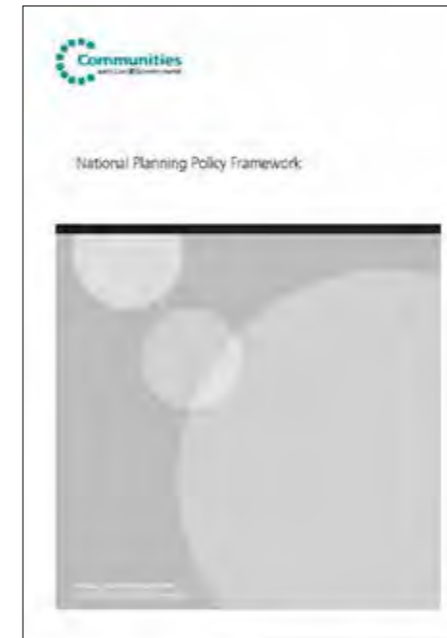
The key adopted policy documents of relevance for the transformation of St George's Barracks include:

- National Planning Policy Framework (2012) (NPPF)
- Draft Revised NPPF (March 2018)
- Rutland Core Strategy (2011) (RCS)
- Rutland Minerals Core Strategy & Development Control Policies (2010)
- Rutland Site Allocations & Policies DPD (2013)
- Edith Weston Neighbourhood Plan (2014)
- The emerging Rutland Local Plan.

The adopted Development Plan (Policy CS6) supports the re-use of redundant MOD facilities and prisons and would require the preparation of a Development Brief or SPD. The adopted Development Plan makes no direct reference to large-scale development at such sites.

The following key policy statements / requirements should be noted:

- **Minerals:** The Minerals Core Strategy identifies that St Georges Barracks adjoins an allocation for minerals use (limestone and clay)
- **Neighbourhood Plan:** The site lies within the parish of Edith Weston which has an adopted Neighbourhood Plan however the barracks site was not included in the Neighbourhood Plan area
- **Density:** RCS Policy CS10 states that for urban extensions a density of 40 dwellings per hectare (dph) is acceptable, and 30 dwellings per hectare within villages
- **Affordable housing:** Minimum 35% affordable housing provision - General guidance approximately 80% for rent and 20% intermediate housing (RCS Policy CS11). The emerging Local Plan requires 30% affordable housing (Policy RLP16)
- **Employment and retail:** RCS Policy CS13 supports employment provision at redundant military bases
- **Open space provision:** the Site Allocation Plan sets out the open space standards and requires:
 - 0.4 ha per 1,000 population of parks, gardens and amenity green space
 - 0.6 ha per 1,000 population of provision for children and young people
 - 1.9 ha per 1,000 population of outdoor sports, playing fields and kick-about area
 - 500m² per 1,000 population of indoor village/community hall.



KEY POLICY DOCUMENTS

It should be noted that the Emerging Local Plan (Policy RLP44) sets out different open space standards following a review of the open space study in 2015. The open space standards are as follows:

- 0.4 ha per 1,000 population of parks, gardens and amenity green space
- 0.6 ha per 1,000 population of provision for children and young people
- 1.1 ha per 1,000 population of outdoor sports, playing fields and kick-about area
- Sports hall indoor provision comprising 0.3 badminton courts per 1,000 population fully available at peak time, 0.1 specialist indoor bowls rinks per 1,000 population and 10.44 sqm of swimming pool per 1,000 population
- A good quality community hall
- **Parking:** Appendix 2 of the Site Allocations and Policies DPD sets minimum parking standards as follows:

DWELLING SIZE*	MINIMUM SHARED/ COMMUNAL PARKING SPACES	MINIMUM ALLOCATED PARKING SPACES
2 ROOMS	1	1
3-5 ROOMS	1.5	2
6 ROOMS	2	2
7-8 ROOMS	2	3

* The parking standards are set by the number of rooms in a dwelling. The definition of rooms is taken from the 2001 census definition: 'The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example kitchens, living rooms, bedrooms, utility rooms are counted.'

- **Design:** RCS Policy CS19 states that development over 10 dwellings will be expected to meet a 'good' or 'very good' rating against Building for Life and will be required to meet Lifetime Homes" standards
- **Community Infrastructure Levy:** The Council adopted CIL in March 2016 and is chargeable at a rate of:
 - £100 per sqm for residential
 - £0 for sheltered housing and extra care housing
 - £10 for distribution
 - £150 food retail (supermarkets)
 - £75 retail warehouses.

The Planning Obligations and CIL SPD states that developers will be required to make provision for maintenance of public open space. Where developers wish to transfer ownership and future management to the Council or other body, they will be required to maintain the open space for a period to be determined by the Council. This will not be expected to last for less than 24 months. The Council will charge for the adoption and on-going maintenance of open space.

4.0 PLACEMAKING

THE APPROACH

*'FIRST LIFE, THEN SPACES, THEN BUILDINGS
- THE OTHER WAY ROUND NEVER WORKS'*

JAN GEHL

Jan Gehl is a Danish Architect and Masterplanner, who's master work *'Life Between Buildings'* is considered a classic in the theory of public places. Through his famous quote, he explains that placemaking as an afterthought always fails. Buildings come and go, but streets remain in situ for hundreds, if not thousands, of years, so it's crucial to get them right from the very start.

The approach to placemaking at St George's Barracks begins by first understanding the life of Rutland as a whole. The county's structure is appreciated, in order to provide locally responsive interventions, using the elements of place that collectively create character.

Every place has been shaped by its community in some way and measures have been taken to understand who has, and who continues to, shape St George's Barracks and its surroundings. This results in the masterplan being led by the place and guided by the community, since people are part of what makes St George's Barracks unique. People who use St George's Barracks, Edith Weston and North Luffenham regularly are able to provide the most valuable insights into how the area functions. They can also help identify issues that are important to consider when transforming St George's Barracks. Exposing and incorporating their ideas will be essential to creating a successful and vibrant garden village.

Good masterplans see buildings, places, spaces and the existing community not as isolated elements, but as part of the whole. For example, a building is connected to its street, the street to its neighbourhood, the neighbourhood to its village, and the village to its region. As St George's Barracks, we start with the region, Rutland, and work backwards until we end up at the site, picking up influences specific to the locale along the way. It is important to ensure that the community of the future is intrinsically linked to the surrounding landscape, through the weaving of green, blue and brown infrastructure, adding positively to the existing area.

Communities need sufficient space and places to breathe, and by allowing the right amount of space, the new development at St George's Barracks will grow and thrive. Streets, squares and green spaces should be full of activity, safe and that provide room for people to interact.

Finally, only once everything else has been considered, do we turn to buildings, as buildings and their organisation should be driven by place. How people will live, work, play and navigate all needs to be considered when determining the positioning and design of the new built form at St George's Barracks. A building should animate the street scene, and there needs to be a balance between spaces and buildings. Badly designed buildings can be carried by good public realm, in the same way that a good building can be destroyed by a poor environment.

LIFE: THE RUTLAND COMMUNITY

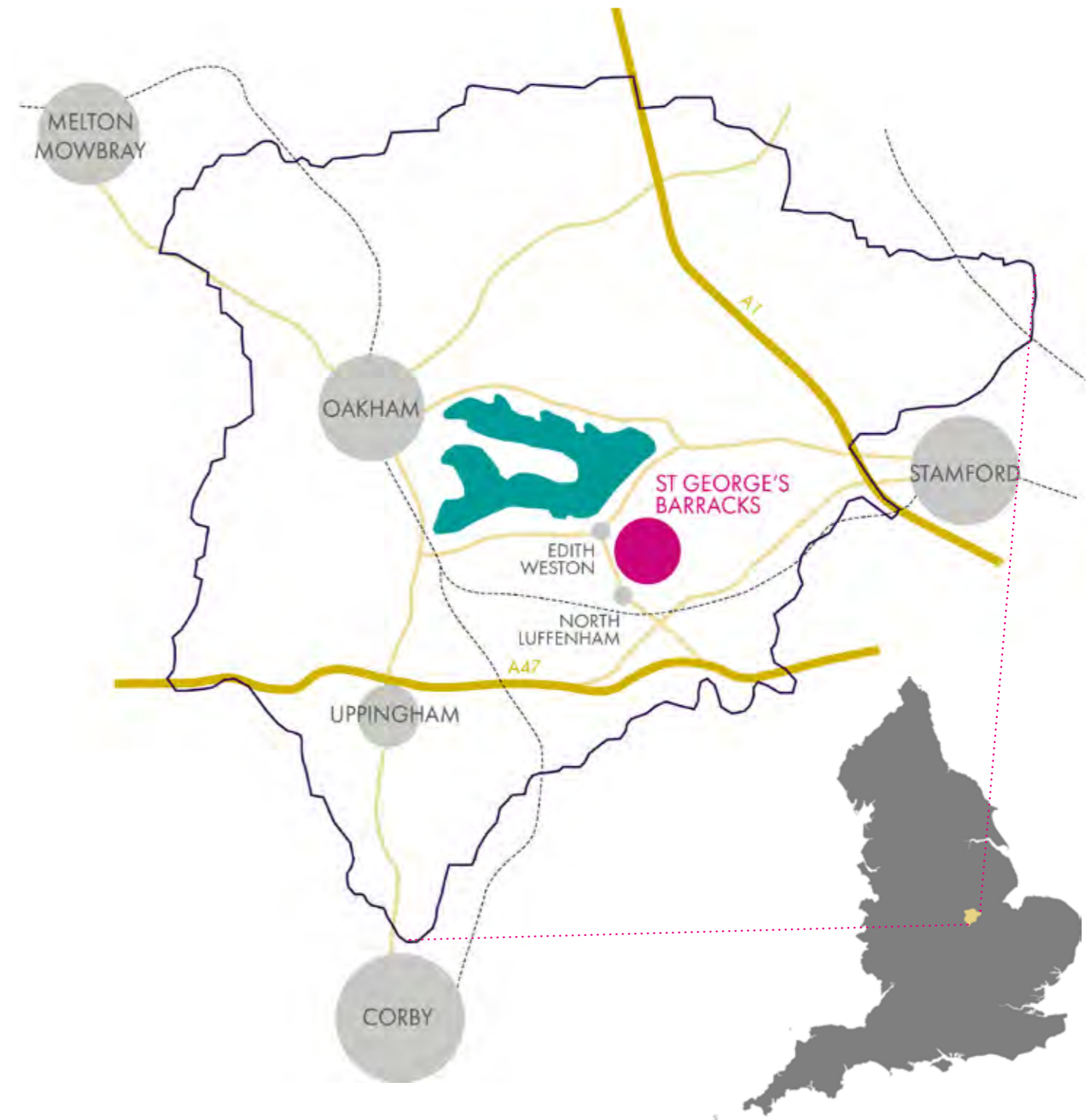
A SMALL COMMUNITY

Rutland is a landlocked county in the East Midlands, bounded to the west and north by Leicestershire, to the north-east by Lincolnshire and the south-east by Northamptonshire. Its greatest length north to south is only 18 miles (29 km) and its greatest breadth east to west is 17 miles (27 km). It is the smallest historic county in England and the fourth smallest in the UK as a whole. Because of this, the Latin motto *'Mulum in Parvo'* or *'much in little'* was adopted by RCC in 1950.

The area of Rutland is approximately 390 sqkm and it has the smallest population of an unitary authority in England, with just 38,600 people in 2016 (Source: LSR). This is projected to rise to 39,000 by 2026 and to 41,000 by 2036 (Source: *Rutland Key Statistical Data*, November 2016). The density of population is low, with less than one person per hectare. Rutland has been classed as the most rural county or unitary authority in England and Wales, with a high proportion of land in agricultural use.

Oakham is the larger of the two market towns (the other being Uppingham), with a population of about 11,000 and a range of education, community, health and leisure facilities, employment, shopping, a twice weekly market, a railway station and bus services to the surrounding area. For centuries, Oakham was a small town in a small county. In 1801 its population was only 1,600. This did not double until 1881. Then the population remained steady at about 3,500, even declining in the 1930s. It still did not rise in the 1940s and 1950s. However, in the late 1960s the influence of commuters began, coupled with an increase in new housing estates. By 1971 the population had risen to 6,400 and thirty years later it had almost doubled.

Uppingham has a population of about 4,500 people, with a more limited range of facilities, employment and shopping, a weekly market and bus services to the surrounding area. Rutland has 52 villages ranging in size from small hamlets with



THE COUNTY WRAPS AROUND RUTLAND WATER AND AT ITS MAXIMUM IS ONLY 18 MILES BY 17 MILES

RUTLAND IS THE SMALLEST COUNTY IN ENGLAND



- 1 MARKET PLACE, OAKHAM
- 2 UPPINGHAM
- 3 UPPINGHAM SCHOOL

a few houses and no facilities, to larger villages with facilities such as a school, convenience store, post office, general medical practice, employment opportunities, community and leisure facilities and bus links to the towns and neighbouring villages. The six largest villages each have a population of more than 1,000 and account for about 25% of Rutland's population.

Beyond Rutland's borders, Stamford lies just outside the county boundary, providing a range of community facilities, shopping, education, health services and acting as a service centre to some of the villages on the eastern side of Rutland. Corby lies approximately 3 miles south of Rutland and is planned to double in size in the next 30 years, including new housing, leisure and shopping facilities.

At the centre of the county is Rutland Water, a large artificial reservoir that is an important nature reserve serving as an overwintering site for wildfowl and a breeding site for ospreys. St George's Barracks is located to the south of Rutland Water. It comprises some 293 hectares and is anticipated to have a future population of between 3,600 and 7,200 people (based on between 1,500 and 3,000 homes), making it second only to Oakham.

The A1 passes through the eastern part of Rutland, providing good north-south road links. East-west connections are less good, although the A47, which traverses the southern part of the county, and A606 Stamford-Nottingham road provide east-west road links. Oakham has direct rail links to the East Coast Mainline, and Stansted Airport and Birmingham to the west. A direct, once-daily, return rail link to London via Corby commenced in 2009.

A number of long-distance footpaths pass through Rutland. Rutland has high levels of car ownership – with only 14% non-car ownership. Although there are continual efforts to improve public transport, as well as cycling and pedestrian facilities, there is a high level of car dependence and commuting, with 40% of Rutland residents who travel to work leaving the county to get to their place of employment.

In general terms, Rutland is recognised as having a high quality of life, with an attractive and high quality environment, low levels of deprivation, unemployment and crime, high levels of life expectancy, health and educational attainment. It benefits from a convenient location near the A1, London and the south-east, with Leicester, Peterborough and Nottingham all within 30 miles. Nevertheless, it is not a universal picture of affluence and the attractive rural nature of the area gives rise to its own problems, such as the high cost of housing and difficulties with access to services due to the dispersed pattern of settlement and lack of public transport.

THE WORKING COMMUNITY

Rutland is a relatively affluent area with very low levels of deprivation, the lowest in the East Midlands and 318 out of 327 on the Indices of Deprivation for England (2015), showing it to be one of the least economically deprived areas in the country. There are low levels of unemployment, low levels of crime and the lowest levels of premature death (under the age of 75) in the East Midlands. Rutland comprises a highly skilled population, according to the RCC Employment Review, with an economic activity rate of 82%.

Resident earnings (£28,800) are higher than workplace earnings (£23,900), suggesting that residents commute out of Rutland for higher paid jobs. The proportion of residents qualified to degree level is significantly higher than in all comparator areas, at 46%. Anecdotal evidence suggests that local business struggle to recruit suitably qualified and experienced staff, particularly in higher value sectors and activities, and also some difficulty in recruiting lower qualified and paid staff who are less willing to travel far to work. However, according to the 2011 Census, 6,400 residents commute out of Rutland to work, whilst 6,800 commute in, resulting in a net import of workers.

There are below average numbers of people in the 0-15 and 20-34 age groups, and above average in the 16-19 and 35-69 and 80+ age groups, compared with the East Midlands regional average. Numbers of people aged 65+ are expected to rise substantially, with only 52% of the population of predominantly rural areas expected to be of working age by 2039 (61% for predominantly urban). The proportion of ethnic groups is under 2%. Crime levels are below the East Midlands average.

The top three sectors for employment of workers in Rutland in 2016 were manufacturing, education, and retail, with 15.5%, 12.9% and 9.3% of full-time employees employed respectively. It has been evidenced by RCC that many of the people employed in these sectors live outside the county and that the primary reason that they do so is the lack of affordable housing. This leads to lengthy commutes and a less than sustainable work force.

There tends to be clear industries that are significant employers of part-time workers. In 2016, the top three sectors for employment of part-time workers in Rutland were accommodation and food services, education, and retail at 24.8%, 19.9% and 17.9% of part-time employees employed respectively. Agriculture, the traditional employer, is a minority employer and still declining. The sector with the highest proportion of enterprises in Rutland is professional, scientific and technical, with 20.7% of enterprises in 2017. Second highest proportion was within the agriculture, forestry and fishing sector with 11.5% and third was construction with 9.5% of enterprises within this sector in 2017.

Major employers with importance to the local economy include Ministry of Defence establishments at Kendrew Barracks (formerly RAF Cottesmore) and St George's Barracks, Stocken Prison, independent schools at Oakham and Uppingham, Hanson Cement at Ketton and Rutland County Council in Oakham. The former Ashwell prison closed at the end of March 2011, however having been purchased by RCC, has now been turned into Oakham Enterprise Park. Small businesses also have an important role.

The county used to supply iron ore to Corby Steel Works but these quarries closed in the 1960s and early 1970s resulting in the famous walk of 'Sundew' (the Exton quarries' large walking dragline) from Exton to Corby.

Tourism is an established part of the local economy. Employment related tourism in Rutland includes a wide range of activities catering for visitors, including overnight accommodation (e.g. hotels, bed and breakfast, self catering establishments and camping and caravan sites), pubs and restaurants, visitor attractions and Rutland Water, which provides sailing, fishing, cycling and bird watching facilities. In addition, Oakham and Uppingham with their historic character, weekly markets and other retail attractions, contribute to the local tourism economy.

Many of the traditional rural industries have declined and the range of local employment opportunities is limited. Traditional rural employment in agriculture, forestry and horticulture account for less than 1% of employment in the county. These uses, however, have a substantial impact on the quality of the landscape of the county. The military base, prison, minerals and waste industries also impact on the rural economy and local environment.

Economic activity rates for both men and women are above the East Midlands and national averages, with low levels of unemployment. There is a high incidence of self-employment for men and women. A high proportion of the resident work force is managerial or professional (48%). Earnings of residents on average are higher than those for the region. Although wages of residents are higher than the East Midlands regional average, there is a limited range of work opportunities in Rutland and a generally lower paid and unskilled range of jobs, suggesting the need for a wider range of industry sizes and types.

DEMOGRAPHICS

The resident population of Rutland was 38,600 in 2016. Of this, 59% is of working age, with 24% aged 65+. This is similar to the average population of rural areas across the country. However, the working age population is smaller and the 65+ population is larger than in the Greater Cambridge, Greater Peterborough LEP, as well as in the UK as a whole.

Reflecting the trend seen across the country, there was significant growth in the 65+ population between 2012 and 2016. At the same time, there was a smaller increase in the population aged 16-24, which is contrary to comparator locations in the same period.

St George's Barracks is located within the Peterborough Housing Market Area (HMA), which comprises Peterborough, Rutland, South Holland and South Kesteven local authorities. The total population of the HMA according to 2011 Census mid-year estimates data, is approximately 468,000. The HMA is largely rural with the largest settlements being Peterborough (163,400), Grantham (44,000), Spalding (31,600) Stamford (26,000), Bourne (14,000) and Oakham (11,000).

A MILITARY LEGACY

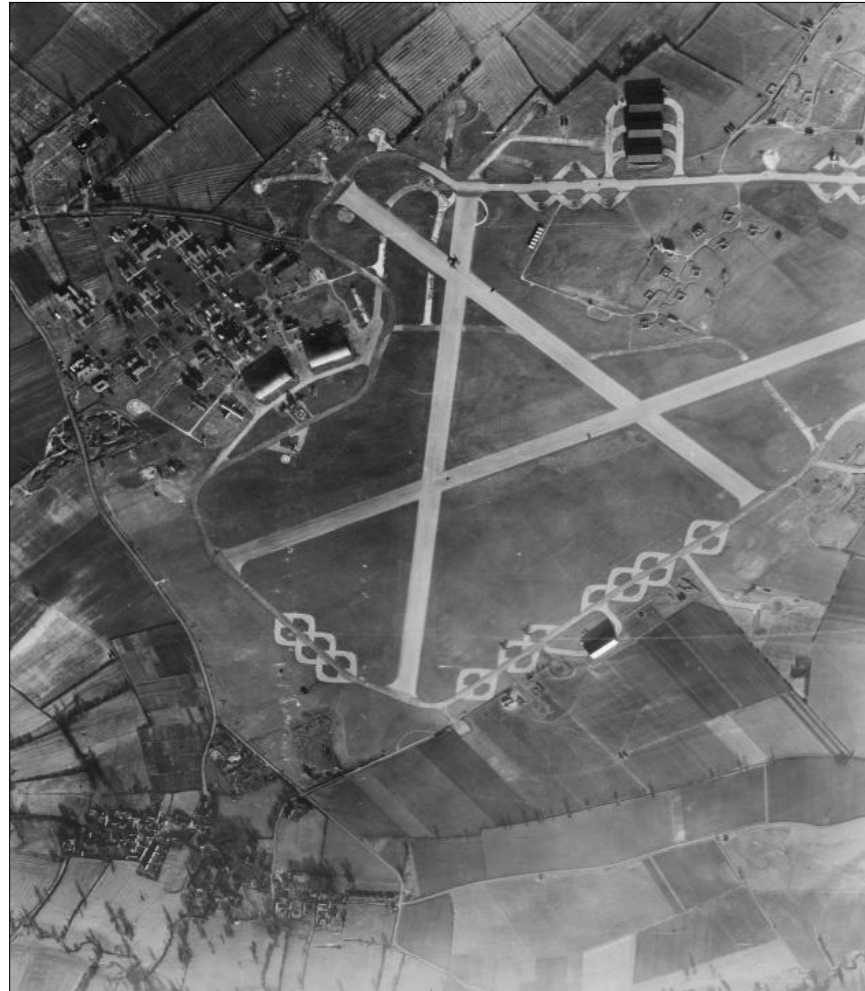
St George's Barracks is one of two bases in Rutland, the other being Kendrew Barracks (formerly RAF Cottesmore). Up until 1998, St George's Barracks was known as RAF North Luffenham.

The barracks was originally built as a training airfield, opening in 1940, and during WWII became a heavy bomber base. In 1951 it was transferred to the Royal Canadian Air Force, before returning to the RAF control in 1959. Between 1959 and 1963, North Luffenham was the base for PGM-17 Thor missiles, and their launch pads are now a Grade II listed part of the site. The RAF continued with various uses of the site until 1998, when it was taken over by the British Army and was renamed St George's Barracks. It is proposed that the base's uses will be relocated elsewhere by no later than the end of 2020.

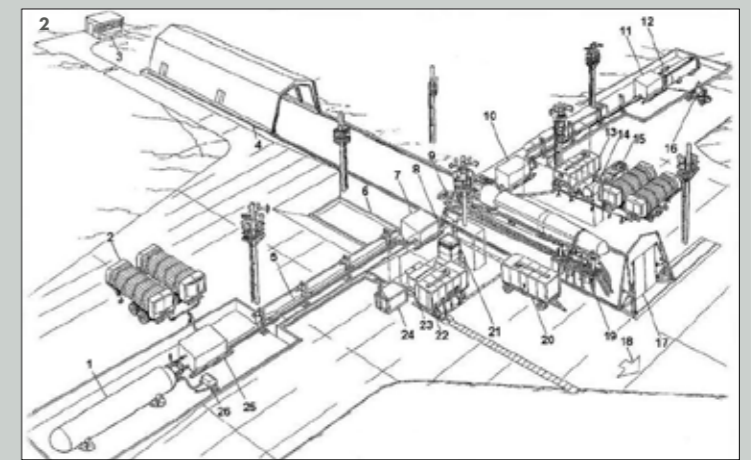
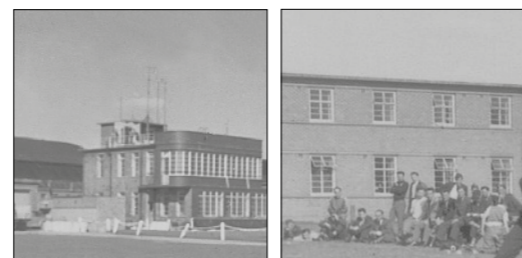
The barrack's legacy is both a physical and social one. Physically, its use has meant that the character of the area has witnessed the transition from an agricultural landscape

to one occupied by built form on top of a localised ridge. The local infrastructure has been utilised by the military workforce. Tranquillity has been diminished by road and air traffic. The green infrastructure has been managed to suit its military function – a rural landscape has been transformed into one that is lacking in biodiversity and richness of landscape character. Of the built form, the Grade II listed PGM-17 Thor missiles area is a key military legacy component, as are the runways, and as such their integration will be a key design driver.

Socially, the base has been a part of the local community. Both Edith Weston and North Luffenham have witnessed the migration of a transient workforce and the soldiers have lived both inside and outside the wire. Those outside the wire will continue to live there and a new community will grow 'inside the wire'. The transition of the site will see the opening up of this historically necessary defence line and the creation of an integrated, cohesive community.



ST GEORGE'S BARRACKS IN ITS HEYDAY



1 AERIAL VIEW OF THE THOR MISSILE SITE
2 THOR MISSILE LAUNCH COMPLEX DIAGRAM
3 ORDNANCE SURVEY POINT



THOR MISSILES

Thor missiles formed the first operational Intermediate-range Ballistic Missile system deployed by the West during the Cold War. With a range of 1,500 nautical miles, Thor missiles were approximately 20m (65ft) long and 2.5m (8ft) in diameter, and were powered by propellant rocket fuel controlled by two motors. Developed by the US Government between 1955-1959, the proposal to deploy Thor in Britain as well as the US was put before the British Government in 1957.

A total of 60 missiles were deployed at 20 sites in the East of England from 1958, under the code name 'Project Emily'. There were four main bases located on pre-war permanent airfields - RAF Feltwell, RAF North Luffenham, RAF Hemswell and RAF Driffield. At each base, an adapted hangar was used to receive the missiles, store the servicing equipment and conduct inspection and maintenance. At RAF North Luffenham, a 'C' type hangar was adapted for this purpose. Usually located on the opposite side of the airfield, the Thor compounds at the main bases had a Surveillance and Inspection Building and a Classified Storage Building, partly surrounded by earthwork banks, where the warheads were inspected and stored.

Every main base had four satellite stations, each with their own Squadron. The launch areas at the main and satellite stations were almost identical, although at the latter a smaller Classified Storage Building and Pyrotechnic Store was placed approximately 200m away from the nearest emplacement, protected by earthwork banks. The buildings and emplacements lay in an irregularly shaped compound surrounded by a pair of fences. Inside were crew huts, a squadron office and telephone exchange. Close to the main gate was the launch control area, an area of concrete on which the control trailer, generators and an oil tank were placed.

Exact siting of the missiles was essential to ensure the targets were reached. In addition to the precise, fixed location of the launch components, each emplacement had a theodolite shed and a separate long-range theodolite, set on a concrete pillar surrounded by brass survey points. At the opposite end of the emplacement, two short-range theodolites were mounted on a metal platform near to the launcher erector, which lay at the centre of each emplacement and was secured to a metal cage set in concrete. Here the missiles, which were stored horizontally on a trailer, were raised to a vertical position.

The two fuels which powered the rocket, kerosene and liquid oxygen, were stored in fuel pits on either side of the erector and pumped separately through pipes suspended in concrete conduits. A separate liquid oxygen dump tank was located to the rear of the blast walls in case the fuel needed to be rapidly discharged from the missile. At the far end of each emplacement were two 'L' shaped blast walls. Thor missiles could be brought to operational readiness in 15 minutes after receiving the authorised and authenticated order to launch.

Thor was phased out in England between April and August 1963, just short of their anticipated 4 year life-span, North Luffenham was the last site to close.

SPACES: THE STRENGTH OF PLACE

A RURAL LANDSCAPE

The Rutland landscape has an individual and distinctive character. It is a slightly hilly and rolling county, deeply cut by wide valleys whose features reflect the underlying Jurassic geology. The environmental quality of Rutland's landscape is high and the character of the landscape is varied with five different landscape character types. These range from high plateau landscapes across large areas of the north-east and south-west to lowland valleys in the centre and north-west and on the county's southern border along Welland Valley.

In landscape character terms, the site lies within an area that has a distinct plateau landform. This is a predominantly arable and open landscape, interspersed with working land uses elements associated with mineral extraction and the military, together with recreational uses such as golf courses. Tree cover is generally sparse, but includes either geometric blocks of varying sizes or linear treebelts, the latter of which often follow the watercourses.

Rutland has 21 Sites of Special Scientific Interest (SSSIs) including Rutland Water, which is an internationally designated wetland site with importance for wintering and passage wildfowl. There are 190 local wildlife sites and important areas of calcareous grassland and ancient and broadleaved woodland in the county. The limestone geology has importance for local quarrying and wildlife. Soils are largely loamy in the east and clayey in the west. Agricultural land is largely grade 3 with some grade 2 centred on the south and pockets of grade 1 in the north. The county has SSSIs designated for their geological interest and a number of Regionally Important Geological Sites.

St George's Barracks itself is not covered by any landscape designations, however it is located less than a kilometre from Rutland Water, which is covered by numerous designations (see adjacent plan).



RUTLAND WATER

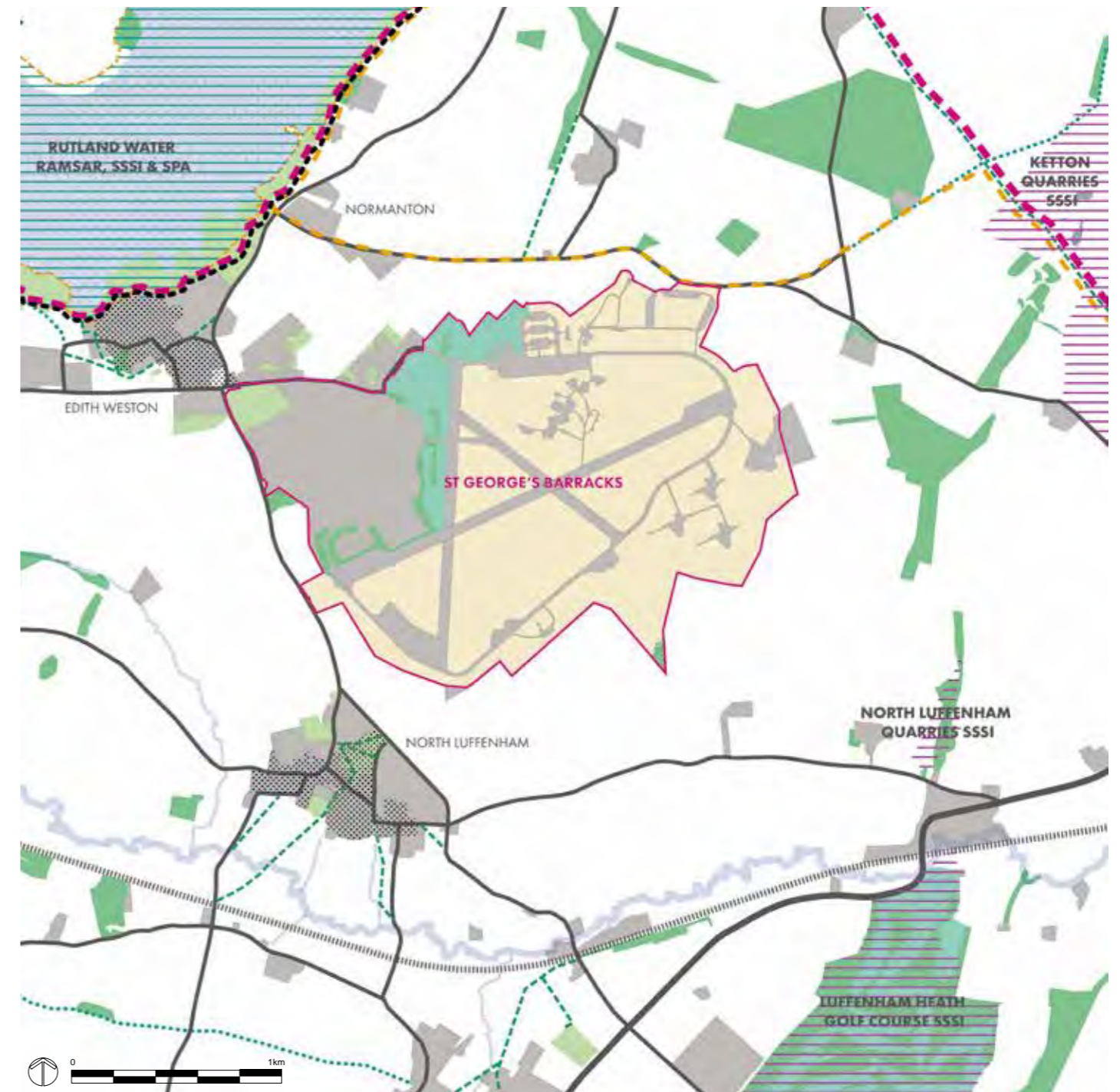
Rutland Water is Anglian Water's drinking water reservoir. It was known as Empingham Reservoir during its construction and until its official opening in 1976. It provides a reserve supply of water in the driest and most densely populated quarter of the UK, and is one of the largest artificial lakes in Europe. By surface area it is the largest reservoir in England, but by capacity it is exceeded by Kielder Water on the Scottish border.

Set in 1,255 hectares of countryside, it has a 23-mile (37 km) perimeter track for walking or cycling. Since the water is drawn upon when needed, the relative areas of land and water vary a little, but the flatter parts of the lake margin are enclosed by banks so that the wetland nature reserve is maintained.

The 1,555 hectares of lake and shore is designated as a biological Site of Special Scientific Interest, a Special Protection Area and a Nature Conservation Review site. An area of 1,333 hectares is designated as a Ramsar internationally important wetland site. Large areas of wetland (as well as several small woods) at the western end of the lake form a nature reserve, managed by Leicestershire and Rutland Wildlife Trust. The area is designated a Special Protection Area of international importance for its wintering populations of gadwall (some 4% of this species' European population) and shoveller. Other birds found here include lapwing, coot, goldeneye, tufted duck, pochard, teal, wigeon, cormorant, great crested grebe, little grebe and, most notably, osprey, which were re-introduced to the area during 1996.

The lake is stocked with brown trout and rainbow trout, but there is a large head of coarse fish populated by water pumped in from the River Welland and River Nene. Species include roach, bream, pike, zander, perch, eel, wels catfish and carp. The reservoir is used not just for water storage, but is a popular sports centre – as well as water sports such as sailing, visitors enjoy fishing, walking and cycling. A pleasure cruiser, the Rutland Belle, carries people around the lake and birdwatching brings visitors from far afield.

- 1 NORMANTON CHURCH VIEWED FROM RUTLAND WATER
- 2 RUTLAND IS FORMED OF A PREDOMINANTLY RURAL LANDSCAPE



LANDSCAPE FEATURES AND DESIGNATIONS

LEGEND

- | | |
|--|---|
| SITE BOUNDARY | COUNTRY PARK |
| BUILT FORM | RIVER |
| DISUSED AIRFIELD | ROAD |
| OPEN SPACE | FOOTPATH |
| GOLF COURSE | BRIDLEWAY |
| WOODLAND | TRAFFIC-FREE ROUTE ON THE NATIONAL CYCLE NETWORK |
| RUTLAND WATER RAMSAR | MACMILLIAN WAY LONG DISTANCE PATH |
| SSSI | RUTLAND ROUND LONG DISTANCE PATH |
| SSSI & SPA | |
| CONSERVATION AREA | |

TOWNSCAPE

Oakham, Uppingham and nearby Stamford all have distinctive historical cores. Growth has occurred which has altered settlement shape, and to varying extent the pattern of each town, such as the direction of growth, which often reflects natural influences and other considerations. In some areas, there is a good landscape fit, where the built up area on the edge of town relates well to its landscape setting - for example a strong linear form or other shape related to topography, hydrology, historical land use or patterns of buildings/activities. In other areas, the fit is not so good, resulting in a harsh edge to the town which does not blend so well into the landscape.

Oakham

Oakham lies at the head of the Vale of Catmose, midway between the market towns of Melton and Stamford, and forms the natural centre for a small group of villages. The town grew up under the castle, to the south of which the Market Place and High Street mark the limits of the original settlement.

The first known town plan of Oakham was by John Speed in circa 1611. This gives a good indication about how the present-day street pattern evolved and confirms that, despite modern infilling, there has been little change in the historic centre of Oakham. The church of All Saints, the nearby Old School, the Market Place and the Castle are all close together - if a rectangle is drawn bounded by High Street, Burley Road, Station Road and Church Street they are all located within it. Oakham may have been a Saxon town known as a 'burgh', formed of a fortified rectangle.

Until 1894, the parish of Oakham consisted of three townships: Oakham Lordshold, Oakham Deanshold with Barleythorpe, and Gunthorpe. In 1894, under the Local Government Act, Deanshold and Lordshold with Gunthorpe were united to form the civil parish of Oakham, and Barleythorpe was made a separate civil parish.

The historic core, focused around the High Street and Market Place, and to the east of the railway line, is extremely tight knit at densities in the region of 50 dwellings per hectare (dph). Outside of the core, densities drop quickly to the residential areas to the east and west, where many of the dwellings have generous front and back gardens, and the densities of the study areas are in the region of 20 dph.

Uppingham

The growth of Uppingham from an agricultural settlement to a market town of around 4,500 people, and its rise as a place of manufacturing and trading, has helped define its unique character and heritage.

The High Street runs east and west from the north side of the Market Place, which is located in the centre of the town. North Street and South Street are roughly parallel to the High Street. On the south side of the Market Place is the church, on the north side the 'Falcon,' once an inn, now a hotel. Uppingham School buildings occupy the greater part of the south-west portion of the town. The cattle market was held on Beast Hill, on the east side of the churchyard. Opposite Beast Hill is Hog Hill, where the pig market was held. The density of this core area is in the region of 40 dph.



OAKHAM 1 - HISTORIC CORE (52 DPH)



OAKHAM 2 - RESIDENTIAL EDGE (22 DPH)



OAKHAM 3 - RESIDENTIAL EDGE (18 DPH)



UPPINGHAM 1 - HISTORIC CORE (38 DPH)



UPPINGHAM 2 - RESIDENTIAL EDGE (18 DPH)



UPPINGHAM 3 - RESIDENTIAL EDGE (27 DPH)

STUDY AREA	DESCRIPTION	AREA	APPROX NO. DWELLINGS	APPROX DENSITY
OAKHAM 1	HISTORIC CORE	3.14 HA	162	52 DPH
OAKHAM 2	RESIDENTIAL EDGE (WEST)	4.74 HA	103	22 DPH
OAKHAM 3	RESIDENTIAL EDGE (EAST)	5.61 HA	102	18 DPH
UPPINGHAM 1	HISTORIC CORE	1.94 HA	73	38 DPH
UPPINGHAM 2	RESIDENTIAL EDGE (WEST)	4.98 HA	88	18 DPH
UPPINGHAM 3	RESIDENTIAL EDGE (EAST)	1.68 DPH	45	27 DPH

The residential parts of the settlement spread out along Stockerson Road to the west, Seaton Road to the east and Ayston Road to the north. They generally comprise residential estates with cul-de-sac arrangements. Most dwellings tend to be detached or semi-detached, with some short terraces in places. The age and quality of dwellings varies, and it is clearly apparent as to how the town has grown over time. These residential areas are generally between 20 and 30 dph.

Edith Weston

The parish of Edith Weston comprises a long narrow strip of land. The land is undulating and falls from about 110 m AOD in the south-west, to about 85 m AOD along Rutland Water to the north. The village is picturesquely situated on the north side of the main road from Manton to Ketton. The church is located in the centre of the village, and close to it on the north side stood the Old Hall which was demolished in 1830. The present hall was built the same year further to the north.

The village and is formed of a series of clusters. The attractive, historic core centres on King Edward's Way / Weston Road, to the north of Manton Road, and is in the region of 20 dph. Here attractive stone-built dwellings can be found, with a mix of slate and thatched roofs. The village is extended to the west by a 20th century estate development, centred around Derwent Avenue (25 dph), and to the west by two groupings of Annington Homes (11.5 dph), providing service family accommodation outside of the wire adjacent to St George's Barracks. Whilst separate from the village, the Barracks give the impression of the village extending to the south of Pennine Drive.

North Luffenham

The village is situated on the slope leading down to the River Chater. It spreads out on both sides of the road from Stamford to Lyndon. The church is on the south side of the village, and to the north-west of it formerly stood Luffenham Hall, the seat of the Noel family, which, having fallen into decay, was demolished in 1806. After its demolition, the Digby Manor House, which stands on the east side of the church, was the most important house in the village and became known as North Luffenham Hall, the name it now bears. The historic core is in the region of 20 dph.

The village centres on a substantial green space, lined by mature trees, and which sits between Edith Weston Road, Butt Lane, Church Street and Pinfold Lane. The housing estates to the south of Butt Lane are in the order of 25 dph, and those to the north are closer to 20 dph. Throughout the village, older, attractive stone cottages are interspersed with buildings of 20th century construction. The village has a combination of dwellings which front directly onto the street and those that have generous front gardens, and there is a predominance of stone wall boundary treatments. More recent estate development provide a mixture of yellow and red brick.



