

# MARKET BOSWORTH

Design Codes

FINAL REPORT

Updated June 2023

## Quality information

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# Contents

**1. INTRODUCTION.....6**

**2. POLICY & DESIGN GUIDANCE REVIEW ..... 10**

**3. TOWN WIDE ANALYSIS ..... 14**

**4. OVERARCHING DESIGN PRINCIPLES ..... 22**

**5. DESIGN CODES: INTRODUCTION ..... 30**

**6. CHARACTER AREA A: LEISURE & TOURISM DESIGN CODES ..... 36**

**7. CHARACTER AREA B: INDUSTRY DESIGN CODES..... 42**

**8. CHARACTER AREA C: EDUCATION DESIGN CODES..... 48**

**9. CHARACTER AREA D: SUBURBAN RESIDENTIAL DESIGN CODES ..... 54**

**10. CHARACTER AREA E: HISTORIC CORE DESIGN CODES..... 64**

**11. CHARACTER AREA F & G: ANCIENT PARKLAND & COUNTRY PARK DESIGN CODES.. 72**

**12. CHARACTER AREA H: POST-2000 DEVELOPMENT DESIGN CODES ..... 78**

**13. CHARACTER AREA I: NEW DEVELOPMENT DESIGN CODES..... 88**

**14. CHARACTER AREA J: RURAL LAND DESIGN CODES..... 108**

**15. DELIVERY ..... 116**



MARKE & BOSWORTH  
EDWARDIAN  
JUBILEE 2012





**INTRODUCTION**

**01**

# 1. INTRODUCTION

## Introduction

Through the Department of Levelling Up, Housing & Communities Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Market Bosworth Parish Council.

The Steering Group has requested professional advice on design guidelines and codes for future development within the parish. This document should be read as part of the Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high-quality design. This document advises on how to design the physical environment to create distinct and lively places integrated within the existing parish.

## Objective

The main objective of this document is to develop design codes that will inform any future development in the parish. These design codes gather the objectives derived from the relevant policy and existing design guidelines together with the residents' aspirations for the community to produce design codes that retain and enhance the town's intrinsic features.

The core method to produce these design codes can be divided in the following steps:

- **Review of relevant policy and documentation (*Adopted Local Plan 2006-2026 and in conformity with the Emerging Local Plan 2020-2039, Neighbourhood Plan, Tree and Hedgerow Survey, Good Design Guide et al*).** These documents constitute the base to understand the objectives and aims for the plan, incorporating the district policy, the existing neighbourhood plan, draft modified neighbourhood plan 2020-2039 and the residents' input into design.
- **Extraction of Design Principles.** The design principles are distilled from the review of the relevant policy and parish documentation. Following the structure suggested in the

Adopted Local Plan, these principles are organised around six encompassing categories: sustainable development, natural environment, built environment, retail, tourism and community.

- **Production of Design Codes & application to each character area.** The design codes constitute the specific actions that satisfy the objectives laid out in the Design Principles. These are the concrete design responses that any future proposed developments will need to implement if they want to be successful. This document follows the character area designation laid out in the Neighbourhood Plan and specifically details the design codes relevant to each of the areas, to guarantee that every potential location within the parish is covered by bespoke design codes.

## Process

Following an inception meeting, AECOM and the members of the Neighbourhood Plan Steering Group carried out a high level assessment of the area. The following steps were agreed with the group to produce this report:

- Initial meetings.
- Urban design analysis.
- Preparation of design principles, design codes and other guidelines to be used to assess future developments.
- Draft report.
- Final report.

## The area of study

Market Bosworth is a small market town that can trace its history back to a settlement in the Bronze Age. The Battle of Bosworth took place to the south of the town in the village of Upton in

1485, which is the site of the decisive final battle of the Wars of the Roses.

The Market Square is in the centre of the town, surrounded by various shops, including craft and antique shops, small cafes, a traditional green grocery store, co-op, newsagents, an HSBC bank and estate agents. The town also has a doctor's surgery, dentist and library, three schools, three churches, three pubs, a fire station, and a large hotel. The town centre boasts many characterful historic buildings.

Market Bosworth Country Park and Bosworth Water Park offer outside recreation. The town is served by the Ashby and Nuneaton Joint Railway which is now the heritage Battlefield Line Railway and runs at weekends from Shackerstone, via Market Bosworth station to Shenton. The Ashby Canal runs adjacent to the railway and is served by Bosworth Marina with moorings for 150 boats.

The settlement sits in an elevated position, on a spur of land amid woods between shallow valleys. The diversity of the surrounding landscape adds favourably to this historic setting. The green approaches to the town are an essential part of the character of the town.

According to the 2011 census, Market Bosworth has 2,097 residents.



Figure 1: Market Bosworth settlement area and its surroundings





A photograph of a building facade. On the left is a stone pillar with a decorative circular relief. To its right is a red brick wall. A window with a white frame is visible, with a flower box containing yellow and red flowers. The text 'POLICY & DESIGN GUIDANCE REVIEW' is overlaid in white on the brick wall.

**POLICY & DESIGN  
GUIDANCE REVIEW**

**02**

# 2. POLICY & DESIGN GUIDANCE REVIEW


## Policy & design guidance

The following documents have informed this document. Some of these guidelines have been produced at national, district or parish level.

This section specifies how the specific policies and guidelines have been incorporated in the production of the design codes included in this document.

Any new development application should be familiar with these documents and others that form part of the proposed modified Neighbourhood Plan, and make explicit reference to how each of them is taken into account in the proposal.

### National design guidance

see next page 

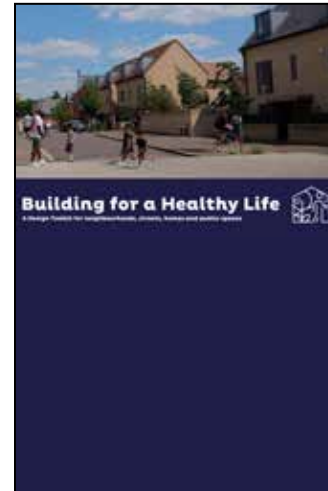


**National Design Guide**  
**Ministry of Housing, Communities & Local Government**

**2019**

The National Design Guide (NDG) makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

The NDG should be read in conjunction with the design codes in the current document to achieve the best possible development.

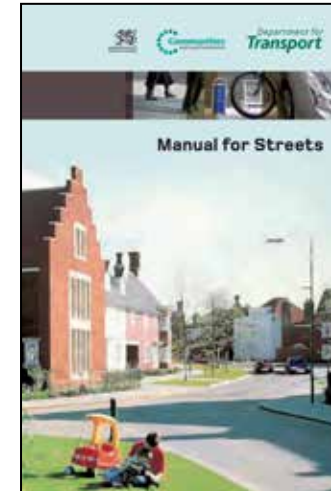


**Building for a Healthy Life**  
**Homes England**

**2020**

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.

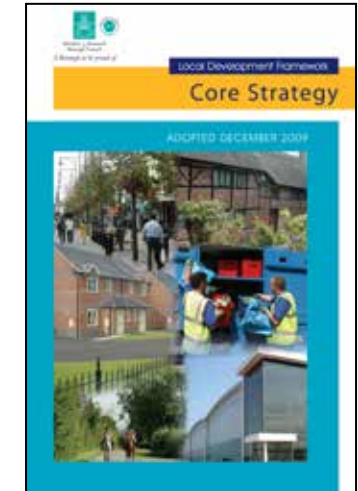
The BHL should be read in conjunction with the design codes in the current document to achieve the best possible development.



**Manual for Streets**  
**Department for Transport**

**2007**

This manual outlines standards and best practises on street design. The Manual for Streets should be read in conjunction with the design codes in the current document to achieve the best possible development.



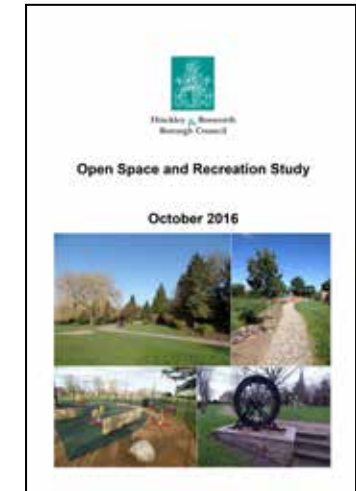
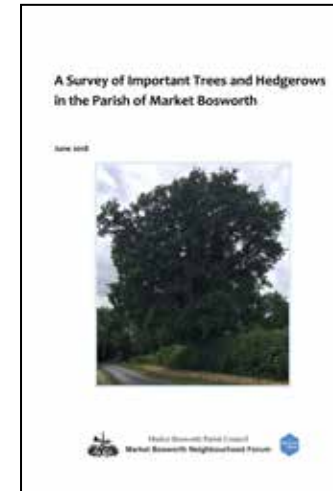
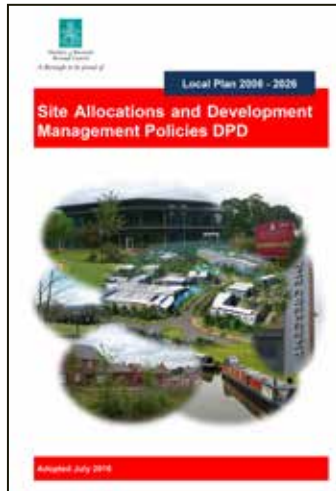
**Adopted Local Plan Core Strategy**  
**2006-2026**

The Local Plan Core Strategy sets out the general aims and objectives for development in the borough.

The design principles in the current document are informed by the general aspirations for the Borough of Hinckley & Bosworth.

**District-wide policy & design guidance**

**Parish-wide policy & design guidance**



**Adopted Local Plan  
Site Allocations &  
Development Management  
Policies DPD  
2006-2026**

The categories of policies outlined in the Local Plan DPD match the design principles included in the current document. These are: sustainable development, natural environment, built environment, retail, tourism and community. These design principles establish the general aims that any development in the parish should aim for. Aligning them with the objectives of the Borough Council anchors and strengthens the design codes.

**The Good Design Guide  
Supplementary Planning  
Document  
2020**

The Borough Council has recently published a design guide that is both comprehensive and very complete. The Good Design Guide should be read in conjunction with the design codes in the current document to achieve the best possible development.

**Market Bosworth  
Neighbourhood Plan  
2014-2026**

The existing Neighbourhood Plan distinguishes several character areas within the parish. These have been taken as reference and expanded with two new character areas. The design codes are specific to each of these character areas, to guarantee that any development in the area is covered by tailored design codes.

**Market Bosworth  
Conservation Area  
Appraisal  
2014**

This document details the characteristics of the Conservation area, it specifically informs the design codes for Character Area E: Historic Core. The design codes in the current document for that area should be read in conjunction with the Conservation Area Appraisal.

**Tree & Hedgerow Survey  
2018 updated 2022**

This document details and identifies trees and hedgerows valued by local residents contributing to the landscape setting of Market Bosworth. It specifically informs the design codes for Character Areas F & G: Ancient Parkland & Country Park. The design codes for those areas should be read in conjunction with the Tree & Hedgerow Survey.

**Open Space & Recreation  
Study  
2016**

This document identifies open spaces in the parish. It should be taken into consideration when proposing new developments.