EDITH WESTON 1 - HISTORIC CORE (18 DPH)



EDITH WESTON 2 - RESIDENTIAL EDGE (25 DPH)



EDITH WESTON 3 - RESIDENTIAL EDGE (11.5 DPH)



NORTH LUFFENHAM 1 - HISTORIC CORE (20 DPH)



NORTH LUFFENHAM 2 - RESIDENTIAL EDGE (18 DPH)



NORTH LUFFENHAM 3 - RESIDENTIAL EDGE (24 DPH)

STUDY AREA	DESCRIPTION	AREA	APPROX NO. DWELLINGS	DENSITY
EDITH WESTON 1	HISTORIC CORE	3.52 HA	45	18 DPH
EDITH WESTON 2	RESIDENTIAL EDGE (WEST)	5.06 HA	125	25 DPH
EDITH WESTON 3	SERVICE FAMILY ACCOMMODATION	4.58 HA	53	11.5 DPH
NORTH LUFFENHAM 1	HISTORIC CORE	2.70 HA	53	20 DPH
NORTH LUFFENHAM 2	RESIDENTIAL EDGE (NORTH)	2.34 HA	43	18 DPH
NORTH LUFFENHAM 3	RESIDENTIAL EDGE (SOUTH)	3.86	94	24 DPH

RUTLAND DENSITY EXAMPLES



1 PENNINE DRIVE, EDITH WESTON - 11.5 DPH

2 ALSTHORPE CLOSE, OAKHAM - 18 DPH

3 KING EDWARD'S WAY, EDITH WESTON - 18 DPH

4 TOLTHORPE CLOSE - OAKHAM - 18 DPH

5 LYNDON ROAD, NORTH LUFFENHAM - 20 DPH

6 REDLAND ROAD, OAKHAM - 22 DPH

7 ANCASTER WAY, NORTH LUFFENHAM - 24 DPH

8 WINDERMERE ROAD, EDITH WESTON - 25 DPH

9 NORTH STREET EAST, UPPINGHAM - 27 DPH

10 HIGH STREET WEST, UPPINGHAM - 38 DPH

11 NORTHGATE, OAKHAM - 52 DPH

BUILDINGS: ARCHITECTURE & MATERIALITY

Rutland's towns and villages have a significant number of buildings listed of historic and architectural interest (approximately 1,700) and a large number (34) of designated conservation areas, providing a built environment with a historic and distinctive character. The county also has 31 scheduled ancient monuments and two registered parks and gardens. Rutland has a rich built and historic environment with many attractive stone-built villages and two historic town centres.

Rutland has an extensive history, and the buildings reflect the quarrying heritage of the county - local stone from Ketton, Clipsham, Casterton and Stamford quarries are nationally famous for providing high quality building materials, and it's thanks to these that Rutland has a plethora of ancient buildings featuring different shades of ironstone, which vary throughout the county.

Rutland's ferruginous sandstones and ironstones have commonly been used for building throughout the county, while two of its limestones (at Ketton and Clipsham) provide building stones of both local and national importance. Rutland's older cottages are generally built from limestone or ironstone and many have roofs of Collyweston stone slate or thatch. Newer buildings tend to be of a mixture of red and yellow brick. In Oakham Town Centre, older houses are of local marlstone with Ketton dressings and Collyweston slates, but there was a substantial amount of buildings constructed in brick in the late 18th and early part of the 19th century. A considerable number of those buildings remain, and are generally of simple but good design, with stone-slatted or tiled roofs.

Many of Uppingham's more substantial properties were erected in the 18th century, creating its Georgian look. The ironstone from which many of them are built was quarried locally. The founding of Uppingham School by Archdeacon Robert Johnson in 1584 and its subsequent development into today's centre of learning excellence cemented the town's economic prospects, resulting in its large number of well preserved listed buildings.

Dwellings in Edith Weston vary from terraced cottages to substantial detached houses in their own grounds. The predominant building material is limestone with Collyweston slate roofs. The village has many houses built between the 17th and 19th centuries. There are approximately 30 listed buildings in the village, mainly due to their age. There has been infill development, which is built in both brick and artificial stone. At North Luffenham there are approximately 310 houses, of which more than half are of modern construction.

Rutland is a rural county having undergone very little large scale industrial growth. The development of the two main market towns, Oakham and Uppingham, have been confined due to the instigation of Conservation Area policies and the Planned Limits of Development. This has meant that a lot of the county's stone built village character has been retained. Apart from Oakham Castle and the Bishop of Lincoln's house at Lyddington, little medieval stone architecture of importance has survived in the county, however, there are still many good examples of the smaller stone manor houses, yeomen's dwellings, and cottages of the late 16th and 17th centuries.

The county has a high proportion of detached and very large houses and properties, owned outright, compared with the rest of the region and a low proportion of local authority rented and mortgaged properties. The number of people on the Council's housing register has almost doubled to nearly 300 since 2010. There is a high proportion of larger housing and some of the highest house prices in the country, leading to a need for a significant increase in affordable housing and also a mix of housing sizes and types to meet the needs of all the community. The present social housing waiting list is 280, in the following approximate proportions:

- 60% 1 beds for single persons
- 30% 2 & 3 beds for small families
- 10% 4 & 5 beds for larger families.

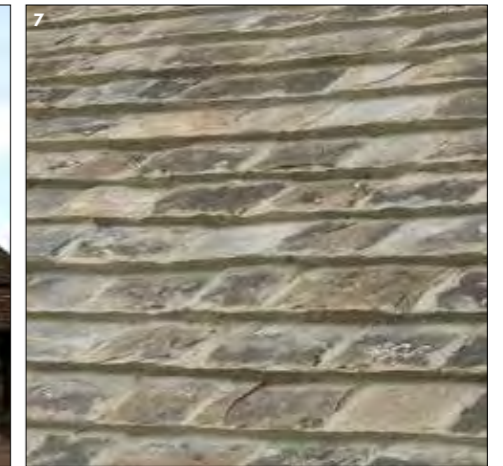
The 2017 Strategic Housing Market Assessment (SHMA) assesses the overall Objectively Assessed Need (OAN) across the Peterborough Housing Market Area, at 2,209 dwellings per annum, with Rutland accounting for 159 dwellings per annum of this. The SHMA also forecasts an annual net need of affordable housing (2016-36) across the Peterborough HMA of 1,120, of which Rutland accounts for 41. This need is further demonstrated in the SHMA by the consideration of locally specific market signals which concluded that the market situation in Rutland indicated stronger affordability pressures.

The resident population of Rutland was 38,600 in 2016. Of this, 59% is of working age and 24% is aged 65+. These percentages are similar to the averages in rural areas across the country. However, the working age population is smaller and the 65+ population is larger than in the Greater Cambridge Greater Peterborough LEP (GCGP) and the UK. Reflecting the trend seen across the country, there has been significant growth in the population aged 65+ between 2012 and 2016 and some increase, albeit much smaller, in the population aged 16-24, contrary to comparator locations in the same time period. It is important therefore that the housing offer at St George's Barracks offers affordable homes and an environment appealing to a younger working age population.

The potential redevelopment of St George's Barracks as a garden village provides the opportunity to deliver steady, planned housing growth to meet the identified local need for a range and mix of new market and locally affordable homes. The delivery of St George's will result in enhanced housing delivery and tenure positive choice in the local housing market.

RUTLAND CHARACTER:

- 1 OLDER COTTAGES ARE GENERALLY LIMESTONE OR IRONSTONE
- 2 LIMESTONE BUILDINGS SIT NEXT TO RENDERED FACADES
- 3 LOCAL LIMESTONE WITH COLLYWESTON ROOFS IS PREVALENT
- 4 ANCASTER STONE (LIMESTONE), EMPINGHAM
- 5 A SUBSTANTIAL NUMBER OF BUILDINGS WERE CONSTRUCTED IN BRICK IN THE LATE 18TH/EARLY 19TH CENTURY
- 6 BUILDINGS IN OAKHAM MARKET SQUARE COMPRISE A RANGE OF MATERIALS
- 7 COLLYWESTON STONE SLATE
- 8 THATCHED ROOFS ARE NOT UNCOMMON
- 9 STONE DRESSINGS
- 10 UPPINGHAM STONE



ST GEORGE'S BARRACKS: THEN & NOW

THE COMMUNITY

St George's Barracks is situated in a rural location between the villages of Edith Weston and North Luffenham, close to the south shore of Rutland Water. Oakham is the closest town, located approximately 5 miles (8 km) from the barracks. Stamford, which is approximately 9 miles (14.5 km) from the barracks, has high street stores, restaurants and Morrison's, Sainsbury's, Lidl, Waitrose supermarkets, plus a small Tesco.

St George's Barracks was established on the site of the former RAF North Luffenham airfield, in 1998. Originally built as a training airfield opening in 1940, it later became a heavy bomber base during WW2. In 1951, the station was transferred to the Royal Canadian Air Force, before returning to RAF control in 1959. Between 1959 and 1963, North Luffenham was the base for PGM-17 Thor missiles, which is now a Grade II listed part of the site. The RAF continued with various uses of the site until 1998 when it was taken over by the British Army and renamed St George's Barracks. It then became the home of the Royal Regiment of Fusiliers in 1999, of the King's Own Royal Border Regiment in 2003 and of the 16th Regiment Royal Artillery in 2007. In April 2013 16th Regiment Royal Artillery received the Freedom of Oakham on behalf of the barracks. In July 2014, 16th Regiment Royal Artillery moved to Baker Barracks, Thorney Island.

2 Medical Regiment occupied the barracks until 2018, and were previously located in Hohne Germany. The regiment forms part of 1UK (United Kingdom) Division's Adaptable Force Medical Group, focusing on patient centered excellence in the pre-hospital environment. They deliver deployed medical, dental and nursing support to the force in the pre-hospital care setting, as well as emergency, community and primary care. During 2014, the regiment became a hybrid medical regiment consisting of regular and reserve personnel.

The 1st Military Working Dog Regiment recently relocated to St George's Barracks from Sennelager Germany. The Regiment is a hybrid unit, consisting of both regulars and reserve personnel. The Regiment has four main classifications of dogs, which are employed in protection or patrol, arms and explosives, vehicle search and tracker activities. The regiment supports operations both at home and abroad, as well as providing support to the wider defence overseas engagement and capacity building remit through the provision of short term training teams, mentors, specialist advisors and exchange programs.

There are approximately 200 service families accommodation (SFA) units located at St George's Barracks, comprising two, three and four bedroom properties. All SFA are located outside the wire, in close proximity to the barracks. Chiltern Drive, Pennine Drive and Mendip Road are adjacent to the northern edge of the barracks. Severn Crescent and Welland Road are approximately quarter of a mile away. The Manton Road Estate is made up of Ullswater Avenue, Weston Road, Derwent Road and Windermere Road, and is located approximately 0.5 miles from the barracks.



MARY & ST JOHN'S PRIMARY



RUTLAND SAILING CLUB

In November 2016, the Government announced through 'A Better Defence Estate', a commitment to invest in a better built military estate that will reduce in size by thirty per cent by 2040. The Ministry of Defence (MOD) is required to achieve best value through the disposal of sites and has a target to provide land for 55,000 dwellings this Parliament. Within the November announcement it was confirmed that St George's Barracks would be surplus to operational requirements and programmed for disposal in 2020.

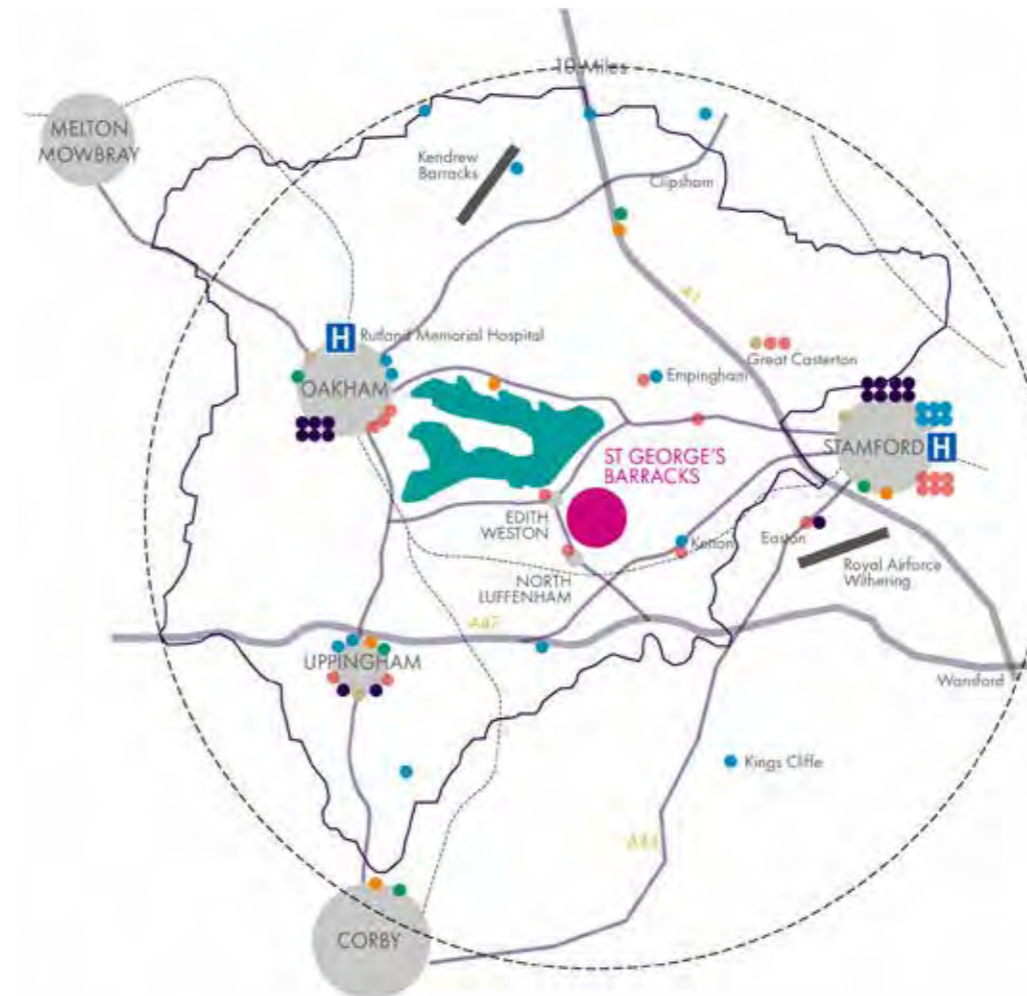
Edith Weston has enjoyed a long and happy association with the MOD and values the benefits of having a MOD site adjacent to it. The army personnel living on the barracks and in the SFA play a big role in the community, providing a critical mass to help support facilities within Edith Weston, and most of their children attend the primary school. Edith Weston contains the following facilities:

- Edith Weston Village Store
- Post Office
- The Wheatsheaf Public House
- St Mary the Virgin parish church
- Recreation ground/children's playground
- Village hall
- Edith Weston primary school
- A mobile library
- Rutland Sailing Club
- Rutland Water campsite.

North Luffenham contains the following:

- The Fox Public House
- St Mary & St John's Primary School and community wing
- St John the Baptist Church
- A cricket club and pavilion
- Allotments
- A bowling green.

Normanton is a small settlement to the north-east of Edith Weston and contains Normanton Church (which is used as an event venue), Rutland Water Fishing Lodge, Four Foxes Cafe and Giant Store Rutland, as well as a hotels and guest accommodation.



COMMUNITY FACILITIES WITHIN A 10 MILE RADIUS

LEGEND

- THE SITE
- DOCTORS
- LEISURE CENTRE
- DENTIST
- PRIMARY SCHOOL
- SECONDARY SCHOOL
- UNIVERSITY/COLLEGE
- RELIGIOUS
- RETAIL
- PUB/RESTAURANT
- HOTEL
- RECREATION
- HOSPITAL



LOCAL COMMUNITY FACILITIES



THE WHEATSHEAF PUB



ST MARY THE VIRGIN CHURCH

THE LANDSCAPE

Published Landscape Character Assessment

At the County level, the main barracks and site lies wholly within Rutland Plateau landscape character type and Ketton Plateau landscape character sub-area. The character type is described as an: "... area of generally higher land which occupies the north east part of the County... The limestone geology strongly influences the landscape character, through its distinctive landforms (the plateau, scarp and dip slopes, shallow but quite narrow and steep-sided stream valleys), characteristic building materials, typical limestone ecology of semi-nature, species-rich calcareous grasslands and verges...

More recently, the area has been important in military terms providing a flat and sparsely populated landscape suited to the establishment of airfields and associated Barracks. At North Luffenham the military installations, including the Barracks at Edith Weston and their associated high security fencing and military clutter are locally intrusive.

Whilst there are significant variations in the local character of the plateau landscape character type, it is generally distinguishable by its predominantly arable farming land use. Within the broad, geometric network of large, regular fields, enclosed by thorn hedges, is a well-treed and wooded landscape, interspersed with pasture, particularly close to the plateau settlements and within the river valleys... The tree cover frequently restricts and encloses vistas out from, and into, the plateau.

Over many parts of the Rutland Plateau the intensification of arable farming has led to the loss or decline of drystone walls and hedgerows emphasising the open, windswept, exposed nature of the elevated plateau. Similarly, the loss of landscape features and the generally level or slightly rolling or dipping landform has resulted in a number of farmsteads becoming more exposed and prominent within the arable landscape, often appearing to be 'perched' on the landscape rather than integrated with.

... Another distinctive feature is the single-sided, broad road verges of the network of lanes resulting from Enclosures Act provisions for specified highway widths. These give the traveller a feeling of openness even on lanes bounded by hedgerows..."

The Ketton Plateau sub area is described as a plateau which... "dips gently west to east, with more pronounced dips at its eastern and southern boundaries where it borders the Welland and Chater Valleys.

The plateau is dominated by two significant intrusions into the otherwise agricultural landscape, which... is a patchwork or arable and pasture farmland, overlain with less widespread, but nevertheless important woodland cover. These intrusions are the disused North Luffenham military airfield and the cement works and quarry at Ketton.

... the former airfield, which occupies the western extremity of the plateau, has a significant impact on the character of the area by way of its location on the highest part of the plateau, absence of agricultural features and the intrusion of its boundary fencing and military building. However, the absence of views into it from the slightly lower lying ground around, means that the dominance of this base is less than

that of the larger Cottesmore base to the north. The impact is also softened by the absence of flying operations. The greater impact of the base is the visual intrusion of its Barracks on the eastern fringe of Edith Weston, which itself falls within the Rutland Water Basin.

The southern boundary of the Ketton Plateau, with the Welland and Chater Valleys, displays an agricultural landscape with less well managed landscape features. Hedgerows are particularly gappy or absent. There are signs of farm diversification with significant Christmas tree plantations to the east of North Luffenham which contrast with the otherwise predominantly broadleaved, mature tree cover.

No settlements beyond the air base complex lie on the Ketton plateau, although there is a network of isolated farmsteads."

The Landscape Objectives for this character sub-area are: "To conserve and manage the parks, avenues and other designed landscapes and the historic mosaic of agriculture, parkland and woodland wherever it occurs and, elsewhere, the more open, elevated, mixed arable and pastoral agricultural plateau landscapes, restoring and reinstating distinctive features such as hedgerows, hedgerow trees, copses, spinneys, dry stone walls and woodlands especially where they would filter views of the airfields, military Barracks and mineral and related industrial operations. To conserve and enhance and where possible extend the semi-natural habitats of species-rich, calcareous grasslands and typical limestone woodlands and to conserve historic landscape features."

The western site parcel lies within the High Rutland landscape character type and the Ridges and Valleys landscape character sub area. The High Rutland character type generally comprises: "...distinctive steeply rolling landform familiar to travellers who are either continually ascending and descending the steep slopes or travelling along the ridges enjoying panoramic views across the surrounding countryside... Much of Rutland is deeply rural and locally feels relatively remote. A distinctive features is the network of narrow gated roads connecting isolated hamlets and farms... Land use is a mixture of arable on the flatter and more gently sloping ridge areas and grassland mainly on the steeper slopes and in the valley bottoms. Ridge and furrow is fairly well distributed throughout the area and reflects the intensity of arable cultivation... Field ponds are also characteristic. The field pattern is mainly one of regularly shaped fields bounded by thorn hedges with mainly ash, and in a few places oak, as hedgerow trees. These enclosure hedges contrast with the older mixed species hedges that form the more sinuous parish boundaries.

Throughout the area... some hedgerows are substantial and many still perform an important function in this pastoral landscape, providing containment, shelter and shade for stock. Whilst a number of hedges have been neglected, relatively few have been removed and there is evidence of the increasing practice of traditional hedgerow management by laying, protection of hedgerow trees and fencing of new field and hedgerow trees to protect them from grazing animals. A number of hedgerow trees are over-mature, including some left isolated in fields when associated hedgerows were removed...

Whilst horse-keeping helps to maintain the pastoral character, a number of the fields are over-grazed. The use of inappropriate fencing and the accumulation of stables, barns and other, usually temporary and unsightly buildings, vehicles,

lighting and clutter detracts from the generally unspoilt rural character and is particularly intrusive in views of, to and from the villages."

The Ridges and Valleys sub character area is described as an area which is: "... lacking the sense of rural isolation and having a much more open, regular, geometric field pattern (exacerbated by some boundary removal) with fewer, low-cut or gappy hedges, fewer hedgerow trees and less enclosure. The ridges and valleys are evident but not as pronounced as to the west. There are fewer woodlands and those that occur tend to be enclosure or post-enclosure, straight-edged plantations. In parts there are a number of small plantations and some of the valley streams have linear strips of woodland or narrow, linear wetland habitats.

Mixed or arable farming prevails with a variety of crops and intensively managed, improved grasslands grazed by cattle and sheep. There are more farm steadings in the countryside and more and larger farm buildings.

... this part of High Rutland has a less obvious feeling of antiquity and continuity. It is busier and noisier with the main roads passing through it, settlements are more frequent and larger... settlement pattern much denser... Road, railways and disused railways form important linear features sometimes seeming to run against the grain of the ridges and valleys which run generally east-west."

The Landscape Objectives for this sub character area are: "To sustain and restore the rural, mixed agricultural, busy, colourful, diverse landscape with regular patterns, straight lines, frequent movement, many large and small historic, stone-built conservation villages that fit well with the landform, to protect the landscape setting and conserve and enhance the edges of villages, to increase the woodland cover and other semi-natural habitats whilst protecting historic features and panoramic views from the ridges."

At the site level, there are three distinct areas comprising:

- 1 Military Barracks
- 2 North Luffenham Golf Course
- 3 North Luffenham Disused Airfield

These main areas can be further divided into sub-character areas, where there are localised changes in built form, land use and characteristics. Further details are set out in the following site level character assessment.



LANDSCAPE CHARACTER - RUTLAND COUNTY

LEGEND

- SITE BOUNDARY
- RUTLAND PLATEAU
- RUTLAND WATER BASIN
- HIGH RUTLAND



LANDSCAPE CHARACTER - SITE LEVEL

LEGEND

- BUILT FORM: MILITARY BARRACKS
- BUILT FORM/OPEN AREAS: NORTH LUFFENHAM DISUSED AIRFIELD
- NORTH LUFFENHAM GOLF COURSE

Site Level Character Assessment

A further assessment of townscape and landscape character at the site level has been undertaken based on recording of findings in the field. A summary of all internal character areas and sub-areas is set out below.

1 Military Barracks

- 1A - Main Area: The sub-area is typified by mainly two storey, functional buildings and residential blocks set out around a grid structure of internal roads and paved pedestrian routes of tarmac and concrete. Some single storey buildings occur. Red brick is the most commonly used building material, although pre-fabricated materials and render occur and roofs are usually flat. Other elements include a community building, convenience shop, two tall water towers, chimney stacks, a domed, white coloured district heating structure, bike shelters, and lighting.

There are areas of amenity grassland, and deciduous and coniferous trees, both here and along some roads. Shrub planting is minimal. There is a play area by the community building, tennis / basketball courts and football kickabout area.

The whole area is contained by security fencing (mesh / barbed wire) and has a partly enclosed character arising from the closely spaced built form and trees. There are some views out to Pennine Road and its associated military housing and to Edith Weston Road, as well as some long views west and across the River Chater Valley (High Rutland Character Type).

The Officer's Mess includes a four-storey tower to the north-east, but is otherwise predominantly two-storey with buildings set closer together than in the rest of the sub area. It is fully enclosed by mesh / barbed wire security fencing, including along Manton Road. Green spaces and tree planting occur internally, including a large area to the south which also includes a tennis court. There are extensive views southward and westward from this space.

The northerly parts of the barracks, including the Officer's Mess, form part of the setting to Edith Weston village.

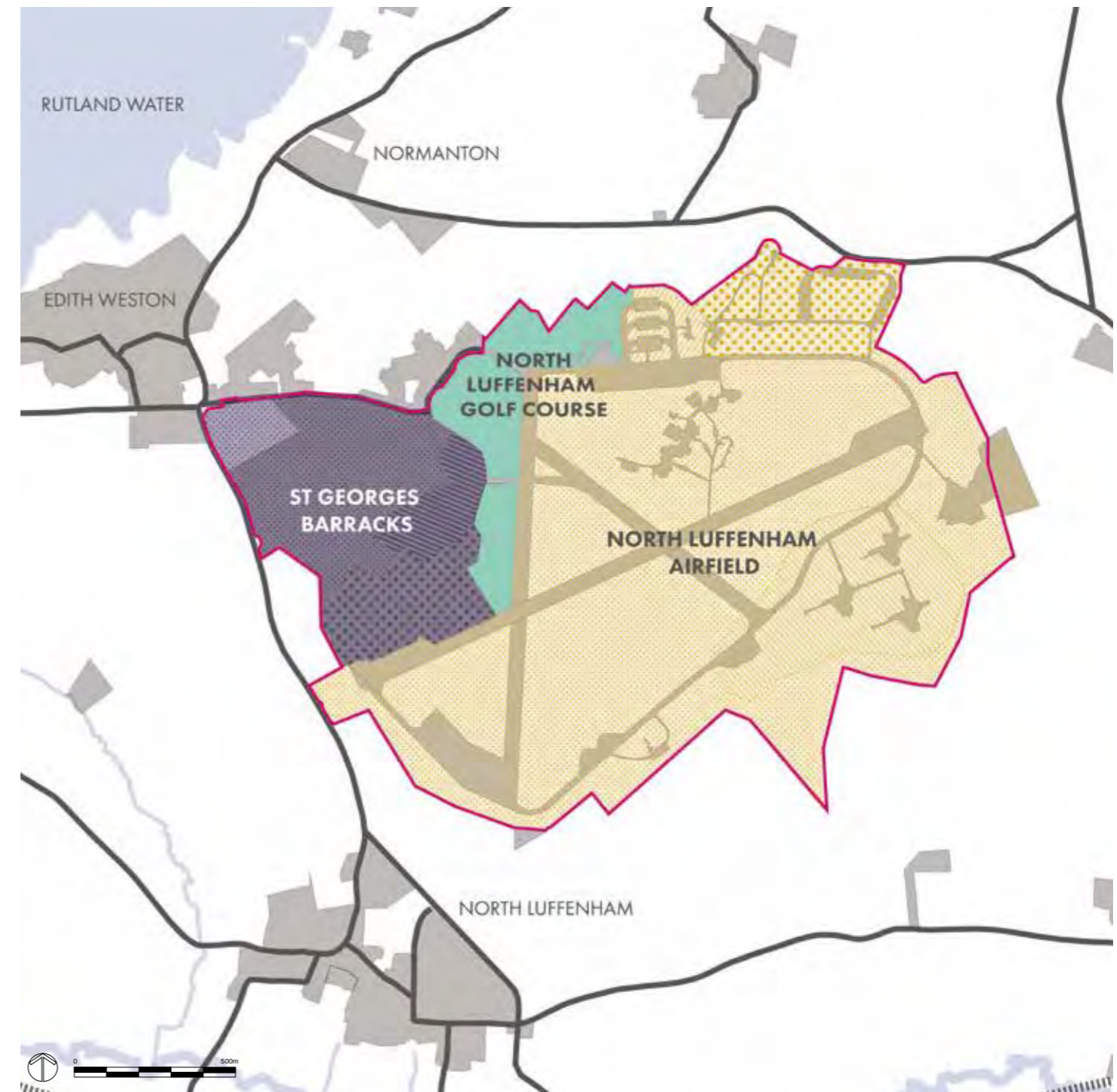
- 1B - Hangars: This sub-area is typified by three curved-roof, former military hangars of large scale and mass, as well as associated smaller scale built form with pitched roofs, and parked vehicles and caravans. There is a former air control tower. The built form is surrounded by amenity grassland with a limited number of small trees and herbaceous planting by one of the buildings. Views beyond the site boundaries are limited.
- 1C - External Training Area: The sub-area includes the dog kennels, outdoor assault and fitness courses / structures in areas of amenity grassland, as well as a further large, rectangular area of amenity grassland for adjacent to the North Luffenham Golf Course for outdoor exercise / training. The external training area overall has an open and exposed character, albeit long views out of the site are limited by mature vegetation at the boundaries.

2 Disused Airfield

- 2A - Derelict Airfield: The sub-area is extensive and defined largely by the expanses of rough grassland and broad former runways / taxis. The physical condition of the latter are in decline. There are few permanent structures, but many remnants of former military activity including a derelict radar truck, helicopter and other debris. The pattern of structures to the north of the east-west runway are not readily apparent on the ground, although this area, which is slightly mounded, is surrounded by barbed wire fencing. A mature copse (the spinney) lies to the south, while there is mixed native planting and woodland to the west. Security lighting occurs to the west.




The derelict airfield has an open, exposed and abandoned character, and in places, a sense of remoteness and isolation. The area is separated from the barracks and associated operational areas by security mesh / barbed wire fencing. There are visual links with surrounding landscape. From the inner areas of the airfield, these views include distant wooded and occasionally open ridgelines. However, from locations closer to the edges of the airfield (that is, closer to the edges of the plateau on which it lies) the nature of the nearby surrounding landscapes becomes more apparent, for example, glimpses of rooftops of dwellings at North Luffenham from the south-western part of the airfield.

- 2B - MOD Buildings: There are several buildings in this sub-area of varying scale and materials, including brick and render. Fenestration is limited. The smallest and most southerly has an unusual shape that is curved shape at one end. There is a hexagonal pattern of concrete surfaces, part of the former runway pattern, parked cars, open amenity and rough grassland and security fencing.
- 2C - Large Scale Commercial Buildings: The sub-area comprises three very large scale, pitched-roof commercial sheds, of pale green metal, with a further white-fabric coated large shed to the south of the access track, as well as single storey structures. External surfaces are of concrete, and there are a number of articulated lorry trailers parked in a line to the south, as well as areas of stored materials outside. Amenity and rough grassland surrounds the area.
- 2D - Historic Structures: The sub-area contains various concrete structures and surfaces with encroaching scrub vegetation and rough grassland, remnants of the former missile launch pads, which are in a state of decline. There is also a single storey, flat-roofed building that is listed, adjacent to which has been built a large, dark green metal shed with a flat roof, surrounded by an earth embankment with rough grassland and limited vegetation. Further rough grassland and scrub occurs in the area.
- 2E - Paddocks: The sub-area comprises of outlying paddocks, areas of rough grassland (with jumps) regenerative scrub and a small copse. Field sizes are small and marked by either fencing or overgrown intermittent hedgerows and includes a cluster of timber stables / shelters / store buildings. The land is gently undulating and generally slopes to the north, away from the disused airfield.



SITE LEVEL TOWNSCAPE AND LANDSCAPE CHARACTER AREAS

LEGEND

	SITE BOUNDARY		2 - DISUSED AIRFIELD
	1 - MILITARY BARRACKS		2A - DISUSED AIRFIELD: DERELICT AIRFIELD
	1A - MILITARY BARRACKS: MAIN AREA AND OFFICER'S MESS		2B - DISUSED AIRFIELD: MOD BUILDINGS
	1B - MILITARY BARRACKS: HANGARS		2C - DISUSED AIRFIELD: LARGE SCALE COMMERCIAL BUILDINGS
	1C - MILITARY BARRACKS: EXTERNAL TRAINING AREA		2D - DISUSED AIRFIELD: HISTORIC STRUCTURES
			2E - DISUSED AIRFIELD: PADDOCKS
			3 - NORTH LUFFENHAM GOLF COURSE

3 North Luffenham Golf Course

- The golf course comprises of a broadly flat, upside-down L-shaped area of amenity grassland, with a number of deciduous and coniferous trees, divided in places by the former roads and runways (concrete and tarmac) of the airfield. A single storey, timber-clad pavilion club house with parking lies to the north-west. There are a number of sand-filled bunkers and close-mown greens, as well as small huts, flag poles, bins, benches, and CCTV cameras. There are partial views into and out of the area with visual linkages with the barracks and disused airfield, and with the military housing to the north of the site. It should be noted that the operators of the golf club have been served notice and the course is due to close in 2019.

Topography

Due to its former airfield function, the barracks site itself is relatively flat and is situated between approximately 110m AOD in the north-west and 90m AOD in the south-east. It forms an elevated plateau in the landscape.

The land around the site falls to the east and south, towards the River Chater and the railway line which closely follows the river's course. To the south of the river, the land rises up, with Wing located at the top of the hill to the west and Easton-on-the-Hill on the peak to the east. Ketton is located in the river valley to the east of the site.

To the north, the land falls towards Rutland Water, via Edith Weston and Normanton, and to the north-east towards the River Gwash.

Flood risk

The site is located within Flood Zone 1 and is not considered to be at risk of flooding from rivers or sea. The Environment Agency records do not include any records of historic flooding within the site. BGS Groundwater flooding susceptibility records show a negligible risk of groundwater flooding. The site is also recorded as not being at risk of reservoir or canal failure.

Pluvial (rainfall) flooding exists across the site and is generally a result of the landform (see adjacent plan). The pluvial flooding should be managed and mitigated through the development of a Sustainable Drainage strategy for the proposed development, in line with best practice guidelines.

Foul drainage

The existing barracks generally drains by gravity to an existing sewerage treatment works west of the site. The treated effluent is discharged into the adjacent Lyndon Brook. A discharge consent for the treatment works (dated 14 February 1997) places restrictions on both the quality and quantity of effluent discharge into the Brook.

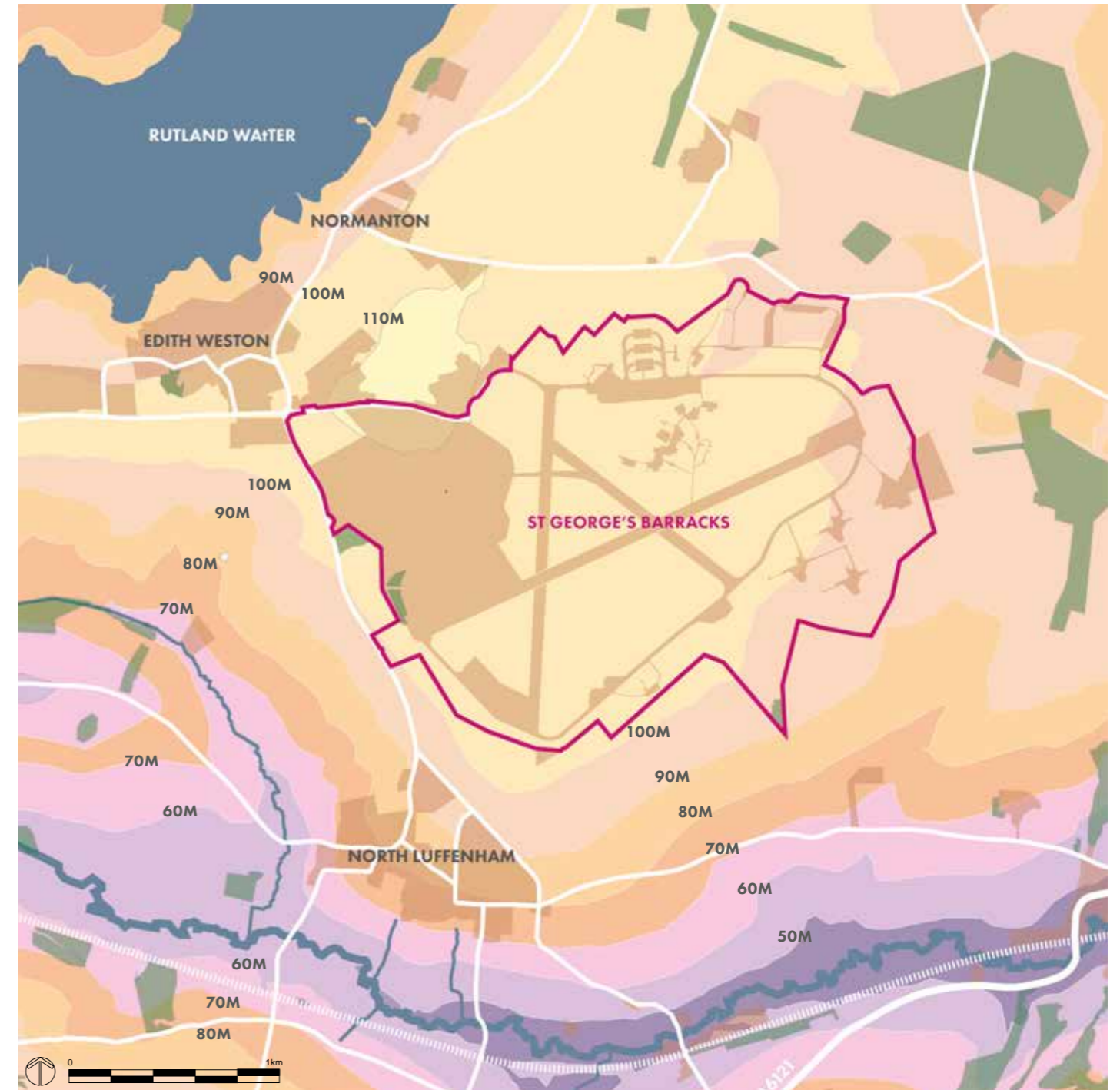
It is unlikely that the existing foul sewerage treatment works will be sufficiently sized to accommodate flows from the proposed development. Consideration will need to be given to either the provision of a new treatment works either adjacent to the Lyndon Brook or the within the development site with a discharge consent to current environmental standards.



PLUVIAL FLOODING

LEGEND

- SITE BOUNDARY
- PLUVIAL FLOOD EXTENTS



TOPOGRAPHY

LEGEND

- SITE BOUNDARY
- 70-80 M AOD
- 110-120 M AOD
- 60-70 M AOD
- 100-110 M AOD
- 50-60 M AOD
- 90-100 M AOD
- 40-50 M AOD
- 80-90 M AOD

Ecology

An Extended Phase 1 Habitat Survey, in conjunction with a Desk Study data search, was undertaken across St George's Barracks in March 2018. Previous survey data was also reviewed.

The site can be split into three separate, although contiguous, areas:

- St George's Barracks and the Officers' Mess
- North Luffenham Golf Course
- North Luffenham Airfield.

The barracks and Officers' Mess were found to comprise a variety of buildings ranging from residential blocks and offices through to large hangars, set amongst formal amenity grassland with numerous semi-mature scattered trees. The habitats within the barracks and Officers' Mess were assessed as being of limited ecological value, although the buildings and more mature trees may provide some limited foraging and breeding opportunities for common bird species associated with urban environments, as well as potential bat roosting features.

The habitats within North Luffenham Golf Course are typical of such an area, being dominated by intensely managed amenity grassland, with less intensely managed areas around the periphery. Numerous linear tree belts act as barriers between the fairways. Two waterbodies were also identified within the golf course, one of which presents suitable habitat to support great crested newts. The golf course also has the potential to support common reptile species, common widespread breeding birds and bats. Limited evidence of badger activity was also identified during the March 2018 survey. The ecological features within the barracks, Officers Mess and golf course have limited biodiversity value, collectively being no more than site value at best.