# TOWN WIDE ANALYSIS

# 03

# 3. TOWN WIDE ANALYSIS



Figure 2: Mobility plan

**KEY**

- Market Bosworth parish boundary
- Secondary road
- Residential street
- Public footpath
- Primary road
- Railway line
- Market Bosworth settlement boundary
- Train station
- Parking court (private)
- Parking court (public)

## Mobility

Market Bosworth's centre is the Market Place, all access roads converge to this area and the ring formed by the Market Place, Main Street, Park Street and Rectory Lane. There are three main arteries (Station Road, Rectory Lane and Barton Road) and two secondary ones (Shenton Lane and Sutton Lane) that radiate from this central ring. The swift transition between the rural character of these roads and the built environment of the parish is one of the defining characteristics of Market Bosworth.

From these main roads, a network of branching streets and cul-de-sacs develops to provide access to the residential areas of the town. There are some parking courts in the centre of the parish, many of them privately accessed.

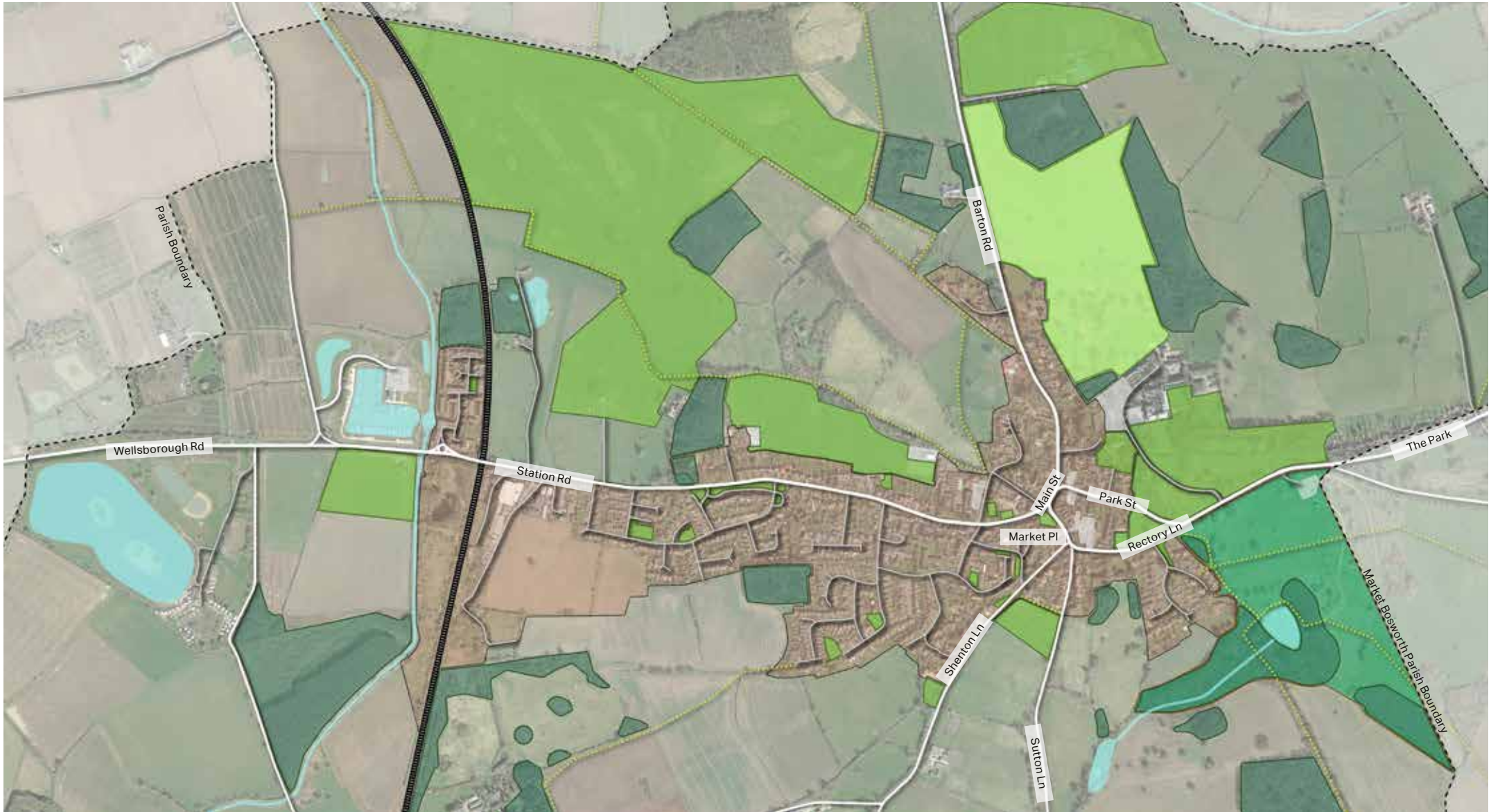


Figure 3: Landscape plan

KEY

- Market Bosworth parish boundary
- Public footpath
- Market Bosworth settlement boundary
- Open space, recreation, sports
- Railway line
- Natural, semi-natural open space
- Road (white line)
- Woodland
- Residential street
- Country Park
- Watercourses

## Environment & landscape

Market Bosworth is surrounded by open rural land and pasture. Several pathways connect the built core of the settlement with the surrounding agricultural landscape.

To the east, Market Bosworth’s country park and woodlands concentrate the parish natural assets. To the west, the Ashby Canal and the Bosworth Marina and Bosworth Lakeside Cottages constitute the main water bodies, used mainly for recreation. To the north, there is a large open sporting area consisting of football and cricket pitches. Together with the proposed Kyngs Golf and Country Club, they provide the main open fields and sport facilities.



## Character

The setting of Market Bosworth is an important characteristic when considering development proposals. Located at the top of a hill and bound in all directions by a mature wooded landscape, parkland and farmed countryside with green fingers of land penetrating in towards the market place, the settlement is hidden from view except for an occasional glimpse of the spire of St Peter's Church. The combination of natural landscape and parkland provides dramatic approaches into Market Bosworth as the centre appears unexpectedly with a sharp transition from rural to built form. The views and vistas on the plan above are safeguarded in the adopted neighbourhood plan so that newly built developments do not detract from the quality or character of the town.

Figure 4: Character plan

### KEY

- Market Bosworth parish boundary
- Market Bosworth settlement boundary
- Railway line
- Road (white line)
- Residential street
- Public footpath
- Green approaches
- Views
- Vistas
- Watercourses





View 1



View 2



View 3



View 4



View 5



View 6



View 7



View 8



View 9



Vista 10



Vista 11



Vista 12



Vista 13

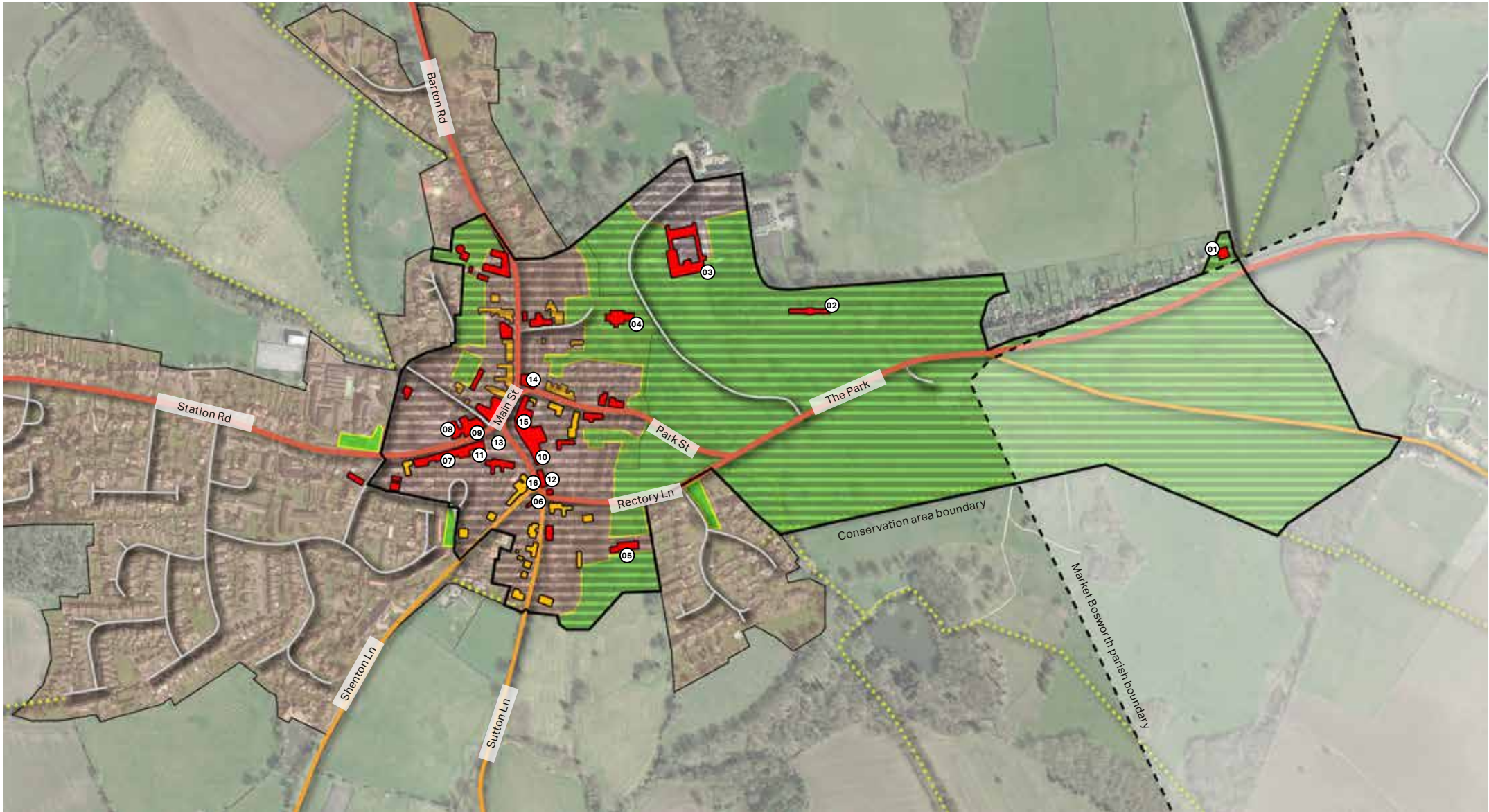


Vista 14



Vista 15

**Note:** the significance of these identified vistas cannot be fully realised in text and images. Effects of seasonal changes as well as specific positions of the viewer can significantly impact on the focal point of the vista.



## Heritage

The development of Market Bosworth has been influenced by its location as a ridge top settlement, its agricultural economy and the strong manorial tradition based on Bosworth Hall, at the centre of the conservation area. The historical relationships between the town, the church, the hall, the park and the agricultural landscape are clearly represented in the extent of the Conservation area. The area includes listed buildings and valuable buildings and heritage assets together with open spaces of landscape and historic importance.

Figure 5: Heritage plan

- Market Bosworth parish boundary
- Settlement area
- Primary road
- Secondary road
- Residential street
- ... Public footpath
- Conservation area boundary
- Listed buildings
- Important local buildings
- Key open spaces



View 1. Park Lodge



View 2. Water Tower



View 3. Bosworth Hall Hotel



View 4. St. Peter's Church



View 5. The Old Rectory



View 6. Rainbow Cottage



View 7. Properties on Station Road



View 8. Dixie Grammar School



View 9. Dixie Grammar School from Market Place



View 10. Old Black Horse PH



View 11. 12-18 Market Place



View 12. 19-23 Market Place



View 13. War Memorial



View 14. Red Lion PH



View 15. 2-4 Main Street



View 16. Main Street looking to Market Place



Tea Rooms



# OVERARCHING DESIGN PRINCIPLES

# 04

# 4. OVERARCHING DESIGN PRINCIPLES

## Design principles

The design principles in this section are aligned to both the objectives of the Local Plan and to those from the parish in a seamless fashion, one that is coherent with the needs of the borough as a whole and specific to Market Bosworth in particular.

The design principles in this section establish the aims that any development in the parish should aim for. They can be understood as the general aspirations to be satisfied by any new development proposal in the parish.

These overarching design principles will crystallize and will be further detailed in concrete design actions in the next sections as design codes.

The design principles outlined in this section are: Sustainable Development, Natural Environment, Built Environment, Retail, Tourism and Community.

An identification code has been given to each of them to ease the legibility of the design principles and codes within this document, as follows:

AA.X, where:

**AA:** design principle/code abbreviation

SU: Sustainable Development; NE: Natural Environment; BE: Built Environment; RE: Retail; TO: Tourism and CO: Community.

**X:** design principle/code number

## SD. Sustainable Development



### SD.1. Advocate for Sustainable Development

Development proposals that comply and meet the requirements of Local Plan and Neighbourhood Plan policy will be permitted. Development proposals that have an adverse effect on their surroundings will not be permitted.



### SD.2. Deliver Renewable Energy & Low Carbon Development

Reduce and mitigate the environmental impact of the development. Design low- carbon developments supported by community-led renewable energy schemes.



### SD.3. Deliver Infrastructure

Where development creates a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly or indirectly through the appropriate funding mechanism.



### SD.4. Waste & recycling

Modern requirements for waste separation and recycling has increased the number of household bins that need to be stored. These should be accommodated to allow convenient access, and without increasing street clutter or damaging the appearance of dwellings.

## NE. Natural Environment



### NE.1. Safeguard the Countryside & Settlement Separation

Protect the intrinsic value, beauty, open character and landscape character of the countryside by promoting sustainable development that does not undermine the physical and perceived separation between settlements and the rural landscape.



### NE.2. Enable Rural Worker Accommodation

Safeguard the countryside from inappropriate development, including the erection of new isolated homes. Nonetheless, encourage rural worker accommodation to support rural enterprises.



### NE.3. Enhance Biodiversity & Geological Interest

Enhance biodiversity through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. Retain, buffer and manage on-site features to maintain their ecological value, connectivity and long-term functionality.



### NE.4. Prevent Pollution & Flooding

Guarantee that the development does not create or exacerbate flooding or results in noise, light or air pollution. Guarantee that the development does not contaminate water or land or results in land instability.



### NE.5. Safeguard Open Space, Sport & Recreational Facilities

Follow the allocation of recreational or sporting use and areas of open space, as identified in the most recent Open Space, Sport and Recreational Facilities Study.



### NE.6. Safeguard Natural & Semi-Natural Open Spaces

Retain and enhance the accessibility of Natural and Semi-natural Open Spaces and their recreational value, whilst ensuring the biodiversity and their conservation value.

## BE. Built Environment



### BE.1. Development & Design

New developments should take local character into consideration. Design should consider scale, layout, density, mass, materials and architectural features, as well as incorporate high standard of landscaping to add to the quality of the place.



### BE.2. Protect & Enhance the Historic Environment

Protect, conserve and enhance the historic environment. Developments should carefully manage adverse impacts on both designated and non-designated heritage assets.



### BE.3. Heritage Assets

Secure the continued protection and enhancement of heritage assets and their setting and contribute to the distinctiveness of the areas in which they are located.



### BE.4. Preserve Archaeology

Provide a desk-based assessment and/or a field study when a proposal has the potential to impact a site of archaeological interest. Ensure appropriate design, layout, ground levels, foundations and site work methods to avoid any adverse impacts on the remains.



### BE.5. Replacement Dwellings in the Rural Area

The demolition and rebuild of dwellings outside the settlement boundary should maintain the heights and footprint of the existing and should enhance the immediate setting. Demolition and replacement should only be permitted where adaption is not technically feasible.



### BE.6. Redundant Rural Buildings

The re-use and adaptation of disused rural buildings outside the settlement boundary can only be if the current use is no longer viable and the design of the new building responds to the original and will enhance the immediate setting. Re-use for business and employment will be regarded as positive.





**BE.7. Telecommunications**

Provide essential infrastructure for communications in the least intrusive and more appropriate locations. Combine the new infrastructure with existing one already in the area and support the least visually obtrusive. Comply with the latest national standards.



**BE.8. Highways and Transportation**

Make the best use of existing public transport services and ensure safe walking and cycling. Locate development where the need to travel will be minimised. Limit any significant impacts from and to the development of the highways and transportation network.



**BE.9. Vehicle Parking Standards**

Provide a sufficient level of off-street parking spaces. Provide a sufficient level of visitor parking spaces justified by an assessment of the site location, type of housing and other modes of transport available. Provide a sufficient level of disabled parking spaces.



**RE.1. Locate Sustainable Town Centre Uses**

Accompany proposals for new uses in the local centre with a sequential site assessment that evaluates the potential impact of variations from the local character and scale. Provide an impact assessment if the application is over 2,500 sqm.



**RE.2. Revitalise Local Centres**

Provide additional retail in vacant premises in the Local Centre or in premises adjacent to it, if the former are not available or suitable. To ensure the continued vitality and viability of Local Centres the change of use or loss of A1, or A2 retail will need to be strongly justified.



**RE.3. High Quality Shop Fronts & Advertisements**

Maintain high levels of design and ensure local distinctiveness of new and refurbished shop fronts.

## RE. Retail

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## TO. Tourism



### TO.1. Cultural & Tourism Facilities

Support the development of new cultural and tourism facilities. New facilities should be accessible to all. The redevelopment or loss of existing cultural facilities should only be justified in extreme conditions.

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## CO. Community



### C0.1. Community Facilities

Support the formation of new community facilities. New facilities should be accessible to all. The loss of existing community facilities should only be justified in extreme conditions.









**DESIGN CODES:  
INTRODUCTION  
05**

# 5. DESIGN CODES: INTRODUCTION

## Character areas

In physical terms the Parish of Market Bosworth remains predominantly open countryside, farmland, spinneys and parkland.

Market Bosworth evolved over generations to meet the growing needs and functions of a small market town serving a large rural area. Over time, the natural expansion of the parish has generated specific areas with distinct character that can be differentiated in terms of ten character areas. These are labelled A to J and shown on the map on the next page.

## Design Codes

The design principles in the previous section outline the key objectives for the parish in relation to sustainable development.

The design codes in this and the following sections translate those objectives into concrete design actions that any successful development in each of these character areas need to satisfy.



Character Area A  
**Leisure & Tourism**



Character Area B  
**Industry**



Character Area C  
**Education & Community**



Character Area D  
**Suburban Residential**



Character Area E  
**Historic Core**



Character Area F  
**Ancient Parkland**



Character Area G  
**Country Park**



Character Area H  
**Post-2000 Development**



Character Area I  
**New Development**



Character Area J  
**Rural Land**

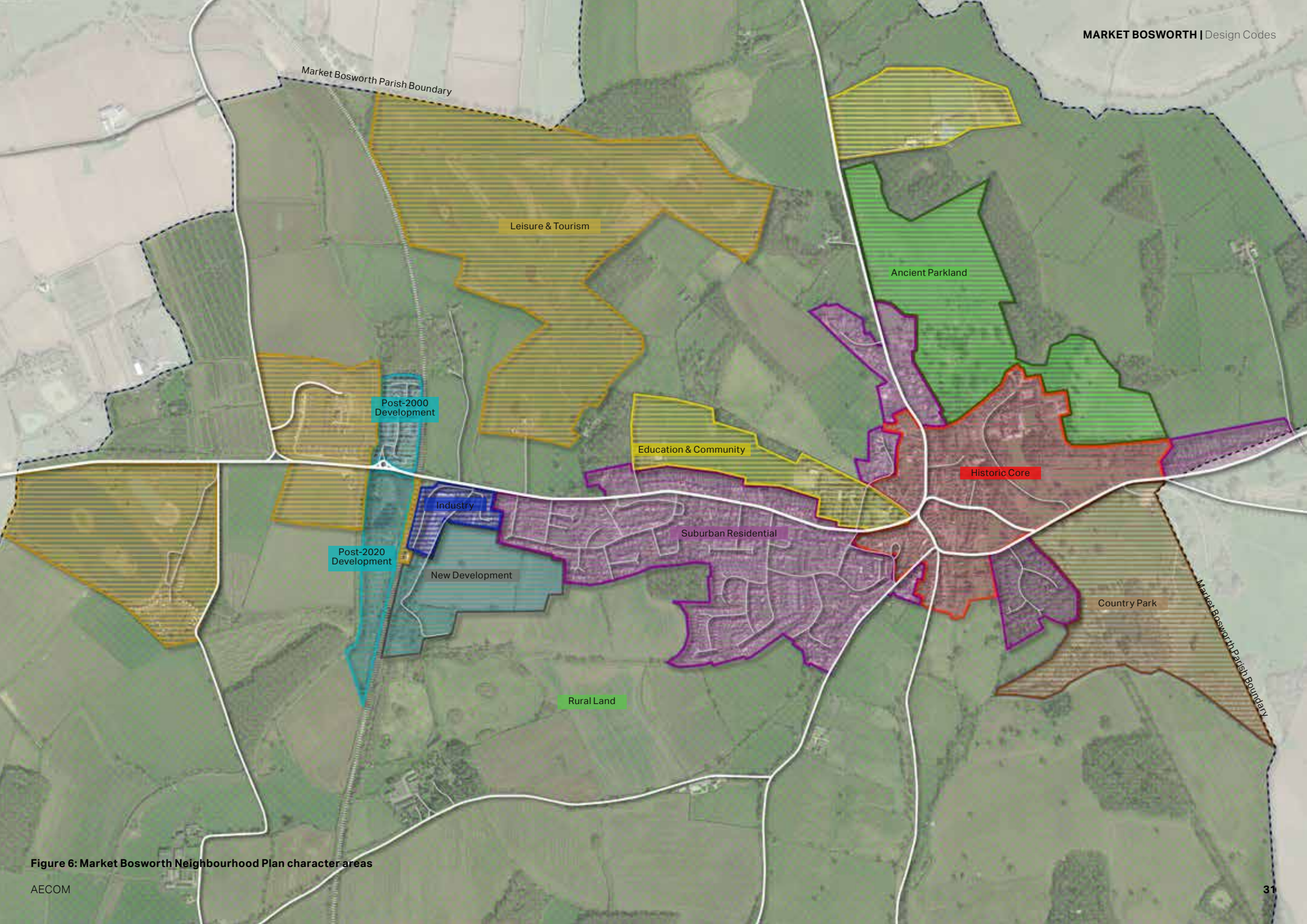


Figure 6: Market Bosworth Neighbourhood Plan character areas

## How do the design principles relate to each character area of Market Bosworth?

This table links the design principles to the different character areas in the parish, which are introduced in the next section. Some selected design principles, marked with a circle in the table, will be further explained by the design codes in the following sections.