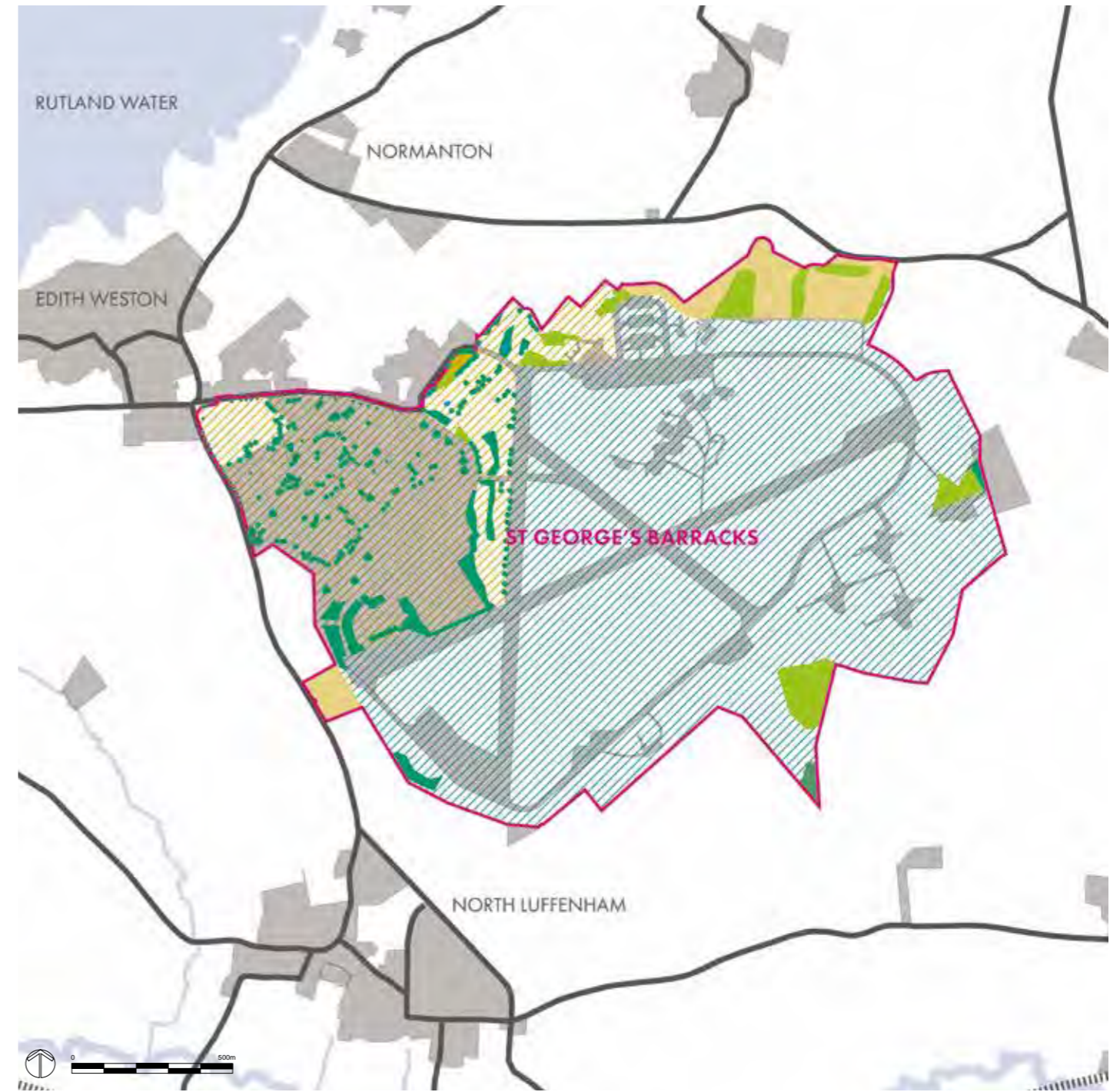
North Luffenham Airfield is typified by an expansive area of grassland, which on further detailed survey, is likely to be a mixture of moderately species rich calcareous and mesotrophic grassland. The area has also been shown to be important for breeding and passage birds. The entire airfield has been classified as a potential Local Wildlife Site (LWS) and it reasonable to assume that detailed botanical surveys undertaken the appropriate time of year would support the proposed designation. The grassland communities are also likely to be classified as a Habitat of Principal Importance (HPI) under Section 40 and 41 of the NERC Act 2006. For these reasons, the airfield has been assessed as being of County value.

Additional species specific survey would be required to fully evaluate the ecological resources within the site. However, based on the information collected to date, it is likely that any re-development of the Barracks, Officers' Mess and golf course would be able to provide adequate mitigation and/or compensation for any specially protected species that may be present. Hence, there would be no significant ecological constraint to re-development.

The airfield is likely to support habitats of County value and would no doubt qualify as a LWS, as well as being classified as a HPI. Whilst the designation as a LWS and classification as a HPI does not provide strict protection of the habitats or site as whole, it does represent a material consideration in the planning process. Opportunities will exist within the masterplan to re-create or re-instate the grassland areas and with the correct management regime in place, it would be possible to improve the composition of sward and ensures its long-term sustainability. However, the overall extent of the grassland area would be significantly reduced.

Immediately to the north of the site lies Rutland Water, which holds the multiple designation of SPA, Ramsar Site and SSSI. Rutland Water is of international importance due the winter waterfowl population it supports. It also holds a nationally important population of breeding ospreys, representing one of only three sites in England.

Any re-development of the site would need to ensure that there is no adverse impact upon the integrity of Rutland Water SPA and its qualifying features, in line with Regulation 63 of the Conservation of Habitats and Species Regulations 2017. Potential impacts may include an increase in recreational disturbance due to an increase in the number of residents in the local area, an increase in noise and visual impact levels during any construction period, potential alteration to local hydrological regimes and an increase air pollution. Careful consideration would need to be given the potential impacts with adequate avoidance measures put in place to ensure the integrity of the SPA is maintained.



ECOLOGY

LEGEND

- SITE BOUNDARY
- AMENITY GRASSLAND
- SEMI-IMPROVED GRASSLAND
- IMPROVED GRASSLAND
- SPECIES POOR SEMI-IMPROVED GRASSLAND
- SCRUB
- TREE/WOODLAND
- POND

Arboriculture

The tree stock has been largely influenced by the existing site use, with the majority of the trees concentrated to the north west of the site, within the existing barracks. Apart from Acorn Spinney, located to the south of the airfield, the tree stock appears contemporary with the sites development with few, if any, trees forming features from a previous landscape or marking extant field boundaries.

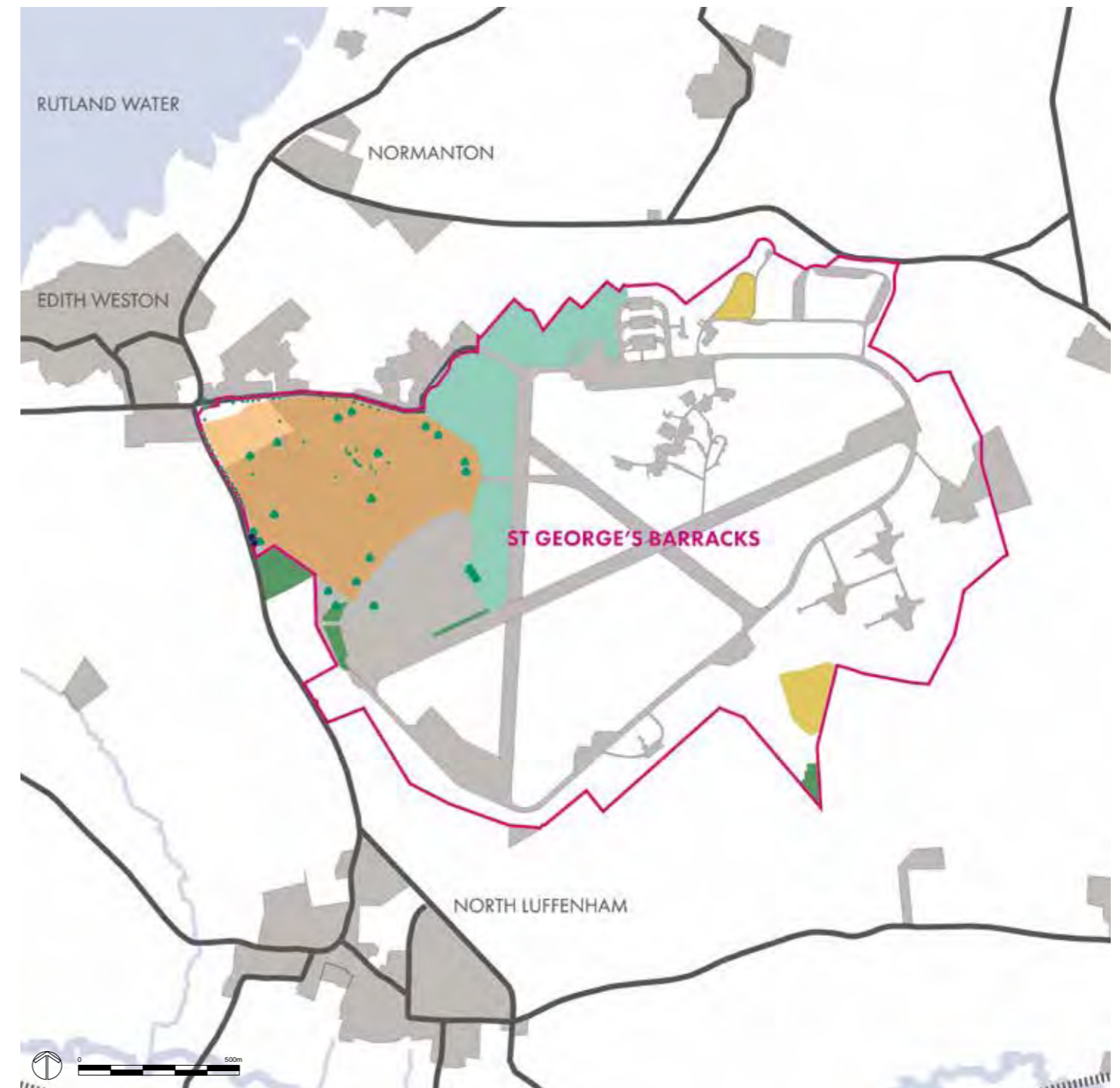
Tree species and tree cover therefore reflect the distinct areas formed by the barracks, golf course, airfield and scattered woodland that is characteristic of the surrounding landscape. Within the barracks, the majority of tree stock is formed by individual trees and small groups set within open amenity areas or between buildings. Whilst the majority of these trees are of ornamental or domestic scale, linear groups of early mature Lime and Ash are located to the boundaries along Edith Weston Road, Pennine Drive and Manton Road. Together with scattered individual trees and groups within the barracks, these trees contribute positively to the street scene and form skyline features. To the west of the main barracks, trees within the Officers Mess are primarily located to the boundaries, with scattered trees to the south providing limited screening of views from the landscape beyond. Species within the barracks include Ash, Lime, Cedar, Corsican Pine, Scots Pine, Sycamore with Beech, Cedar, Cherry, Field Maple, Horse Chestnut, Lombardy and Hybrid Black Poplar, Larch, Norway Maple, Sugar Maple and Whitebeam.

To the east of the main barracks, the tree stock is formed by linear groups forming structured fairways within the golf course and as such, are of a single age class that is dominated by Cypress. Whilst an incongruous landscape feature, the linear groups provide screening and separation to the barracks. Species within the golf course include Alder, Ash, Balsam Poplar, Cherry, Lawson and Monterey Cypress, Horse Chestnut, Field Maple, Norway Maple, Scots Pine, Sycamore and Willow. As one would expect, no trees are located within the airfield, however, following a lapse in management, Hawthorn and Elder are now naturalising within areas of overburden and previously disturbed ground.

Woodland within the site is also limited. Acorn Spinney and the off-site woodland located to the south of the barracks entrance form collective features within the local and wider landscape. Both woodlands appear to be located within areas subject to previous local quarrying, evidenced by the topography, and are dominated by Sycamore of varying health and condition. Elsewhere, immediately to the south of the barracks, tree belts have been planted. Whilst semi-mature to early mature, these belts have future potential to mature further and contribute to the local and wider landscape.

Whilst trees within the site are not subject to statutory designation, trees are a material consideration within the planning process, regardless of their protected status, and consequently RCC will take them into account when considering planning applications. Wherever practicable, the masterplan should retain any existing trees within the site.

British Standard BS5837:2012 Trees in relation to design, demolition and construction – recommendations (BS5837) provides recommendations and guidance on the relationship between design, demolition and construction processes and sets out the principles and procedures to be applied to achieve a harmonious and sustainable relationship between trees and structures. It is therefore recommended that a detailed tree survey be carried out in accordance with BS 5837 at an early stage to qualify and quantify the trees on site and establish the arboricultural constraints that will inform the design. In particular, development should seek to integrate principal trees and groups within the barracks to maintain future maturity and tree cover. Elsewhere, boundary trees to the edge of development, including elements of the golf course, could be retained and strengthened with new planting to provide screening and a soft transition from the surrounding landscape to future development.



ARBORICULTURE

LEGEND

- SITE BOUNDARY
- AREA OF INDIVIDUAL TREES & GROUPS
- SCRUB
- GOLF COURSE
- BROADLEAF WOODLAND
- PRINCIPAL TREE OR GROUP
- MEMORIAL TREE

Ground constraints

For ground constraints purposes, the site can be divided into two discrete areas:

- The technical site: represents the west and north-west sector of the site and comprises the occupied St George Barracks
- The area of exploded ordnance disposal (AEOD) enclave: represents the majority of the site and is dominated by runways, surrounding open land and numerous buildings/historic features associated with the sites historic airfield use.

Environmental setting

The underlying geology can be summarised as bedrock of Lincolnshire limestone overlying sandstone, siltstone and mudstone of the Grantham Formation. Superficial deposits of boulder clay are shown to be present across the west of the site by published geological sources, however ground investigations undertaken have demonstrated the presence of overburden exceeding 1.0 m in thickness across a wider area than the published geological mapping alone would suggest.

The limestone is known to dip at approximately 1° to the east. As such groundwater flow is understood to be generally from the west to the east, and the limestone underlying the site is classified as a Principal Aquifer. The overlying superficial deposits are classified as a Secondary (undifferentiated) Aquifer. The nearest surface water feature is the River Chater, situated approximately 1 km (0.6 miles) to the south.

Technical site

A review of available information has identified several key features, which represent potential physical constraints and/or sources of contamination within the barracks area. These include potential buried military waste along the north boundary (potentially included unexploded ordnance), a former waste destructor building, several Bulk Fuel Installations (BFI), a suspected waste dump, a 25 yard shooting range, known to contain elevated concentrations of metals and several areas of near-surface ashy material/Made Ground, which have been demonstrated to contain elevated contaminant concentrations. Further information relating to these features and other relevant ground investigation findings are presented below:

- BFIs: Photoionisation detector (PID) readings have indicated a likely presence of hydrocarbon contamination in the ground at the location of BF11 (located at Building 52, approximately 300 m north of Building 34). Groundwater sampling from an adjacent borehole revealed low levels of several organic compounds, including a fuel additive. PID readings have also indicated potential hydrocarbon contamination in soil around BF15 (Buildings 52 and 75), however no corresponding elevated groundwater concentrations have been encountered
- Potential buried waste in the north of the site. No evidence of significant waste disposal has been encountered in this area, however metal sheets were identified in 2no. of 6no. trial pits advanced
- At land north of Building 21 (Former Salvage Compound), a layer of ash up to 0.3 m thick was encountered, containing elevated concentrations of metals and polycyclic aromatic hydrocarbons (PAHs). Radiological surveys revealed significant radium-226 contamination. The highest activity

material was removed from site, after which no activity above background levels was detected. The high activity material was thought to be associated with the uncontrolled disposal of an electronic valve

- Ashy materials were identified in several areas around workshop buildings, and contained elevated concentrations of metals, PAHs and phenol
- Elevated concentrations of lead, copper and zinc were identified at the 25 yard shooting range.

In addition to the above, several other relatively minor features which should be considered during future phases of work have been identified. These include electricity sub-stations, soakaways (some associated with vehicle washing areas), coal stores, pillbox type forts, and buildings with specific potentially contaminative uses. Furthermore, whilst not within the site, an area of land formerly labelled as a sand pit and burial ground is situated adjacent to the south-west of the barracks and has been identified as a historic landfill (known as North Luffenham Airfield), with an additional smaller area of landfill (known as Land off Pinfold Lane) also present to the west of this, on the opposite side of Edith Weston Road. No information relating to the operational dates or waste disposed of at either of these facilities has been identified.

AEOD enclave

A review of the available historical information and previous environmental reports has identified numerous significant features within the AEOD enclave area. These are very briefly summarised below and relevant further information presented where it has been identified:

- A suspected bomb loading area is situated in the north-east sector of the site, comprising several loading ramps and access roads. Radioactivity readings slightly in excess of background levels were detected by the Defence Radiological Protection Service (DRPS). Soil sampling confirmed the presence of some radioactive material; however laboratory analysis of the recovered samples identified no risk requiring further action. Further investigation of this area is recommended in due course
- Bomb and "pyro" (detonators and flares etc) storage areas, as well as explosive training areas: soil samples taken and analysed for explosive residues encountered no evidence of any such contamination
- BFIs: Several former BFIs are known to have existed, located within the Thor missile base area, at Building 192 and at Building 148. In addition however, available information suggests hydrocarbon storage tanks have existing in proximity to buildings 199 and 200 (at least one of which has been decommissioned by insitu by foam filling), whilst aerial photography, historic photographs and historic maps suggest additional similar storage tanks/BFI have existed in several other areas of the site
- Building 200: Situated in the south-west sector of the airfield, it has been reported that specific remedial works were undertaken to remove polychlorinated biphenyls (PCBs) in the mid-1970s. Capacitors containing PCBs were reportedly removed from this building in 1988, and this site is known to have been used for the repair of radar equipment
- Waste disposal areas: Numerous areas are reported as having included waste disposal/burning have been



GROUND CONSTRAINTS

LEGEND

 SITE BOUNDARY	 AREA OF RADIOLOGICAL SURVEY
 BUILDING	 FEATURE REVEALED BY EOD SURVEY / SITE OF BURIED WASTE
 SUSPECTED WASTE DUMP	 DISTURBED GROUND SHOWN ON AERIAL PHOTOGRAPH
 SITE OF FORMER DESTRUCTOR BUILDING	 MISCELLANEOUS FEATURE
 FORMER EXPLOSIVES STORAGE AREA	 AEOD EXPLOSIVE TRAINING BOUNDARY
 BULK FUEL INSTALLATION (BFI)	
 SAND PIT & BURIAL GROUND	

identified, including a spoil tip in the northern sector of the site, a suspected waste dumping/burning ground in the north-west sector, a bonfire site in the airfield area (adjacent to the pyro store) and areas reported as contained buried scrap cars:

- Spoil tip: represents a mound of Made Ground rising approximately 3 m above the surrounding ground, and measures 130 m x 75 m. Average thickness of the Made Ground present was found to be 2.1 m (max. 3.6 m encountered), and contained demolition type material with inclusions of tarmac, glass, bed springs, timber, plastic, metal sheeting, batteries and engine gaskets. Asbestos measuring 0.029% (unit unknown, suspect weight/weight) was identified in a single sample. Elevated concentrations of metals, organic substances and sulphate/sulphide were encountered in soil. Leachate testing identified some potential for contaminants to migrate to controlled waters, however no groundwater contamination was identified. Radiological surveys and subsequent laboratory analysis identified some radium-226; however the levels present were not considered to be of any health or regulatory significance
- Bonfire site: Trial pitting revealed approximately 0.4 m of Made Ground comprising dark brown/black ash which contained elevated metals and polycyclic aromatic hydrocarbons (PAHs)
- Former Thor Missile Base: This comprises three Grade II listed concrete platforms situated in the east of the airfield. A trial pit excavated in a shallow concrete bunker at Platform 3 revealed waste material. A pit excavated to the north of Platform 2 encountered a concrete bunker approximately 4 m x 4 m and 1.5 m deep. Other pits dug in the area generally encountered natural clays overlying limestone. The area was generally found to be uncontaminated; however waste materials/Made Ground (which is generally contained within concrete structures) contained elevated metals, PAHs and other organic compounds. Radiological surveys encountered a small amount of radioactive material, which was removed, however subsequent soil sampling showed some radium-226 to remain. Addition remedial works were recommended, however it is unknown whether these were completed
- Suspected relic foundations and roads: predominantly these are anticipated in the north (to the east of buildings 145, 146 and 147) and the east (in and around the Thor Missile Base) of the airfield
- Fire training areas: Fire training exercises are understood to have been conducted to the east of building 200, with fires started using waste fuel and white spirit, and extinguished using chemical foam.

Several anomalies were identified by geophysical surveys undertaken at the site and in the surrounding area. These included several relatively small features, considered likely to be near-surface metallic objects and buried barbed wire, as well as larger features including a >100m across anomaly encountered in areas where relic building foundation may be present, and potential underground bomb store. No other features of concern or visual/olfactory evidence of potential contamination were noted in these areas. In addition to the above, the largest anomaly encountered was at central grid co-ordinate 0735E 0945N, with conductivity values increasing



MINERALS EXTENTS

LEGEND

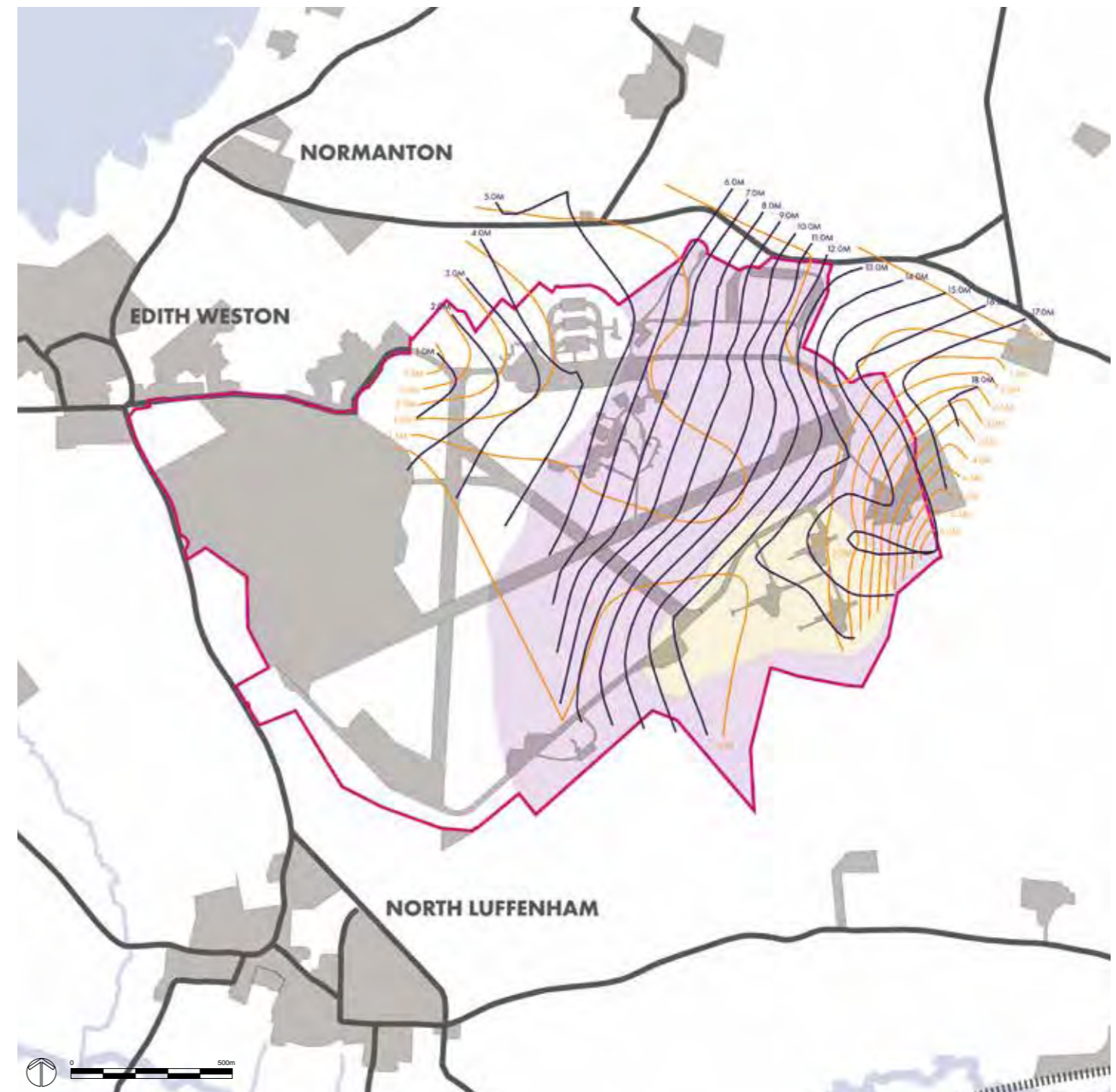
- SITE BOUNDARY
- LISTED BUILDINGS ZONE
- MINERALS EXTRACTION AREA

moving from south east to north west. It was suggested that this may be associated with a variation in bedrock level.

Minerals

The particular geology of the area has given its name to the Rutland Formation which was formed from muds and sand carried down by rivers and occurring as bands of different colours, each with many fossil shells at the bottom. At the bottom of the Rutland Formation is a bed of dirty white sandy silt. Under the Rutland Formation is a formation called Lincolnshire limestone. A quantity of limestone is present beneath the eastern half of St George's Barracks, which may impact upon phasing. A minerals survey was undertaken by Evolution Geological (January 2018) to assess the extent of the limestone and should be referred to for full details. It is known that the limestone present beneath the site has an economic value; however it is understood that at least 5.0 m of this will need to be present in order for its extraction to be financially viable.

A review of available ground investigation information suggests this thickness should be present in approximately the eastern half of the airfield (approximately in line with the east side of the area containing buildings 145, 146 and 147; with a 5.0+m thickness potentially present further to the west in the south sector of the site). The ground investigation data available indicates a variable but generally consistent thickness of overburden to be present, varying between 0.7m and 1.8m across the AEOD Enclave site; however the exploratory locations situated in the barracks and to the east of the site suggest its overburden increases in these areas.



MINERALS DEPTH & OVERBURDEN

LEGEND

- SITE BOUNDARY
- LISTED BUILDINGS ZONE
- MINERALS EXTRACTION AREA
- LIMESTONE THICKNESS (1.0M CONTOURS)
- OVERBURDEN DEPTH (0.5M CONTOURS)

CONNECTIONS

The nearest bus stop is located at the Wheatsheaf on Manton Road, approximately 400 m (0.25 miles) to the west of the barracks. Route 12 provides a service every 2 hours Monday to Saturday between Stamford and Uppingham, from 7.30am to 6.20pm. There are no bus services to Oakham. The nearest train station to the proposed site is at Oakham. It is situated approximately 11.5 km (7 miles) travel distance north-west of the site, therefore making it outside the range for commuter journeys made to the barracks by cycle. Stamford Station lies on the same railway line, located just under 14.2 km (9 miles) east of the site and similarly outside the distance for commuter journeys.

The majority of Edith Weston lies within a 2 km (1.2 miles) walking distance from St George's Barracks, which can be accessed via Manton Road, Edith Weston Road and Normanton Road. Sufficiently wide footpaths, dropped kerbs and pedestrian crossing facilities are provided at several points in the vicinity of the site, providing links to a number of local amenities. There are limited public rights of way around the site, however the barracks are 500 m (0.3 miles) from the local circular route, which runs around Rutland Water. The bridleway runs for approximately 23 km (14.2 miles). It starts in Oakham and joins the waterside path towards Whitwell and the nearby butterfly centre, passing through Edith Weston. St George's Barracks is connected to the reservoir cycle route via Normanton Road, which links the site with Empingham village approximately 5 km (3 miles) to the northeast, and Manton / Lyndon Roads which connect to Manton village approximately 5.7 km (3.5 miles) to the west.

Route 63 of the Sustrans National Cycle Network (NCN) runs approximately 10 km (6 miles) to the north-west of the site, on the eastern edge of Oakham. The route travels for 181 km (113 miles) from Burton-on-Trent passing through the large cities of Leicester, Stamford and Peterborough before arriving at Wisbech.

The local road network generally consists of single carriageway, rural de-restricted roads that provide access to the surrounding towns / villages. This ultimately provides access to the larger towns of Oakham, Newark, Grantham, Stamford, Peterborough, Kettering, Leicester, Corby and

Nottingham. The key road links are Edith Weston Road, Manton Road / Lyndon Road, Normanton Park Road, A6003, A606, A6121 and A47.

Edith Weston Road is a single carriageway road which runs along the western site boundary of the main barracks site, providing access to the A6121 to the south and the village of Edith Weston to the north. Street lighting is only provided at the northern junction with Manton Road, at the southern junction with the A6121 and within the parameters of North Luffenham village. The speed limit is mainly de-restricted (60 mph), however a 30 mph speed limit is enforced to the south of the main site access to the barracks. A 40 mph section is also enforced within the parameters of the village of North Luffenham. Footways are provided along the western carriageway from the northern junction to North Luffenham to the main Barracks access, from this point the footway continues along the eastern edge of the carriageway to the mini roundabout junction with Manton Road / Normanton Park Road. Within the vicinity of the mini roundabout junction a footway is also provided along the western edge of the carriageway.

Manton Road is the main road through the village of Edith Weston and runs along the northern boundary of the barracks. It is formed of a single carriageway with a speed limit of 30 mph. Lit footways are provided on both sides of the carriageway within the village of Edith Weston, however street lighting and footways are not provided along the remaining section of Manton Road with the existing footway provided along the southern edge of the carriageway through the village of Manton. Manton road provides access to A6003 to the west and Edith Weston Road and Normanton Road to the east.

The A6003 provides a strategic link between Oakham and Corby and on to the A14. The A6003 provides access to the A47 to the south via a five-arm roundabout and A606 and to the B640 to the north via a four-arm roundabout. The A6121 is a single carriageway road providing a local link between Stamford and South Luffenham (via Kettering) and also provides strategic access to the A47 to the west and A1 to the east. The A47 provides a strategic route between Leicester and Peterborough with the road alignment running in an easterly and westerly direction. The A47 is mainly a single carriageway, forming in to a dual carriageway within the vicinity of its junction with Sutton through to Peterborough.



CONNECTIONS

LEGEND

- SITE LOCATION
- EXISTING BUILT FORM
- RUTLAND WATER
- PARKS & OPEN SPACE
- SITE ACCESS
- BUS STOP
- RAILWAY
- ROAD
- FOOTPATH
- BRIDLEWAY
- TRAFFIC-FREE ROUTE ON THE NATIONAL CYCLE NETWORK
- MACMILLIAN WAY LONG DISTANCE PATH



BUS & RAIL CONNECTIONS (2017)

BUILT FORM

Listed buildings

The villages of Edith Weston to the north and North Luffenham to the south contain a number of listed buildings, as well as both being partly designated as Conservation Areas. The Wytchley Warren Farmhouse is also a listed building located beyond the site boundary to the east. Those of which lie adjacent to the site boundaries includes the following Grade II buildings:

- School House (now a house) is a single storey building located to the north-west of the western site parcel and is dated as 1864.
- The Grange with adjoining stableblock, wall, piers and gate, dated 1851 are all located to the north of the main site and Pennine Way.

Within the site, there are three Grade II* listed buildings on the eastern section of the airfield. These are listed on the Historic England register as 'The Thor missile site at former RAF North Luffenham', which comprise launch emplacements which are "arranged in the typical, broadly triangular configuration within a compound, the inner fence-line of which partially remains to the east, south and south-west of the emplacements which was constructed in 1959 and operational until 1963". The citation describes the structures as where "all three emplacements retain their blast walls, launcher erector mountings, fuel dump pit footings on either side of the erector and most of the rails to the causeway and the end of the shelter. The fuel pipe conduits from the pits to the launcher remain and the steel fuel pipes surrounding the launcher mounting are apparent as are the platforms for the short-range theodolites.

All emplacements retain their theodolite shed platforms, but only the central and eastern emplacements retain partially standing theodolite sheds and the lower portion of the concrete long-range theodolite pillars.

... This single-storey, flat-roofed building constructed from pre-fabricated concrete slabs has been extended along its length to the north by a taller structure covered in corrugated metal."

The reasons for designations are cited as: "Architecture: The Thor structures... fluently express the functionality and distinctive arrangement of a Thor missile main base. Intactness: The components and infrastructure of the Thor base survive remarkably intact and include a Surveillance and Inspection Building uniquely in this country. At no other British site does the missile base remain within its contemporary military context. Historic Interest: The Thor missile site has international historic significance because of its association with world events of the Cold War period. Its outstanding level of survival provides a vivid reminder of the Cuban Missile Crisis of 1962. Rarity: Only 20 such sites were established in England of which this example is the most complete. Context: The functional and tactical association with the World War II airfield, contemporary Bloodhound Mark 1 Tactical Control Centre and satellite Thor missile station at Harrington adds significantly to the more than special interest of the North Luffenham site."

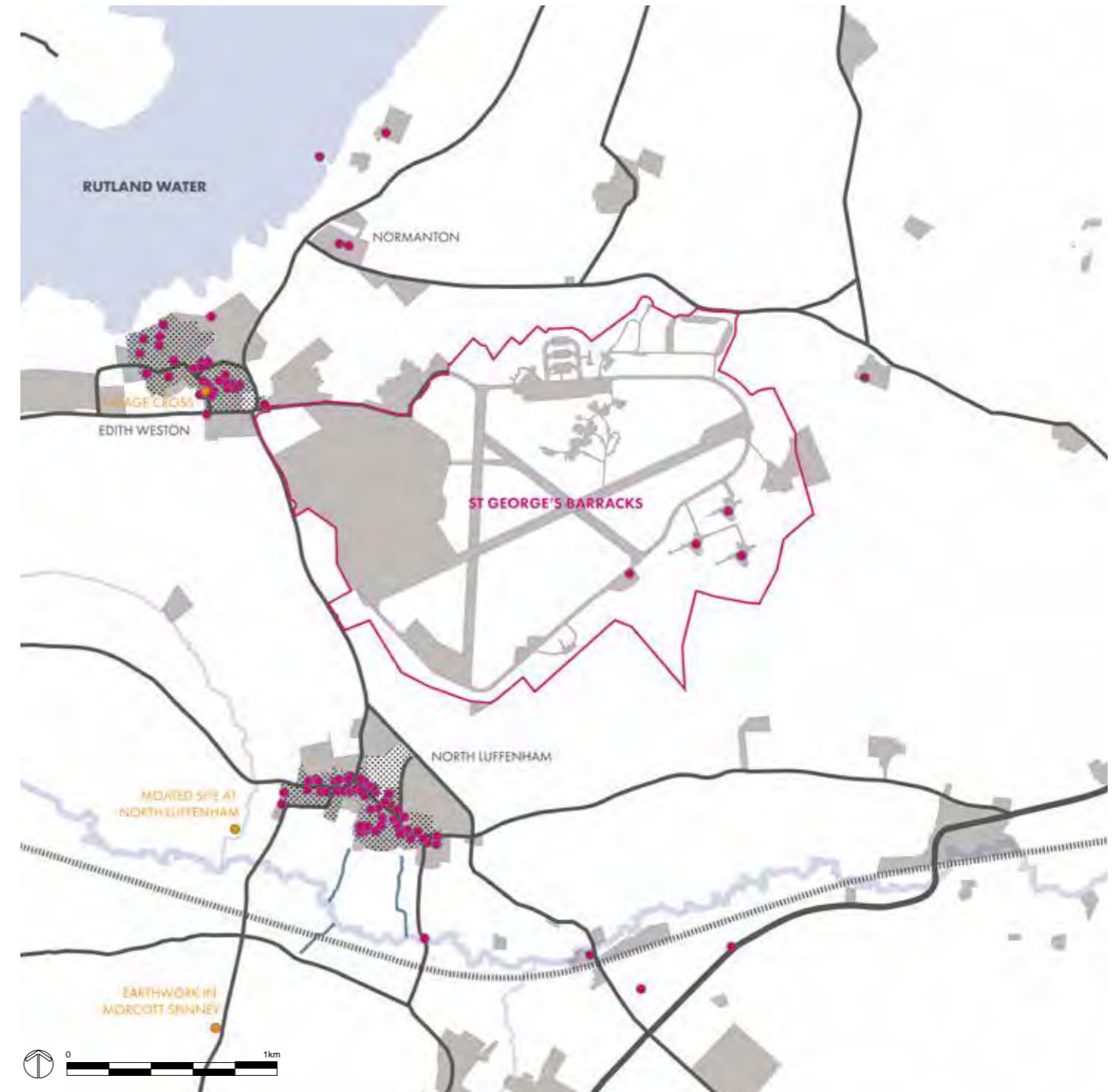


AERIAL PHOTOGRAPH OF PART OF ST GEORGE'S BARRACKS IN 1944



AERIAL VIEW OF THE THOR MISSILE SITE

The preservation of the Thor missile sites, and its other surviving features, enhances the significance and value of St George's Barracks as an important educational resource. It's a place to explore the nature of the special relationship, the strategy of missile deterrence, practicalities of maintaining and operating late 20th century high-tech weaponry at a high state of readiness, and its interplay with its host population.



HERITAGE - LISTED BUILDINGS AND CONSERVATION AREAS

LEGEND

- SITE BOUNDARY
- BUILT FORM
- ▣ CONSERVATION AREA
- LISTED BUILDING/STRUCTURE
- SCHEDULED MONUMENT

Built form

The Officers' Mess is located to the west of Edith Weston Road, separate to the main barracks. Built form at the Officers' Mess is concentrated in the north-eastern part of the site. The built form scale, mass is varied, with a height predominantly of between one and two storeys. The perimeter buildings are generally face inwards and are arranged in to create a series of both hard and soft courtyard spaces set orthogonally. Those buildings on the south side face out over the landscape, taking advantage of views across the countryside.

As shown on the built form analysis plan, development in the main barracks site is predominantly concentrated in the north-western portion and is generally separated from the former airfield to the south-east by a combination of green space (including the golf course) and linear tree belts. The buildings in this part of the site are again generally inward facing and are laid out on a distorted and skewed grid pattern, aligned relative to the runway. Similarly, the built form scale, mass is generally uniform with building heights predominantly two storey. The south-eastern edge contains a number of large sheds set against the areas of open space and the golf course.

Beyond these main organised built areas of the site, a range of built elements are present across the former airfield and includes the listed missile launch emplacements, a range of small structured set within low mounds, former aprons and associated buildings, and the large commercial hanger buildings associated with the former airfield part of the site. The structured, orthogonal nature of the barracks is at odds with the more organic nature of the neighbouring villages of Edith Weston and North Luffenham and presents a distinctive military character.

Airfield

The 1928 historic map illustrates the historic field pattern that was lost due to the development of the airbase. The character of the area has witnessed the transition from an agricultural landscape to an empty expanse of airfield, devoid of vegetation, and with built form on top of the localised ridge. The green infrastructure has been managed to suit its military function – a rural landscape has been transformed into one that is lacking in biodiversity and richness of landscape character.

A Statement of Significance relating to the built heritage of the site was undertaken in April 2018. It identified that the significance of St George's Barrack's lies in the survival of the airfield landscape comprising individual structures, whose importance is amplified by their inter-connectivity with one another. The airfield exemplifies the complexity of a late Cold War fast jet operation and how this evolved through time to support evolving strategies and missions. Within the airfield landscape different zones may be isolated, but these are all dependent on central services scattered across the airfield.

The airfield is considered to have moderate illustrative historic value, architectural value and aesthetic value. It is an example of a late expansion period aerodrome. It was designed to ensure military efficiency as well as thought being given towards creating an attractive working and living environment.



1928 HISTORIC MAP

As a former air base, the runways are one of the most significant structures of the base. The runways date from 1944 but have been overlaid on many occasions (normally every 12 years). The runways have also suffered damage from what appears to be mortar or explosive practice and as such a number of large craters are visible. On that basis, it is the line of the runways, rather than the physical fabric on the runways themselves, that contributes most to the site.

Through the creation of a new community, potential exists to restore the landscape in two ways. Firstly in the reinterpretation of the historic field pattern through the alignment of streets and spaces, resulting in a grain more suited to the landscape and that of Rutland's villages, which will have developed through the conversion of fields to built form over time. Secondly, it is important that the military legacy is not forgotten, and the runways form a strong feature of the site. Their commemoration should be explored, through such interventions as creating footpaths along their alignment, using planting to demonstrate their scale or the form of open spaces.



BUILT FORM ANALYSIS

LEGEND

- SITE BOUNDARY
- BUILT FORM
- PREVIOUSLY DEVELOPED AREA
- OPEN SPACE
- WOODLAND
- GOLF COURSE
- WATER
- DISUSED AIRFIELD
- GREEN SEPARATION
- EMPLOYMENT
- LISTED STRUCTURE
- ☀ EXISTING ACCESS
- ~ IMPORTANT INTERFACE
- SURROUNDING STREET NETWORK
- INTERNAL STREET NETWORK
- GREEN GAP BETWEEN THE SITE, NORTH LUFFENHAM & SURROUNDING COUNTRYSIDE

Archaeology

An Archaeological Desk-Based Assessment of sub-surface archaeological issues relating to the redevelopment of St George's Barrack was undertaken in April 2018.

The assessment concluded that there is a low potential for Palaeolithic, Mesolithic and Neolithic finds within the site, while there is high potential for later prehistoric (Bronze Age / Iron Age)/ Roman/ Early medieval archaeology. A Geophysical Survey carried out within the southern half of the site in 2007 identified a series of features that appear to show the remains of possible ditched enclosures, ditch alignments, pits, and ring ditches. This settlement is most likely to be later prehistoric (Bronze Age Iron Age)/ Romano-British in date. However, there is a chance that this settlement may be early medieval in date and associated with an Anglo-Saxon cemetery that was identified to the north-west of the site. As the Anglo-Saxon cemetery was never fully delimited, it is possible that as yet unrecorded elements of that cemetery extend into the site itself.

In the later medieval period, the site is likely to have been made up of open fields worked in strips, which created a system of ridge and furrow earthworks. Cartographic evidence suggests that these strip fields continued in use in the south-west quarter of the site into the late 19th century. There is a high potential for the sub-surface remains of these furrows to survive as features within the site. There is a very low potential for post-medieval features as activity was concentrated within the two villages of Edith Weston and North Luffenham, and the northern two-thirds of the site (within Edith Weston Parish) were covered by enclosed fields. In the modern period, the site has been covered by an RAF base which is still largely intact.