The aim of the design codes is to specify the design actions that explain how to achieve the design principles in each of the character areas.

**Key:**

- this design principle does not relate to this character area
- x this design principle relates to this character area but is not detailed further in the design codes.
- o this design principle relates to this character area and is detailed further in the design codes.
- + this design principle is related to all of the character areas.

As design principles and codes can be applied throughout Market Bosworth, readers will find the same design principle/code name and number in the following sections of this document across the different character areas.

The design principles are numbered and named to reflect common areas of design objective, the design codes contain the specifics for the character area to which they apply.

Consequently, they should be read in context and care should be taken when referring to them to ensure that both the design principle/code number and the character area to which it applies are explicitly identified.

Applicable Design Principle		Related Character Area										
SD	Sustainable Development	A	B	C	D	E	F	G	H	I	J	all
SD.1	Advocate for Sustainable Development	x	x	x	x	x	x	x	x	x	x	+
SD.2	Deliver Renewable Energy & Low Carbon Development	-	-	-	x	-	-	-	-	o	x	-
SD.3	Deliver Infrastructure	x	x	x	x	x	x	x	x	x	x	+
SD.4	Waste & recycling	x	x	x	x	x	x	x	x	x	x	+
NE		Natural Environment										
NE.1	Safeguard the Countryside & Settlement Separation	-	-	-	-	-	-	-	-	-	o	-
NE.2	Enable Rural Worker Accommodation	-	-	-	-	-	-	-	-	-	o	-
NE.3	Enhance Biodiversity & Geological Interest	x	x	x	x	x	o	o	x	o	o	+
NE.4	Prevent Pollution & Flooding	x	x	x	x	x	x	x	x	o	x	+
NE.5	Safeguard Open Space, Sport & Recreational Facilities	x	x	x	x	x	x	x	x	o	x	+
NE.6	Safeguard Natural & Semi-Natural Open Spaces	x	-	x	x	x	o	o	-	o	o	-
BE		Built Environment										
BE.1	Development & Design	x	x	x	o	x	x	x	o	o	x	+
BE.2	Protect & Enhance the Historic Environment	x	x	x	x	o	x	x	x	x	x	+
BE.3	Heritage Assets	x	x	x	x	o	x	x	x	x	x	+
BE.4	Preserve Archaeology	x	x	x	x	x	x	x	x	x	x	+
BE.5	Replacement Dwellings in the Rural Area	-	-	-	-	-	-	-	-	-	o	-
BE.6	Redundant Rural Buildings	-	-	-	-	-	-	-	-	-	o	-
BE.7	Telecommunications	x	x	x	x	x	x	x	x	x	x	+
BE.8	Highways and Transportation	x	x	x	x	x	x	x	x	x	x	+
BE.9	Vehicle Parking Standards	x	x	-	x	-	-	-	-	o	x	-
BE.10	Existing Employment Sites	-	o	-	-	-	-	-	-	-	-	-
BE.11	Provision of Employment Sites	-	o	-	-	-	-	-	-	-	-	-
RE		Retail										
RE.1	Locate Sustainable Town Centre Uses	-	-	-	-	x	-	-	-	-	-	-
RE.2	Vitalise Local Centres	-	-	-	-	o	-	-	-	-	-	-
RE.3	High Quality Shop Fronts & Advertisements	-	-	-	-	o	-	-	-	-	-	-
TO		Tourism										
TO.1	Cultural & Tourism Facilities	o	-	x	-	x	-	-	-	x	x	-
CO		Community										
CO.1	Community Facilities	x	-	o	-	x	-	-	-	x	x	-









**DESIGN CODES**

**CHARACTER AREA A:  
LEISURE & TOURISM DESIGN CODES**

**06**

# 6. CHARACTER AREA A: LEISURE & TOURISM DESIGN CODES

## Description of area

The Leisure and Tourism Character Area (extent indicated on figure 8) represents an important element of the town for both landscape character and economic reasons. The character area A consists of the following assets:

- **Bosworth Lakeside Lodges** (south of Wellsborough Road) is a 50 acre site with 100 luxury lakeside lodges. The site offers 20 acres of water for recreational use by the lodge owners and those staying on the caravan and motorhome site.
- **Market Bosworth Sports Club** (south of Wellsborough Road, west of Canal) is a large open recreational and sporting area consisting of football and cricket pitches and a clubhouse edged by lines of trees.
- **Bosworth Marina** (north of Wellsborough Road, west of Canal), is a large open expanse of water consisting of an L-shaped basin to provide moorings for up to 150 narrow boats.
- **Kyngs Golf and Country Club** (north of Station Road) is a large, landscaped 126 acre site forming an 18 hole golf course and associated facilities. The course spans north up to the parish boundary with Carlton.
- **The Ashby Canal and Battlefield Line** comprise a linear recreational and infrastructure corridor linking Hinckley and Nuneaton to the National Forest.

Character Area A has a defined character of:

- Open landscape features including open bodies of water and green countryside landscape.
- Large wide open aspect (within individual sites).
- Outdoor leisure pursuits including water-based activities.
- Heritage-style leisure resources.



Figure 7: Leisure and tourism layout arrangement

### Relevant Design Principle

Code	Name
TO.1	Cultural & Tourism Facilities

### Character Area Design Code

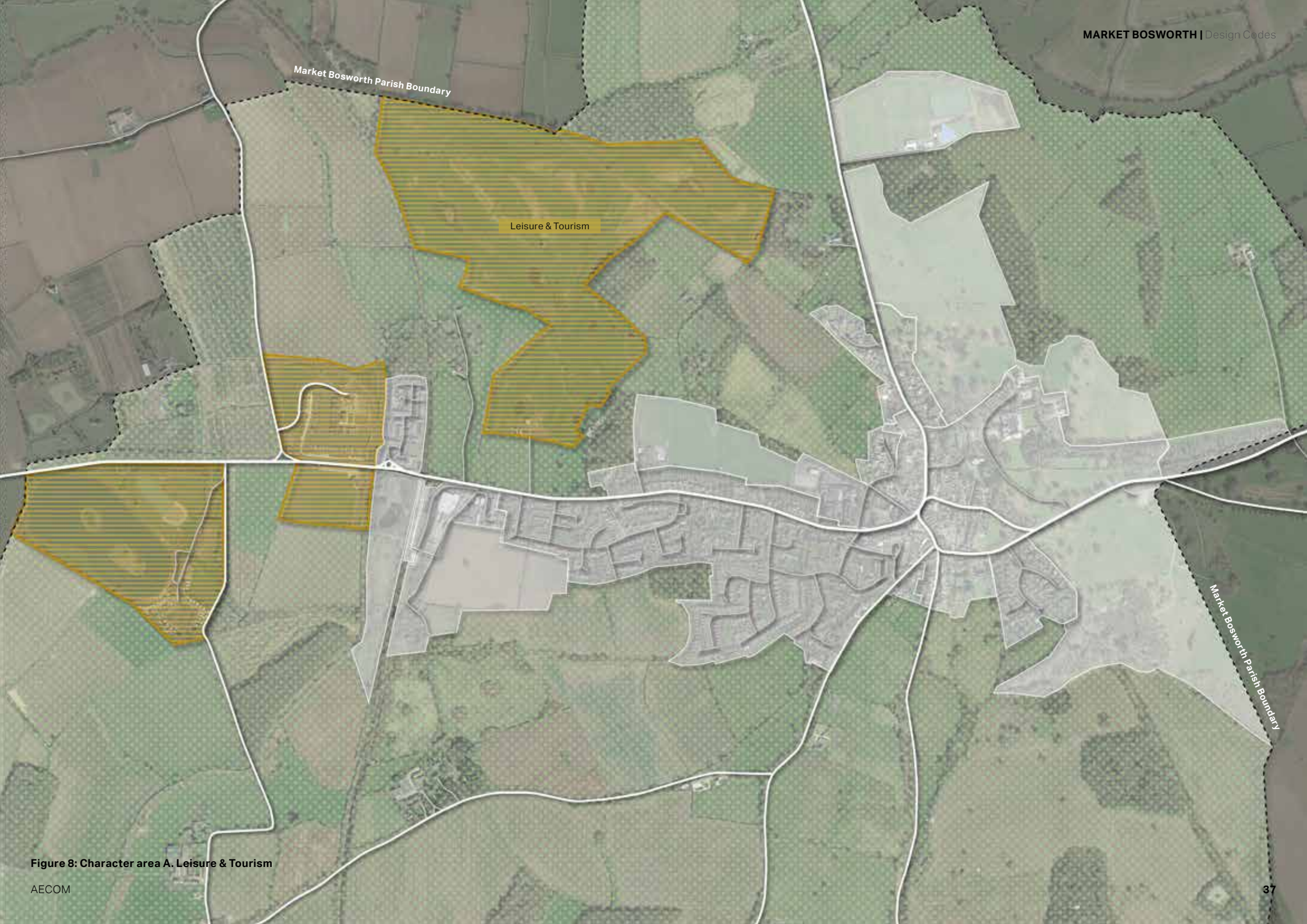
Code	Name
TO.1.1	same as design principle



Aerial view of Market Bosworth's marina



CGI Aerial View of Bosworth Lakeside Lodges



Market Bosworth Parish Boundary

Leisure & Tourism

Market Bosworth Parish Boundary

Figure 8: Character area A. Leisure & Tourism

## TO.1.1 Cultural & tourism facilities

### Location & accessibility

*Actions:*

- Provide sufficient car and coach parking provision for the anticipated need.
- Whenever possible, locate tourism facilities close to public transport interchanges and bus routes which will help to reduce travel by car and enable a wider range of people to visit the attraction.
- Provide dedicated bus services or greater access by walking or cycling, where there may be scope to reduce private car travel. Consider park-and-ride options or discounts for those arriving by public transport.
- Regulate visitor flow in vulnerable tourist sites. Visitor management may be achieved by regulating flow with timed ticket sales or via sensible development. An example of the latter would be by adding a visitor centre so that visitors spend less time in the historic part at higher risk.

### Good design & sustainability

Good design is a key element in achieving sustainable development that contributes positively towards making better places for people, whilst ensuring the commercial viability of the tourist site. As such, they will contribute to the people who live near or visit them and to the surrounding area as a whole.

*Actions:*

- Reduce carbon emissions resulting from the construction and operation of buildings for tourism.
- Favour the re-use of buildings that have become redundant as a way of improving the overall sustainability of tourism developments.

### Contribute to the environment

*Actions:*

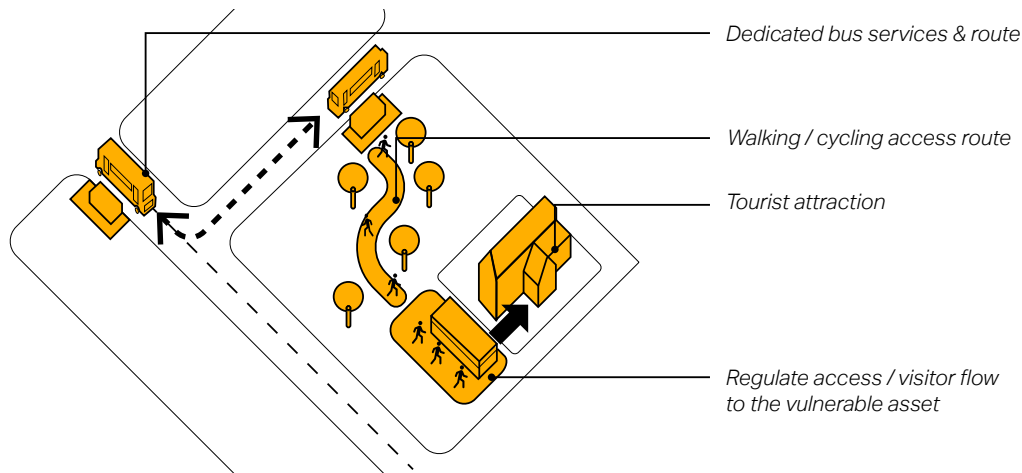


Figure 9: Location & accessibility conditions for tourist sites

- Protect and enhance the visual quality of the site and its surroundings, to ensure that the development fits in well with its environment.
- Protect and improve biodiversity. New development should not only protect nature conservation interests (whether it is a statutory requirement or not), but can provide an opportunity to improve biodiversity in an area, for example through the creation of new features of wildlife interest.
- Achieve small-scale improvements to sustainability, for example by recycling waste, using renewable energy and sourcing produce and materials locally.

### Hotel and serviced accommodation

*Actions:*

- Proposals to convert existing rural buildings in the countryside and/or buildings in the historic centre to provide hotel and other serviced accommodation are acceptable, subject to Local Plan and Neighbourhood Plan policies.

### Budget hotels, motels and travel lodges

*Actions:*

- It will not normally be appropriate for such developments to be located in open countryside away from major settlements. Edge of town centre locations will usually be the most appropriate locations if a town centre location is not available.

### Touring caravan and chalet parks

*Actions:*

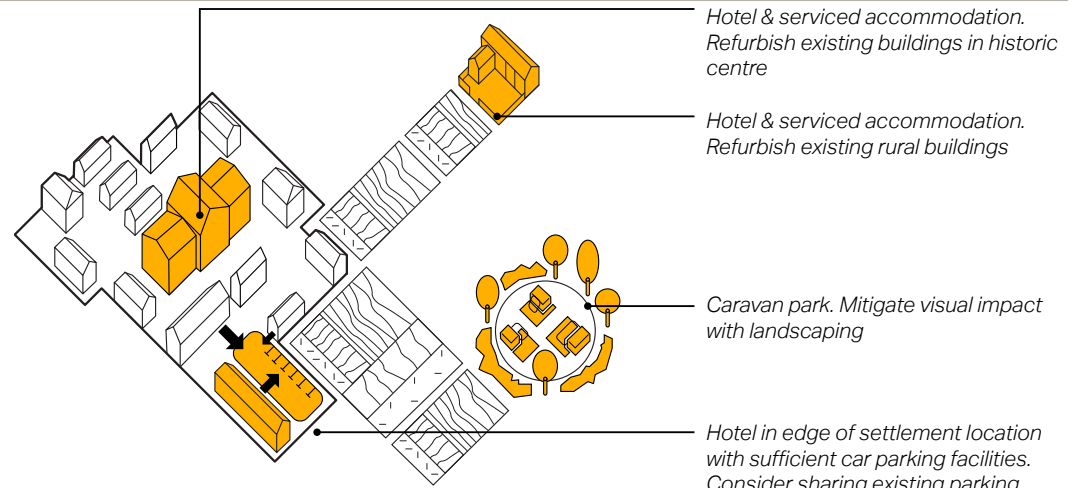


Figure 10: Types of tourist accommodation

- New sites that are close to existing settlements and other services will generally be more sustainable as some local services may be accessed by means other than by car. However, there may be valid reasons for extending or improving existing holiday parks that are not be located close to existing settlements if they support successful local businesses and the provision of employment.
- Consider the visual impact of caravan sites on the landscape and the rural perception of Market Bosworth as a whole. Provide mitigation and hedgerow planting around these sites to minimise their effect on views and vistas.

**Staff accommodation**

*Actions:*

- If accommodation is needed for key members of hotel staff, provide it within the existing settlement boundary or on existing buildings. New housing development in the countryside would need to be heavily justified.

**Isolated Development**

Residential development in open countryside is normally not appropriate. Proposals for tourist development should weigh up the benefits of a tourist development against any disadvantages arising from its location. Some key considerations of any new proposal include:

- The proposal helps to protect or improve a specific site or general location. It offers the opportunity for landscape enhancement, to re-use an historic building or to improve a derelict and unattractive site.
- The proposal contributes to tourism in the locality. New tourist developments will usually be beneficial to the local economy and complement the area’s tourism function.
- The proposal provides a new facility for the local community as well as visitors.
- The proposal assists with the diversification of rural economies.
- The proposal impacts positively on the vitality and viability of the town centre.

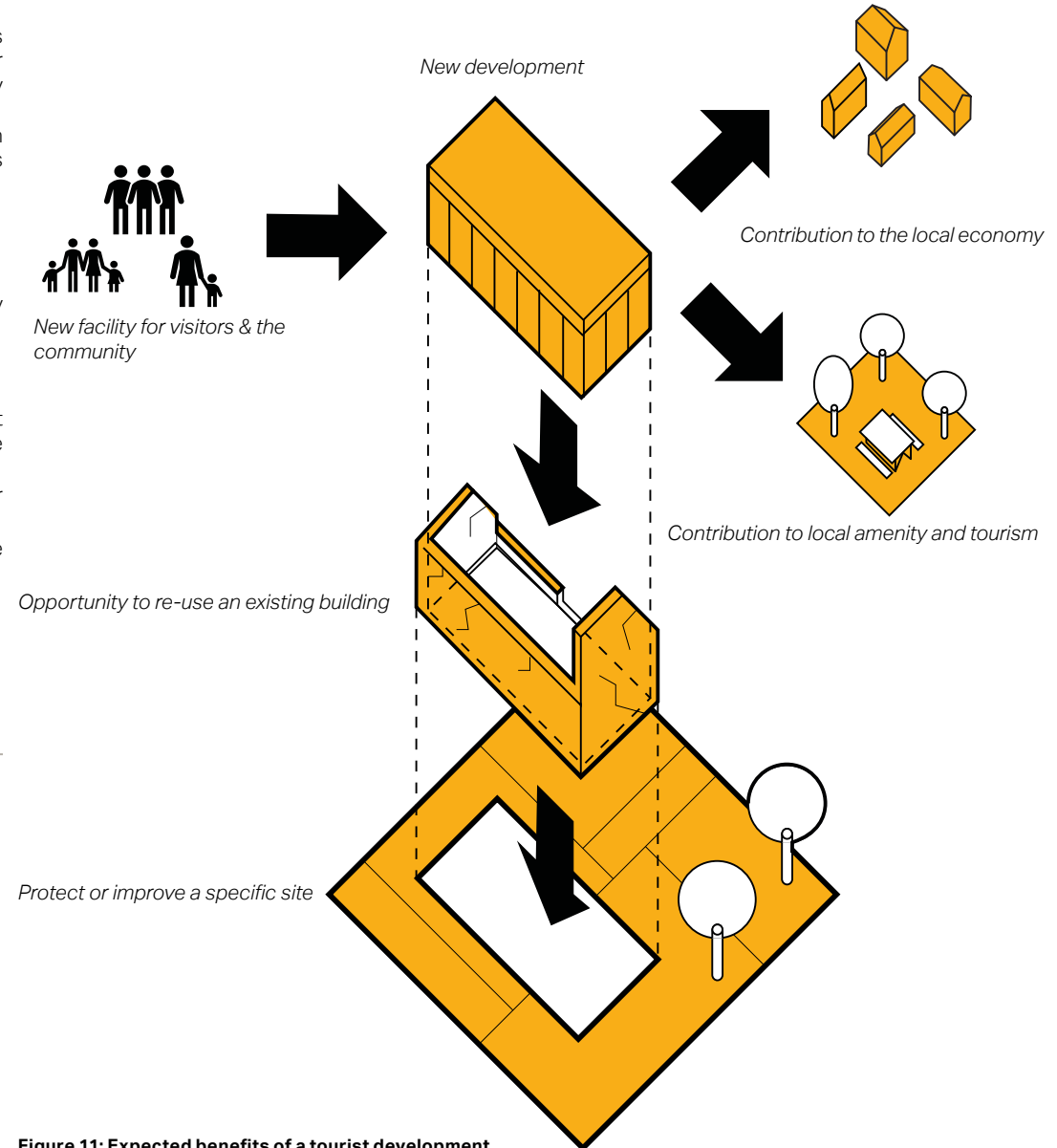


Figure 11: Expected benefits of a tourist development







**DESIGN CODES**

**CHARACTER AREA B:**  
**INDUSTRY DESIGN CODES**

**07**

# 7. CHARACTER AREA B: INDUSTRY DESIGN CODES

## Description of area

The Industry Character Area (extent indicated on figure 10) includes the industrial uses of the parish. The character area B consists of a 20th century industrial estate for light and heavy industrial uses.

Character Area B has a defined character of:

- A 20th century industrial estate for light and heavy industrial uses.
- Former railway sidings and buildings.
- A range of styles and building quality of industrial character.
- Mix of single and two storey commercial/industrial buildings.
- Minimal planting.
- Tarmac and concrete surfacing.