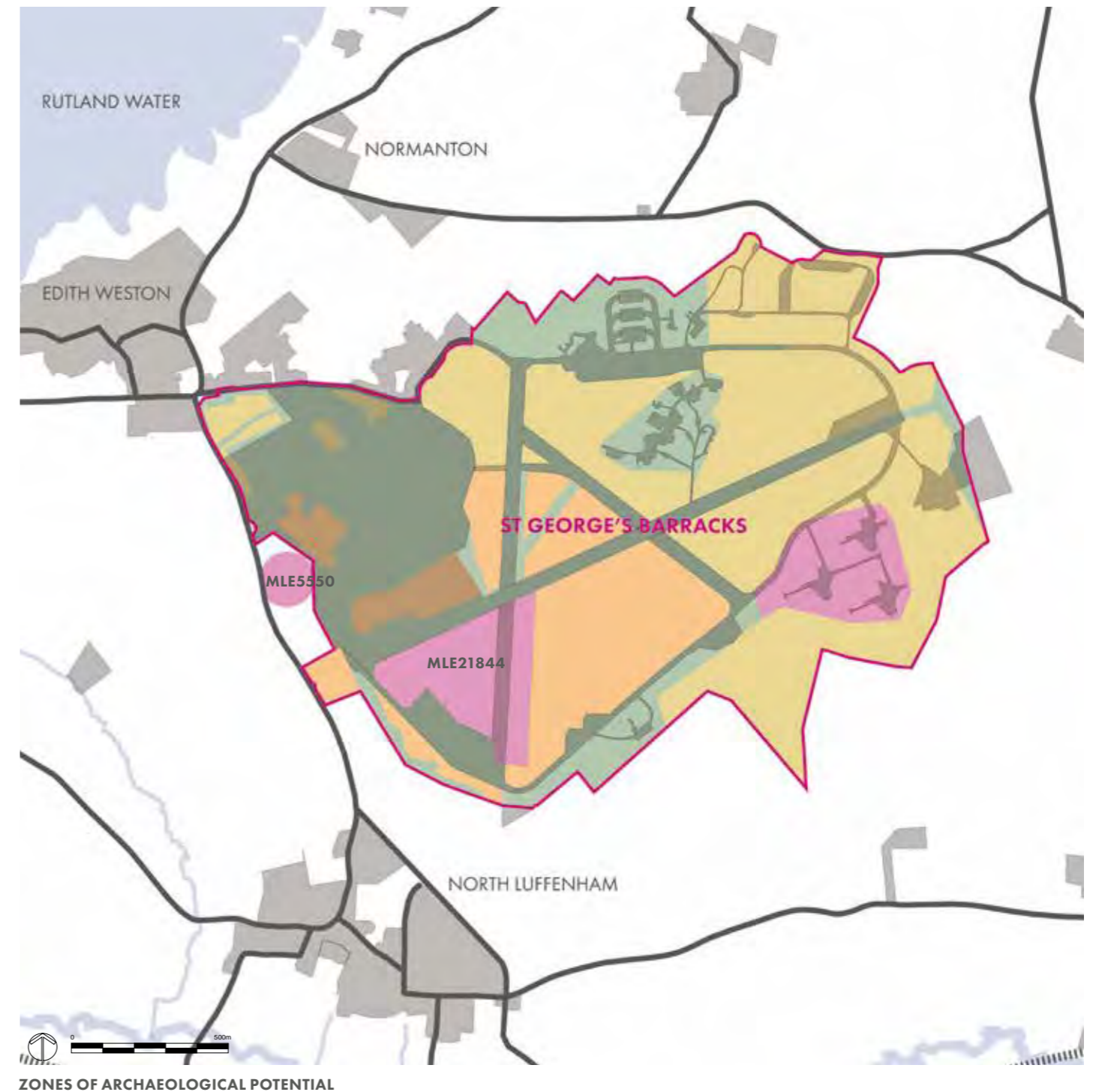
The 2007 Geophysical Survey states that any development within area MLE21844 (see adjacent plan) or in any undeveloped areas immediately around the site of the Anglo-Saxon cemetery (shown as MLE5550 on the adjacent plan), would have a severe impact upon the potential late prehistoric/ Roman/early medieval settlement, cemetery and field systems that have been identified there.

Development in areas of current open space adjacent to these very high potential areas is likely to impact on as yet unrecorded archaeology, while development within other open areas, away from these hotspots, may impact upon further archaeological features.

While construction of the runways and taxiways of the airbase will have severely impacted upon archaeological potential, the open areas in between appear to have been relatively undisturbed (as witnessed by the results of the 2007 Geophysical Survey). Any archaeological features and/ or deposits in these areas are likely to be relatively well-preserved. Areas of hard standing, car parks and access roads will have impacted upon sub-surface deposits, although some archaeology may have survived truncation in these parts of the site and could be exposed when any re-development takes place.

Much of the north-west corner of the site is currently occupied by buildings and infrastructure within the existing airbase. This modern development will have had a severe impact upon any archaeological features and/or deposits which may have once existed in this part of the site and it is highly unlikely that any but the largest features will have survived within the footprints of existing buildings.

The assessment recommends that further archaeological fieldwork be carried out in order to establish the date, character and extend of known archaeological activity within the site and also to explore the potential of other areas that have not already been impacted by modern development. This fieldwork could be secured via conditions attached to any planning permissions issued. However the archaeological advisor to Rutland County Council may require the assessment of known archaeological areas to be carried out prior to determination of any application. It is recommended that all of these issues are discussed with the archaeological advisor to Rutland County Council at the earliest opportunity.



LEGEND

- SITE BOUNDARY
- LOW POTENTIAL
- MEDIUM POTENTIAL
- HIGH POTENTIAL
- VERY HIGH POTENTIAL

VISUAL ANALYSIS

The following analysis is based on a desk-top study and site visit undertaken between 6th and 8th March 2018. Both the internal areas of the site and surrounding landscape and villages were visited. The weather during the site visit varied from dry with hazy sunshine to overcast and raining. Visibility varied from very good to moderate. The majority of deciduous vegetation was without leaf cover, representing a 'worst case scenario' of visibility.

- The elevated plateau location of the site means that existing buildings within and adjacent to the site are visible from the surrounding landscape. However, the existing woodland, trees and other vegetation within the site create a planted framework and landscape and visual containment
- Views occur throughout the wider landscape of the existing settlements and built form on sloping ground and elevated ridgelines, such as at North Luffenham, Edith Weston and Collyweston. The visual effects are mitigated through quality buildings and urban forms, as well as a robust structure of mature planting (including individual and groups of distinctive evergreen trees)
- No views toward the existing site were found from the MacMillan Way Long Distance Path / traffic-free cycle route, where these follow the edge of Rutland Water, nor from Normanton Church ('The Former Church of St Matthew', Grade II Listed) due to landform, vegetation and built form in the intervening areas
- The site was also not found to be visible from most of Normanton Road, or from Normanton Park Road to the north-east, due to landform and vegetation in the intervening areas
- From the immediate and local landscape, partial views toward the existing built form and open spaces of the site occur from Manton Road to the west, Pennine Drive to the north, Wytchley Road to the north and two rural lanes running north of this, from Edith Weston Road and Lyndon Road to the west, from the north-eastern side of North Luffenham, and from Station Road, south of the River Chater. These are key locations for consideration of visual impacts
- Views from Ketton Road to the south are limited by rising landform, although in views from the south-western end of the road, boundary vegetation and The Spinney (which has a distinctive triangular shape) are partially visible beyond the plantations of Christmas trees on the slopes
- There are framed and open views out from the site to the local surrounding landscapes. These includes broad views from the Officer's Mess across the High Rutland landscape of the River Chater valley to the south, partial and framed views to the west across this valley landscape from the open areas in the western part of the barracks, and views southward to the far side of the valley from the disused airfield
- There are also middle distance views to rural landscapes, woodland blocks and scattered farmsteads to the north and north-east of the site, with longer distance views that include the tall structures and stacks of Ketton Quarry to the north-east and east, and the village of Collyweston, sited on a major ridgeline by the A43 to the south-east

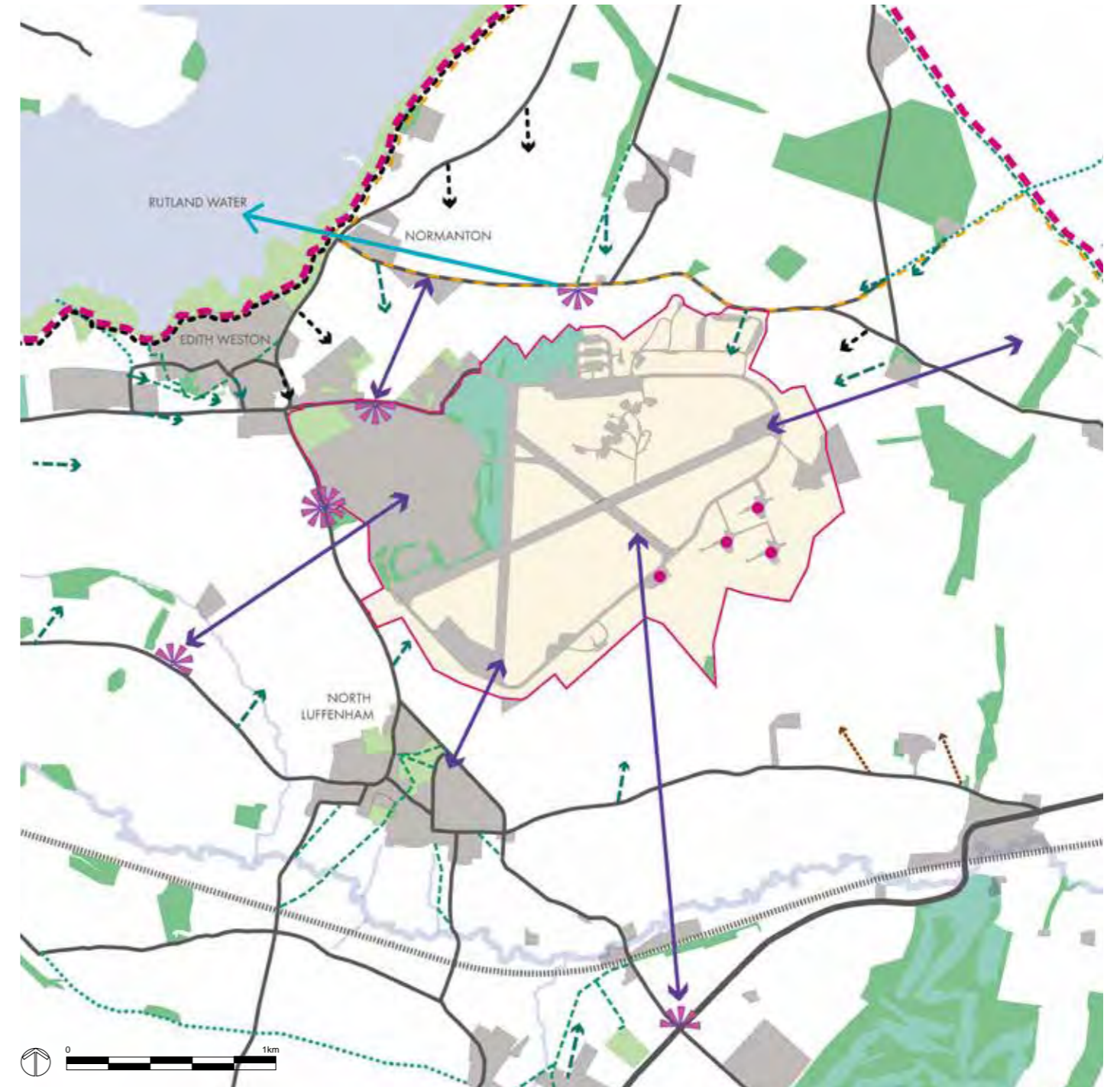


VISUAL ANALYSIS - WIDER LANDSCAPE AND VIEWS OUT FROM THE SITE (NOT TO SCALE)

LEGEND

- SITE BOUNDARY
- MAJOR RIDGELINE
- MINOR RIDGELINE
- MAJOR VALLEY
- MINOR VALLEY
- ✳ KEY LINE OF INTERVISIBILITY WITH THE WIDER LANDSCAPE LIMITED BY WOODED AND OPEN RIDGELINES
- ↔ KEY LOCATIONS OF PANORAMIC VIEWS

- There are longer range views into the site from elevated ground on the north-eastern side of South Luffenham and the bridleway that crosses North Luffenham Road, from open, elevated sections of the A47 to the south, part of Barrowden Road to the south-west of Geeston, parts of Colleyweston including the A43, and from sections of rural lanes and rights of way to the north-east
- The wider visual envelope to St George's Barracks is limited by the minor and major ridgelines and key woodland blocks of the wider surrounding landscape
- Several views from the south-west and south include parts of the site and its associated planting seen beyond North Luffenham, which itself lies on ground rising up from the River Chater valley. In places these are read together
- Due to the physical proximity of North Luffenham to the site, there is a need to maintain a 'green gap' and separate settlement identity between the village and the proposed development. This may include open space and additional planting within the site to reinforce the green backdrop to the settlement



VISUAL ANALYSIS - IMMEDIATE AND LOCAL SURROUNDING LANDSCAPE

LEGEND

- SITE BOUNDARY
- BUILT FORM
- GOLF COURSE
- WATER
- LISTED STRUCTURE WITHIN SITE
- RAILWAY
- ROAD
- MACMILLAN WAY LONG DISTANCE PATH
- FOOTPATH
- BRIDLEWAY
- TRAFFIC-FREE ROUTE ON THE NATIONAL CYCLE NETWORK
- RUTLAND ROUND WALKING ROUTE
- GLIMPSE OF RUTLAND WATER
- - - - - → PARTIAL VIEW TO THE EXISTING SITE GROUND PLANE, VEGETATION AND / OR BUILT FORM
- ↔ KEY LINE OF INTERVISIBILITY
- - - - - → VIEW TO SITE LIMITED BY LANDFORM/VEGETATION/BUILT FORM IN THE INTERVENING AREAS
- ⋯⋯⋯ → VIEW TO SITE LIMITED BY RISING LANDFORM AND PLATEAU ON WHICH THE SITE LIES
- ✳ BROAD VIEW TO EXISTING BUILT ELEMENTS AND / OR VEGETATION NEAR THE SITE BOUNDARIES AND WITHIN THE SITE

- Additional built form on the site could increase the potential to see a greater area of development within the site from outlying areas. Therefore, a well considered approach to the balance of built form, open space and characteristic planting would be needed to avoid prominent or visually intrusive development
- The visual detractors in the landscape include the stacks and other structures of Ketton Quarry, glints of reflected sun from vehicles using the elevated A47 and A6121, the security fencing of the barracks, the modern commercial buildings and hangars of the barracks, and buildings of lower architectural quality, particularly within and close to the Barracks at Edith Weston
- Visually distinctive features in the landscape include the views toward and across Rutland Water, the limestone villages, farmsteads and occasional boundary walls, the remnant windmills (including one with sails to the south of Morcott), large woodlands extending across the length of elevated ridgelines, avenue trees, some with clipped hedges, and tall, dark coniferous trees, which in places line rural lanes.

Landscape and visual constraints

- Given the potential prominence of development in an elevated plateau location, the materials, colours and reflectivity of new buildings will be important considerations in building materials. Also, overall building heights should be limited due to elevated plateau position of the site
- Building typology / reduced densities should be considered in the south-western / southern part of the site to reflect a transition to a more rural character
- The Grade II* Listed 'Thor missile site at former RAF North Luffenham' is to be retained in situ. Rutland LCA 2003 seeks the conservation of historic landscape features for the Ketton Plateau character sub-area in which the barracks lies
- The Thor missile site and potential future excavation of land for extraction limits opportunities for development within the eastern and south-eastern parts of the site in the short-medium term
- 'Wytchley Warren Farmhouse' (Grade II Listed) lies around 400m north-east of the site ("*Coursed rubble stone and Collyweston slate roof*"). There are partial views to the disused airfield from the track serving the farm, and the farm is visible from the eastern part of the former airfield. Potential visual effects of any development in this area are to be carefully considered
- The potential for the visual merging of buildings on the site with North Luffenham is to be carefully considered, in order to avoid the appearance of merging settlements
- 'The Grange with adjoining Stableblock, Wall, Piers and Gate' (Grade II Listed) lies at the junction of Pennine Drive and Normanton Road, while the 'School House' (Grade II Listed) lies at the north-western corner of land within the Officer's Mess ("*House, formerly school. Dated 1864. Coursed squared stone with plinth, and stone dressings and Collyweston slate roof with moulded stone end stacks.*"). Again visual effects and changes to context / setting would be important considerations and subject to heritage advice.

Landscape and visual opportunities

The analysis below is also illustrated on the diagram on the following page.

- Existing vegetation within the site and at its boundaries includes individual and groups of trees, woodland, hedges, tree belts and scrub land. Both deciduous and coniferous species are present. The opportunity should be taken to retain vegetation that is in good condition, has long life expectancy and / or has habitat potential (subject to arboricultural / ecological advice)
- Redevelopment offers the opportunity to significantly improve the quality of architecture and building materials within the site, to remove visually intrusive security fencing and to establish a robust network of green infrastructure that will endure into the long-term future, making use of the existing resource where possible
- Opportunity could be taken to create some local landmark/ distinctive community buildings, possibly designed to be visible from wider surrounding areas
- As a potential design reference, the Rutland LCA 2003 states that: "*the settlements of the Rutland Plateau display a strong degree of coherence and harmony of building materials. This emphasises their sense of place. Villages are generally a mix of limestone with some ironstone walls, although red brick and white render are also contributors to the mix of colour and texture. Collyweston slate, or later replacement or substitute materials prevail in the roofscape, although blue slate, red pantile (or substitutes) and thatch all play a significant role in village character*"
- The Rutland LCA 2003 seeks the following for character sub-area D(iv) Ketton Plateau within which the site lies: "*restoration and reinstatement of distinctive features such as hedgerows, hedgerow trees, copses, spinneys, dry stone walls and woodlands especially where they would filter views of the airfields, military barracks and mineral and related industrial operations*"
- The relatively flat site landform limits the need for potential extensive topographical modification to provide development platforms. Further consideration of landform would be required once the full extent and nature of minerals excavation and restoration of the site is determined
- Residential and community uses should be focused to the west and north-west, close to the existing settlement and local facilities. Large-scale employment uses should be focused close to the existing commercial area within the site. Highways and traffic considerations, including in relation to the existing village, will also be important to the proposed layout
- Landscape buffers and structure planting should be used to screen potential future mineral workings within the site and could be planned as 'advanced planting' to mitigate the visual effects of future development within the area
- Structure planting could take the form of large ridgetop woodlands, characteristic of the surrounding landscape. However, it would also be important to retain some visual links out from the site to surrounding areas



VIEW LOOKING EAST FROM MANTON ROAD TOWARDS PART OF THE OFFICER'S MESS



VIEW LOOKING NORTH-EAST FROM EDITH WESTON ROAD TOWARDS PART OF ST GEORGE'S BARRACKS, NEAR THE MAIN ENTRANCE

- Opportunity could be taken within the north-western part of the barracks (at the junction of Edith Weston Road and Pennine Drive) to create a new public open space that links the existing village with the proposed new settlement
- The long-term creation of a new village characteristic to the area of St George's Barracks, set within a framework of maturing landscape planting.

Extensive land areas are available, with the potential to create new open space / recreational uses / green infrastructure. Possible opportunities include the following:

- Creating a potential heritage interpretation / education area based around the retained Grade II* Listed Thor missile site
- The open, grassed nature of the former airfield offers potential to create a new, large area of species-rich calcareous chalk grassland - supported by Rutland LCA 2003 (for character sub-area Ketton Plateau) possibly as part of an area of ecological enhancements. Also the LCA states an open character is important giving: *"the traveller a feeling of openness even on lanes bounded by hedgerows and offer significant ecological interest where unaffected by the adjacent arable farming"*
- The RAF base led to the loss of an agricultural land use of the site. Take opportunity to include community food growing areas and allotments, located to encourage involvement across a wide sector of the new community
- The Rutland County Sports and Recreation Facility Strategy (SRFS) Summary 2015, suggests there is potential to provide 'green gyms' and 'outdoor fitness trails'. Such a facility could potentially be integrated into new parkland / woodland and with links to new cycle / walking routes
- Take the opportunity to provide formal sports facilities - consider potential for intrusion from noise and light generated by associated activity
- Take the opportunity to provide routes for running, walking, cycling and mobility vehicles around the development and open space areas, to support physical activity and recreation and appreciation of the semi-natural environment. The existing network of runways / tracks around the site could be retained as an initial, basic structure (so that the pattern of the former land use is retained) with additional routes developed around this. Rutland County SRFS Summary encourages development of *"safe cycling routes, both as part of sustainable transport and a part of GI provision"*
- Play areas could be integrated both within the built area and proposed large open spaces to the east - the latter could be in the form of 'natural' or 'woodland' play areas.

LEGEND

- SITE BOUNDARY
- ⋯ WESTERN LIMIT OF AREA IDENTIFIED FOR MINERALS EXTRACTIONS (SITE INVESTIGATION REPORT, EVOLUTION GEOLOGICAL 2018)
- EXISTING EMPLOYMENT AREA
- POTENTIAL ADDITIONAL AREA FOR EMPLOYMENT USES
- POTENTIAL NEW COMMUNITY
- POTENTIAL OUTLYING SETTLEMENT (SEE SECTION 7)
- POTENTIAL HERITAGE INTERPRETATION / EDUCATION AREA AROUND LISTED BUILDINGS
- POTENTIAL OPEN SPACE REINFORCING 'GREEN GAP'. POSSIBLE USES - PLAY, GREEN GYM, INFORMAL RECREATION, COMMUNITY FOOD GROWING
- POTENTIAL ECOLOGICAL ENHANCEMENT E.G. CREATE SPECIES-RICH CALCAREOUS GRASSLANDS, WOODLAND PLANTING, POST MINERALS EXTRACTION
- CONSIDER OPEN SPACE/PARKLAND, SIMILAR TO CHARACTER OF SOUTHERN EDGE OF EDITH WESTON
- POTENTIAL FOR FORMAL SPORTS / LARGE SCALE PLAY / OUTDOOR GYM, POST MINERALS EXTRACTION
- POTENTIAL TO USE FORMER RUNWAYS / TRACKS FOR A NEW NETWORK OF NON-VEHICULAR LEISURE / EXERCISE ROUTES WITHIN SITE
- REINFORCE GREEN INFRASTRUCTURE TO INTEGRATE DEVELOPMENT INTO LANDSCAPE SETTING
- POTENTIAL KEY LANDSCAPE BUFFERS - ENABLING EFFECTIVE VISUAL SCREENING OF MINERALS AREA IN THE MEDIUM TERM, AND IN THE LONG TERM PROVIDING A LANDSCAPE CONTEXT / SETTING TO THE PROPOSED DEVELOPMENT
- ▲ MAINTAIN LANDSCAPE BUFFERS TO THE SOUTH AND WEST WITHIN OFFICER'S MESS
- MAINTAIN BROAD 'GREEN GAP' BETWEEN THE SITE, NORTH LUFFENHAM AND SURROUNDING COUNTRYSIDE



LANDSCAPE OPPORTUNITIES

RESPONSE TO OPPORTUNITIES & CONSTRAINTS

This is a key development site comprising an elevated plateau, overlooking Rutland Water to the north and rolling countryside to the south. The site relates well, but remains separate to, Edith Weston, with the exception of the Officers' Mess, which presents an opportunity for a first phase residential development as a discrete village extension. The existing green space in the north-eastern corner of the main barracks site presents an opportunity to create a new village green, outside of the wire for the first time, which creates a physical separation between the two communities, whilst also providing a social connection.

The barracks site is currently separated from North Luffenham by a substantial field, and this should be retained. There is potential for additional planting along this edge so as to further mitigate any visual impacts. Linkages to the existing communities are excellent, both via three carefully located vehicle entrances along Edith Weston Road and a further three along Pennine Drive, as well as by foot, cycle and future public transport modes.

The potential for the site to contain substantial minerals deposits limits the immediate development potential to the west and north of the site. Consideration will need to be given to the eventual profile of this part of the site once restoration works have been completed. This part of the site ultimately has the potential to become a new country park. The area immediately around the listed Thor Missile launch pads has the potential to offer an early-win public open space, including interpretation on the history of the listed structures, as well as offering a protected ecological zone.

Residential development is proposed on the westernmost third of the site, in the most heavily previously developed zone. A mixed-use village core would be best-placed within this area, close to the village green and along any connecting routes between Edith Weston Road and Pennine Drive. A new employment cluster would be well suited around the existing commercial units to the north of the airfield, with access directly onto Wytchley Warren Lane, with the remaining employment facilities distributed throughout the new community. As this part of the site sits outside of the MOD's operational area, the employment uses could come forward in advance of the rest of the garden village as an early phase.

Vegetation is mostly concentrated in the western part of the site and existing vegetation should be retained and enhanced where possible, and opportunities taken to enhance both the biodiversity and attractiveness of the site's landscape. The site is located outside of the Environment Agency's flood zones, however the need to store surface water on site will offer opportunities for attractively landscaped drainage features and biodiversity enhancement, as well as helping to balance any cut and fill on site. Excellent opportunities exist to increase the relatively barren landscape of the disused airfield.

The site lies in close proximity to Rutland Water, which whilst being a positive for new residents, has the potential to impact on the Ramsar, SSSI and SPA. The single largest constraint to any future development of the site is be the impact upon Rutland Water SPA some 700 m to the north. It will be necessary to demonstrate the any development would have no impact upon the SPA. In the absence of evidence of no impact, a precautionary approach must be adopted and an impact assumed. Impacts may include increased recreation pressure, changes to the local hydrology, water pollution, increase air pollution, visual impacts and so on. These need to be considered both during construction and operation. Sufficient measures will need to be taken to firstly prevent any impacts and secondly to mitigate any that are unavoidable. The new country park will go some way in doing this, however further consideration will be needed as the masterplan is developed.

The existing railway stations on the Midland Mainline that lie closest to the site are at Oakham (11.5 km) and Stamford (14.2 km). Whilst these stations are within a viable driving distance of the proposed site for onward car journeys, they lie beyond acceptable cycling and walking distances. Based on the large increase in housing and employment proposed at the site, consideration should be made surrounding the viability of re-introducing a railway station and associated facilities at Luffenham. The station would be approximately 2 km from the site, and if implemented would play a major role in helping to reduce the levels of road based journeys generated by the development.



OPPORTUNITIES & CONSTRAINTS

LEGEND

- | | |
|-----------------------------------|-----------------------------------|
| SITE BOUNDARY | VERY HIGH ARCHAEOLOGY POTENTIAL |
| BUILT FORM | EMPLOYMENT |
| PREVIOUSLY DEVELOPED AREA | VILLAGE HEART |
| OPEN SPACE | EARLY-WIN OPEN SPACE |
| WOODLAND | POTENTIAL NEW STATION |
| WATER | SITE ACCESS |
| NEW COMMUNITY | GREEN SEPARATION |
| MINERALS EXTRACTION/ COUNTRY PARK | LISTED STRUCTURE |
| 250M MINERAL EXTRACTION BUFFER | POTENTIAL NEW INTERNAL CONNECTION |
| HIGH ARCHAEOLOGY POTENTIAL | |

5.0 A COMMUNITY FOR LIFE

‘EACH CITIZEN MAY DWELL IN A REGION OF PURE AIR AND BE WITHIN A VERY FEW MINUTES WALK OF THE COUNTRY’

EBENEZER HOWARD: TO-MORROW: A PEACEFUL PATH TO REAL REFORM, 1898

THE NEED FOR HOMES IN RUTLAND

The redevelopment of brownfield land is one of the core planning principles contained within National Planning Policy. Redevelopment at St George's Barracks could contribute to addressing un-met housing needs in Rutland and surrounding areas. It is widely accepted nationally that there are too few houses being completed to keep pace with a growing population and household formation rates. Therefore, the Government intends to increase housing delivery rates to alleviate some aspects of the housing crisis the country is facing. The creation of a new community at the barracks site will support the objectives of the Government's 'A Better Defence Estate' which seeks to maximise value through the disposal of surplus MOD sites to provide land for 55,000 dwellings this Parliament. Development on this site would enable residential-led economic growth, facilitated by a mixed-use community that places healthy living, a diverse and high quality housing offer, and technological innovation at its very heart.

Both current and emerging national policy and guidance supports the redevelopment of brownfield land, such as at St George's Barracks, rather than greenfield to meet housing needs. The National Planning Policy Framework (NPPF) also states that every effort should be made by local authorities to objectively identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Whilst RCC has allocated sufficient sites to meet identified needs through the emerging plan, the relatively recent announcement that the site would be disposed of by the MOD presents such a wider opportunity for growth that the Council should respond positively towards.

Rutland's emerging Local Plan is likely to meet the housing needs of the County during the plan period. However, household representative rates in Rutland differ from the surrounding areas, and affordability is a growing concern, with affordability ratios significantly higher when compared to both neighbouring authorities and nationally. Further residential development in the county beyond that identified in the emerging Local Plan would allow increased affordable housing provision, as well as provide the opportunity to 'potentially rebalance' the population profile of the county through the provision of an appropriate range of housing.

The SHMA found that 'overall the analysis of market signals points towards limited affordability pressures, although the analysis suggests this is not dissimilar to that seen in other locations and therefore there is no strong evidence that housing provision should be increased. The exception is in Rutland where house prices, rents and the affordability ratio does suggest particular pressure.' This picture is borne out by consultations with local developers and agents who report an exceptionally strong market in Rutland particularly for three bedroom family homes and larger four and five bedroom homes.

There is a market opportunity for new homes at St George's to meet demand for in-migration from various urban areas from further afield, as there has always been. These potential residents are most highly represented by the over 30's, couples and single parent families and owner occupiers, and would help to rebalance the population profile of the county. It is therefore anticipated that a new community at St George's Barracks could particularly address affordable housing needs and identified shortfalls in Rutland, and the wider Peterborough Sub-Region.

The proposed population of the new community needs to reflect the Government's objective of making the best possible use of available land. As importantly, the community needs to be of an appropriate size which helps support existing facilities and allows necessary infrastructure to be delivered. The population needs a critical mass to enable the provision of facilities needed to support both new and existing residents, particularly in terms of school provision, doctors, community facilities, shops and public spaces.



PLACE INSPIRATION



PLACE INSPIRATION

ASPIRATIONS

Comprehensively planning a new place, whether as a stand-alone village, a market town or an extension of an existing settlement, provides a unique opportunity to shape the physical form and social fabric of the community. The masterplan for St George's Barracks should provide a framework to guide the vision and create a sense of place.

The aspirations for the new community are set out below. It is important to remember the holistic objective of these principles. Taken together they form an indivisible and interlocking framework for the delivery of a high-quality place at St George's Barracks.

GENERAL

- The new community will be of a scale to support a diverse economic base and various facilities
- A vibrant, prosperous, self sustaining, diverse community will be created, which fosters happy and healthy lives
- A strong design character will run throughout the community. It will be exemplary in high-quality and innovative design, featuring the application of the highest sustainability standards, innovative use of local and sustainable new materials, and high quality imaginative architecture, making use of expert craftsmanship
- Creation of an attractive and well-maintained external environment that reflects and enhances the existing high quality rural location. The new community will echo Rutland's high quality of life and good schools in order to make the new community a major attractor for both residents and businesses
- The new community will become a place of enduring quality and choice. It will meet the lifestyle and housing aspirations of successive generations and remain popular for decades to come
- The new community, which is likely to be developed progressively over a substantial period of time, must have the flexibility to adapt to market conditions.

LIVING

- The full range of housing needs will be met through a varied housing offer, including high-quality social, affordable and market homes for people on a range of incomes. The new community will have a primary focus on providing homes for those most in need
- A diverse range of housing tenure options will be provided, delivered by a range of providers, from development corporation partnerships with housing associations to smaller providers such as co-operatives and community land trusts
- The core housing offer will provide affordable, attractive homes and environment appealing to a younger, working age population, with at least 30% of homes genuinely affordable for those on low and moderate incomes, so that people are not denied good quality housing and a decent quality of life. This should include social rent, shared-equity and low-cost or discounted ownership, with a clear mechanism to ensure this is made available in perpetuity

- Provision will also be made of appropriate and desirable accommodation for the older population
- Self/custom-build homes will form an important part of the housing mix and land should be designed for this purpose, potentially as serviced plots. Opportunities offered by self/custom-build must be made realistic for those on moderate and low incomes
- A range of densities will be provided across different areas – for example, there will be higher densities around transport hubs and the neighbourhood centre. The test is the extent to which the density applied allows for the realisation of the garden community principles – which include creating walkable neighbourhoods and providing access to sustainable public transport. There should not be a negative correlation between housing density and wealth
- The new community will provide beautiful homes, in an attractive place, which is aesthetically, culturally and environmentally rich and stimulating, and that is planned, designed, developed and managed to achieve long-term success and public appeal
- The local built heritage will be married with the best design approaches appropriate to today's context, making the most of new technologies and innovations in construction and design.

WORKING

- The new community should not be simply about housing – a broad range of employment opportunities is required if unnecessary or undesirable commuting is to be avoided, with the aim of offering no less than one job per new household. The new community will recognise and cherish the social and economic value that living and working together can bring
- The community will operate as an enterprise village, providing infrastructure to support home working, the self-employed, new/early-start businesses, and co-operative and community-led employment. In order to nurture new businesses, local small business or innovation hubs will be desirable. Business space will also be provided for expanding local business so as to retain employers within Rutland. Incentives could be given for new employers to locate there, and employment for local skilled labourers and crafts people will be encouraged
- The development must accommodate smart systems and should be flexible enough to respond to the changing nature of, and emerging trends in work and technology
- While it will be vital to attract businesses to the new community, it will also be important to ensure that new housing is designed to include enough space to allow people to work from home, and that it benefits from the high-quality broadband connections necessary to make this possible
- A wide range of employment opportunities will help to ensure both that there is a good social mix in the new community and that as people develop their skills and careers they can continue to find employment nearby
- Sustainable transport networks should facilitate sustainable commuting where necessary, but the new community should aim to be broadly self-contained while playing a role in the sub-regional hierarchy

- High-quality public transport connections with local strategic hubs will be vital – even home-workers have to visit colleagues or customers from time to time. With the nature of work changing so rapidly, a wide variety of different types of employment will help to create economic resilience for the new community.

LANDSCAPE

- The form of development will respect the existing topography and landscape. The new community will be characterised by a landscape structure of multifunctional green infrastructure, including the private or shared gardens associated with homes and an extensive country park
- Easy access to green recreational space and wildlife will be ensured. Contact with nature and wildlife is fundamental to wellbeing and it should be embedded into the new community
- The site's natural and built heritage as a military facility will be maintained and enhanced, but links with surrounding communities of Edith Weston, North Luffenham and Normanton, and the characteristics of Rutland will be recognised
- Given the need to build greater resilience to climate change, the new community will be characterised by a landscape structure of multi-functional green infrastructure. As a minimum (and including private gardens), 50% of the total area should be allocated to green space (of which at least half should be public), consisting of a network of multi-functional, well managed, high-quality open spaces linked to the wider countryside. Homes should have access to private or shared gardens, and space must be allocated to allow local food production from community, allotment and/or commercial gardens
- The new community will be a place in which human development positively enhances the natural environment, providing net biodiversity gains and using zero-carbon and energy-positive technology wherever possible to ensure climate resilience, as well as being water efficient. Extensive green space will serve the dual purpose of creating an attractive environment and offering a high quality of life, and serving as a valuable tool in climate change adaptation and mitigation.

TRANSPORT

- Integrated and accessible transport systems will be central to the new community in two ways: first, in relation to the spatial development of a network of settlements (including Edith Weston, North Luffenham, Normanton, Oakham, Uppingham and beyond), linked by sustainable transport to create a social network, and secondly, in terms of the physical walkability of the new community, designed to promote healthy lifestyles
- The new community will be designed to encourage positive behavioural change in terms of low-carbon transport, not only through infrastructure and services that are in place from 'day one' of residential occupation, but also through the provision of information on transport choice.

- Walking, cycling and low-carbon public transport will be the most convenient and affordable modes of transport. The new community will comprise walkable neighbourhoods and offer easy access to a safe and comprehensive cycle network. It will be linked into an affordable, low-carbon public transport network for the new community and beyond – not only to encourage healthy and sociable lifestyles but also as part of a low-carbon economy that reflects how our working patterns and family units have changed. As part of this, the potential for a new railway station at South Luffenham should be explored
- The new community will embrace new low and zero-carbon technologies and aim to be free of polluting vehicles as soon as possible and within 20 years. This will require a transport framework that can accommodate future transport planning
- Shorter commuting distances can both improve residents' quality of life and reduce carbon dioxide emissions. Streets will be safe and promote healthy travel, with safe routes to school and the taming and containing of traffic
- Smart systems will be adopted from the start and will be flexible enough to respond to changes in work and technology
- Adequate parking provision through a range of options, including on-street, on-plot, parking courts and neighbourhood car parks, depending on the location.

HEALTH

- The new community will be designed to enable households to enjoy healthy lifestyles in a high-quality dementia-friendly built environment
- Tangible health benefits will be achieved through the creation of a walkable neighbourhood and provision of lifetime homes for an era of a rapidly ageing demographic profile. Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities will be within easy reach of each other, creating the conditions for active travel between all locations.
- Neighbourhoods, facilities and open spaces will be accessible to all users and should support sport and physical activity across all ages, enabling those who want to be active, whilst encouraging those who are inactive to become active
- The needs of all sectors of society will be considered, with initiatives such as dementia friendly streets and fast food-free zones near the school
- Opportunities will be provided for residents to grow their own food, including allotments
- New homes will adopt LifeTime Homes principles. Homes should support residents and each stage of their life. Technology-enabled care should support people in living safely and independently in their own homes for as long as possible
- The new community will meet Sport England's Active Design guidelines in order to provide opportunities to access facilities for sport and physical activity.

SUSTAINABILITY

- The opportunity will be taken to create a high-quality sustainable place, allowing for the highest sustainability standards, economies of scale, and better use of infrastructure. The new community will demonstrate the highest standards of innovation in zero-carbon and energy-positive technology in order to reduce the impact of climate-change inducing emissions
- The impacts of future climate change will be anticipated and the new community will be proactively designed to cope with those changes at minimal cost
- Community-owned energy generation schemes will be encouraged, in which the host community benefits from the energy produced and retains any additional business rates created, delivering energy-positive lifestyles
- The new community will maximise opportunities for energy efficiency and renewable-energy generation, aiming to produce more energy than it consumes.

TECHNOLOGY

- The new community will consider emerging technologies and anticipate occupants future needs now, ensuring that the development is future-proofed for such changes.

SOCIAL

- The new community will provide a wide range of cultural, recreational, retail and commercial activities which are easily accessible for everyone. Complementary uses and facilities will be delivered in order to help promote a cohesive community. Formal provision of cultural facilities will be based on an assessment of current and future needs, which should be used as a baseline for determining benchmarks for the provision of social infrastructure
- The retail needs of residents in the area will be met within the new community, whilst safeguarding and strengthening existing centres at Oakham and Uppingham
- Design of various elements will be shaped with the needs of children's play, teenage interests and the aspirations of the elderly in mind, whilst also creating shared spaces for social interaction and space for both formal and informal artistic activities, as well as for sport and leisure. The creative arts cannot be perfectly planned, but they can be brilliantly enabled
- Grassroots community initiatives will be facilitated, which can lead to more resilient communities in the long-term
- The new community will foster more involvement in family time – young or old – through avoiding time-consuming commutes
- Culture distinguishes one place from another - it is often what makes one place more successful than another. Great emphasis will be placed on the role of arts and culture in improving wellbeing as part of a cooperative approach to society. Culture can also lead to stronger communities and provide welcome resources for existing residents, who thereby benefit from a new development from its earliest stages.

GOVERNANCE

- Land value will be captured for the benefit of the community, alongside community ownership of land and long-term stewardship of assets, reducing the burden on existing communities. The new community provides a powerful opportunity to introduce governance structures that put local people at the heart of their community and facilitate the ownership of community assets and high standards of long-term management, reducing the impact on the wider public purse
- New community assets will be planned that, right from the start, have reliable sources of revenue income for their long-term management
- A Community Land Trust could be set up to facilitate the development of community facilities or affordable housing. The use of a Community Land Trust would ensure that land is used for the benefit of the local community. Some of the initial investment should be held back in a Community Trust and earmarked for later investment in affordable housing or community facilities.



PLACE INSPIRATION

DENSITY

Badly designed higher density housing can make a development feel cramped, oppressive and overcrowded, and lead to a sea of cars. Getting density too low leads to urban sprawl, feelings of isolation, car dependency and can undermine the viability of public transport.

Density is mainly experienced from visual clues. Impressions of high, low or appropriate density are influenced by many factors, including building heights, the space between buildings, breaks and variety in building blocks, heights of garden and other walls, the amount of any site given over to parking and streets, and the colour and tone of materials and stylistic features. Social clues are also read – numbers, ages and mixes of people, tenure and, according to some research, the numbers of children around.

Nevertheless, no simple rules on density emerge from this. In villages in particular, infill development of a gap in a street with a terrace right on the pavement may result in a higher density figure than a strip of detached (and set back) houses, but the terrace would look natural and the lower density version out of place. If anything hints at the correct approach to density, it is that a scheme that relates well in form and pattern to its surroundings is likely to be perceived to be at the right density irrespective of any figures.

Many well-loved (and high value) areas in the UK's towns and villages are built at higher densities - Cornish villages and Georgian town centres are but two examples, with Oakham and Uppingham more specifically to Rutland.

Whilst an average gross density will be proposed across the site, this will be made up from a range of densities reflecting different character areas and locations across the site. For example, those areas along the southern and eastern edges of the site are likely to be lower in density, say 15-20 dph, whilst the local centre will be higher, more likely in the region of 40-50 dph. As can be seen from the adjacent density examples, densities of 40-55 dph can be accommodated through a mix of 2, 2.5 and limited 3 storey buildings (where appropriate), which would not be incongruous within the new community or the Rutland vernacular.