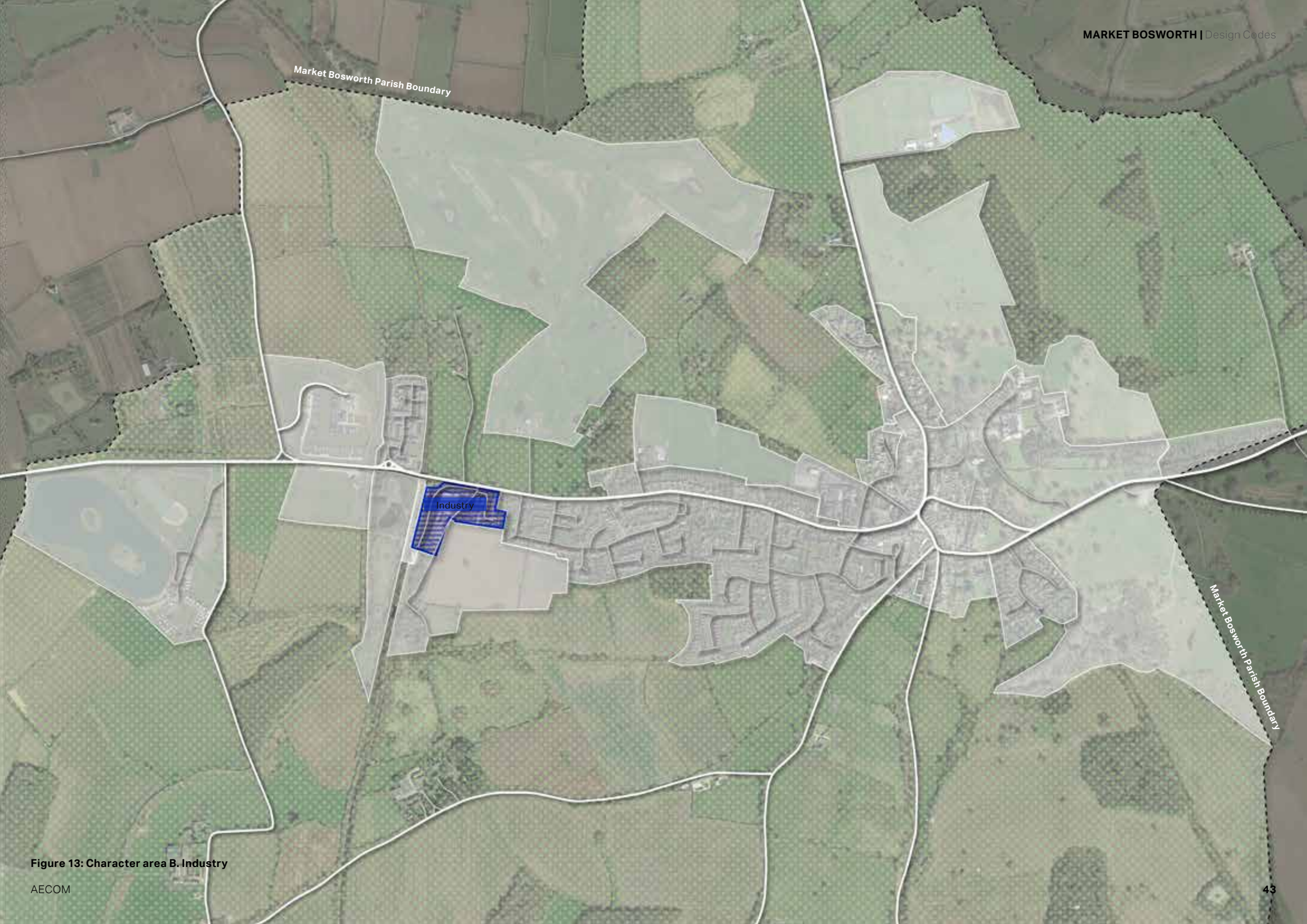


Figure 12: Industry layout arrangement

Relevant Design Principle		Character Area Design Code	
Code	Name	Code	Name
BE.10	Existing Employment Sites	BE.10.1	same as design principle
BE.11	Provision of Employment Sites	BE.11.1	same as design principle



Views of Market Bosworth's industrial estate



Market Bosworth Parish Boundary

Industry

Market Bosworth Parish Boundary

Figure 13: Character area B. Industry

## BE.10.1 Existing employment sites

### Location

The Industrial Estate South of Station Road is considered a Category A site in the Hinckley and Bosworth Borough Council Employment Land and Premises Review.

#### Actions (Category A sites):

- The Borough Council will seek to retain sites classified as Category A sites in their entirety, for B1, B2 and B8 employment uses.
- The development of non B class uses in Category A sites will only be allowed in exceptional circumstances. Proposals must demonstrate that they would not have a significant adverse impact on surrounding employment uses.

### Improvements to existing employment sites

#### Actions:

- Consider a 0.5-1 ha extension to the Station Road Industrial Estate.
- Encourage small workshops scheme (7-10 x 100-200 sqm).
- Consider environmental and landscaping improvement of Station Road Industrial Estate.

## BE.11.1 Provision of employment sites

### Site layout & frontage

#### Actions:

- Build to the edge of the plot to create a cohesive street character and remove the need for fences.
- Locate yard and loading space away from the street edge towards the middle or rear of the site.
- Position the most active uses or operational making areas at ground floor along the street.
- Ensure that ground floor uses adjacent to the street have high levels of visual permeability.

### Movement

#### Actions:

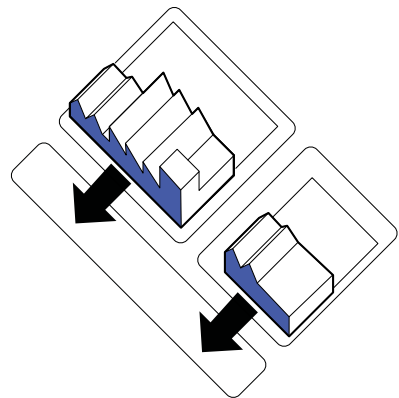
- Ensure Heavy Goods Vehicle (HGV) routes connect to the strategic road network as efficiently as possible to reduce conflict between HGVs and other road users.
- Separate modes of transport where necessary and consider limiting the types of vehicles that can use particular routes.
- Promote businesses working together to consolidate deliveries where possible to reduce HGV movements.
- Design junctions that are safe and easy to cross for pedestrians and cyclists.
- Locate higher employment densities such as B1 c and studio space in areas with better connectivity.

### Access, yards, servicing & parking

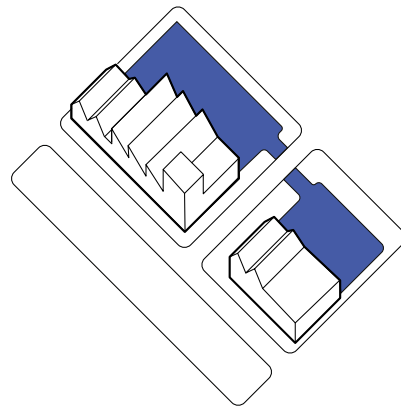
#### Actions:

- Provide a dedicated pedestrian entrance directly from the street and segregate servicing and pedestrian routes.

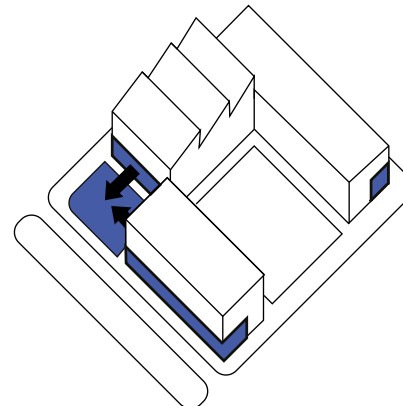
*Build to the edge of the plot*



*Locate yard, parking and loading space to the rear*



*Locate the most active uses on the ground floor fronting the street and enhance their visual permeability*



*Ensure HGV routes connect to road network efficiently and promote clusters of businesses to minimize the impact of HGV movements*

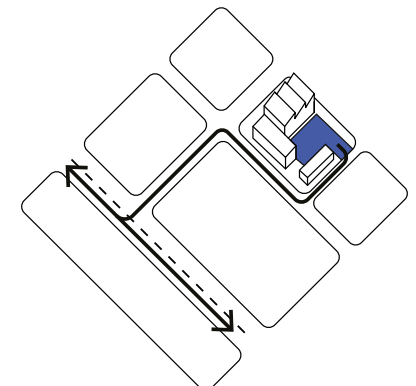


Figure 14: Illustration of key design actions on employment developments (across pages 44 and 45)

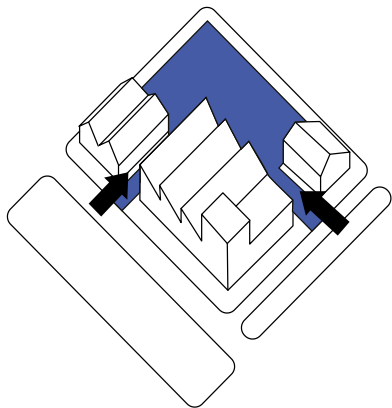
- Take advantage of sites with access from multiple sides to separate access.
- Consider shared yard to optimise space on smaller sites.
- Incorporate sufficient space for HGV turning circles within the site to prevent HGV manoeuvring on highways.
- Consider provision of shared HGV parking for units that only require occasional HGV access.
- If required, consider providing parking on the roof of buildings to meet parking requirements and not reduce yard or industrial space.
- Integrate parking within buildings and away from the street edge and separate yard-space, employee parking and visitor parking.

**Amenity Space & adjacencies**

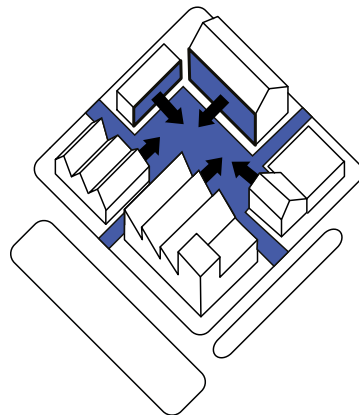
*Actions:*

- Create well designed public spaces and meeting places, avoid creating new low quality green space at the edge of an industrial site, or 'industrial scrub'.
- Orient industrial and residential units to minimise overlooking of yard space.
- Incorporate acoustic mitigation measures such as winter gardens, high-quality windows and mechanical ventilation, triple glazing and wall and floor build-ups into residential blocks.
- Use ancillary uses and landscaping to provide a buffer between residential and industrial uses such as parking or cycle storage.

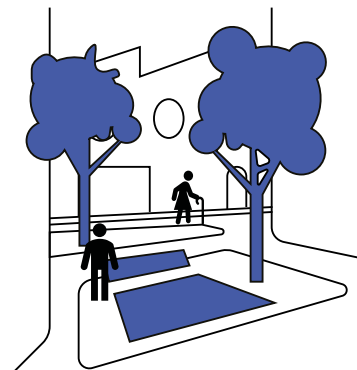
*Favour sites with access from multiple sides to separate access points*



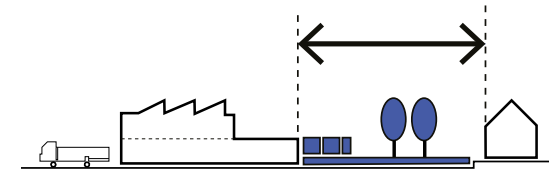
*Share yards to optimize operation space on smaller sites*



*Design public spaces and meeting places, avoid creating new low quality green space at the edge of an industrial site*



*Use ancillary uses and landscaping to provide a buffer between residential and industrial uses*







DESIGN CODES

CHARACTER AREA C:  
EDUCATION & COMMUNITY DESIGN CODES

08

# 8. CHARACTER AREA C: EDUCATION & COMMUNITY DESIGN CODES

## Description of area

The Education and Community Character Area (extent indicated on figure 12) comprises the educational focus of Market Bosworth. It consists of the following uses:

- St Peter's Church of England Primary Academy.
- The Market Bosworth School.
- The Dixie Grammar School.
- Sports and playing fields.

Character Area C has a defined character of:

- Mown and well kept playing fields, largely enclosed by boundary trees.
- Large educational buildings surrounded by hard surfacing and parking.
- Outdoor sporting apparatus including floodlighting.



Figure 15: Aerial view of Dixie Grammar School and Market Bosworth Secondary School

### Relevant Design Principle

Code	Name
CO.1	Community Facilities

### Character Area Design Code

Code	Name
CO.1.1	same as design principle

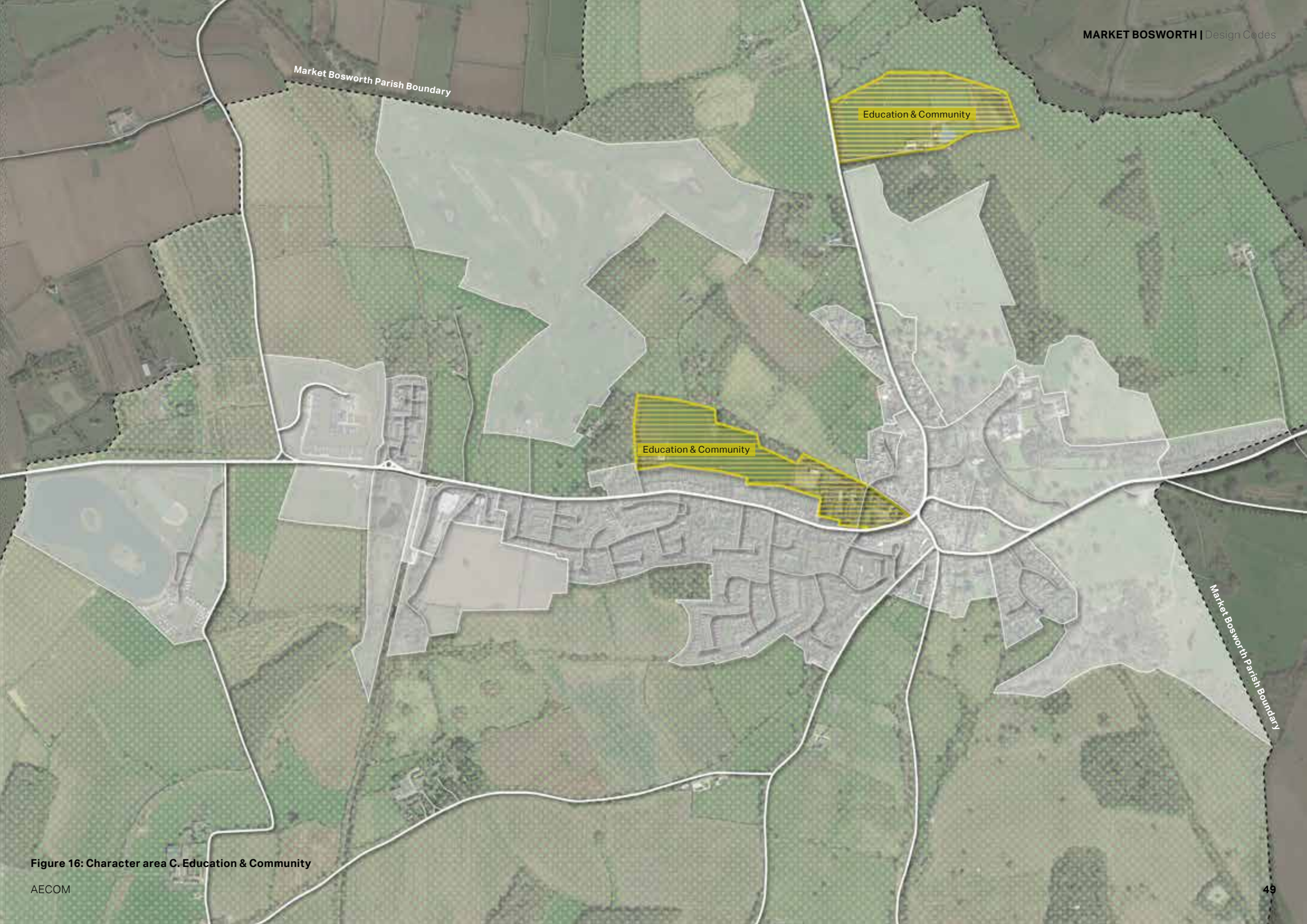


View of Dixie Grammar School towards the Market Place



View of the playing fields north of the settlement





Market Bosworth Parish Boundary

Education & Community

Education & Community

Market Bosworth Parish Boundary

Figure 16: Character area C. Education & Community

## CO.1.1 Community facilities

### Provision of new facilities within the settlement

- A careful consideration should be given to car parking provision on already deficient areas. The new facility should not create additional congestion in the area. Consider sharing parking areas with existing facilities in the settlement.

### Provision of new facilities in rural land

#### Actions:

- To reduce reliance on the private car, where new facilities are to be established outside of the boundary of the settlement it should be demonstrated that they are accessible to the community which they intend to serve by a range of sustainable transport modes.
- Public houses can represent a social focal point for communities and community activities and can form part of the character and charm of rural settlements. The provision of public houses as key new community facilities in the rural area is particularly welcomed.
- Places of worship like rural chapels, vestries and mission halls can contribute to the rural community facilities while enhancing the landscape. They should be carefully understood and designed as part of the rural character of the area.

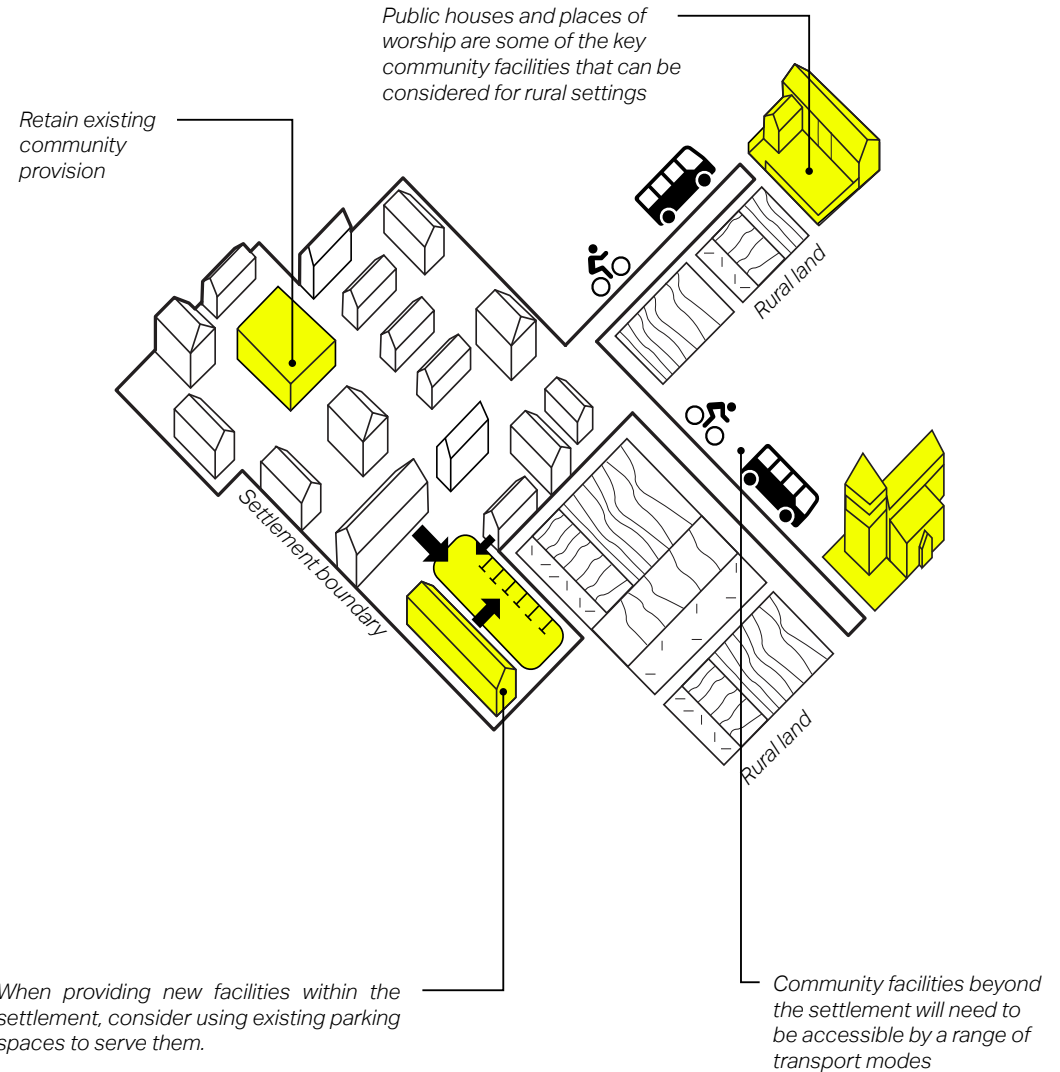


Figure 17: Location conditions for new community facilities

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intentionally left blank*





**DESIGN CODES**

**CHARACTER AREA D:  
SUBURBAN RESIDENTIAL DESIGN CODES**

**09**

# 9. CHARACTER AREA D: SUBURBAN RESIDENTIAL DESIGN CODES

## Description of area

The Suburban Residential Character Area (extent indicated on figure 14) forms the largest bulk of built form in the settlement and is mainly comprised of suburban residential dwellings.

The three main residential estates in the area are:

- The 1960/70/80s residential estates to the south west of the historic core including properties along Station Road.
- Cedar Drive residential estate to the south of the historic core.
- Residential properties on Moorland Close, Barton Road, Back Lane and Harcourt Spinney to the north and west of the historic core.
- Residential properties on the north side of The Park overlooking Market Bosworth Country Park.

Character Area D has a defined character of:

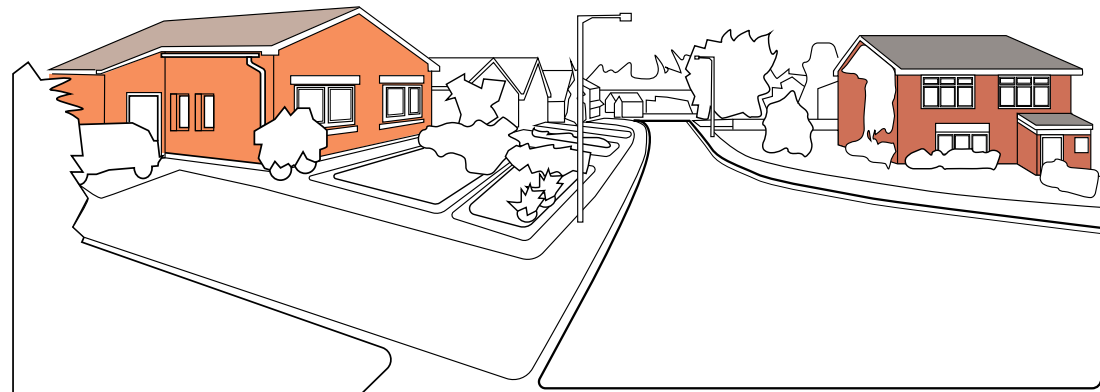
- Dominated by detached and semi-detached, two storey dwellings.
- Long open aspect front gardens provide a sense of openness.
- Wide, open aspect grassed verges at road entrances.
- Public open spaces dividing housing.
- Well proportioned, uniform plots with properties set back from the pavement.
- Garages and Driveways.

Any new development in the area should take into consideration the descriptions and design recommendations provided within the design codes in this chapter to design a suitably fitting scheme.