DENSITY EXAMPLES



1 BOURNVILLE, BIRMINGHAM - 20 DPH
2 DERWENTHORPE - 27 DPH
3 LETCHWORTH GARDEN CITY - 30 DPH

4 ELMBROOK, BICESTER - 32 DPH
5 EDENBROOK, FLEET - 33 DPH
6 POUNDBURY, DORSET - 34 DPH

7 NEWHALL, HARLOW - 36 DPH
8 ACCORDIA, CAMBRIDGE - 40 DPH
9 WATERCOLOUR, REDHILL - 45 DPH

10 GREAT KNEIGHTON, CAMBRIDGE - 50 DPH
11 GREAT KNEIGHTON, CAMBRIDGE - 50 DPH
12 UPTON, NORTHAMPTON - 55 DPH

OPTIONS ORIGINALLY CONSIDERED

The main St George's Barracks site comprises some 289.08 hectares, with a further 3.94 hectares at the Officers' Mess. The Officers' Mess has the potential to provide a village extension to Edith Weston of some 70 dwellings plus associated open space.

The options considered excluded the Officers' Mess, as it's development potential is consistent across all options and it is likely to be an exemplar early phase, helping to drive confidence in advance of the main St George's Barracks being developed.

Three different initial land use distribution options were considered, as shown in the adjacent plans. Within each of the land use options, the capacity was been tested in two ways. Firstly, the capacity of the site when a density of 20 dwellings per hectare (dph) is applied. Secondly, the density that is required in order to deliver 3,000 dwellings.

The following land uses were common to all three options:

- Minerals extraction area at 125.4 hectares
- Listed buildings zone at 27.9 hectares
- Employment provision of 12.7 hectares
- Local centre at 1.5 hectares
- Primary school at 2.0 hectares.

It should be noted that sustainable drainage requirements were not been taken into account at this high-level options testing stage.

LEGEND

- SITE BOUNDARY
- NEW COMMUNITY (RESIDENTIAL, OPEN SPACE, SCHOOL, LOCAL CENTRE)
- COMMERCIAL
- LANDSCAPE BUFFER
- GREEN GAP
- MINERALS EXTRACTION / COUNTRY PARK
- LISTED BUILDINGS ZONE



OPTION 1

OPTION 1A: DENSITY @ 20 DPH

ELEMENT	AMOUNT
RESIDENTIAL AREA	91.35 HA
AVERAGE DENSITY	20 DPH
NO. DWELLINGS	2,176
POPULATION	5,223
OPEN SPACE REQUIREMENT	15.15 HA
BUFFER PLANTING	11.60 HA

OPTION 1B: 3,000 DWELLINGS

ELEMENT	AMOUNT
RESIDENTIAL AREA	85.62 HA
AVERAGE DENSITY	27 DPH
NO. DWELLINGS	3,000
POPULATION	7,200
OPEN SPACE REQUIREMENT	20.88 HA
BUFFER PLANTING	11.60 HA



OPTION 2

OPTION 2A: DENSITY @ 20 DPH

ELEMENT	AMOUNT
RESIDENTIAL AREA	80.48 HA
AVERAGE DENSITY	20 DPH
NO. DWELLINGS	2,007 (434 IN SATELLITE COMMUNITY)
POPULATION	4,816
OPEN SPACE REQUIREMENT	13.97 HA
BUFFER PLANTING	11.60 HA
GREEN GAP	12.05 HA

OPTION 2B: 3,000 DWELLINGS

ELEMENT	AMOUNT
RESIDENTIAL AREA	80.48 HA
AVERAGE DENSITY	30 DPH
NO. DWELLINGS	3,000 (661 IN SATELLITE COMMUNITY)
POPULATION	7,200
OPEN SPACE REQUIREMENT	20.88 HA
BUFFER PLANTING	11.60 HA
GREEN GAP	12.05 HA



OPTION 3

OPTION 3A: DENSITY @ 20 DPH

ELEMENT	AMOUNT
RESIDENTIAL AREA	89.57
AVERAGE DENSITY	20 DPH
NO. DWELLINGS	2,231 (364 IN SATELLITE COMMUNITY)
POPULATION	5,353
OPEN SPACE REQUIREMENT	15.52 HA
BUFFER PLANTING	8.38 HA
GREEN GAP	23.80 HA

OPTION 3B: 3,000 DWELLINGS

ELEMENT	AMOUNT
RESIDENTIAL AREA	84.21
AVERAGE DENSITY	27 DPH
NO. DWELLINGS	3,000 (479 IN SATELLITE COMMUNITY)
POPULATION	7,200
OPEN SPACE REQUIREMENT	20.88 HA
BUFFER PLANTING	8.38 HA
GREEN GAP	23.80 HA

A further permutation of options 3A and 3B has been considered, which locates 50% of the open space requirement within the green gap. This results in:

- Option 3A - 2,376 dwellings over 96.82 hectares
- Option 3B - A density of 25 dph over 94.65 hectares.

Option 4 looked at the potential for 3,000 dwellings to be provided within the main part of the new community, with a further 500 dwellings provided within a satellite settlement. Commensurate with providing one job per household, the level of employment provision is increased to 14 hectares.

Option 5 explored the potential for a 1,500 unit scheme with an employment provision of 8.90 hectares. Due to the reduced size of the development, the school is down-sized to 1.6 hectares and the local centre to 0.75 hectares.

Option 6 assessed a 500 dwelling scheme, which reduced the employment provision to 6.3 hectares. The school was provided at 1.6 hectares and the local centre was reduced to 0.5 hectares. The area of minerals extraction remained the same, however the country park included land to the west of the minerals extraction, making it some 232 hectares in size.



OPTION 4



OPTION 5



OPTION 6

LEGEND

- SITE BOUNDARY
- NEW COMMUNITY (RESIDENTIAL, OPEN SPACE, SCHOOL, LOCAL CENTRE)
- COMMERCIAL
- LANDSCAPE BUFFER
- GREEN GAP
- MINERALS EXTRACTION / COUNTRY PARK
- LISTED BUILDINGS ZONE
- MINERALS EXTRACTION EXTENTS

OPTION 4: 3,500 DWELLINGS

ELEMENT	AMOUNT
RESIDENTIAL AREA	91.35 HA
AVERAGE DENSITY	29 DPH
NO. DWELLINGS	3,000 (500 IN SATELLITE COMMUNITY)
POPULATION	8,401
OPEN SPACE REQUIREMENT	24.36 HA
BUFFER PLANTING	8.38 HA
GREEN GAP	23.80 HA

OPTION 5: 1,500 DWELLINGS

ELEMENT	AMOUNT
RESIDENTIAL AREA	50.00 HA
AVERAGE DENSITY	23.9 DPH
NO. DWELLINGS	1,500
POPULATION	3,600
OPEN SPACE REQUIREMENT	10.44 HA
BUFFER PLANTING	8.07 HA
GREEN GAP	17.67 HA

OPTION 6: 500 DWELLINGS

ELEMENT	AMOUNT
RESIDENTIAL AREA	16.67 HA
AVERAGE DENSITY	22.5 DPH
NO. DWELLINGS	500
POPULATION	1,200
OPEN SPACE REQUIREMENT	3.48 HA
BUFFER PLANTING	4.30 HA

INITIAL CONCEPT (MAY 2018)

Following on from the options assessment, a draft high-level masterplan was prepared based on option 4 in May 2018, to demonstrate illustrative land use zoning for the St George's Barracks site. It also highlighted key access and road layouts, infrastructure requirements and described the site – what it might look and feel like in broad terms.

The draft high-level masterplan was based on the following principles:

- Provision of a compact new community of 3,000 homes on the site of the existing barracks, making most efficient use of brownfield land
- Creation of a 95 hectare country park on the eastern part of the site which is subject to minerals extraction
- Provision of a new primary school, situated along Pennine Drive so that both the new and existing community benefit, whilst also providing a green buffer to Edith Weston. This location also enabled the school to be provided early in the development process as it can be accessed from Pennine Drive, without the need for the adjacent part of the barracks to have been developed first
- Creation of a new village green, close to Edith Weston and acting as a place where both communities can come together, whilst also keeping a physical separation between the settlements
- Establishment of a substantial green gap to the south, providing separation to North Luffenham
- Protection of the listed Thor Missile site within a heritage and ecology zone
- Creation of a network of foot, cycle and bridleways throughout the site
- Formation of a 5 hectare business zone, located around those existing business on the site, with the remaining 9 hectares of employment provision integrated within the new community
- Integration of the airfield features within the masterplan, including the line of the runways and their associated tracks
- Establishment of substantial new woodlands
- The potential for a future satellite community of some 500 homes in the eastern part of the site, realised once minerals extraction has been undertaken, and so likely to be some 20-30 years in the future.

Delivering the right physical and social infrastructure is a priority for the St George's Barracks project. Infrastructure is specifically referenced in the partnership agreement between the RCC and the MOD. It underpins the masterplanning process and is the reason RCC have submitted an application for national Housing Infrastructure Funding (HIF).

RCC has successfully navigated the first stage in a two-stage bidding process for HIF funding, which will allow the early upgrading of all infrastructure, prior to the delivery of any new homes. This should include things like schools, public transport, highways, healthcare and broadband services, as well as highways upgrades.



DRAFT HIGH-LEVEL MASTERPLAN (MAY 2018 CONSULTATION VERSION)

INITIAL MIX OF USES

The draft high-level masterplan, allowed for the creation of a compact new community in the western part of the site, close to Edith Weston. This provided some 3,000 new dwellings, along with employment, a school, local centre, open space and other facilities. There was potential for a future satellite community of some 500 homes in the eastern part of the site, however this would not be realised until after minerals extraction has been undertaken, and so it was likely to be some 20-30 years away.

A range of supporting uses were proposed for St George's Barracks, including:

- At least 30% of all dwellings were to be genuinely affordable to the residents
- 9 hectares of employment was to be provided, offering one one job per household. A further 5 hectares of employment was provided as a buffer to meet any un-met need from elsewhere in the County (refer to the adjacent table for details on the range of jobs that would be provided). This increased the total employment provision to 14 hectares, from 12.7 hectares at the initial options stage
- A relocated and enlarged Edith Weston Academy with a pre-school and like-for-like swimming facilities for wider community use
- A new local centre with provision of local neighbourhood shops, meeting the day-to-day needs of the local communities. Up to 3,000 sqm was to be provided, delivering a wide range of facilities, including:
 - At least one food convenience store
 - Non-retail services such as banks and building societies
 - Pubs, restaurants, cafés and take-aways
 - A pharmacy, hairdresser, newsagent, sub-post office and other small shops of a local nature
 - Outlets for local produce

- A new health and wellbeing centre, providing a GP surgery and other facilities, along with a new pharmacy and flexible medical suite
- The potential for new nursing home facilities, potentially forming part of a retirement village complex
- A multi-functional community centre, which included provision for library facilities, faith groups, art displays and offers access to wifi. The facility needs to be able to offer a wide range of activities, and therefore its design was to be highly flexible
- The potential for faith provision. Engagement should be undertaken with the new population to identify requirements for facilities and services
- Extensive open space provision including a village green, sports pitches with clubhouse facilities, play provision, green gyms and outdoor fitness trails. Once minerals extraction work has been completed, the potential exists to create an extensive country park on the site. The opportunity also exists to create a recreation facility around the listed buildings
- Interim/meanwhile uses pending minerals extraction being undertaken. This may take the form of agriculture, open space, glamping, renewable energy (such as a solar farm) or other uses.

This initial draft high-level masterplan was taken to public consultation in May 2018, the results of which are summarised in the next section.

DEVELOPMENT SCHEDULE

ELEMENT	AMOUNT
TOTAL SITE AREA	289.08 HA
MINERALS EXTRACTION ZONE	125.01 HA
DEVELOPABLE AREA	165.48 HA
NEW COMMUNITY	
COMMERCIAL USES	14.00 HA
LOCAL CENTRE	1.50 HA
SCHOOL	2.00 HA
RESIDENTIAL AREA	72.18 HA
NO. DWELLINGS	3,000
POPULATION	7,200
OPEN SPACE REQUIREMENT	20.88 HA
WOODLAND/BUFFER	16.92 HA
GREEN GAP*	18.76 HA
FUTURE SATELLITE SETTLEMENT	
RESIDENTIAL AREA	20.50 HA
NO. DWELLINGS	500
OPEN SPACE REQUIREMENT	3.48 HA
WOODLAND/ BUFFER	5.70 HA
GENERAL	
COUNTRY PARK**	95.33 HA
HERITAGE ZONE	28.27 HA

* 50% OF NEW COMMUNITY OPEN SPACE PROVISION IS LOCATED WITHIN THE GREEN GAP

** 1.23 HA OF SATELLITE SETTLEMENT OPEN SPACE PROVISION IS LOCATED WITHIN THE COUNTRY PARK

OPEN SPACE STANDARDS

TYPE	AMOUNT / 1000 POPN
PARKS, GARDENS & AMENITY GREEN SPACE	0.4 HA
PROVISION FOR CHILDREN & YOUNG PEOPLE	0.6 HA
OUTDOOR SPORTS, PLAYING FIELDS & KICK-ABOUT AREAS	1.9 HA
INDOOR VILLAGE/COMMUNITY HALL	500 SQM

EMPLOYMENT PROVISION (BASED ON 3,000 DWELLINGS)

USE CLASS	DESCRIPTION	NO. JOBS
A	SHOPS, HIGH ST FINANCIAL SERVICES, RESTAURANTS, CAFES, PUBS ETC	510
B	OFFICES, INDUSTRIAL, WAREHOUSING AND DISTRIBUTION	1,140
C	HOTELS AND OTHER RESIDENTIAL INSTITUTIONS	180
D	NON-RESIDENTIAL INSTITUTIONS, ASSEMBLY AND LEISURE	690
SUI GENERIS	USES NOT FALLING IN OTHER CLASSES	130
OTHER	WORKING FROM HOME	270
	TOTAL	2,930

6.0 CONSULTATION & ENGAGEMENT NOVEMBER 2017 - JUNE 2018

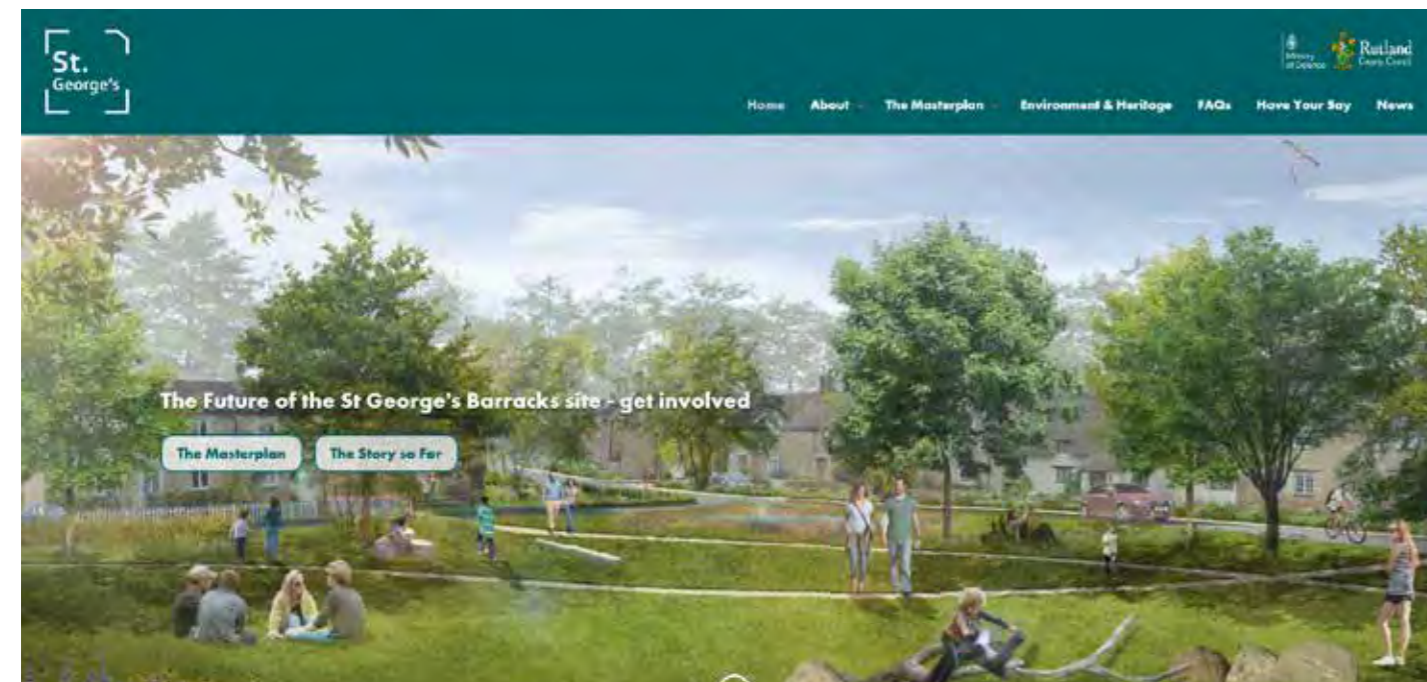
Consultation is an integral part of the process of iterating and communicating the masterplan and proposals for the future of St George's Barracks. Non-statutory consultation on the new community has been undertaken jointly by RCC and MOD.

A structured programme of both stakeholder and public consultation has been undertaken throughout the development of the masterplan. The objective has been to ensure the active, meaningful and continued involvement of the public, local communities and stakeholders throughout the planning process. This has been done through a variety of mediums including a media, leaflets, member briefings, public exhibitions, roadshows, stakeholder and local community workshops and focus group sessions, one-to-one meetings with stakeholders as well as a dedicated project website. The full schedule of engagement events that have been undertaken is provided in the adjacent diagram.

In May 2018, following initial assessments of the site and early discussions with local communities and interest groups, the draft high-level masterplan was launched, inviting public feedback on the proposals a major public consultation exercise was undertaken to obtain feedback on the draft masterplan and inform its development. Informal consultation on high-level masterplan took place from 11th May to 15th June 2018 and a dedicated project website (www.stgeorgesrutland.co.uk) went live at the same time as the masterplan was made public. The purpose of the consultation was to present local communities and key stakeholder groups with initial proposals indicating how St George's site could be developed. Feedback gathered in response to vision for the site will be used to develop a more detailed masterplan while also feeding into Rutland's Local Plan.

The St George's Barracks Advisory Group was established in June 2018, comprising representatives from parish councils across Rutland.

ST GEORGE'S BARRACKS WEBSITE - WWW.STGEORGESRUTLAND.CO.UK



CONSULTATION & ENGAGEMENT SCHEDULE



CONSULTATION BOARDS

1.0 INTRODUCTION

Welcome to the St George's Barracks masterplan consultation.

ABOUT THE ST GEORGE'S BARRACKS PROJECT

Rutland County Council (RCC) and the Ministry of Defence (MOD) are working closely with a range of local partners to explore possible options for the future use of St George's Barracks, which is earmarked for closure in 2022.

The shared vision of this partnership is that the 300-hectare site will be transformed into a successful mixed-use, sustainable community with supporting infrastructure, housing, a business zone, community facilities, dedicated green spaces, leisure and recreation. We are taking a whole site approach to the new community.

CONSULTATION SO FAR

Since the closure of the Barracks was announced, we have sought to ensure that the local community and stakeholders have been engaged through the process.

A series of briefings have been held with local parish councils and RCC Members, and a stakeholder launch event was held in September 2017. In January 2018, a series of focus group sessions were undertaken, the results of which have informed the development of the draft high-level masterplan.

All available information about St George's Barracks, including previous consultation feedback, has been published on the Council's website. If you would like to know more, ask any questions or express an interest in getting involved please visit: www.stgeorgesrutland.co.uk

PURPOSE OF THIS CONSULTATION

The aim of the consultation is to present our draft proposals for the site and to get your feedback before we commit to a masterplan. Your comments will be taken into account before we finalise the high-level proposals, which will inform the preparation of the Local Plan for Rutland.

PRIORITY WILL BE GIVEN TO pedestrians and cyclists, with convenient routes for public transport. There will be a diverse pattern of formal and informal green spaces, and other public spaces.

A thriving and economically active community will enable people to live and work in the same place, attracting a younger, working-age population and addressing the imbalance of the current aging population.

ST GEORGE'S BARRACKS IN ITS HEYDAY

FOCUS GROUP SESSIONS IN JANUARY 2018 WERE ATTENDED BY SOME 150 PEOPLE

We welcome your comments and suggestions and ask that you provide us with some feedback either by completing a comments form today or submitting your comments online at: www.stgeorgesrutland.co.uk

SITE LOCATION

2.0 VISION

VISION

The regeneration of St George's Barracks will result in a new 'Community for Life', designed to be a vibrant, prosperous, self-sustaining, diverse community with healthy living, which fosters happy and healthy lives.

The masterplan for St George's Barracks will provide a framework to guide the vision and create a sense of place appropriate to Rutland.

THE NEED FOR HOMES IN RUTLAND

The redevelopment of brownfield land is one of the core planning principles contained within National Planning Policy Framework. Redevelopment at St George's Barracks could help contribute to addressing unmet housing needs in Rutland and surrounding areas.

The creation of a new community at the Barracks site will support the objectives of the Government's 'A Better Defence Estate' which seeks to maximise value through the disposal of surplus MOD sites to provide land for 65,000 dwellings in this Parliament. In addition, the new settlement will contribute towards tackling the National Housing crisis. The Council supports development on this site as it would enable residential economic growth, facilitated by a mixed use community that places healthy living, a diverse and high quality housing offer, and technological innovation at its very heart.

The proposed population of the new community needs to reflect the Government's objective of making the best possible use of available land. As importantly, the community needs to be of a size which helps support existing facilities and allows necessary infrastructure to be delivered. The population needs a critical mass to enable the provision of facilities needed to support both new and existing residents, particularly in terms of school provision, doctors, community facilities, shops and public spaces.

ASPIRATIONS

The masterplan for St George's Barracks will provide a framework to guide the vision and create a sense of place appropriate to Rutland.

ASPIRATIONS

- A vibrant, prosperous, self-sustaining, diverse community will be created, which fosters happy and healthy lives.
- It will meet the lifestyle and housing aspirations of successive generations.
- A full range of housing needs will be met through a varied housing offer, including high-quality social, affordable and market homes.
- A wide range of employment opportunities will help ensure that there is a good social mix, with the aim of offering no less than one job per new household.
- Multi-functional green space will be provided, including an extensive country park, sports and recreation areas and open space.
- The site's natural and built heritage will be maintained and enhanced.
- Walking, cycling and public transport will be convenient and affordable.
- Opportunities for energy efficiency and renewable-energy generation will be maximised.
- A range of cultural, recreational and commercial activities will be provided.
- The retail needs of residents will be met whilst safeguarding and strengthening Oakham and Uppingham.

ARTIST'S IMPRESSION

3.0 PROPOSALS

MASTERPLAN

Three land use distribution options have been considered, as shown below. Through discussions between RCC and the MOD, it was agreed to proceed with the preparation of a high-level masterplan based on option 3.

The masterplan allows for the creation of a compact new community in the western part of the site, close to Edith Weston. This provides some 3,000 new dwellings, along with employment, a school, local centre, open space and other facilities.

There is potential for a future satellite community of some 500 homes in the eastern part of the site, however this would not be realised until after minerals extraction has been undertaken, and so it is likely to be some 20-30 years away.

MIX OF USES

A range of uses are proposed:

- Up to 3,000 homes, offering a range of house types and tenures to meet the needs of Rutland, supporting the exemplary vision we have for the masterplan.
- Provision of 14 hectares of employment.
- A relocated and enlarged Edith Weston Academy.
- A new local centre with provision of local neighbourhood shops, meeting the day-to-day needs of local communities.
- A new health and wellbeing centre, providing a GP surgery and other facilities.
- The potential for new nursing home facilities.
- A multi-functional community centre.
- The potential for faith provision as required.

EXTENSIVE OPEN SPACE PROVISION. Over 60% of the site is dedicated to public open space.

A substantial green gap separating the new community from North Luffeham.

A new country park.

A heritage zone around the listed Thor Missile launch pads.

Intervis/leisure uses pending minerals extraction being undertaken. This may take the form of agriculture, open space, glamping, renewable energy (such as a solar farm) or other uses.

OPTIONS CONSIDERED

DRAFT HIGH-LEVEL MASTERPLAN 2030

4.0 PHASING

ST GEORGE'S BARRACKS TODAY

DRAFT HIGH-LEVEL MASTERPLAN 2035

DRAFT HIGH-LEVEL MASTERPLAN 2050

5.0 CHARACTER

CHARACTER

Rutland has a rich built and historic environment. Buildings reflect the quarrying heritage of the county and it is thanks to this that Rutland has a plethora of heritage buildings featuring different shades of biodiversity, which provide a distinctive character.

Rutland's sandstones and ironstones have commonly been used for buildings throughout the county, while its ironstones provide building stones of both local and national importance. More recent developments have failed to reflect local built character, and have resulted in poor quality, incongruous additions to our towns and villages. RCC are keen to take a leading role in the realisation of the masterplan to ensure that this is not the case at St George's Barracks. Simple but good design using local materials will help to deliver a new community of enduring quality.

Character is derived not only from built form elements but also from the landscape. It will therefore be important that existing landscape features are integrated and enhanced wherever possible. There will be a comprehensive landscape structure, creating a strong sense of place.

RUTLAND CHARACTER EXAMPLES

DENSITY EXAMPLES

DENSITY

Steadily designed higher density housing can make a place feel cramped, oppressive and overcrowded, and lead to a sea of cars. Getting density too low leads to urban sprawl, feelings of isolation, car dependency and can undermine the viability of public transport and other facilities.

Density is mainly experienced from visual clues. Impressions of high, low or appropriate density are influenced by many factors, including building heights, spaces between buildings, the amount of parking and streets, and the colour and tone of materials. For example, in villages, a terrace development that fills a gap along a street may have a higher density than a detached property. However, the terrace house would look more natural and less out of place.

Therefore, a scheme that relates well in form and pattern to its surroundings is likely to be perceived to be at the right density, irrespective of any figures.

Whilst an average density of 29 dwellings per hectare (DPH) is proposed across the site, this will comprise a range of densities reflecting different character areas. For example, those areas along the southern and eastern edges of the site are likely to contain lower densities, whilst it will be appropriate for the local centre to be higher. Some examples of different densities are provided below.

A Transport Assessment which looks in detail at roads, junctions and travel around the St George's site can be viewed in full online at: www.stgeorgesrutland.co.uk

6.0 TRANSPORT

Good design and masterplanning will play a major role in helping to reduce the levels of road-based journeys generated by the new community. This will be done by providing community facilities such as a primary school, local shops, healthcare facilities, leisure uses and employment opportunities which all promote movement within the locality of the site.

SITE ACCESS

Access to the main Barracks site is proposed via various access points of Edith Weston Road, Penine Drive and Villand Road. The potential future satellite settlement is served from Wychley Warren Lane. Access to the Office's Mess site from the highway network is proposed via two existing access points from Milton Road and Edith Weston Road.

ROAD INFRASTRUCTURE IMPROVEMENTS

A high level transport assessment has been prepared, which quantifies the traffic generation at St George's Barracks, where this is likely to route and what impact it could have on links and junctions. In order to facilitate the expected increase in road traffic movements, a number of road infrastructure improvements would be required. These will include localised junction improvements and road widening.

WALKING & CYCLING

Internally, the development will be designed to incorporate a well-defined walking and cycling network. Externally, the development will provide strategic walking and cycling links to nearby villages, as well as other areas such as Oakham, Stamford and Rutland Water. It will also connect with existing national routes, such as Sustrans Route 63.

PARKING

Car parking within the new community will adhere to Rutland County Council's existing parking standards as a minimum (adopted October 2014). The quantum of residential parking is generally determined by the footprint of the land used. Provision for motorcycle and cycle parking will be incorporated into the site design.

TRANSPORT STRATEGY

CYCLING DISTANCES

WALKING DISTANCES

EXISTING BUS CONNECTIONS

7.0 ENVIRONMENT & HERITAGE

LANDSCAPE & ECOLOGY

Ecological surveys were undertaken across St George's Barracks in March 2018. These found that the ecological features within the developed barracks area, Officers' Mess and golf course have limited biodiversity value. Based on the information collected to date, it is likely that any re-development within these parts of the site would be able to provide adequate mitigation and/or compensation, hence there would be no significant ecological constraints to re-development.

The disused airfield has been shown to be important for breeding and passage birds. It has been classified as potential Local Wildlife Site. The grassland communities are also likely to be classified as a Habitat of Principal Importance. For these reasons, the airfield has been assessed as being of county value. Opportunities will exist within the masterplan to re-create or re-introduce the grassland areas following minerals extraction, as well as improving biodiversity.

LANDSCAPE STRATEGY

RUTLAND WATER

MINERALS EXTENT

1928 HISTORIC MAP

HERITAGE

The 1928 historic map above illustrates the historic field pattern that was lost due to the development of the air base. The character of the area has witnessed the transition from an agricultural landscape to an empty expanse of airfield.

The preservation of the Thor Missile area enhances the significance and value of St George's Barracks as an important educational resource, and it is proposed that a new cultural attraction is created.

Through the creation of a new community, potential exists to restore the landscape by reintroducing the historic field pattern. It is also important that the military legacy is not forgotten, and the runways form a strong feature of the site.

The runways are one of the most significant structures of the Barracks. They date from 1944 but have been overlaid on many occasions and are in a poor condition. Consequently, it is the line of the runways, rather than their physical fabric, that contributes most to the site.

8.0 LOCAL PLAN UPDATE

REVISIT TIMETABLE

The timetable for the production of Rutland's Local Plan is being reviewed to ensure that the implications of St George's Barracks can be fully incorporated into a single planning document - setting out the vision for growth and development in our county right up to 2036.

The amended timetable for Rutland's Local Plan will involve an additional round of non-statutory public consultation, which will consider the implications of any potential development at St George's Barracks, will help to shape the form and content of the new Local Plan for Rutland.

The new Local Plan will also provide greater certainty on the local development process and proposed planning policies for Rutland. The preparation of a new Local Plan provides the opportunity for all our communities to help shape what Rutland will look like in the future.

REVISIT LOCAL PLAN TIMETABLE

STATUS	ACTIVITY	DATE
COMPLETE	1. IDENTIFY ISSUES AND COLLECT EVIDENCE	RESEARCH THAT WILL INFORM THE LOCAL PLAN
COMPLETE	2. CONSULT ON ISSUES AND OPTIONS DOCUMENT - NOVEMBER 2015 TO JANUARY 2016	TELL PEOPLE THAT THE LOCAL PLAN IS BEING PRODUCED AND ASK FOR VIEWS ON WHAT THE PLAN SHOULD COVER, WHEREAS IT WOULD BE CONSULTATION PERIOD
COMPLETE	3. PREPARE CONSULTATIVE DRAFT LOCAL PLAN - UP TO JULY 2017	EVIDENCE AND COMMENTS RECEIVED HELP TO PRODUCE A DRAFT LOCAL PLAN
COMPLETE	4. PUBLIC CONSULTATION ON CONSULTATIVE DRAFT LOCAL PLAN - AUGUST/SEPTEMBER 2017	RCC CONSULTS ON THE DRAFT LOCAL PLAN
ONGOING	5. IMPROVE PLAN	THE COUNCIL REVIEWS COMMENTS RECEIVED AND ANY FURTHER EVIDENCE AS THEY IMPROVE THE PLAN
ONGOING	6. PUBLISH PLAN - PUBLICATION	ADDITIONAL CONSULTATION - JUNE/JULY 2018
ONGOING	7. SUBMIT	AFTER A CONSULTATION, THE PLAN IS AVAILABLE FOR PEOPLE TO COMMENT ON FOR A PERIOD OF 10 WEEKS. THIS IS TO ESTABLISH IF THE PLAN'S DRAFT IS SOUND FOR SUBMISSION IN PUBLIC
ONGOING	8. EXAMINE	THE PLAN IS EXAMINED BY AN INDEPENDENT PLANNING AUTHORITY, WHICH IS LIKELY TO INCLUDE PUBLIC HEARINGS
ONGOING	9. ADOPT	IF THE INDEPENDENT PLANNING AUTHORITY FINDS THE LOCAL PLAN SOUND, THE PLAN CAN BE ADOPTED BY THE AUTHORITY. THE INDEPENDENT CHECK FROM THE LOCAL PLAN BEHIND THE PROCESS RETURNS TO STAGE 5.

HOUSING INFRASTRUCTURE FUND

Delivering the right physical and social infrastructure is a priority for the St George's Barracks project. Infrastructure is specifically referenced in the partnership agreement between the RCC and the MOD. It underpins the master planning process and is the reason we have submitted an application for the national Housing Infrastructure Funding (HIF).

RCC has successfully navigated the first stage in a two-stage bidding process for HIF funding, which will allow the early upgrading of all infrastructure, prior to the delivery of any new homes.

This will include things like schools, public transport, highways, healthcare and broadband services. Work has already commenced on determining the extent of the required highways upgrades. We are also in early discussions with all the major utility providers.

Consideration also needs to be given to how the Local Plan addresses housing, employment and social development needs for the county as a whole. There is a legal requirement to review local plans on a regular basis so changes in circumstances, such as sites like St George's Barracks, can be considered and planned for.

Feedback has been sought in relation to the earliest version of the masterplan for St George's (the high-level masterplan) via informal public consultation. The feedback received in relation to the high-level masterplan will be used to help produce a more detailed version. Once complete, the detailed masterplan will be translated into a planning application(s) to take the redevelopment forward and help meet the aspirations for the future of the site.

Feedback was sought in relation to following:

- Overall vision for the site
- Public services and local infrastructure
- Importance of affordable housing
- Local facilities
- Use of open space and minerals extraction area
- Public transport links.

CONSULTATION METHODS

METHOD	DESCRIPTION	OUTPUTS
LAUNCH	PRESENTATION AND WORKSHOP INTRODUCING KEY STAKEHOLDERS AND COMMUNITY GROUPS TO THE HIGH-LEVEL MASTERPLAN	EVENT ATTENDED BY REPRESENTATIVES FROM: LOCAL ENTERPRISE PARTNERSHIP, EAST LEICESTERSHIRE AND RUTLAND CCG, HOMES ENGLAND, PRIMARY AND SECONDARY EDUCATION, HANSON CEMENT, PRIMARY CARE, ANGLIAN WATER, ENVIRONMENT AGENCY, WESTERN POWER, WESTERN POWER, SEVERN TRENT, BT, AECOM, WILDLIFE TRUST, HISTORIC ENGLAND, OPENREACH, CADENT GAS, HOUSING ASSOCIATIONS, CITIZENS ADVICE, HEALTHWATCH RUTLAND, CPRE
PUBLIC EVENTS	10 PUBLIC EVENTS HELD IN LOCATIONS AROUND THE COUNTY WITH DISPLAY INFORMATION, COPIES OF THE HIGH-LEVEL MASTERPLAN AND PRINTED QUESTIONNAIRES: <ul style="list-style-type: none"> • OAKHAM, 11 MAY • OAKHAM, 12 MAY • NORTH LUFFENHAM, 16 MAY • UPPINGHAM, 17 MAY • EDITH WESTON, 23 MAY • EMPINGHAM, 24 MAY • OAKHAM, 30 MAY • KETTON, 30 MAY • MANTON, 4 JUNE • KETTON, 5 JUNE 	37 HOURS OF FACE-TO-FACE CONSULTATION AT SEVEN PUBLIC VENUES, ATTENDED BY CIRCA 800 PEOPLE.
STATIC DISPLAY	STATIC DISPLAY IN PLACE AT OAKHAM LIBRARY FOR THE DURATION OF THE INFORMAL CONSULTATION WITH COPIES OF THE HIGH-LEVEL MASTERPLAN AND PRINTED QUESTIONNAIRES.	ST GEORGE'S HIGH-LEVEL MASTERPLAN AND SUPPORTING MATERIALS ON DISPLAY FOR 30 DAYS – TOTAL OF 219 HOURS VIEWING TIME.
WEBSITE	STANDALONE ST GEORGE'S BARRACKS MICROSITE WITH MASTERPLAN INFORMATION, SIGNPOSTING VIA ALL PRINTED CONSULTATION MATERIALS, RCC WEBSITE AND SOCIAL MEDIA.	3,854 VISITS TO THE SITE (2,622 UNIQUE VISITORS) OVER THE CONSULTATION PERIOD, TOTTALLING 15,274 PAGE VIEWS.
PRINTED QUESTIONNAIRE	PRINTED QUESTIONNAIRES AVAILABLE AT ALL PUBLIC EVENTS, OAKHAM LIBRARY DISPLAY AND ON REQUEST.	255 RESPONSES
ONLINE SURVEY	ONLINE SURVEY ACCESSIBLE VIA THE ST GEORGE'S WEBSITE WITH SIGNPOSTING VIA PRINTED CONSULTATION MATERIALS AND SOCIAL MEDIA.	365 RESPONSES
EMAIL	EMAILS REFERENCING ST GEORGE'S BARRACKS AND/OR HIGH-LEVEL MASTERPLAN SENT DIRECT TO STGEORGES@RUTLAND.GOV.UK OR FORWARDED TO THE PROJECT TEAM FROM OTHER AREAS OF THE COUNCIL.	73 EMAILS RECEIVED DURING CONSULTATION PERIOD
PETITION	IN RESPONSE TO RUTLAND COUNTY COUNCIL'S REQUEST FOR COMMENT ON THEIR MASTERPLAN FOR THE DEVELOPMENT OF ST GEORGE'S BARRACKS, WE THE UNDERSIGNED CATEGORICALLY DISAGREE WITH THE NUMBER OF HOUSES PROPOSED BY THE RUTLAND COUNTY COUNCIL AND THE MINISTRY OF DEFENCE. WE STRONGLY URGE YOU TO RECONSIDER THE PROPOSAL YOU HAVE PUT FORWARD IN RESPECT OF THE 3000 HOUSES MASTER PLAN. THIS WOULD INCREASE THE POPULATION OF THE COUNTY BY OVER 20% WHICH WILL DESTROY THE RURAL CHARACTER OF THE COUNTY AND CAUSE MAJOR INFRASTRUCTURE PROBLEMS. THIS PROPOSAL IS UNACCEPTABLE TO THE RESIDENTS AND COMMUNITIES OF RUTLAND.	429 SIGNATURES
EDITH WESTON RESIDENT'S SURVEY	SURVEY CONDUCTED LOCALLY AND OUTSIDE OF THE ST GEORGE'S PARTNERSHIP AMONG RESIDENTS OF EDITH WESTON.	126 RESPONSES



HIGH-LEVEL MASTERPLAN STAKEHOLDER & PUBLIC CONSULTATION LAUNCH EVENTS

FEEDBACK

Four open text/comment questions sought to gain feedback on: the overall vision put forward within the high-level masterplan, priorities for infrastructure and public services, any other provisions that respondents thought were needed as part of any future development. The key themes/issues outlined in the table below are clearly identifiable within the consultation responses that were received.

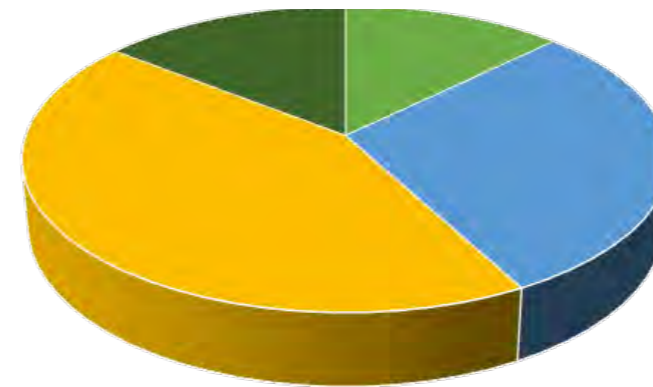
CONSULTATION RESPONSES

TOPIC	RESPONSE
SIZE & SCALE OF DEVELOPMENT	PRINCIPLE OF DEVELOPMENT <ul style="list-style-type: none"> AREA NEEDS TO BE DEVELOPED AND SOME DEVELOPMENT WELCOME COUNTY NEEDS GROWTH RECOGNITION OF THE NEED FOR HOMES LOCALLY AND NATIONALLY BUILDING SHOULD TAKE PLACE ON AREAS ALREADY DEVELOPED RETURN TO AGRICULTURE OR FARMING HOUSING CATERS FOR OTHER AREAS
	SCALE <ul style="list-style-type: none"> TOO BIG - TOO MANY HOUSES/HOMES DENSITY TOO HIGH SMALLER DEVELOPMENT/DEVELOPMENTS MORE SUITABLE – 500-800 HOMES – MAX 1500 DEVELOPMENT IS A TOWN, NOT A VILLAGE OR GARDEN VILLAGE TOO MANY HOUSES/HOMES
	IMPACT <ul style="list-style-type: none"> NOT IN KEEPING WITH THE LOCAL/RURAL CHARACTER - INAPPROPRIATE IMPACT ON NEARBY VILLAGES – EDITH WESTON, NORTH LUFFENHAM, SOUTH LUFFENHAM, MANTON NEED TO LOOK AT THE WIDER IMPACT CONSIDER NEEDS AND ASPIRATIONS OF LOCAL COMMUNITIES BUFFER ZONES TOO SMALL AND SHOULD BE BIGGER – GREATER SEPARATION BETWEEN EXISTING SETTLEMENTS NOT CLEAR ON BENEFITS
	DESIGN <ul style="list-style-type: none"> CAREFUL MANAGEMENT/ DEVELOPMENT AND GOOD DESIGN ARE NEEDED
	PHASING <ul style="list-style-type: none"> EXCEEDS LOCAL HOUSING NEEDS AND DOES NOT FIT WITH CURRENT LOCAL PLAN PHASED/STAGED DEVELOPMENT IS NEEDED MORE DETAIL NEEDED AROUND TIMESCALES
	IMPORTANCE OF INFRASTRUCTURE
IMPORTANCE OF INFRASTRUCTURE	GENERAL <ul style="list-style-type: none"> INFRASTRUCTURE MUST COME FIRST MORE WORK NEEDED ON TRAFFIC ASSESSMENT
	ROADS <ul style="list-style-type: none"> ROADS, ACCESS POINTS, CONNECTIONS AND JUNCTIONS REQUIRE IMPROVEMENT ACCESS ROUTES CURRENTLY INADEQUATE CONCERN REGARDING RURAL ROADS IMPROVEMENTS TO EXISTING ROADS AND WIDER ROAD NETWORK NEEDED - A1, A47, A606, A6003, A6121 INCLUDING ROUNDABOUT, NEW ROADS TO A1 AND A606, A1 TO EMPINGHAM ROAD LINK AND A6003 JUNCTION WITH LYNDON LANE CONCERN OVER INCREASED TRAFFIC/VEHICLE MOVEMENTS AND CONGESTION TRAFFIC CALMING MEASURES IN VILLAGES ACCESS AWAY FROM EDITH WESTON APPROPRIATE ACCESS FOR QUARRY AND CONSTRUCTION TRAFFIC
	PUBLIC TRANSPORT <ul style="list-style-type: none"> INVESTMENT IN INFRASTRUCTURE AND PUBLIC SERVICES ARE VITAL IMPROVED RAILWAY CROSSING IN E.G. TUNNEL OR BRIDGE

TOPIC	RESPONSE
EMPLOYMENT & JOB CREATION	JOB CREATION <ul style="list-style-type: none"> IMPORTANCE OF JOBS AND EMPLOYMENT EMPLOYMENT OPPORTUNITIES NEEDED BUSINESS GROWTH NEEDED LOCAL EMPLOYMENT NEEDED JOBS MUST BE VARIED CONCERN OVER WHETHER JOB NUMBERS ARE ACHIEVABLE – WHERE WILL THEY COME FROM? HIGHER PAID EMPLOYMENT NEEDED
	EMPLOYMENT PROVISION <ul style="list-style-type: none"> MORE DETAIL NEEDED ON BUSINESS ZONE EMPLOYMENT PROVISIONS CURRENTLY INSUFFICIENT EMPLOYMENT PROPOSALS UNREALISTIC
LOCAL TRANSPORT PROVISION	GENERAL <ul style="list-style-type: none"> CONCERNS OVER TRANSPORT PROVISIONS GREATER TRANSPORT CONNECTIVITY NEEDED
	PUBLIC TRANSPORT <ul style="list-style-type: none"> IMPORTANCE OF BUS SERVICES AND PUBLIC TRANSPORT BUS ROUTES AND SERVICES NEED IMPROVEMENT RAILWAY STATION PARK AND RIDE PROVISION PUBLIC TRANSPORT IMPROVEMENTS FREE GREEN PUBLIC TRANSPORT REGULAR BUSES TO STAMFORD, OAKHAM AND UPPINGHAM BUS SERVICES TO COVER RURAL AREAS
	CYCLING <ul style="list-style-type: none"> CYCLING PROVISIONS CYCLE PATH ALONG A6003 CYCLE LANES AND ROUTES CONSIDERATION SHOULD BE GIVEN TO CYCLING ALONG SOUTH SHORE OF RUTLAND WATER BRIDLEWAYS INTEGRATED CYCLE PLAN
	VEHICLES <ul style="list-style-type: none"> PROVISIONS FOR ELECTRIC VEHICLES DEVELOPMENT MUST BE SUITED TO CAR DRIVERS
	CAR PARKING <ul style="list-style-type: none"> ADEQUATE PARKING NEEDED UTILISE SPACE FOR VISITOR PARKING PARKING ISSUES PARKING AT RUTLAND WATER EXTRA PARKING IN TOWNS AND AT OAKHAM TRAIN STATION WOULD BE NEEDED
	HOUSING
HOUSING	TYPE <ul style="list-style-type: none"> LOW COST HOUSING FOR YOUNGER GENERATION HOUSING SHOULD TAKE ACCOUNT OF NEEDS OF A RANGE OF PEOPLE AFFORDABLE HOUSING GOOD FOR YOUNGER FAMILIES SHELTERED HOUSING FOR OLDER PEOPLE COUNTY NEEDS HOUSING AND AFFORDABLE HOUSING RETIREMENT VILLAGE OFFICERS MESS AFFORDABLE HOMES AFFORDABLE HOUSING ALLOCATION SHOULD BE LARGER THAN COUNTY PROVISION QUALITY SOCIAL HOUSING CONCERN OVER HOUSING TYPE CONCERN ABOUT FLATS
	DESIGN <ul style="list-style-type: none"> QUALITY OF DESIGN IMPORTANT AND RIGHT DESIGN NEEDED RANGE OF BUILDING STYLES NEEDED DESIGN SHOULD BE SIMILAR TO HOMES IN VILLAGES ZERO CARBON HOMES

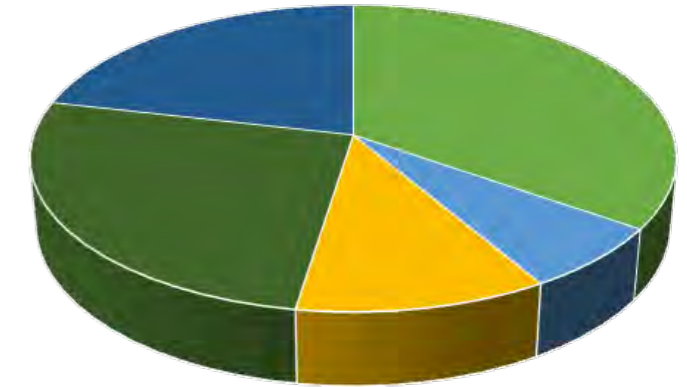
TOPIC	RESPONSE
ENVIRONMENT	<p>GENERAL</p> <ul style="list-style-type: none"> PARKS AND GREEN SPACE ALLOTMENTS RECYCLING AND COMPOSTING SHOULD BE ECO-FRIENDLY PARKLAND MORE ATTENTION TO NATURE AND WILDLIFE GREEN SPACE/FOREST MIXED VIEWS ON SOLAR AND WIND GENERATION GREEN AREAS IN THE PLAN ARE POSITIVE SHOULD ACKNOWLEDGE COUNTRYSIDE MORE <p>MINERALS EXTRACTION</p> <ul style="list-style-type: none"> CONCERN ABOUT MINERALS EXTRACTION/QUARRYING – NEEDS MANAGE CAREFULLY QUARRY TRAFFIC <p>IMPACT</p> <ul style="list-style-type: none"> IMPACT ON RUTLAND WATER IMPACT ON WILDLIFE – FURTHER ASSESSMENT NEEDED CONCERN OVER THE ENVIRONMENT CONCERN OVER POSSIBLE CONTAMINATION
HEALTH & EDUCATION	<p>HEALTH</p> <ul style="list-style-type: none"> SCHOOLS AND HEALTH PROVISIONS ARE KEY DOCTOR'S SURGERY COMMUNITY HUB/CENTRE DENTIST AND OPTICIANS INCREASED HEALTH FACILITIES <p>EDUCATION</p> <ul style="list-style-type: none"> FURTHER/HIGHER EDUCATION – POST 16 PROVISION SECONDARY AND NOT JUST PRIMARY SCHOOLING SCHOOL AND LOCAL CENTRE SHOULD BE LOCATED AT THE CENTRE OF THE DEVELOPMENT NEW PRIMARY SCHOOL TWO SMALL PRIMARY SCHOOLS RATHER THAN ONE CHILDREN'S CENTRE CHILDCARE/NURSERY FACILITIES
TOURISM & LEISURE	<p>TOURISM</p> <ul style="list-style-type: none"> CONCERN ABOUT TOURISM UTILISE SPACE FOR VISITOR PARKING SITE SHOULD ENHANCE COUNTY'S TOURISM OFFER IMPACT ON RUTLAND WATER TURN INTO HOTEL MUSEUM <p>LEISURE</p> <ul style="list-style-type: none"> GOLF COURSE SHOWGROUND FOR EVENTS SPORTS PROVISION CHILDREN'S AREA YOUNGER FACILITIES MULTICULTURAL ACTIVITIES SENIOR CITIZENS ACTIVITIES ARTS SPACE OUTDOOR CINEMA LEISURE CENTRE

HOW IMPORTANT TO YOU IS THE PROVISION OF HOUSING THAT IS AFFORDABLE TO YOUNG FAMILIES?



■ Not important ■ Quite important ■ Very important ■ Unsure

HOW WOULD YOU LIKE TO SEE THE MINERALS EXTRACTION AREA UTILISED UNTIL THE POINT THAT ACCESS TO THE MINERALS IS REQUIRED?



■ Grazing ■ Camping ■ Sports provision ■ Walking/cycling routes ■ Other

IN YOUR VIEW, WHAT FACILITIES ARE MOST IMPORTANT FOR A LOCAL CENTRE THAT WOULD SIT AT THE HEART OF ANY FUTURE DEVELOPMENT?



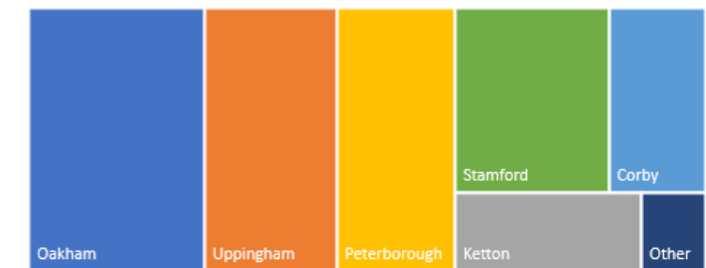
- COMMUNITY WOODLAND OR ORCHARD
- ADVENTURE PLAYGROUND
- PICNIC AREA
- SOLAR FARM/ RENEWABLE ENERGY
- CAR PARKING
- ANIMAL SANCTUARY
- GOLF COURSE
- WILDLIFE

OTHER SUGGESTIONS INCLUDED A POLICE STATION, CAR PARKING, CAFES AND EATERIES, ELECTRIC CAR CHARGING, CLICK AND COLLECT FACILITIES, GREEN/OPEN SPACE & LIBRARY

HOW WOULD YOU LIKE TO SEE THE COUNTRY PARK USED?



WHERE SHOULD NEW/IMPROVED BUS SERVICES LINK TO?



- NATURE RESERVE
- WOODLAND AREA
- GOLF COURSE
- COMMUNITY GARDENS/ ALLOTMENTS
- PARK OFFICE
- OUTDOOR CINEMA/THEATRE
- OUTDOOR PURSUITS
- ECO LODGES
- GREEN GYM
- HORSE RIDING
- SOLAR FARM
- WILDFLOWER MEADOW

- EMPINGHAM
- GRANTHAM
- KETTERING
- LEICESTER
- MELTON
- NOTTINGHAM
- COTTESMORE
- MARKET HARBOURGH

7.0

RECOMMENDATIONS FOR MASTERPLAN DEVELOPMENT

At the conclusion of the initial concept stage, the following form recommendations for the next stage of the evolving masterplanning process for the main barracks site, taking into account concerns raised through both public and stakeholder consultation.

GOVERNANCE

- Further work to be undertaken on defining if the new community is a separate settlement or falls within an existing parish and the potential for a community governance review
- Work to be undertaken to determine the preferred stewardship model - Parish Council or a Community Land Trust
- Articulation of proposals for the delivery of the development and subsequent governance arrangements.

SIZE & SCALE OF DEVELOPMENT

- Removal of the 500-unit satellite settlement
- A reduction in the number of dwellings to between 1,500 and 2,700 (excluding the Officers' Mess), depending on viability, with a linked reduction in density
- The provision of a larger buffer between Edith Weston and the new community
- The relocation of the proposed local centre into the heart of the new community
- Articulation of anticipated development phasing and timescales

IMPORTANCE OF INFRASTRUCTURE

- Further work on the Transport Assessment to ensure all existing roads have been assessed, including the A1, A47, A606, A6003, A6121, including roundabouts. New roads to the A1 and A606 to be explored and improvements to the railway crossing at South Luffenham
- Access from the site to Wytchley Warren Lane to be provided in two locations, closer to the new community. One access is to provide access to the business zone, with the other providing access for residents, providing an alternative access away from Edith Weston
- Proposals to be outlined for a constructors logistics plan for construction traffic

- Proposals for traffic calming and improvement measures in the surrounding villages
- Clarification that high-speed broadband FTTP and 4/5G will be in place from the start and will be future-proofed.

EMPLOYMENT & JOB CREATION

- The identification of all commercial areas within the masterplan, including dispersed throughout the settlement
- Further articulation of types of jobs and means of creation, including home working units
- Explanation of how jobs will be brought forward alongside new homes
- Potential provision of a business or science park for industries such as technology, creative, services & emerging industries
- Potential provision for local vehicle servicing.

LOCAL TRANSPORT PROVISION

- Provision of a holistic sustainable transport package, including exploration of express bus links, new routes and additional services. Bus links to be provided to local service centres and transport hubs
- Provision of a cycle plan which shows how routes within the site link with the wider area and areas for improvement outside of the new community
- Provision for electric vehicles and alternative modes of transport to be more clearly articulated
- Explore the provision of a park and 'ride' facility for cyclists visiting Rutland Water next to the business zone, which can also be used as overflow parking for businesses during quieter periods. This also has the potential to be a bus terminal serving the wider area
- Demonstration of how parking provision is to be catered for throughout the development.

HOUSING

- Further information on housing types and tenures. Articulation of building types and styles through both an illustrative masterplan and design guide, as well as how the local character will be reflected in the proposals
- Definition of affordability, including starter homes, to be provided by RCC and carried through proposals

- Articulation of building heights - predominately 2 storey with some 2.5-3 storey dwellings at key locations such as the local centre
- Affordable and market housing to be pepper-potted in small clusters and to be tenure blind so as to be indistinguishable
- Orientation of dwellings to maximise solar gain and PV generation where appropriate.

ENVIRONMENT

- Provision of allotments within open space
- Further information to be provided regarding potential contamination and associated remediation
- Further articulation of sustainability measures, such as grey water recycling, electricity generation, energy efficiency, reed beds etc. Potential for a solar farm and wind generation to be explored further, including mapping solar provision on the masterplan
- Masterplan to indicate extent of quarrying, taking into account the required buffer
- Clearly demonstrate how a biodiversity net gain will be achieved
- Air, noise and light pollution analysis
- Articulation of how any impacts on Rutland Water will be avoided and/or mitigated and explanation of the ecology strategy
- Removal or reduction of playing fields within the green gap
- Explanation of drainage strategy
- Offer protection against future development around Edith Weston and North Luffenham as part of the new community coming forward, with no extension to villages beyond the planned limits of development in the direction of St George's Barracks. This is in line with Lord Matthew Taylor's recommendations in his 2016 report and the original Green Belt/new towns deal.

HEALTH & EDUCATION

- Further information to be provided regarding proposed health and well-being facilities, which subject to viability will include a GP surgery
- Primary school size to be determined by the scale of the new community. Consultation with education providers has confirmed that the provision of one larger school opposed to two smaller one is the most viable option



UNRECORDED PUBLIC RIGHTS OF WAY

- Provision of early years facilities associated with the primary school

HERITAGE TOURISM & LEISURE

- See above regarding provision of a park and 'cycle ride' for visitor parking to both Rutland Water and the new country park
- Potential provision for a hotel within the new community, as well as lodges / camping
- Reconnection of unrecorded public rights of way where possible, which have been identified by the Local Access Forum & Ramblers as passing through the site prior to its use as a military base (see plan above)
- Investigate the creation of a museum/visitor facility associated with the Thor missile area and consider the retention of the Bloodhound buildings and associated structures
- Investigation into the provision of other leisure facilities and their impact on existing facilities.

8.0 REVISED EVOLVING MASTERPLAN

RATIONALE

A series of design fixes and principles have guided the further development of the evolving masterplan:

- 1 The north-western corner of the site provides the largest previously developed area. In line with local and national policy, there is a presumption for development on previously developed land and therefore the new community is broadly located in this part of the site
- 2 A number of heritage elements exist on the site, both listed and otherwise, which should be incorporated into the plan to help create a sense of place. These include the listed Thor Missile site and it's surrounds, the line of the runways and their associated track, and the existing street network within the barracks
- 3 The eastern part of the site is subject to minerals safeguarding, however this must respect the heritage zone around the Thor missile launch pads, and also requires a 200m buffer to residential development
- 4 Early forums with residents at both Edith Weston and North Luffenham made it apparent that there was a desire for landscape buffers between the new community and those existing settlements. These are expanded onto areas of previous development land
- 5 Four key access points are provided, which link to an internal spine street network. Two provide access onto Edith Weston Road and two to Wytchley Warren Lane. These are supplemented by a series of secondary access points
- 6 The local centre is located at the cross roads of two spine streets at the heart of the site, and is situated so that the entire new community and part of Edith Weston is within a 12 minute walk or 5 minute cycle of the facilities it provides. A new primary school is located along Pennine Drive. It is situated here firstly so that it can be delivered early in the development process, without the need for other elements of the plan to be built out to provide access. Secondly, as it is likely that the existing Edith Weston Academy will be relocated to the new school site, it is located so that it is within 12 minutes' walk or 5 minutes' cycle of both Edith Weston and all dwellings the new community, so as to minimise disruption to existing students. Finally, as the vast majority of the school site will comprise open space and fields, it provides the opportunity to also act as a landscape buffer to Edith Weston, with the school buildings situated at the southern end of the school plot, closer to the new community.



RATIONALE 1 - PREVIOUSLY DEVELOPED LAND

- SITE BOUNDARY
- PREVIOUSLY DEVELOPED LAND



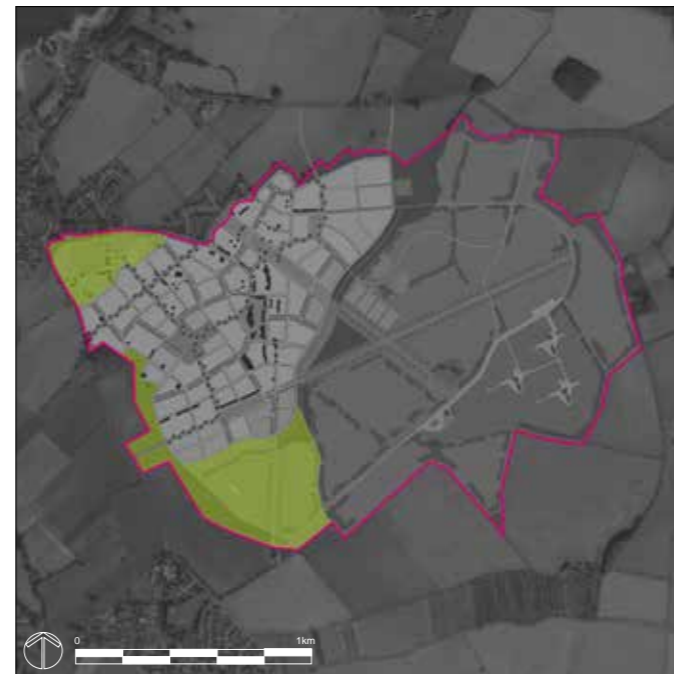
RATIONALE 2 - HERITAGE ELEMENTS

- SITE BOUNDARY
- HERITAGE/ECOLOGY ZONE
- AIRFIELD TRACK
- RUNWAY
- ★ LISTED BUILDING



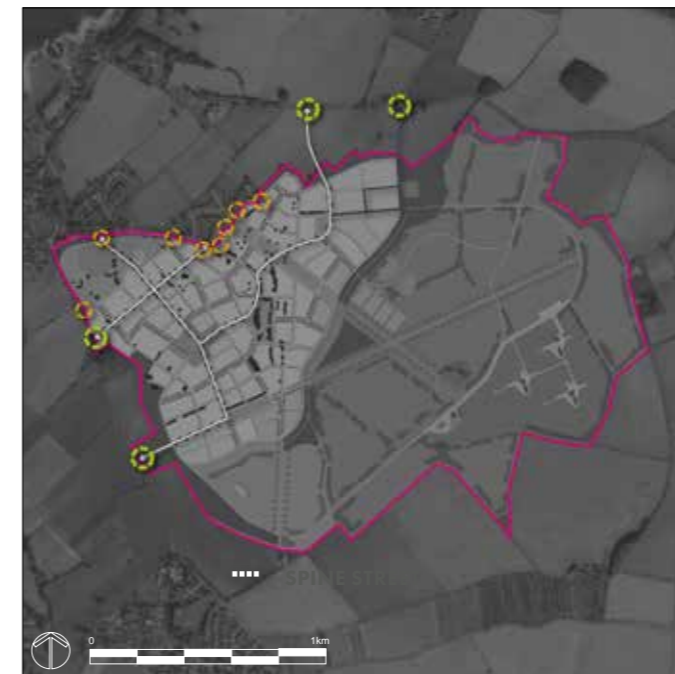
RATIONALE 3 - MINERALS EXTRACTION

- SITE BOUNDARY
- 200M BUFFER ZONE
- MINERALS EXTRACTION



RATIONALE 4 - LANDSCAPE BUFFERS

- SITE BOUNDARY
- LANDSCAPE BUFFER



RATIONALE 5 - ACCESS & SPINE STREET

- SITE BOUNDARY
- PRIMARY ACCESS
- SECONDARY ACCESS
- SPINE STREET
- COMMERCIAL ACCESS



RATIONALE 6 - COMMUNITY FACILITIES

- SITE BOUNDARY
- LOCAL CENTRE
- SCHOOL 1KM ISOCHROME
- LOCAL CENTRE 1 KM ISOCHROME
- SPINE STREET
- COMMERCIAL ACCESS
- PRIMARY SCHOOL

REVISED EVOLVING MASTERPLAN

Revisions to the evolving masterplan following the consultation period include the following:

- Removal of the 500-unit satellite settlement and a reduction in the number of dwellings to 2,215 homes, with a linked reduction in density to 24.7 dph
- The provision of a larger wooded buffer between Edith Weston and the new community
- The relocation of the proposed local centre into the heart of the new community
- Access from the site to Wytchley Warren Lane has been provided in two locations. One route provides access to the business zone, and the other is for residents, providing an alternative access away from Edith Weston
- The identification of all commercial areas within the masterplan, including the potential provision of a business or science park for industries such as technology, creative, services & emerging industries
- Provision of a 'park and cycle ride' facility for cyclists visiting Rutland Water and the country park, next to the business zone, which can also be used as overflow parking for businesses during quieter periods. This also has the potential to be a bus terminal serving the wider area
- Relocation of playing fields from within the green gap to within the country park, to the east of the development
- Provision of a single 3-form entry primary school, including the provision of early years facilities
- Potential provision for a hotel within the new community, as well as lodges / camping
- Protection against future development around Edith Weston and North Luffenham as part of the new community coming forward, with no extension to villages beyond the planned limits of development in the direction of St George's Barracks.

DEVELOPMENT SCHEDULE

ELEMENT	AMOUNT
TOTAL SITE AREA	289.08 HA
DEVELOPABLE AREA	135.80 HA
COMMERCIAL USES	14.00 HA
LOCAL CENTRE	1.50 HA
SCHOOL	2.10 HA
RESIDENTIAL AREA	67.05 HA
NO. DWELLINGS	2,215
POPULATION	5,316
OPEN SPACE REQUIREMENT*	15.42 HA
WOODLAND/BUFFER	22.79 HA
GREEN GAP	17.64 HA
COUNTRY PARK	124.47 HA
HERITAGE ZONE	28.81 HA

* 2.21 HA OF OPEN SPACE PROVISION IS LOCATED WITHIN THE GREEN GAP OR COUNTRY PARK



REVISED EVOLVING MASTERPLAN (NOVEMBER 2018)

NOTE: HOUSING BLOCKS AND INTERNAL ROADS ARE INDICATIVE AT THIS STAGE AND WILL BE REFINED AS THE MASTERPLAN EVOLVES

TRANSPORT

The proposed movement and access strategy for the wider site has been developed through the principles established within Manual for Streets to encourage 'active streets' where pedestrian and cycling movement is actively encouraged through design. The hierarchy and subsequent layout of streets have been aligned to ensure vehicular traffic utilises the main distributor routes while secondary and shared surfaces will be provided to offer permeability and flexibility to pedestrians and cyclists.

Public transport will play a key role within the transport masterplan, with key bus stops located to capture the wider development and keep walking journey times to a minimum. Further sustainable initiatives including car clubs, electric vehicle charging points, park and cycle ride facilities and public transport taster tickets are to be provided through residential and workplace green travel plans.

SITE ACCESS

Vehicular access across the site has been considered holistically to ensure that vehicles associated with the different land uses utilise the appropriate routes. With this in mind, the existing access from Edith Weston Road will be amended to form a 'gateway' into the residential and community elements of the scheme. A secondary access from Edith Weston Road is to be provided to the south to help distribute the traffic generated from the development and avoid all traffic from having to travel through the local centre.

Two new northern access points have been included onto Wytchley Warren Lane to provide separate, direct access to/from the north for both residential and commercial traffic. This will prevent the need for vehicles associated with the employment area to travel through Edith Weston, which will also be the case for construction traffic. As part of the creation of the northern access points, improvements to Wytchley Warren Lane, which may include a direct link to Normanton Road via a new junction, will be provided to cater for the safe two-way passing of vehicles.

The development will also benefit from multiple access points along Pennine Drive which will provide access to the main spine road through the site towards the local centre. It is envisaged that this will provide appropriate means of access to the north western portion of the site. A further, secondary access along Pennine Drive is to be located further east which is anticipated to be cycle and pedestrian friendly. As part of the development, traffic calming features are to be introduced along Pennine Drive with the aim of encouraging increased levels of cycling and walking between the site and Edith Weston and Rutland Water.

WALKING & CYCLING IMPROVEMENTS

The movement and access strategy has been designed to encourage walking and cycling throughout the site with secondary streets and green streets prioritising their use to provide a well-connected footway / cycleway network. It is generally accepted that walking and cycling provide realistic and important alternatives to the private car, while promoting obvious health benefits. Both are also actively encouraged to form part of longer journeys that involve public transport. The Institute of Highways and Transportation (IHT) have provided several guidance documents to help quantify acceptable walking and cycling distances with respect to the provision of sustainable travel which have been considered and applied to the wider masterplan.

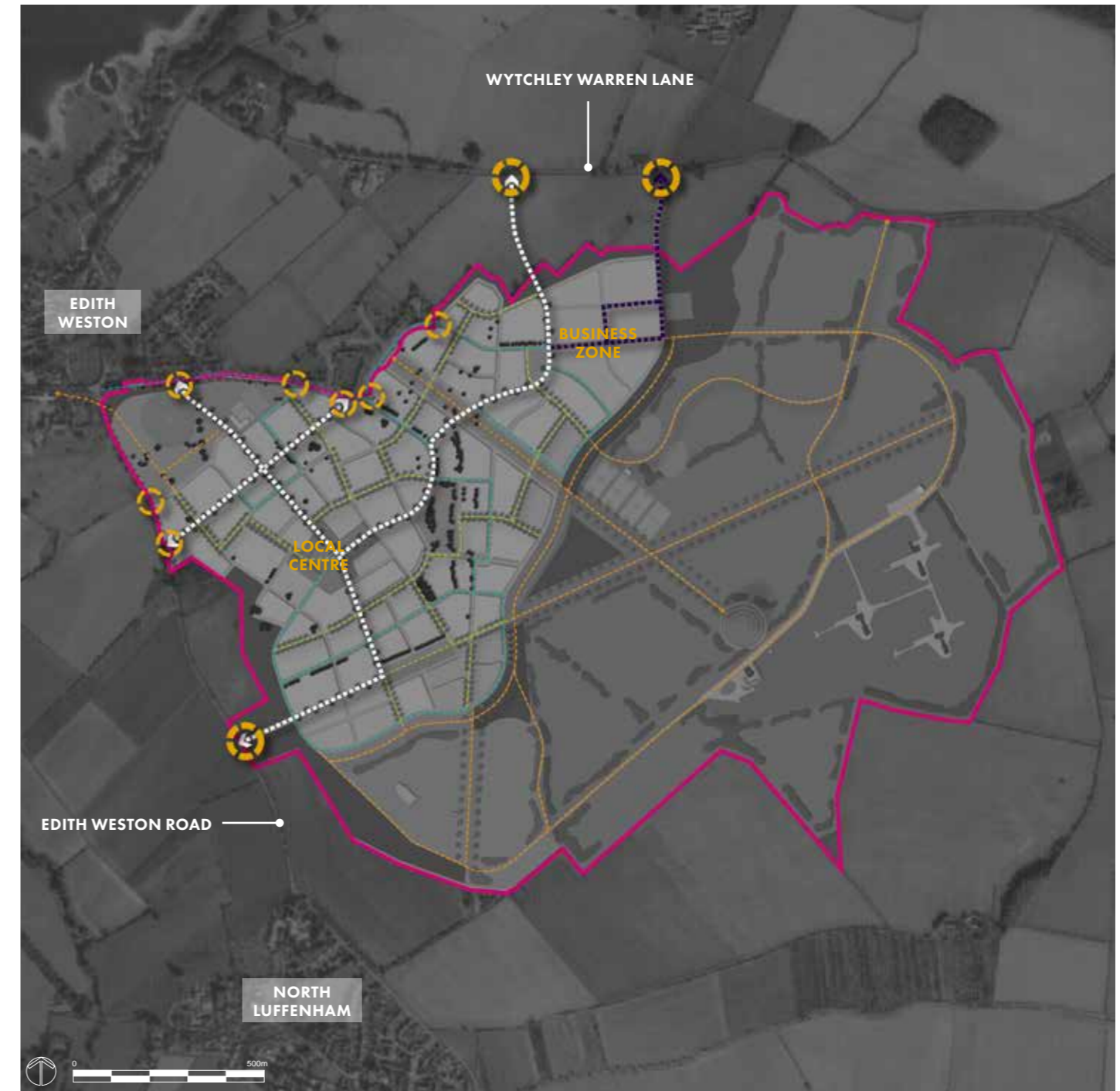
The distances people are prepared to walk or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions. With that in mind, St George's Barracks has been designed from the outset with walking and cycling as key considerations of the movement and access strategy. A high-quality network for pedestrians and cyclists will be promoted linking with existing settlements and potential leisure trails.

Cycle routes will be attractive, safe, direct and convenient for all users. These routes will be complemented with high quality infrastructure such as signing, seating and lighting. Secure bike facilities will allow a smooth and pleasant interchange between modes. A park and cycle ride is proposed adjacent to the business zone and country park, which will allow visitors to Rutland Water and the new country park to park their vehicles and continue their journey by bicycle, helping to reduce the current parking problems faced by residents in Edith Weston. The transport framework demonstrates the extensive network that could be provided within the site while off-site improvements will be investigated and promoted to provide improved sustainable links with Rutland Water and Sustrans Route 63, which will benefit existing settlements as well as the new community.

As well as internal integration between different parts and phases of the plan, maximum integration is to be promoted between existing communities, such as Edith Weston, North Luffenham and Ketton. This needs to be handled with sensitivity so that the existing communities gain real benefit from the maximum permeability to the new community, whilst still remaining distinct settlements.

PUBLIC TRANSPORT

Another key element of the transport strategy for the site is the introduction of a regular, connected public transport service. The development has been designed to provide a dedicated bus route through the site with a number of bus stops located within the recommended walking distance of 400m (5 minutes' walk). High quality waiting facilities with real time bus information will be provided to keep passengers informed of upcoming services.



TRANSPORT FRAMEWORK

LEGEND

- | | | | |
|---|-------------------|---|-----------------|
|  | SITE BOUNDARY |  | GREEN STREET |
|  | SPINE STREET |  | FOOT/CYCLE PATH |
|  | COMMERCIAL ACCESS |  | ACCESS LOCATION |
|  | SECONDARY STREET | | |

It is envisaged that the proposed development will provide an opportunity for existing bus services within the area to be diverted through the site at a much-improved frequency compared with the existing. In particular, direct services with Oakham, Stamford, Uppingham and Peterborough will be promoted to offer commuters a realistic sustainable travel option. Taster bus travel tickets will be introduced as part of the residential travel plan to try and influence individual travel patterns from the outset. It is considered that the improved bus services through the site will include the potential to capture existing settlements providing a benefit to the wider community. Better buses including those with smart ticketing capability and Wi-Fi connectivity should be considered, together with better links with rail services at Oakham and Stamford stations.

The existing rail stations on the Midland Mainline that lie closest to the site are at Oakham (11.5 km), Stamford (14.2 km) and Peterborough (19.2 km). Whilst these stations are within a viable driving distance of the proposed site for onward rail journeys, they lie beyond acceptable cycling and walking distances and so direct bus routes will provide connections.

As the community develops, it may be possible to add a bus facility to the park and cycle ride to the east of the development site, adjacent to the employment zone. It is envisaged that parking could occur for up to 150 vehicles, taking pressure of the existing car parks during peak periods, with regular shuttle buses providing direct connections with Rutland Water.

The potential should also be explored for the introduction of a water taxi across Rutland Water, between Edith Weston and Egleton. It is likely this would mostly operate as a tourist service, however it would offer the potential for journeys to be undertaken between the site and Oakham by bicycle.

FACILITATING SUSTAINABLE TRANSPORT

Electric vehicles

The Transport Minister announced in July 2017 there will be a ban on the sale of petrol and diesel cars by 2040. This is largely a moot point - it is currently anticipated by GoUltraLow, a Government and industry backed body, that electric vehicles will outsell diesel and petrol cars by 2025. Crucially, therefore, the need for charging infrastructure to support this wholesale shift to cleaner vehicle technology needs to be implemented now. There needs to be particular focus on this in relation to the design and management of the power network, and the introduction of more flexible power supplies to cope with this change.

The masterplan seeks to ensure that the impact of existing transportation methods is minimised whilst providing the necessary opportunities for new, cleaner technology to be supported. The impact on air quality by enabling this shift to the use of electrical vehicles will also be very positive. All dwellings should be provided with the latest rapid charging points, and the energy management technology installed within each property will enable the cars to be charged at lowest cost – by utilising any excess solar power and / or using the cheapest available energy during the day or night.

Autonomous vehicles

The speed with which the transport industry is changing has, heretofore, never been seen. The advent of hybrid technology is rapidly being usurped by wholly electric vehicles as well as the introduction of autonomous vehicles, which the Government recently stated in the 2017 budget would be rolled out on UK roads by 2021.

It is expected that over time, the opportunities for autonomous technologies could reduce the total number of vehicles owned, because people will be able to order vehicles for individuals on demand, significantly reducing the cost of personal transport for many people. Whilst this may have limited impact initially – it actually presents a range of design opportunities related to the buildings themselves. For example, it will free up garage (and driveway) space for alternative uses, increasing property sizes and enabling greater flexibility (which conversely will need to be considered during the detailed design and construction process).

Pool car club

The creation of a pool car club for St George's Barracks is a very realistic possibility with the introduction of new residential and commercial zones. In order to be successful, a single car typically needs a user base of at least 30 individuals, of which 15 use the car regularly. Within a development of 2,215 homes, it can be reasonably assumed that car club implementation would be possible – and probably for a fleet of cars, building over time. Allocation of space for this within developments, to enable convenience for users, is therefore critical. There are a number of car club operators that already exist, and are growing, within the Midlands region, which could expand to cover Rutland. Early engagement is recommended as part of any future application process with cars being made available for new and existing residents as well as cars and vans available within the business zone.

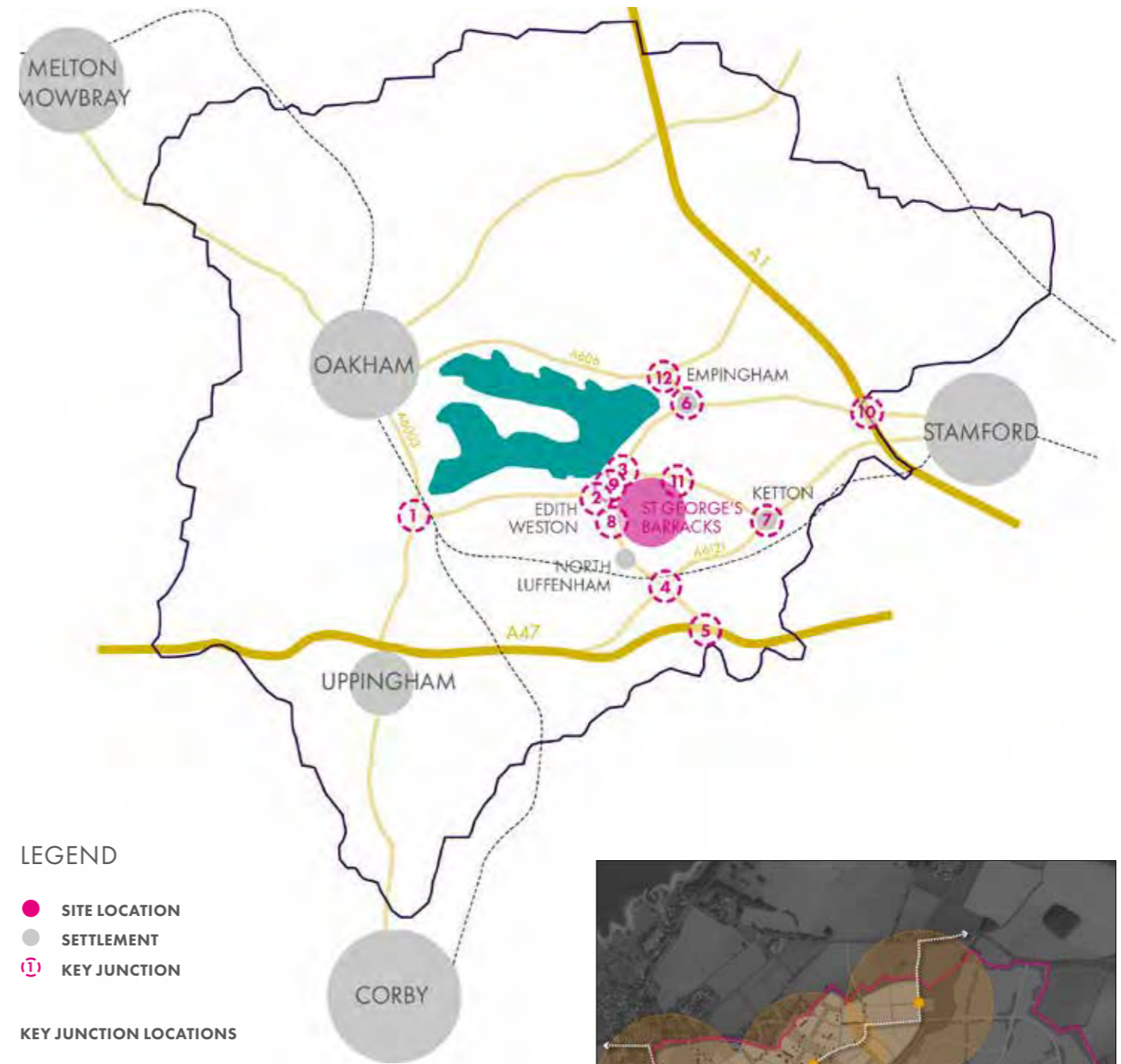
Personal transport drones

The first personal drones are anticipated to be commercially available by the end of 2018, and in principle could become commonplace with 10-15 years, well within the lifespan of the development. The lower density nature of the development at St George's Barracks could facilitate the necessary space for storage, take-off and landing of this mode of transport, and therefore this should be accommodated within later phases of the masterplan.

STREETS

The road system will comprise a permeable network of streets which, whilst giving access to the development by car, would discourage unnecessary internal and through car movements. Residential areas will be designed to Home Zone principles and follow the guidance in Manual for Streets. Car parking will be designed to minimise its impact on urban form, and will be related to dwelling size. Adequate parking will be provided through a combination of both on-plot and on-street solutions.

Aspects of the masterplan that encourage home working and home delivery will be vital in reducing car usage. For example the masterplan will provide live/work units and flexible housing types which encourage home working.



BUS ROUTE

JUNCTION IMPROVEMENTS

A number of key local junctions have been assessed by AECOM in early 2018 in order to understand the impact of the future development traffic. These include:

- Junction 1: A6003 / Lyndon Road Junction
- Junction 2: Edith Weston Road / Manton Road / Normanton Park Road Junction
- Junction 3: Normanton Park Road / Wytchley Warren Lane
- Junction 4: Station Road / A6121
- Junction 5: Station Road / A47
- Junction 6: A606 / Normanton Park Road Junction
- Junction 7: A6121 / Empingham Road
- Junction 8: Existing Barracks Access, Edith Weston Road
- Junction 9: Pennine Drive / Normanton Road
- Junction 10: A606 / A1.

A number of improvements have been identified as a result of the junction modelling. The number of additional vehicle movements travelling to the east of the development would likely trigger the requirement for highway improvements on Wytchley Warren Lane, such as road widening during the period of 2032-2041, as well as provision of an additional access points between the site and Wytchley Warren Lane. It is possible that the above improvements would involve third party land outside the red line boundary and would therefore require landowner agreement or compulsory purchase orders.

The Transport Assessment is currently being reviewed and updated by Campbell Reith, now that more information is available regarding the masterplan.

A HEALTHY APPROACH TO STREET DESIGN

Streets are the main component of a village's public realm, and the part people use daily. Taking a 'complete' or 'healthy' approach to street design means maximising the public good that can be achieved from this infrastructure. Physical inactivity and sedentary lifestyles are creating one of the most serious public health challenges of our time. The easiest way for most people to stay active is by walking or cycling as part of their daily travel. Two 10 minute periods of brisk walking or cycling a day is enough to get the level of physical activity recommended to avoid the greatest health risks associated with inactivity. It is our ambition for all residents of the new community to walk or cycle for 20 minutes every day.

A people-focused approach to street design should therefore be taken at St George's Barracks, including:

- Reallocation of road space away from vehicles – fewer and narrower lanes, less on-street parking, more space for walking and cycling, whilst maintaining space for public transport. The aim is to reduce demand for car travel by making other modes more attractive, in turn reducing traffic emissions and personal injury collisions

- Provision of pedestrian facilities of excellent functionality, with footpaths of a comfortable width, uncluttered by furniture or other obstructions, and well-designed crossings that meet desire lines, alongside dementia-friendly designs. Together these make it easier for people of all ages to walk, helping combat sedentary lifestyles and reduce disease risk
- Provision of bicycle infrastructure that supports safe and comfortable cycling regardless of age or confidence, providing protection or separation on busier roads, promoting sharing on quieter roads, and connecting into a wider network
- The slowing of traffic using design elements like narrow traffic lanes, tight corners and visual elements to encourage steady and slow driving, making streets generally safer and more comfortable for non-car users. This should make streets easier to cross, encouraging more people to walk and also connecting communities. Physical barriers and fast moving or heavy traffic can make streets difficult to cross
- Greening using trees and planting to combat urban heat island effects, manage stormwater run-off through sustainable drainage, and shade streets during hot weather to support active travel choices
- Provision of space for both formal and informal activities (e.g. pocket parks and café seating), facilitating space for casual uses and social interaction, making streets places that people want to spend time in. This includes the provision of places to stop and rest. Such provision benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on the street
- Provision of safety and security measures to dissuade crime and enhance sense of personal security such as good visibility, pedestrian- focused lighting, activity and natural surveillance
- Creation of comfort for all, including reducing the impacts of traffic noise, providing shelter from weather, and ensuring regular spaces to stop that provide a variety of seating to meet different user needs. This directly benefits health, improve the ambience of street environments and encourage active travel and human interaction
- Provision of equitable access, which not only means accessibility for people with limited mobility, but also making streets welcoming and available to all, regardless of personal characteristics
- Improving air quality, which has benefits for everyone and reduced unfair health inequalities
- Provision of things to do. People are more likely to use streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within 10-20 minutes' walk so they do not need to drive to get to them.

TEN HEALTHY STREET INDICATORS (TFL 2017)

Pedestrians from all walks of life

Streets should be welcoming places for everyone to walk, spend time in and engage in community life.

Easy to cross

Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.

Shade and shelter

Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.

Places to stop and rest

A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.

Not too noisy

Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

People choose to walk, cycle and use public transport

Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

People feel safe

The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.



TRANSPORT FOR LONDON'S HEALTHY STREETS INDICATORS (FEBRUARY 2017)

Things to see and do

People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.

People feel relaxed

A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

Clean air

Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

UTILITIES

The existing site is well-served by all the primary utility services (gas, potable water, electricity and telecoms). An existing waste water treatment plant, managed by Severn Trent Services, provides foul drainage treatment and disposal for the existing site and, together with surface water outfalls, discharges into a tributary of the River Charter. The utility demands to serve the proposed development will require strategic reinforcement to all the primary utility services.

As part of the load assessment for the electrical supply, consideration has been given to the future requirement for electric vehicle charging points throughout the proposed development and the additional load demands that this will incur. The existing site has been calculated to have a significant capacity available within the network but would require off site reinforcement to support development beyond circa 500 residential dwellings.

Whilst gas supply usage figures to the existing site has in the past been significant, the likely demand from the proposed development will require trunk main reinforcement beyond circa 500 residential dwellings. Existing potable water supply to the site has the capacity to serve between 250 and 350 residential dwellings and will similarly require trunk main reinforcement to meet the likely demand from the proposed development.

Telecoms have confirmed that both copper and fibre can be supplied to the proposed development. However, a key priority for the telecoms utility supply will be the provision of high speed broadband services to the development. The existing foul water treatment works will require upgrading to serve both the proposed development loads and also meet current regulatory standards. Whilst the current system is believed to be capable of supporting up to circa 1,000 residential dwellings allowance has been made for providing either a direct (pumped) connection to the existing public infrastructure or upgrading the existing treatment works.

Whilst existing utility infrastructure can provide capacity for between 250 and 500 new residential dwellings, the timing of key infrastructure reinforcement to the proposed development will need to be considered as part of the phasing and investment strategy for the development.

LAND USE

RESIDENTIAL

The residential area makes up the majority of the new community in the western part of the site, and comprises up to 2,215 homes. Higher densities will be located at the local centre, fronting areas of open space within the new community and at public transport nodes. Lower densities will be located on the outer edges of the site, particularly in those parts of the new community which are particularly close to the surrounding villages and country park.

All new homes will adopt Lifetime Homes principles, and layouts will enable easy access to facilities. Homes will support residents at each stage of their life, with technology-enabled care to support people to live independently in their own homes for as long as possible.

COMMUNITY FACILITIES

The masterplan proposes a local centre at the heart of the development. The new community will provide a full range of supporting facilities and services. The local centre is likely to contain local shopping facilities to meet the day-to-day needs of residents, as well as a health centre, pub, cafés/restaurants, banks, community meeting place, employment, outlets for local produce and other community uses, alongside parking provision for visitors to the local centre. The local centre has been situated in the central part of the site following public consultation, and enables existing residents who live in Edith Weston to be able to walk or cycle to the local centre easily whilst being physically separated from the existing village. All parts of the new community are within a maximum of 10 minutes' walk from the local centre. This higher density centre is designed to provide a focus for the community. The centre will promote civic life and provide convenient public transport to reduce the reliance on the private car. It will be well-connected to the remainder of the community and the surrounding villages with footpaths, cycleways and public transport links.

A new health and wellbeing centre will offer space for GPs, nurses, a pharmacy and flexible medical suites, subject to viability. New nursing home facilities may also be provided, potentially forming part of a retirement village complex. Facilities may also be required for people with learning disabilities, as many people are provided for outside of the county at present. A new 3 form-entry primary school is located on Pennine Drive, providing easy access to both new and existing communities, offering nursery, early years and primary provision. This location also enables it to be delivered early in the development process as it is likely that the school will be a relocation of Edith Weston Academy. Its playing fields also act as part of the buffer between the new community and Edith Weston. A multi-functional community centre may be co-located with the school, potentially sharing some of the school facilities. This may include provision for library facilities, faith groups, art displays and access to wifi. The facility will therefore be highly flexible so as to accommodate a range of activities.

EMPLOYMENT

A 9 hectare business zone is located in the north-eastern corner of the new community and will provide for B1, B2 and B8 uses. This is concentrated around the existing commercial uses in this part of the site, and provides an improved, dedicated business park setting for those existing businesses already located in this part of the site. A further 5 hectares of B1 employment space is dispersed throughout the new community, around the local centre and close to the southern gateway into the site. Maximum flexibility will be provided commercial units - in terms of use, suitability, size and configuration.

The good quality of life and attractive location combine to make St George's Barracks a good location for start-up businesses. Flexible accommodation will be provided for start-ups as well as grow-on space for expanding businesses and an enterprise hub. Working from home will be encouraged and infrastructure will be put in place to support this, such as high-speed fibreoptic broadband (FTTP and 4/5G) and flexible homes with potential workspace within them. Any home working will be in addition to the 14 hectares of employment space.



LAND USE FRAMEWORK

HERITAGE & ECOLOGY ZONE

A heritage and ecology zone has been created around the listed Thor Missile launch pads. The preservation of the Thor Missile area enhances the significance and value of St George's Barracks as an important educational resource, and it is proposed that a new cultural attraction is created. Access to this area will need to be carefully managed as it is also important for birds and other wildlife.

The Bloodhound building is also shown as retained within the masterplan, however it should be noted that this will be subject to viability and finding a suitable alternative use.

LEGEND

	SITE BOUNDARY		SCHOOL
	RESIDENTIAL		OPEN SPACE
	EMPLOYMENT		WOODLAND
	PARK & CYCLE RIDE		HERITAGE ZONE
	LOCAL CENTRE		

SCALE

As outlined within the recommendations earlier in this document, an area has been identified which sits between the new community and Edith Weston and North Luffenham. This zone will be designated as protected against future development, with no extensions to villages (both existing villages and the proposed community) beyond the planned limits of development in the direction of St George's Barracks. This is in line with Lord Matthew Taylor's recommendations in his 2016 report and the original Green Belt/new towns deal and is offered in exchange for new development at St George's Barracks. Its purpose will be to prevent the new community from coalescing with Edith Weston and North Luffenham, ensuring the settlements remain distinct.

BUILDING HEIGHTS

Generally residential building heights will generally range from 2 to 2.5 storeys, with some higher buildings at key locations. The tallest buildings relate to the local centre, principal movement corridors, gateways into the site, proximity to open space and the country park. It is envisaged that the local centre will be up to three storeys in height, with ground floor retail and residential above. The lowest height buildings occur within side streets and mews where they relate to the scale of these spaces and along the periphery where the new community is closest to existing settlements.

The commercial elements will be between 1 and 2 storeys in height. Large-scale B2/B8 commercial uses are located in the far north-eastern corner of the site and are limited to 1-1.5 storeys in heights. B1 commercial uses, such as office space are distributed in clusters across the site and are up to 2 storeys.

DENSITY

A maximum of 2,215 dwellings are proposed for the site, with an average density of 24.7 dwellings per hectare (dph) supported by adequate car parking. This will be made up from a range of densities reflecting different character areas and locations across the site. The local centre will accommodate the highest densities of up to 50 dph around the market square, with smaller dwellings accommodated above shops accommodated in buildings up to 3 storeys in height. This will be surrounded by densities of between 35 and 50 dph, in order to provide the critical mass to support essential shops and other amenities within the local centre.

The neighbourhoods located around the community's fringes will have the lowest densities, of between 15 and 25 dph, providing a gentle transition towards expanses of open space or countryside, and being sensitive to surrounding settlements. The areas located between these lower density zones and the local centre will sit within a medium density band of between 25 and 35 dph, creating a gradient from the higher density central area to the low densities of the periphery.

The form of housing will vary across the site to provide a range of sizes, types and tenures to suit single occupiers and families, which will encourage the creation of a mixed and sustainable community.



PROTECTED AREAS AROUND EDITH WESTON & NORTH LUFFENHAM

LEGEND

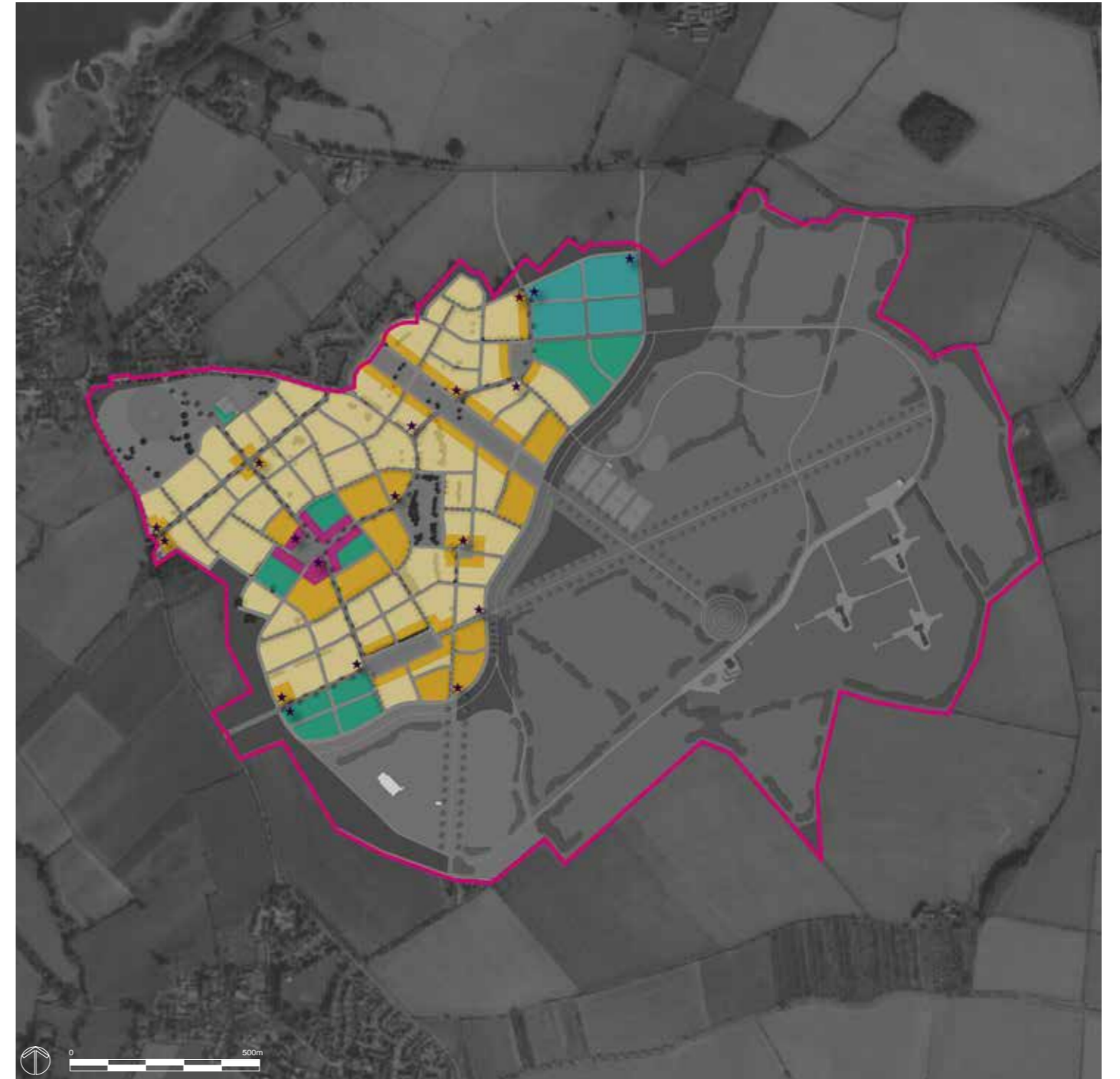
- SITE BOUNDARY
- EXISTING SETTLEMENTS
- NEW COMMUNITY
- PROTECTED AREA



DENSITY

LEGEND

- SITE BOUNDARY
- LOCAL CENTRE - UP TO 50 DPH
- HIGH DENSITY - 35 - 50 DPH
- MEDIUM DENSITY - 25-35 DPH
- LOW DENSITY - 15-25 DPH



BUILDING HEIGHTS

LEGEND

- SITE BOUNDARY
- RESIDENTIAL - UP TO 2 STOREYS
- RESIDENTIAL - UP TO 2.5 STOREYS
- LOCAL CENTRE - UP TO 3 STOREYS
- EMPLOYMENT 1- 1.5 STOREYS
- EMPLOYMENT UP TO 2 STOREYS
- ★ LANDMARK

AFFORDABILITY

There is a demonstrable need to improve housing affordability in Rutland, particularly for younger working-age families. Demographic evidence highlights that in percentage terms the working age population of Rutland is smaller and the 65+ population is larger than surrounding areas and the UK as a whole. Furthermore, there was significant growth in the population aged 65+ between 2012 and 2016 and some increase, albeit much smaller, in the population aged 16-24, contrary to comparator locations in the same time period. Were this trend to continue it could pose a serious threat to the Rutland economy.

Housing affordability is a key barrier to working people remaining or relocating to Rutland. Average house prices in Rutland have been consistently above the UK and surrounding areas. In contrast, median workplace earnings are lower, at £23,928 per annum compared to around £25,500 per annum in both Melton and Peterborough, and over £27,000 in Corby. This has resulted in a housing affordability ratio of 10.45 in Rutland, much higher than surrounding areas (6.29 in Corby, 6.64 in Peterborough, 7.66 in Melton).

There is strong anecdotal evidence of young people and families having to relocate out of the county in order to find a home that they can afford that meets their needs. Market research shows there is strong demand from affluent older generation down-sizers seeking to acquire property across Rutland, but particularly in town centre locations including Oakham and Uppingham, resulting in stiff market competition and local families being priced out of the market. In essence it is simply too expensive for working families on average salaries to purchase homes in Rutland, based on the present pricing and market supply.

In response to these issues, RCC has identified that development at St George's Barracks should include a core housing offer to provide affordable homes and an environment appealing to a younger working age population.

The provision of planning policy compliant levels of affordable housing with a suitable size and tenure mix is a key part of meeting housing need. However, proactive steps also need to be taken to ensure that the right mix of market homes is delivered to help improve affordability for a working age population, whilst balancing that ambition with the housing aspirations of the wider community and need to retain overall scheme viability.

The following scheme specific recommendations seek to achieve that goal:

- 30% of homes across the whole development should be provided as affordable housing
Reason: To comply with emerging Local Plan Policy RLP16 and help meet affordable housing need
- 40% of homes located in and around the higher density local centre should be provided as affordable homes
Reason: To help meet the need for smaller one and two bedroom affordable homes as evidenced by the Strategic Housing Market Assessment (SHMA). Locating these units close to local shops and amenities, suitable for higher density development will secure a higher proportion of

smaller affordable homes. It will also enhance scheme viability by reducing the proportion of larger homes in lower density areas of the development that need to be provided as affordable housing to achieve the overall 30% requirement

- The bedroom mix of affordable housing should comprise approximately:
 - 40% - 1 bedroom properties
 - 30% - 2 bedroom properties
 - 20% - 3 bedroom properties
 - 10% - 4 & 5+ bedroom properties**Reason:** To conform with the affordable housing mix recommended by the SHMA and referenced in the emerging Local Plan
- The tenure split of the 30% general needs affordable housing (excluding self-build and retirement homes) should be made up of approximately:
 - 50% affordable rent
 - 35% starter homes or other affordable home ownership products
 - 15% rent-to-buy**Reason:** To reflect the recommendation of the SHMA Update 2017 that there is potentially a demand for 10% of homes to be provided as starter homes or other affordable home ownership products; a recommendation that aligns with the Council's ambition for the site to serve the needs of working families. Rutland's Housing and Homelessness Strategy indicates a target for half of all affordable housing to be for rent - the provision of 15% affordable rent will deliver this whilst leaving 5% of the affordable housing for alternative rental products, including rent-to-buy, a product that bridges the gap between renting and home ownership and should appeal to a younger working age demographic striving to get on the housing ladder
- A minimum of 20% of open market units (excluding affordable housing, retirement homes and self-build plots) should be 1 & 2 bedroom
Reason: To improve market affordability by securing a proportion of market homes that are more affordable to working people on lower and middle incomes
- A minimum of 35% of open market units (excluding affordable housing, retirement homes and self-build plots) should comprise smaller homes and starter homes with a net internal floor area of less than 95 sqm
Reason: To improve market affordability by securing a proportion of market homes that are more affordable to working people on lower and middle incomes. Homes under 95 sqm would be restricted to 1, 2 and smaller 3 bedroom properties
- A minimum of 5% of homes should be provided as self-build or custom-build
Reason: To comply with Policy RLP15 of the emerging Local Plan. Self-build and custom building can reduce the cost of housing by allowing people to design and build homes tailored to their individual family needs and offering

the opportunity to enhance the property over time as needs change and income levels increase. People may choose to help construct a self-build home themselves, reducing the overall labour cost, as well as helping to reduce the impact of developer overheads and profit requirements

- 30% of self-build and custom-build homes should be provided as affordable housing
Reason: To offer a wider variety of affordable housing products and assist those on lower incomes who wish to construct their own home. It is envisaged that RCC will work with local registered providers to explore innovative affordable housing tenures to cater for the self-build market
- Between 10% and 15% of homes should be provided as 1, 2 or 3 bed retirement properties
Reason: Market research has shown a strong demand in the area from older affluent down-sizers who have traditionally competed in Rutland with younger families seeking to acquire similar sized homes. This has increased property prices and decreased affordability. By providing a proportion of market product specifically tailored to meet the needs of and be highly desirable to the retirement market, it intended that part of this market pressure will be relieved, thus increasing the number of homes available for purchase by working families at a more affordable price point
- 30% of retirement properties should be provided as affordable housing
Reason: To help meet the housing needs of older people on low incomes through a mix of affordable rent and shared-ownership products. Not all older people in Rutland are affluent and Rutland has a large elderly population, some of whom cannot meet their housing needs on the open market, particularly as research has shown that retirement properties tend to attract values in excess of other open market homes.

Viability testing undertaken as part of the masterplanning process has demonstrated that under present housing market conditions the above recommendations can be implemented whilst retaining overall scheme viability.

EMPLOYMENT & JOB CREATION

Rutland has a working age population which is smaller than, and a 65+ population which is larger than, that of the Greater Cambridge Greater Peterborough LEP (GCGP) and the UK as a whole. Resident earnings are higher than workplace earnings which is due to residents commuting out of Rutland for higher paying jobs.

Key sectors in the local economy are education, manufacturing, accommodation and food services, and retail. The professional, scientific and technical sector is the strongest office-based sector. Entrepreneurialism and small businesses growth are seen as major drivers of the local economy. The Council's economic growth strategy aims to boost start up rates in order to create new SME and employment growth, whilst retaining and supporting existing businesses and continuing to develop key sectors such as manufacturing, tourism and service-based industries. There is evidence that local businesses currently struggle to

recruit suitably qualified and experienced staff, particularly in higher value sectors and activities. There is also difficulty recruiting lower qualified and paid staff who are less willing to travel far to work. The availability of local affordably priced housing is often cited as a key reason for this.

St George's Barracks therefore presents an exciting opportunity to provide local jobs for local people by providing new business accommodation alongside a mixed housing offer, including a substantial amount of affordable market and social housing. Given the amount of out-commuting, there is a particular opportunity to provide for start-up and early stage businesses within the new community.

The evolving masterplan is based on assumptions that a high level of jobs will be available for local residents. In total, there will be over 2,000 jobs within the following use classes:

- Offices, industrial, warehousing and distribution
- Shops, high street financial services, restaurants, cafés, pubs etc
- Hotels and other residential institutions
- Non-residential institutions, assembly and leisure.

The trend towards home-working or remote working has been growing exponentially over the last decade. The practice of 'agile' working, home-working and hot-desking is becoming more prominent in attempts to reduce business overheads and introduce a better life/work balance. We expect home-working to form an important role in the 'Enterprise Community' at St George's Barracks. This will grow in the future, supporting facilities such as shared workspaces and the back-up community and support services needed for those working from home.

The main business park will be accessed off Wytchley Warren Lane. This will provide serviced plots for businesses to develop bespoke facilities along with advanced serviced office and workshop premises for start-up and smaller businesses. Subject to demand, larger speculative industrial units will be provided. In addition other office based work spaces will be interspersed across the community.

It will be necessary to put in place mechanisms to make sure the employment plans are delivered to support the principles of sustainable development and deliver local jobs for local people. This can be done through a combination of planning controls, which require specified amounts of employment land and buildings to be brought forward ahead of, and in tandem with, new housing based on a series trigger points and thresholds. The Council could also assume a lead role as strategic developer of the employment land investing in the necessary infrastructure and promoting serviced plots and potentially advanced office and workshops. This role might be supported by LEP investment through local growth/prosperity funds and other sources.

LANDSCAPE

An extensive and diverse landscape is proposed which will deliver many recreational and ecological benefits, and will provide an appropriate, high quality setting for the new community and associated development. It is of great importance that it is designed and landscaped in a way that respects the landscape character of the area and its landscape setting. Landscape treatment will create an appropriate setting for the new community, minimising any adverse visual or landscape impacts on the surrounding area, including the setting and character of the surrounding villages. The landscape around St George's Barracks will contribute to the informal recreation needs of those living, working and visiting the new community, as well as the people who already live in the area.

Green spaces extend into the streets and public spaces to provide a seamless green network across the site and into the surroundings. Buildings sit comfortably in the landscape and their design allows for adaptability over time. Green and Blue infrastructure that enhance the biodiversity and landscape of the area will be created, providing a significant increase in biodiversity and ecology across the site.

OPEN SPACE PROVISION

Within the new community, open space provision will complement and enhance the built form and deliver a network of memorable and distinctive spaces, offering opportunities for formal and informal recreation. The external environment will be designed to maximise the ecological value of the site and wider landscape. A robust and coherent network of green spaces and corridors will create important strategic links to those settlements and landscapes beyond the new community. These corridors will also help to deliver biodiversity gains and protect the valuable character and ecological resource of Rutland.

The green infrastructure network will help to create a high quality, attractive and functional place that will provide a setting for day-to-day living, enhance the character and diversity of the landscape and protect cultural heritage assets that contribute to the area's unique sense of place and identity. It will enrich the area's wildlife value by addressing the negative impact of habitat loss and fragmentation by promoting habitat enhancement and linkage. The green infrastructure network will also help to connect people to places by linking residents and visitors to leisure and work destinations along a network of safe and clearly defined routes.

The green space strategy makes provision such that all homes within the urban area are located not more than one minutes' walking distance from a local area for play (LAP), five minutes' walk from a local equipped area for play (LEAP) and fifteen minutes' walk from a neighbourhood equipped area for play (NEAP), in line with Fields in Trust guidance. Maintenance provision will be provided to a high standard to ensure the aesthetic and functional qualities of these spaces are preserved. The green space strategy will provide a holistic and fully integrated response to play.

VILLAGE GREEN

A 5.6 hectare village green with woodland buffer planting is located in the north-western part of the site, close to Edith Weston. This combines with the 2.1 hectare school site, the majority of which will be playing fields, provides substantial separation between the new community and Edith Weston.

MARKET SQUARE

A new market square is located at the heart of the new community, acting as the focal point for the local centre and at the intersection of two of the spine streets. This will be a multi-functional space, providing space to meet and congregate, as well as for a regular market, room for shops/café to spill out onto, a water fountain for children to play and space for public art.

GREEN GAP

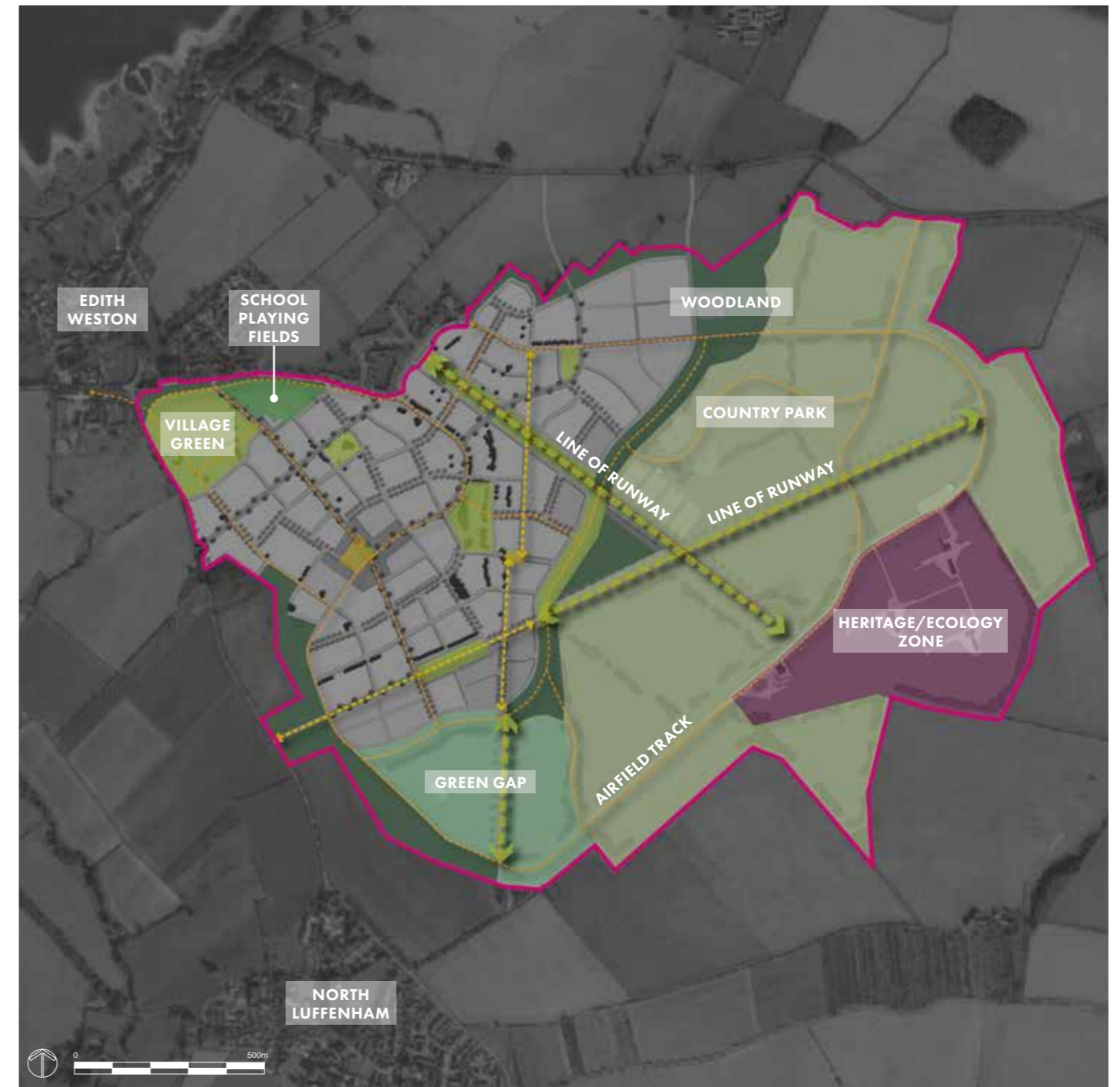
A green gap is proposed to the south of the new community. This provides a physical separation to North Luffenham, as well as accommodating sports and recreation facilities. This 19 hectare resource also has the potential to accommodate sustainable drainage features such as balancing ponds and swales.



PLAY PROVISION

LEGEND

- SITE BOUNDARY
- LAP
- LEAP
- LEAP 400M ISOCHROME
- NEAP
- NEAP 1,200M ISOCHROME



LANDSCAPE FRAMEWORK

LEGEND

- SITE BOUNDARY
- OPEN SPACE
- COUNTRY PARK
- GREEN GAP
- SCHOOL PLAYING FIELDS
- WOODLAND BUFFER
- HERITAGE & ECOLOGY ZONE
- MARKET SQUARE
- - - - - RUNWAY ALIGNMENT INCORPORATED IN OPEN SPACE
- - - - - RUNWAY ALIGNMENT INCORPORATED IN BUILT FORM
- - - - - AIRFIELD TRACK ALIGNMENT INCORPORATED IN MASTERPLAN



PLACE INSPIRATION

COUNTRY PARK

A 125 hectare country park is proposed on land to the east of the new community, in the minerals extraction zone. This substantial new resource will provide recreation opportunities to residents beyond those living in the new community, and will become a new destination for Rutland and beyond.

Through the creation of the country park, potential exists to restore the landscape by reinterpreting the historic field pattern. It is also important that the military legacy is not forgotten, and the runways form a strong feature of the site, as does the airfield track, which has been incorporated both within the country park and the built form.

Access to the country park will be available from areas of built development through a series of footpaths and cycleways. An extensive network of foot, cycle and potentially bridle paths run through and around the country park, connecting with the existing network where possible.

As well as serving an important ecology and biodiversity function, the country park will offer a range of recreational activities. These may include allotments, an outdoor amphitheatre, cycling, hiking, horse-riding, camping, adventure play, fitness, picnics and so on.

WOODLAND

Extensive new woodland planting is proposed to help define the local landscape and provide homes for wildlife species. The creation of new woodland will help with urban cooling, shade and shelter, as well as minimising run-off and reducing the impact of flooding. The woodlands will also provide physical health and mental wellbeing benefits for those that use them.

FOOD PRODUCTION

Local food growing will be encouraged through allotments, small holdings, private gardens and local market gardens. Links with the surrounding countryside will be explored to establish local food supply chains that would reduce the embodied energy of food production. This could potentially include a farmers market within the local centre.

ECOLOGY

PROTECTED SITES

The site is adjacent to Rutland Water SSSI/SPA/Ramsar site. This 1349.5 hectare site supports exceptional numbers and diversity of passage and wintering birds. The establishment of this large modern reservoir has created a major wetland area which combines extensive sheets of open water with a complex of wetland and lakeside habitats including lagoons, islands, mudflats, reed swamp, marsh, old meadows, pasture, scrub and mature woodland. The diversity of waders using the site on passage is outstanding for an inland site, while the diversity of the population of breeding waterfowl is of international significance.

Through stakeholder engagement, Natural England have advised that they are of the opinion that the proposed development is not mutually incompatible with the nationally and internationally important designated site, but following matters need to be taken into consideration:

- **Foul sewage** – Foul sewage should not be discharged to a sewage treatment plant that discharges into Rutland Water
- **Functional land** - There is potential for the notified interest features of Rutland SSSI and SPA to use the proposed development site as functional land when these features are present on Rutland Water. Further work is required to ensure that there are no negative impacts upon notified features
- **Water table impacts** – The proposed quarrying of minerals from part of the St George's Barracks site will result in changes to existing ground levels and on existing rock aquifers. The potential impacts upon Rutland Water need to be assessed to rule out any potential effects
- **Recreational pressures upon Rutland Water** – Rutland Water has limited public rights of way and is not open access land. Recreational access is controlled and managed at Rutland Water by the landowner, and for this reason, the potential increase in recreational pressures at Rutland Water will be different to other European sites like Thames Basin Heaths SPA and some coastal SPAs, where there are more public access rights. Recreational opportunities will be provided for visitors at St George's Barracks which could off-set some of the potential increases in recreational pressure at Rutland Water. Any improvements or extensions to existing public access facilities at Rutland Water, above the existing provision, will also be identified in order to accommodate the increased demand that is likely to be generated by the new community
- **Air pollution impacts** – The environment impacts of any potential increases in NOx should be assessed on SSSIs in the vicinity of the proposed development.

Due to the likely impacts of this development on designated sites, any planning application for the site is likely to require a statutory EIA under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 or the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.

LOCAL WILDLIFE & PROTECTED SPECIES

For most of the wildlife present on the site, the habitats on which they depend will be crucial to sustaining them into the future. It is noted that there may be limited areas of interesting calcareous and neutral grassland habitats, which could be nationally important, and that this will be clarified by undertaking appropriate surveys to determine their extent and quality. It is also noted that there may be locally important reptile and butterfly populations, which will again be surveyed in order to be quantified and qualified.

Some protected species have been identified as being present on the site, and further surveys will be undertaken to determine if there are any other protected species. Those identified to date will be accommodated within the development site, and work will be undertaken to determine how this could be achieved.

BIODIVERSITY NET GAIN

Biodiversity net gain is a demonstrable gain in biodiversity assets as a result of a development project that may or may not cause biodiversity loss, but where the final output is an overall net gain. Net gain outcomes will be embedded throughout the development process at St George's Barracks.

GREEN INFRASTRUCTURE

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure provision. Multi-functional green infrastructure (GI) can perform a range of functions including ecological networks, improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement.

Delivery of GI is considered a key aspect at St George's Barracks. The GI approach will include ecological networks and green corridors that will provide further opportunities to enhance the natural environment in the area whilst delivering multiple benefits. For instance, there is scope to vastly improve access into and within the site. There is also an opportunity to explore partnership working with local organisations and educational establishments at the various stages of the development. Community engagement will be undertaken at the relevant time, as the site will potentially offer health and wellbeing in terms of access to the countryside and walking opportunities.

DRAINAGE

SURFACE DRAINAGE CRITERIA

The site's drainage scheme should be fully compliant and designed in accordance with UK Building Regulations, the NPPF and good practice. The proposed surface water drainage strategy should be discussed with the lead local flood authority (LLFA) as soon as possible following the development of the proposed masterplan.

In line with the SuDS hierarchy, surface water should be managed by:

- Infiltration to the maximum extent that is practical – where it is safe and acceptable to do so
- Discharge to watercourses
- Discharge to surface water sewer, highway drain or another drainage system
- Discharge to combined sewers (last resort).

RUNOFF RATES & ATTENUATION

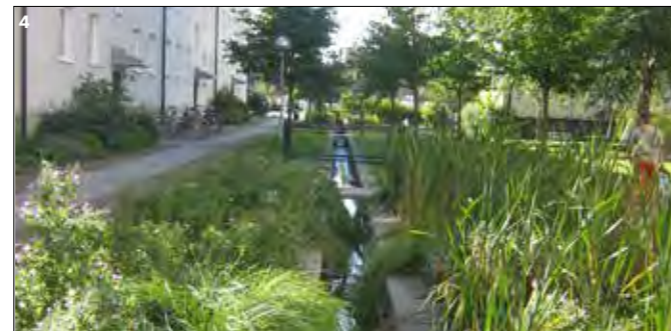
An assessment of the surface water catchments has been made and the greenfield runoff rates (Qbar) for the each of the four catchments is illustrated on the runoff catchment layout. Proposed discharge rates for the development should be restricted to Qbar at 4.2 litres/second/hectare.

A conservative assessment has been undertaken to understand the approximate surface water storage volume. For every 1 hectare of development approximately 450 m³ of surface water storage volume would be required.

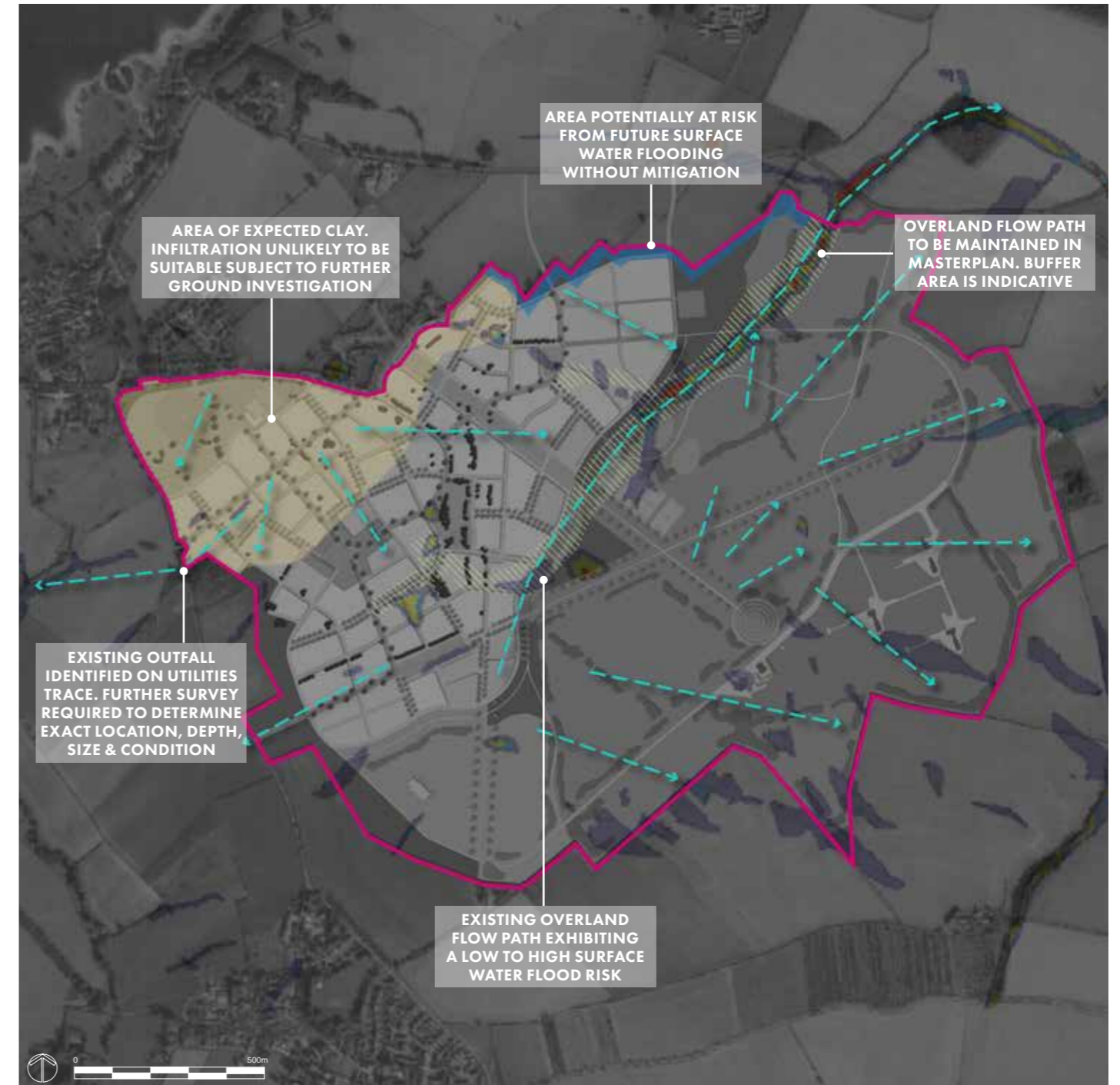
SITE CONSTRAINTS

The following constraints were considered for the surface water drainage strategy:

- Existing surface water flow path flowing north east through the site. Areas at risk should be maintained within the masterplan
- North-western area of the site is underlain with clay which is likely to be unsuitable for infiltration drainage features
- The groundwater levels beneath the site and infiltration rates of the geology are unknown and are subject to further testing
- Existing outfalls to the north east and west of the site are unknown and subject to further survey.
- The site is located within source protection zone 3
- The site is situated on a principal aquifer and a secondary aquifer.



- 1 BALANCING POND
- 2 RAIN GARDEN
- 3 SWALE
- 4 RILL
- 5 GREEN ROOF



DRAINAGE CONSTRAINTS

LEGEND

- SITE BOUNDARY
- PLUVIAL FLOOD EXTENTS
- EXPECTED AREA OF CLAY
- AREA TO REMAIN AS OPENS SPACE OR SUDS FEATURE
- SURFACE WATER FLOW PATH

NOTES:

- THE SITE IS LOCATED WITHIN A SOURCE PROTECTION ZONE 3
- SITE SITUATED ON A PRINCIPAL AQUIFER AND SECONDARY AQUIFER
- FURTHER BRE 365 INFILTRATION TESTING IS REQUIRED
- GROUNDWATER WINTER MONITORING ACROSS THE SITE IS REQUIRED
- CONSIDERATION MUST BE GIVEN TO EXISTING DISCHARGE POINTS
- FOR EVERY 1 HA OF DEVELOPMENT APPROXIMATELY 450M³ OF SURFACE WATER STORAGE VOLUME IS REQUIRED. INFILTRATION SUDS, IF FEASIBLE, WILL REDUCE THE REQUIRED ATTENUATION VOLUME.

SURFACE WATER DRAINAGE STRATEGY

The illustrative drainage strategy, outlines the typical SuDS features which should be considered within the masterplan.

Surface water runoff from impermeable areas should be controlled at source. Taking account of the site's geology and constraints the following SuDS features are considered to be suitable for the site:

- Permeable paving
- Rills
- Swales
- Detention basins
- Deep-bore soakaways.

The topography of the site is fairly flat, which potentially could limit the scope for long linear drainage system with sufficient gradient. To compensate, it is proposed for the drainage elements to be kept at shallow depths and for a combination of cascading elements to be used to convey the overland flow towards the east of the site, mimicking the natural discharge paths. Runoff from impermeable areas can be collected via permeable paving and then flow into the proposed rills, swales and detention basins as illustrated on the strategy layout.

Owing to the superficial geology of the site being clay, it is proposed to discharge runoff from the basins through deep bore soakaways into the permeable limestone below the clay layer. The soakaways have been indicatively marked on the drainage strategy plan - their locations are subject to further ground investigations. A 10m buffer is required between any deep-bore soakaway and structure.

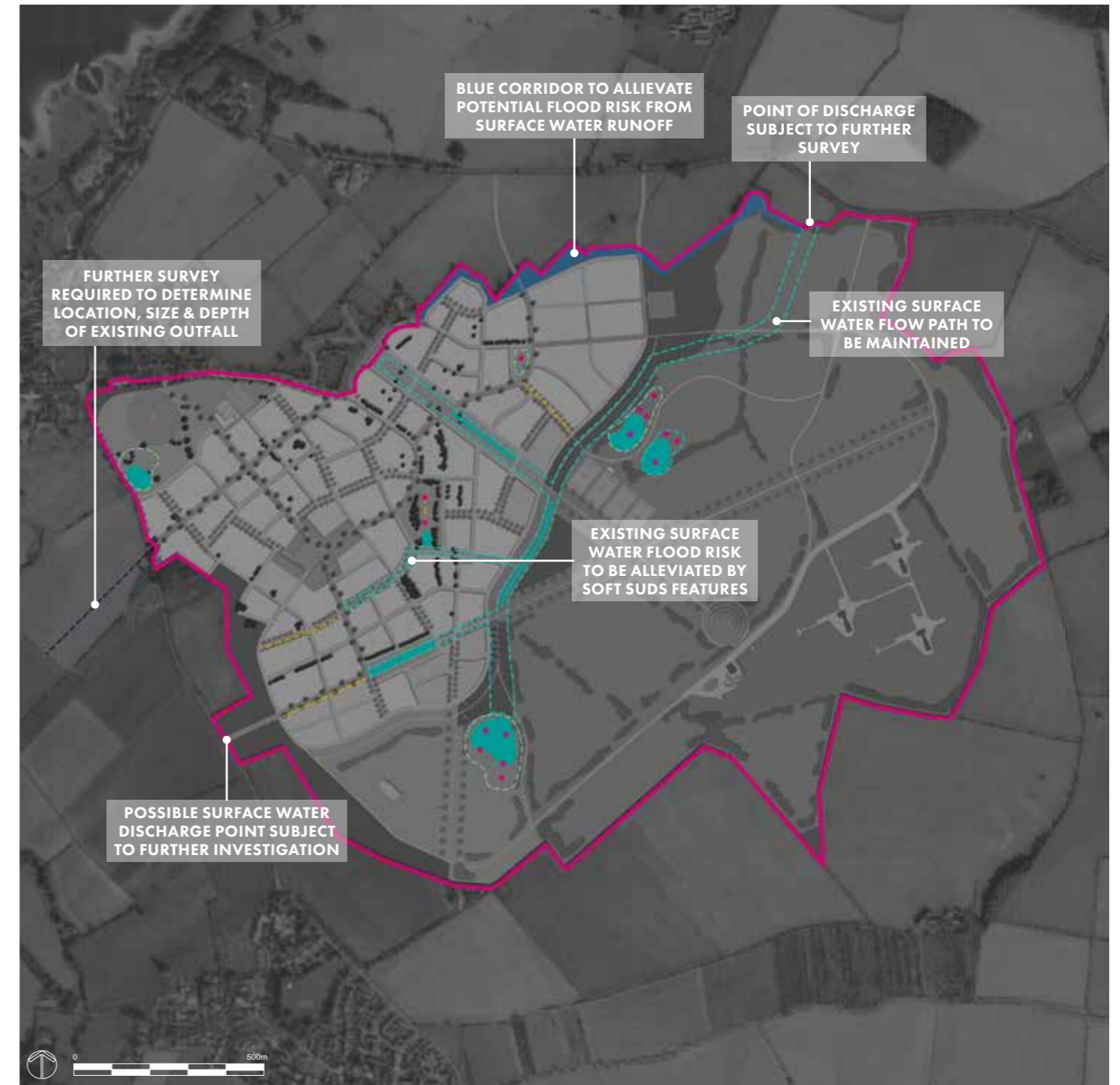
Parts of the site are affected by surface water accumulation due to the natural plateaus. It is proposed to have swales and rills along the existing surface water flow paths to improve the natural drainage of the land and alleviate the risk of surface water accumulation.

Due to the underlying geology in the north-western part of the site, infiltration is unlikely to be feasible and as a result the surface water drainage strategy for that area would differ slightly to the rest of the site. The runoff from this catchment could be discharged to a detention basin and then connected into the existing surface water network to the north-west at a restricted greenfield runoff rate (Qbar).

The proposed surface water drainage system can effectively control all runoff generated within the site and maintain pre-development greenfield runoff off-site, without increasing flood risk elsewhere. Furthermore the incorporation of SuDS measures provides amenity and ecological benefits as well as managing flood risks from the site.



ARTIST'S IMPRESSION OF HOW SUDS FEATURES CAN BE INTEGRATED INTO THE STREET SCENE



INDICATIVE DRAINAGE STRATEGY

LEGEND

	SITE BOUNDARY		SWALE
	WATER BODY		RILL
	BLUE CORRIDOR		EXISTING OUTFALL
	DETENTION BASIN		INDICATIVE DEEP BOREHOLE SOAKAWAY

NOTES:

- AREAS ARE INDICATIVE ONLY
- THE EXISTING SURFACE WATER FLOW PATH SHOULD BE MAINTAINED
- 10M BETWEEN PROPOSED DEEP BORE SOAKAWAY AND ANY STRUCTURE IS REQUIRED
- A REVIEW OF THE EXISTING LEVELS IS REQUIRED
- PROPOSED SURFACE WATER OUTFALL LOCATIONS ARE SUBJECT TO FURTHER UTILITIES TRACE AND CCTV SURVEY
- PHOTOS SHOWN OF SUDS FEATURES ARE ILLUSTRATIVE ONLY
- FOR EVERY 1HA OF DEVELOPMENT APPROXIMATELY 450M³ OF SURFACE WATER STORAGE VOLUME IS REQUIRED

TOURISM & LEISURE

The regeneration of St George's Barracks offers an opportunity to further enhance the tourism offer for which Rutland is renowned, particularly given its proximity to Rutland Water.

Ideas for the tourism and leisure facilities include:

- Access to Rutland Water - this will include provision of a 'park and cycle ride' facility within the St George's Barracks site which captures traffic before it reaches Edith Weston or Rutland Water. Visitors will be directed to leave their cars and then cycle or walk the last stretch to Rutland Water or the country park. During peak times it may be feasible for a shuttle bus to run between the park and cycle ride and Rutland Water. Work will be undertaken with Anglian Water on this
- Country park - the creation of a significant new country park will provide a range of recreational opportunities, including walking, cycling, bridleways, play space, picnics and barbecue facilities
- Cycling facilities - creation of cycling routes which connect between Rutland Water and the country park and provide a safe space for cyclists and potential for cycle hire facilities associated with the park and cycle ride
- Walking routes - the country park offers the opportunity to create extensive walking routes, as well as the potential to reconnect unrecorded public rights of way where possible. An extensive loop will be provided around the country park, which utilises the former airfield track. Walking connections will also link into the wider network and provide a safe route to Rutland Water
- Bird watching - opportunities for bird watching are abundant due to the site's proximity to Rutland Water and the wintering birds which use parts of the site itself. Provision will be made to support and encourage bird watchers to visit the country park
- Heritage - a Thor missile heritage and ecological attraction will be created around the Thor missile launch pads. A viewing mound will enable visitors to view the launch pad area from above and appreciate how the site once operated. The mound will also act as a vista, terminating a viewing corridor along the line of one of the former runways
- Museum - the potential creation of a museum/visitor facility associated with the Thor missile area is being investigated, which could potentially be accommodated within the Bloodhound building and associated structures
- Provision of accommodation - this may include a new hotel and spa, camping and glamping sites, lodges or accommodation associated with a public house
- Food and drink - provision of a range of food and drink outlets, including pubs, restaurants and cafés
- Other facilities - it may be possible to provide other leisure facilities, depending on the impact this may have on existing facilities.



TOURISM & LEISURE

- 1 A VIEWING MOUND WILL CREATE A LANDMARK AND ENABLE VISITORS TO SEE THE THOR MISSILE LAUNCH PADS FROM ABOVE
- 2 THE SITE OFFERS OPPORTUNITIES TO PROVIDE ACCOMMODATION SUCH AS LODGES, CAMPING AND GLAMPING
- 3 NEW CYCLE AND WALKING ROUTES, AS WELL AS BRIDLEWAYS, WILL BE PROVIDED THROUGHOUT THE COUNTRY PARK, CONNECTING INTO THE WIDER NETWORK
- 4 BIRD WATCHING HAS THE POTENTIAL TO BE A BIG ATTRACTOR FOR THE SITE
- 5 THERE WILL BE OPPORTUNITIES FOR FOOD AND DRINK PROVISION ASSOCIATED WITH OPEN SPACE PROVISION

LEGEND

- | | |
|-------------------------------------|---------------------------------|
| SITE BOUNDARY | PARK & CYCLE RIDE |
| COUNTRY PARK | POTENTIAL HOTEL |
| HERITAGE/ECOLOGY VISITOR ATTRACTION | POTENTIAL VISITOR CENTRE/MUSEUM |
| LOCAL CENTRE | FOOT/CYCLE/BRIDLEWAYS |
| CAMPING / GLAMPING | VIEW POINT |

SUSTAINABLE DESIGN & CONSTRUCTION

Society, and technology, continues to change at an ever increasing rate, and the needs of any population are likely to evolve over time. Underpinning the approach to sustainability, therefore, is the need to anticipate, and then design for, this evolution, whilst minimising the environmental impact of the development. The masterplan therefore seeks to future-proof the proposals, using three guiding principles:

- **Longevity and Lifetime** – ensuring that the development can meet the needs of its population over time (and through different stages of life). For example, this includes the creation of flexible buildings that can be adapted to suit individual, family and elderly care needs
- **Multi-functionality** – ensuring that the design and construction solutions implemented demonstrate excellent design sense and value for money by performing a range of roles or services. The implementation of SuDS, for example, performs a function in terms of run-off, but also has aesthetic, ecological and amenity benefits
- **Technology and Innovation** – considering emerging technologies and anticipating occupants' needs now to ensure that the development is future-proofed for those changes. The need for more flexibility in the provision of utility services, and the rapidly emerging opportunities for building owners to play an active role in energy markets through sustainable energy generation and storage, are just two opportunities of many that will present themselves over time.

ENERGY

The basis of sustainable design in relation to energy is the elimination of as much energy demand as possible. This clearly resonates with a design philosophy predicated on quality and longevity, and one that minimises ongoing costs for residents and businesses.

The reduction of demand for energy through the development of well-insulated structures, driven primarily through the application of off-site manufacture, forms the basis of the proposed approach. In addition, individual buildings will adopt renewable energy generating technology, supplemented by the installation of energy storage and building and community level. Further opportunities for ground mounted photovoltaic (PV) systems are available within the minerals extraction area.

A co-ordinated, integrated approach to energy technology will be required. The opportunity to eliminate the need for fossil fuel heating (in the form of natural gas) has already presented itself. By combining PV with heat pump technology, smart controls and energy storage, alongside 100% renewable supply arrangements from the Grid, an effectively zero carbon approach can be achieved, whilst minimising the impact on Grid capacity.

This will need effective management – a collaborative approach with the energy technology and services sector will be necessary and will create a ground-breaking approach to the supply of energy as a service, creating affordable energy now and throughout the life cycle of the development.

Innovation in the approach to energy can therefore deliver multiple benefits:

- Potentially lower infrastructure and capacity enhancement costs
- Lower ongoing costs for users, and economic benefits for incoming businesses
- Opportunities for income streams and value from the Grid
- Much lower carbon emissions and environmental impact
- Future-proofed development more capable of support the industry shift to electric vehicles.

In addition to these benefits, this approach enables greater flexibility for the Grid and the ability to trade energy locally. Longer-term involvement of the community in this approach, reflecting the nature of the garden community movement, it also provides an additional opportunity for creating sustainable revenue streams that can be used to support the wider development of the new community.

SOLAR ENERGY MAPPING

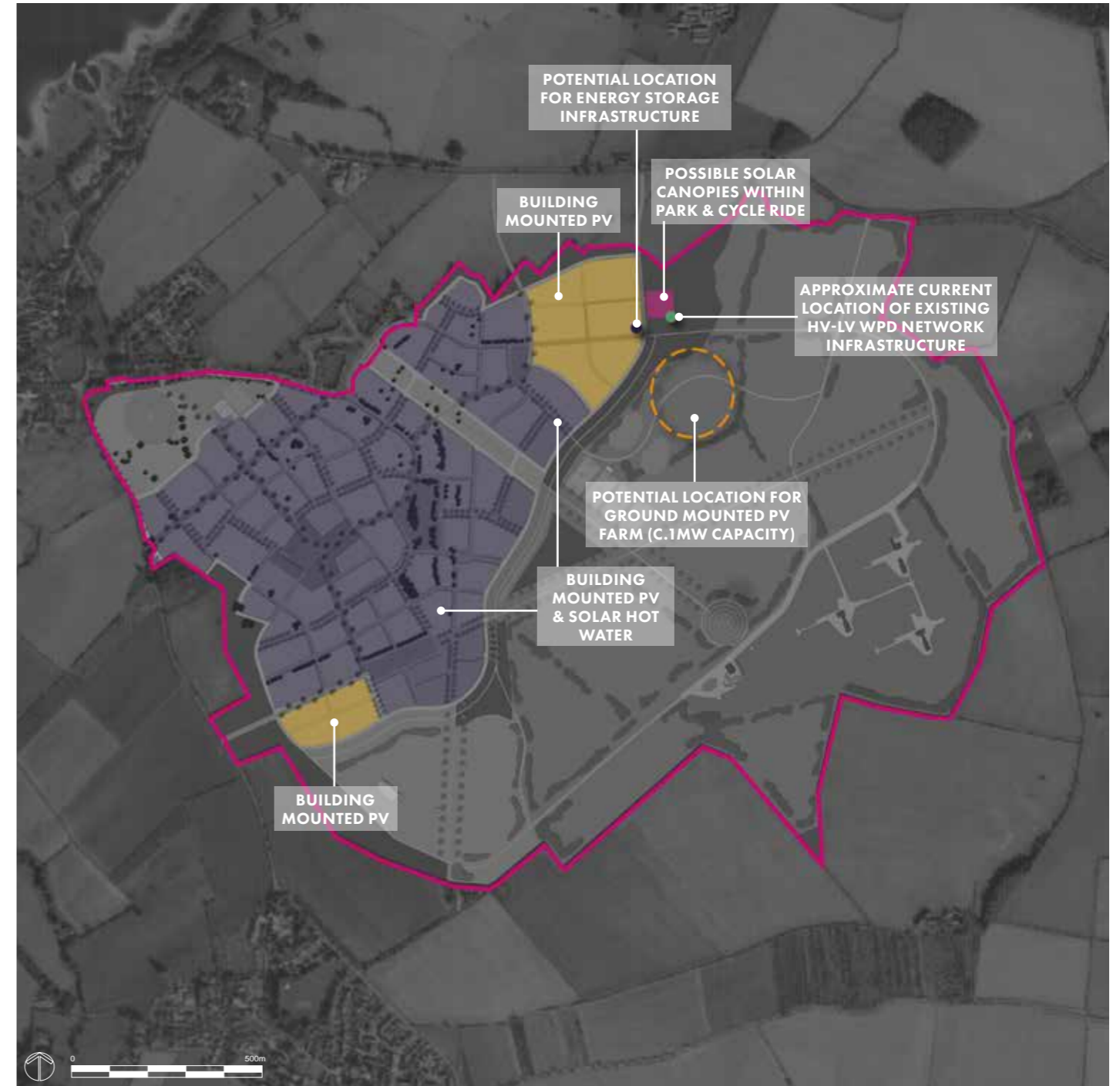
The site offers extensive opportunities for solar provision, upon buildings and in ground mounted configurations. The Infrastructure Delivery Management Plan (IDMP) provides more details of the sizes of the systems possible, but the potential locations for solar power are shown in the adjacent plan.

SUSTAINABLE TRANSPORT

The masterplan seeks to ensure that the impact of existing transportation methods is minimised whilst providing the necessary opportunities for new, cleaner technology to be supported. The impact on air quality will be minimised by enabling a more rapid shift to the use of zero emission vehicles, underpinned by the energy approach above.

All dwellings will therefore be provided with rapid charging points if requested by residents – a minimum of 7kW charging per unit. The electrical design layouts for all houses will ensure easy retrofit of charging points if the option is not taken up immediately. Flats will have communal provision, and visitor spaces within the development will also be fitted with charging points. The park and cycle ride – which could also be installed with a solar canopy – will include third party operated charging points for initially 20% of the spaces, with the opportunity to expand this through future-proofing electrical design layouts. The energy management technology installed within each property will enable the cars to be charged at the lowest cost – by utilising any excess solar power and / or using the cheapest available energy during the day or night.

The new park and cycle ride facility will help alleviate many of the issues related to on-street parking in existing communities, and will be designed to link up to other public transport infrastructure as it comes forward.



SOLAR ENERGY STRATEGY

LEGEND

- | | |
|--|---|
| SITE BOUNDARY | ● ENERGY STORAGE INFRASTRUCTURE |
| BUILDING MOUNTED PHOTOVOLTAICS & SOLAR HOT WATER | ● EXISTING HV-LV WESTERN POWER DISTRIBUTION NETWORK |
| BUILDING MOUNTED PHOTOVOLTAICS | GROUND MOUNTED SOLAR FARM |
| SOLAR CANOPIES | |

The masterplan embraces new and emerging technologies in the transport field, partly underpinned by the highest quality communications and energy management infrastructure:

- Autonomous vehicles (for both public and private transport)
- Comprehensive, live travel and transport information
- The introduction of a community car club at multiple locations throughout the site
- Personal transportation drones, if widely adopted in the future.

WATER EFFICIENCY

Water efficiency becomes increasingly important in a changing climate with diminishing water resources. We consume a vast amount of potable water in non-potable situations, including flushing the toilet, washing the car and irrigating our gardens. Only a small proportion of our potable mains water is used for drinking, cooking and personal washing.

The national average for water consumption is around 158 litres/person/day (l/p/d). In order to reduce this figure – to a target of 110l/p/d in line with the enhanced standards of Part G of the Building Regulations - the management of water in the proposed development will follow the principles of the water hierarchy. Driving down water use through reductions in demand through fixtures and fittings, and increasing efficiency of residual water use by specification of technology and appliances will underpin the approach.

The use of rainwater harvesting for irrigation purposes, also enabling the landscape design to thrive with only minimal recourse to the mains at times of drought, will also be an important part of the design and construction. Ensuring sufficient water for the landscape, and in particular street trees, will be a key aspect of detailed landscape and drainage design.

CLIMATE ADAPTATION

Changes to the climate are already being encountered, and the ongoing and worsening impacts need to be anticipated within the new community so that the design is fully climate adapted. This will include specific measures for buildings themselves at later stages of detailed design, but also in relation to the external environment and layout, which can begin to be addressed through the masterplan.

Buildings will be designed to address overheating risk through specification, layout and design, and also manage excess run-off. In the distant future, when cooling may be required, this development will be able to deliver it at low financial, and zero environmental, cost. Landscape and planting will play an important role in microclimate cooling, managing storm flows, enhancing ecological benefits as well as providing potential food sources.

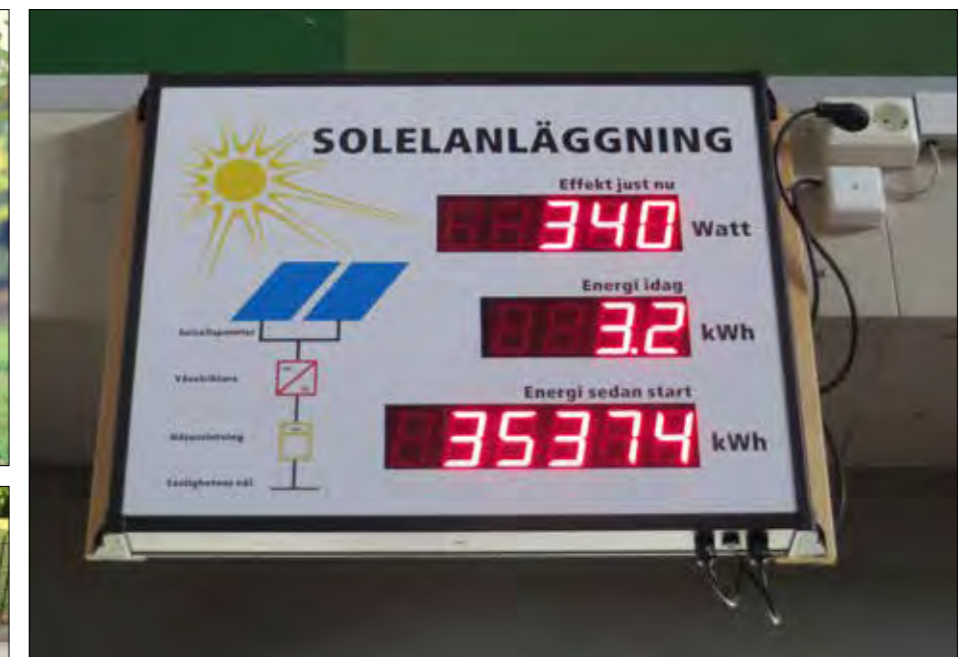
The implementation of sustainable drainage measures will also have a multi-functional impact and help manage the additional storm flows whilst enabling sustainable management of water for irrigation and the landscape.

OFF-SITE CONSTRUCTION

The opportunities presented by the off-site manufacture and construction industry, where factory built, quality-controlled assembly can lead to a development process which is far more efficient on site (reducing build times and preliminary costs), and can improve significantly the quality of the end product will be considered at St George's Barracks.

Off-site constructed buildings typically achieve far higher levels of guaranteed thermal performance and the quantity of construction waste can also be substantially reduced through off-site manufacture. The ability to provide flexible spaces, more easily replacing (or relocating) components, is also an attractive aspect: and in so doing the development can provide more flexible living spaces for residents as they move through their lives and designs which complement the surroundings.

The current masterplanning assumption, therefore, is that the buildings will embrace alternative forms of construction to drive quality and sustainability of the built environment, and in order to ensure viability this will be implemented at a scale sufficient to warrant their use. Moreover, the commercial space within the masterplan could house an 'off-site on-site' facility to increase the local economic benefits of the solutions whilst managing the often complex delivery and logistics arrangements required.



SUSTAINABILITY WILL BE AT THE HEART OF THE REDEVELOPMENT OF ST GEORGE'S BARRACKS

LAND VALUE CAPTURE

One of the biggest challenges when creating new developments, particularly at scale, is how to pay for the up-front costs. These include site preparation and remedial works and the provision of supporting infrastructure.

Enhanced land value is created through betterment – the increased value of land derived from the grant of planning permission, the provision of facilitating / strategic infrastructure works, and de-risking of development. Further uplift may be seen from enhanced values associated with residential and commercial development as the new community is developed.

The National Planning Policy Framework recognises that landowners should be suitably compensated and incentivised to bring forward their land for redevelopment. Beyond this requirement a land value capture mechanism seeks to secure part of this land value uplift to pay for the necessary supporting infrastructure and site preparation works.

The St George's site is in single public ownership belonging to the MOD. This facilitates a land value capture model without the complexity of land assembly or profit distribution to multiple landowners. The MOD has indicated its preliminary intention to select and appoint a delivery partner who will be responsible for obtaining planning permission, preparing the site for redevelopment and delivering supporting infrastructure (alongside RCC) including transport mitigation, utilities upgrades, community infrastructure (school, medical centre, community facilities etc) and strategic landscape in accordance with the masterplan. These works will be paid for from a combination of private finance sources and possibly public grants / loans (including the potential for Housing Infrastructure Fund). The delivery partner will then sell serviced land parcels to developers at an enhanced value due to the betterment achieved, and use the income to repay the infrastructure costs, any public loans and provide a land receipt to the MOD.

LONG-TERM STEWARDSHIP

Planning and delivering successful long-term stewardship arrangements for community assets is a key principle of the garden communities model and will be essential at St George's Barracks to ensure that the quality and availability of community infrastructure and landscaped areas is maintained for future generations. This requires a clear understanding of how the assets generated by the development process will be managed on behalf of the community in perpetuity, and how the cost of operation, maintenance and renewal will be financed.

Long-term stewardship should be a consideration at the earliest stages of planning a new development and should be developed and secured through the planning process from master planning through to S106 agreements. The local community, Rutland County Council and Parish Councils, the MOD as landowner and the selected developer(s) will all have a valid interest in ensuring that appropriate stewardship arrangements are made and consultation and stakeholder engagement should continue to ensure that appropriate mechanisms are selected.

A preferred stewardship model has not yet been agreed upon, however two potential models that have emerged are management of these assets by a Parish Council or a Community Trust. Whatever mechanism is ultimately decided upon, the stewardship body must be run with the right governance and legal structures in place from the start. This requires the right team with the right skills, as well as an interest in the assets to be managed. A fundamental aspect of stewardship in new garden communities is that it should be in the hands of, or carried out on behalf of, the residents.

The cost of maintaining community and landscape assets under management should be properly assessed and a financial plan prepared to meet this ongoing need. Depending upon which management model is selected, a variety of funding mechanisms are available; these include: the transfer and management of income generating facilities (such as energy systems, employment or leisure space or other commercially viable property), a service charge provision payable by residents and commercial occupiers on the development, localised taxation (in the case of a Parish Council) and the provision of commuted sums by the developer / landowner. A blend of these income streams may be appropriate. Appropriate legal agreements and planning obligations must be secured through the planning process.



ARTIST'S IMPRESSION OF THE MARKET SQUARE

9.0

CHARACTER

The new community could consist of a number of different character areas, each with their own distinct qualities. Whilst the character areas should have variation, it is important that continuity exists between them, making the character areas part of a coherent community. The built character areas may comprise:

- 1 Western Green** - Early phase forming the gateway to Edith Weston. It will include the relocated Edith Weston Academy primary school and a substantial village green. Residential densities will be lower in this area
- 2 St George's Quarter** - This forms the residential core of the new community, wrapping around the local centre. It will combine different typologies and styles, with building heights varying between 2 to 2.5 storeys
- 3 Local Centre** - Vibrant and dynamic mixed use core of the site. It will be based on the interplay of the square and the retail areas. This area will also include higher residential densities that will accommodate live-work typologies. This will thrive a more sustainable community and will attract young population
- 4 St George's Enterprise Park** - A small-scale office zone, providing for both established and start up businesses. Alongside St George's Quarter to the north, this forms the southern gateway into the new community
- 5 South-Eastern Quarter** - A lower density district lining the edge of the country park. The neighbourhood includes an area of self build and forms a positive edge to the country park

- 6 Runway Gardens** - A residential zone, focused around a linear park, which celebrates one of the former airfield runways, and generates a spine that continues to the heritage and ecology zone via the country park. An area of self-build is located within this zone
- 7 North Eastern Approach** - A later residential phase, forming a transition between the new community and St George's Business Park
- 8 St George's Business Park** - A significant business district, home to a variety of employers and including B1, B2 and B8 uses.

There could be a further two unbuilt character areas, comprising:

- A Country Park** - This substantial open space will contain a wide range of recreational facilities. It will be delivered in full following the extraction of minerals, however a series of interim uses will provide access for residents prior to extraction
- B St George's Heritage and Ecology zone** - This new facility will be provided early in the development process, providing access to both the listed Thor Missile launch pads and an area of ecological importance.



CHARACTER AREAS



PLACE INSPIRATION

GENERAL DESIGN PRINCIPLES

The central theme of the evolving masterplan, as with any good plan, is to create a community, with a positive balance of activities, jobs and homes. The masterplan for St George's Barracks aims to create a wide mix of employment, retail and living opportunities, supported by a comprehensive public transport system, which operate in an attractive and safe environment. St George's Barracks will have an established identity and strong sense of place. This will be achieved through the application of the following principles.

LAYOUT

- Creation of a sustainable structure of walkable and dementia-friendly neighbourhoods based around a local centre and employment in which residents could meet most of their weekly and day-to-day needs
- The use of traditional and straightforward approaches to street and neighbourhood design, which bring many benefits, including the opportunity for more custom building and development by small or start-up building companies. This includes the use of proven and robust perimeter block approaches to housing layout, which enclose rear garden space and locate car parking on the street or on-plot to the front or side of homes
- The design and layout of the new community should facilitate sustainable and dementia-friendly lifestyles. Development blocks should contain substantial enclosed space for gardens, allotments and recreation. Streets should be tree-lined and lined by well-designed groups of homes
- Provision of a comprehensive and safe network of footpaths and cycleways throughout the new community, with public transport nodes and neighbourhood facilities within a short walking distance (not more than 10 minutes) of all homes to reduce reliance on private cars. Routes must be safe, overlooked, welcoming, well-maintained, durable and clearly signposted. Active travel (walking and cycling) should be prioritised over other modes of transport
- Flexible and durable high quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage. Well-designed streets and spaces support and sustain a broader variety of users and community activities. The public realm should be of central importance to shaping place and creating civic pride at St George's Barracks
- Integrate the new community with strategic movement corridors and public transport services so that it is well connected to surrounding settlements and facilities.

HOMES

- The full range of housing needs and aspirations of the community should be met through a diversity of housing opportunities, having particular regard to the needs of younger people and the provision of plots for self-/custom-building
- Provision of appropriate densities and good quality community facilities to help discourage social isolation

- Streets, homes and gardens should be organised in an efficient way so as to achieve a comparable density of development while providing residents with generous gardens, outdoor amenity space and tree-lined streets
- Within enclosed street blocks gardens should enjoy good levels of security, provide opportunities for species migration, and offer a rear outlook for residents into a large area of very high amenity. Gardens and communal areas should provide areas for natural infiltration of rain water, thus including a sustainable urban drainage approach as an integral part of the layout
- Sensitivity to the heritage of local building design, a commitment to human scale, an understanding of the use of detail and craftsmanship, and a strong appreciation of the power of the natural environment to enhance people's wellbeing
- While the design of the new community should be sensitive to the past, it should not be backward-looking. Local built heritage should be married with the best design approaches appropriate to today's context, making the most of new technologies and innovations in construction and design. While innovation should be encouraged, designs should apply the fundamental principles of good urban design
- Spacious and well-planned homes should be delivered, that are designed to achieve the highest possible standards of building fabric efficiency - by, for example, following Passivehaus approaches. Dwelling sizes must not fall below Homes England standards
- Large scale does not have to mean that the quality of design is compromised. High-quality design is both more desirable and durable. The right architectural style must be chosen for the St George's Barracks. Quality is key, along with the provision of the highest sustainable building standards.

LOCAL CENTRE

- The co-location and concentration of retail, community and associated uses to support linked trips should be provided. A mix of land uses and activities should be promoted that avoid the uniform zoning of large areas to single uses. This approach creates multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity
- Higher densities with adequate parking should be located at the local centre, to make it economically prosperous and vibrant and to promote the night-time economy
- Traders will be encouraged to spill out into the streets to provide space for people to play, dance and socialise, and for a street market
- Control over the provision of fast-food outlets, particularly in proximity to the primary school, to reduce childhood obesity.

JOBS

- Ensure maximum flexibility in employment property supply - in terms of type, unit size and configuration
- Provision of flexible workspace to enable people to start up new business or work close to home without having to travel outside the local area

- Supporting infrastructure to enable sport and physical activity to take place should be provided across all contexts including workplaces, sports facilities and public space, to facilitate all forms of activity.

OPEN SPACE

- Creation of a multi-functional green infrastructure network throughout the new community, to support a range of activities including sport, recreation and play, plus other landscape features including SuDS, woodland, wildlife habitat and productive landscapes (allotments, orchards)
- Provision of appealing green space and densities of physical activity facilities to increase levels of physical activity and mental wellbeing
- Facilities for sport, recreation and play should be of an appropriate scale and positioned in prominent locations. Providing multi-functional spaces opens up opportunities for sport and physical activity and has numerous wider benefits
- Foster healthy and active communities by encouraging walking and cycling and providing a comfortable, stimulating and therapeutic environment, bringing together the best of the urban and natural environments
- The use of native species, particularly local varieties for planting and food production
- Facilitation of local food-growing, whether in private or shared gardens or through local commercial activities, which can have a range of physical and psychological benefits, as well as contributing to food security
- Promoting the importance of participation in sport and physical activity as a means of improving health and wellbeing should be supported. Health promotion measures and local champions should be supported to inspire participation in sport and physical activity across neighbourhoods, workplaces and facilities. Physical measures need to be matched by community and stakeholder ambition, leadership and engagement
- The management of surface water, groundwater and local watercourses in order to prevent surface water flooding from those sources, including the incorporation of sustainable drainage systems. The long-term maintenance, management and adoption of sustainable drainage systems should be undertaken by a suitable stewardship body, with funding established from the outset.

CULTURE

- The new community should be a place of cultural diversity and vibrancy, with design contributing to sociable neighbourhoods. It should provide a full range of cultural, recreational, retail and commercial activities which are easily accessible for everyone
- The creative arts cannot be perfectly planned, but they can be brilliantly enabled. The new community should provide formal frameworks for cultural expression, but also leave open space for artistic dissent and chaos
- The design of the new community must consider implications on the local landscape and historic environment, and should aim to enhance both heritage assets and their settings.

10.0 PHASING & DELIVERY

A development of this scale may reasonably be anticipated to take between ten and twenty years to complete, depending on market and macro-economic conditions. It is important to ensure that the community grows in a balanced and sustainable fashion, delivering the right mix of homes, jobs and social infrastructure to thrive. Whilst there is a strong desire to implement as much of the supporting physical and social infrastructure as early as possible, it is also necessary to consider the impact this will have on scheme viability, and the ability of the growing community to support the running of new facilities through appropriate levels of take-up and demand.

A further critical consideration in preparing a phasing plan is access arrangements, seeking to create a safe and pleasant living and working environment, wherever possible keeping construction traffic separate from other road users and allowing unsafe areas (including any former MOD facilities that have not been demolished / remediated) to be secured. Considering these factors, it is proposed that the delivery of the development broadly follows the phasing set out in the adjacent plan.

The masterplan assumes that an appropriate mix of tenures and sizes is distributed throughout each phase, to deliver a mixed and balanced community and to support higher delivery rates by building homes that cater for different parts of the market in parallel. The employment areas will be brought forward in tandem with new housing, to enable local jobs to be available for local people.

PHASE 1

There is an opportunity to secure the early implementation of two new access points to Wytchley Warren Lane, prior to the vacating of the military base, as most of the land required is 'outside of the wire'. These two new access points will serve to facilitate development of part of the northern business zone and the park and cycle ride facility within this phase, and provide a separate access for construction traffic that may be able to utilise existing road and runways to gain access to the residential development areas from the east.

This phase utilises the existing access from Edith Weston Road to allow early delivery of the north-westernmost residential areas and the new primary school and village green. Construction of the relocated primary school may be phased allowing additional classrooms to be added as the community grows. Access points are opened onto Pennine Drive as the development progresses. Early planting of the south-western landscape buffer will allow this area to grow and start to become more mature prior to the commencement of Phase 2.

PHASE 2

This phase sees the commencement of the local centre, including retail, employment and higher density dwelling located around a new village square. It sees the opening up of new residential and business zone development parcels in the south-west, accessed from a new southerly junction on Edith Weston Road. It also sees the setting out of substantial areas of public open space including the green gap, the heritage and ecology zone associated with the former Thor missile launch pads and a walking / cycling route around the former airfield.

PHASE 3

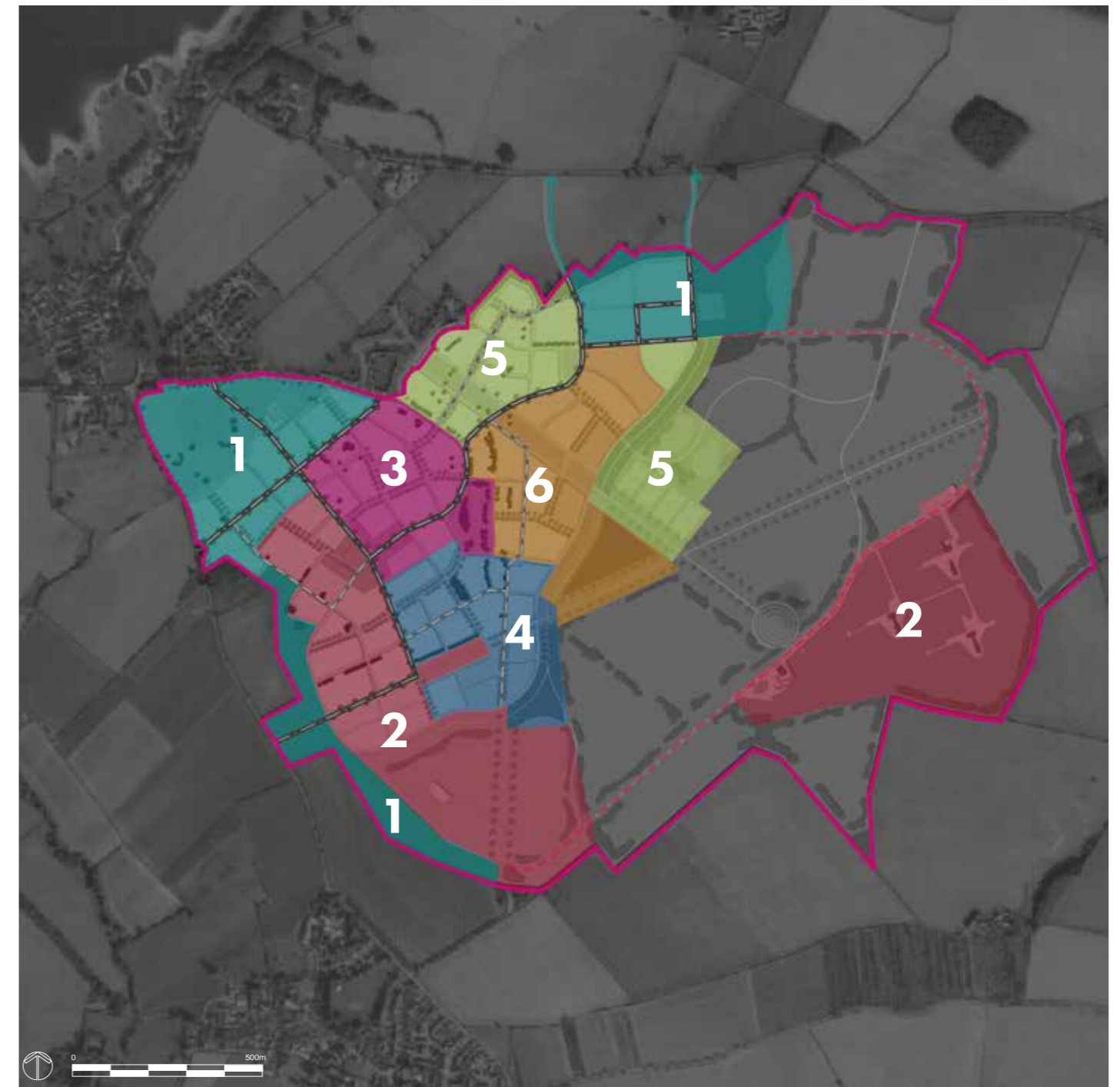
The local centre is completed in this phase with further housing development parcels clustered around it including a nearby park. Jobs are delivered through the inclusion of commercial space within the local centre.

PHASE 4

This phase completes the "heart" of the new community by filling in development plots around the local centre. It also sees the commencement of the eastern landscape buffer adjacent to the reserved minerals extraction zone.

PHASES 5 & 6

The development is completed by development parcels in the north and east being bought forward as the developers build out the remaining areas and withdrawing westward away from the now established local centre. These phases also connect the development to the northern business zone, with additional employment land being released there. Sports pitches, water features and the eastern landscape buffer are also completed in these final phases.



PHASING

LENTEN HOUSE
16 LENTEN STREET
ALTON
HAMPSHIRE
GU34 1HG

FIRST FLOOR
STUDIO
4-8 EMERSON
STREET
LONDON
SE1 9DU

FABRIKUK.COM

fabrik