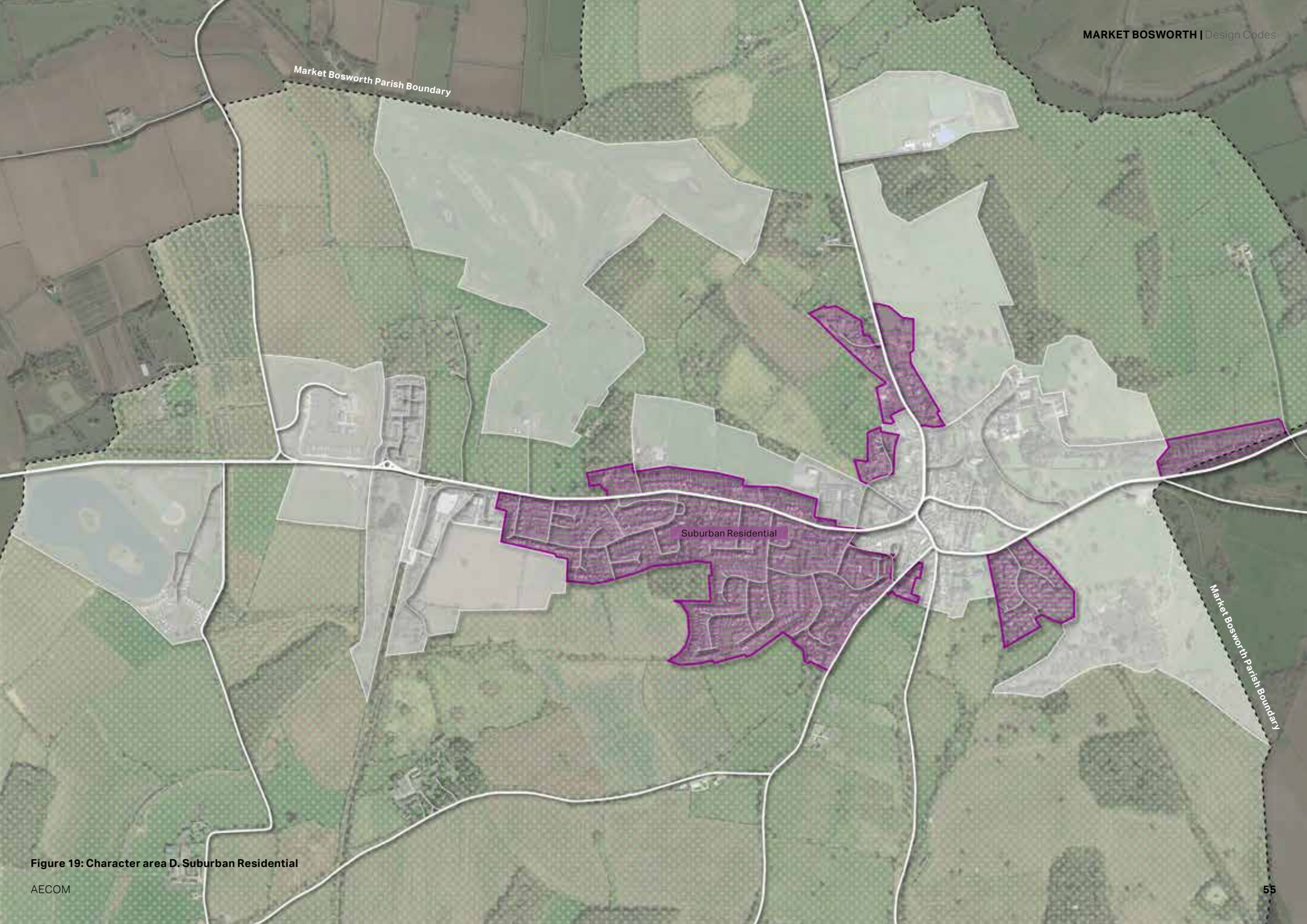


Figure 18: Suburban residential block structure

Relevant Design Principle		Character Area Design Code	
Code	Name	Code	Name
BE.1	Development & Design	BE.1.1	Blocks, streets & cycling
		BE.1.2	Street furniture
		BE.1.3	Street planting
		BE.1.4	Pedestrian movement
		BE.1.5	Parking & servicing
		BE.1.6	Buildings
		BE.1.7	Extensions
		BE.1.8	Gardens



View of Weston Drive (redrawn over street picture)



Market Bosworth Parish Boundary

Suburban Residential

Market Bosworth Parish Boundary

Figure 19: Character area D. Suburban Residential

## BE.1.1 Blocks, streets & cycling

### Permeability

An area with a comprehensive network of footpaths and cycle paths that connect to surrounding areas can be described as a sector with good permeability. The permeability of the suburban residential area is reduced by the prevalence of cul-de-sacs.

Actions:

- Even if hindering permeability, this structure of branch streets and closed ends is common in Market Bosworth, so it is considered acceptable in redevelopments within the area.

### Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. The generous front gardens typical of this area generate a feeling of openness as separation of frontages at either side of the street is increased.

Actions:

- Use the large trees and landscape features that balance out the limited enclosure of the street, as frequently used in the area.

### Wayfinding and legibility

Wayfinding is a way of making walking and cycling easier. In general, trees at key nodes, arrival points and intersections make orientation easier in the area.

Actions:

- Ensure that routes are direct as well as memorable.

### Serial vision & visual interest

Subtle variations in alignment and small setbacks of buildings can have an effect of discovery and drama, increasing the interest of the streetscape. The facade lines of buildings in this area do have these type of setbacks, although the openness of the street diminishes the effect of these facade variations. However, the curvy streets, the steep topography and the careful consideration of pockets of green in corners and to end views, restore the visual interest of the street.

Actions:

- Enhance visual interest, while keeping with the general lines and setbacks featured in the area.

### Landmarks & vistas

Streets should be designed to reinforce views of existing landmarks through appropriate scale and mass. Streets slope down from the centre of town towards the surrounding open landscape, and streets can enjoy vantage points to contemplate distant vistas.

Actions:

- Refer to section 3 of this document for further information on the relevant vistas for the area. Maintain and enhance them.

### Block & street types

The predominant block typology in the area is a closed block of detached and semi-detached dwellings with front gardens to the street and rear gardens backing onto to rear gardens. The block is frequently perforated by cul-de-sacs and sometimes rear gardens backing onto the open landscape. The predominant street typologies in the area are residential streets and cul-de-sacs.

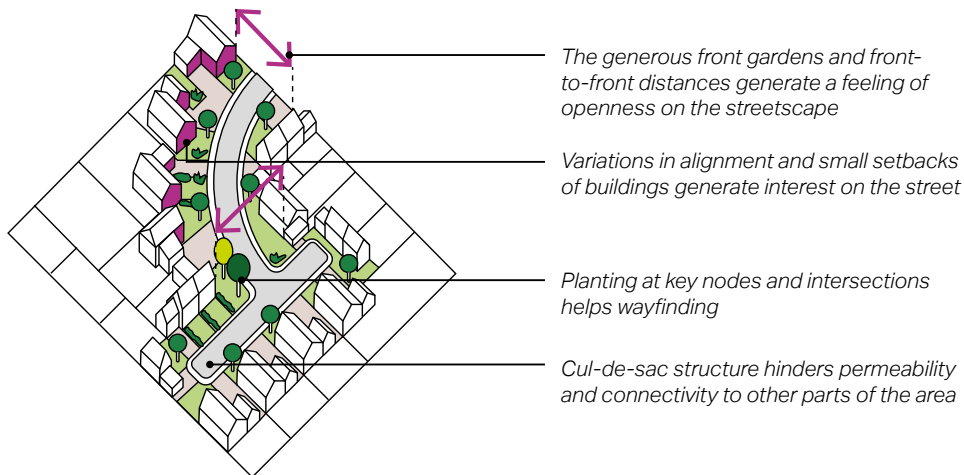


Figure 20: Conditions of permeability, enclosure and wayfinding in suburban residential areas



## BE.1.2 Street furniture

### Bicycle parking & storage

In this area, where there is no on-plot garage, cycle parking is provided inside the dwelling or in the back gardens. Covered and secured bike storage on the street is not a common feature in the area.

Actions:

- As is prevalent in the area, maintain the storage hidden from view to avoid clutter on the street scene. Refurbishments or further development must not result in extra storage on front facades.

### Refuse storage

With modern requirements for waste separation and recycling, the number of household bins that need to be stored has increased.

Actions:

- In the area, bins are normally accommodated inside the home or at the back gardens/access to the back garden side corridors. This is a desirable approach and should be maintained.

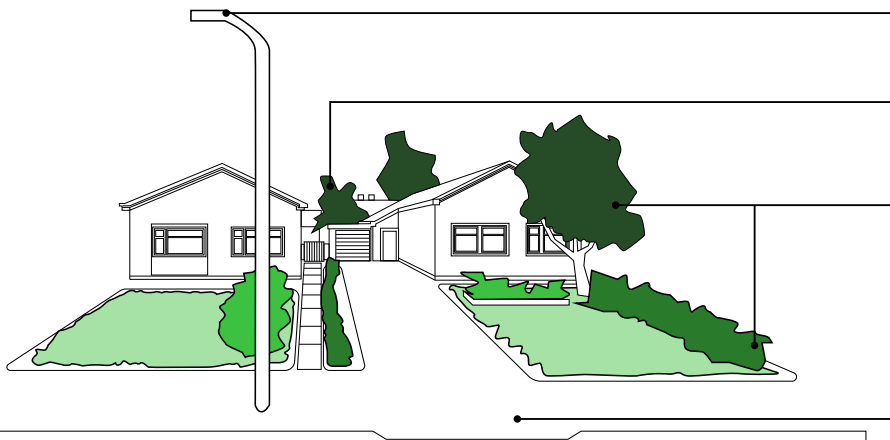
### Street lighting

Street lighting is provided with concrete or plain metal lamp posts on the street. They look bare and do not contribute to the liveliness of the street.

Actions:

- Improve and retrofit lamp posts with planting columns, flower containers and/or other green features.

Image: redrawn over Landcaster Avenue street view



Lamp posts could be improved with added planting and flower pots, following the examples in the historic core of the town

Both refuse bins and bicycle storage tend to be in back gardens and garages, accessed by corridors to the side of the property

Trees, hedges, flower beds, bushes and shrubs are typical green elements of the street in the area

Tarmac is used for both pavements and roads in the area

Figure 21: Street furniture, planting and movement conditions in suburban residential areas

## BE.1.3 Street planting

### Flower beds, bushes and shrubs

Flower beds, bushes and shrubs contribute to the livelihood of the area, they are a common feature of the area, and normally planted within the curtilage boundary.

### Hedges

Hedgerows are normally used to mark property limits. In some cases, they are planted in front of walls to mitigate their harshness. In the area, they are predominantly used to conceal on-plot car parking and driveways within curtilages.

### Trees

Trees can normally be used to mark reference points and as feature elements in the streetscape. In the area, they are planted in key locations and help with privacy whilst enhancing the wayfinding and distinctiveness of the area. These tend to be within property curtilages. Trees are also present in the public open green pockets that articulate the layout of the blocks.

Actions (Street planting, generally):

- Provide flower beds, bushes, shrubs, hedges and trees as a key elements in public and private areas facing the street.

## BE.1.4 Pedestrian movement

### Movement hierarchy

The network of streets should be designed to enable direct and convenient walking routes to public transport stops and to town and local centres. The road hierarchy of the area is that of residential streets and cul-de-sacs, which is sufficient for pedestrians, cyclist and cars, whilst favouring car usage.

Actions:

- Consider the needs of different users -pedestrians, cyclists, public transport and other motor traffic when improving any street in the area.

### Access

A barrier-free environment should include children and their carers, elderly people and people with disabilities. In general, the area is accessible, although the slopes and level changes can pose difficulties for some users.

Actions:

- Improve street connectivity and accessibility by providing ramps and benches for disabled and old users to move freely and have a rest if needed.

### Hard surface materials

In the area, tarmac is generally used for both roads and pavements, and some plots display block and brick paving in the driveways.

- Design paved areas having quality of materials in mind.

## BE.1.5 Parking & servicing

### On-plot parking

On-plot parking can be located either in garages or car ports and/or on the driveway at the front or the side of the building. It is the most usual type of parking in the area.

Actions:

- Enhance visual attractiveness to the streetscape by combining high quality and well designed soft and hard landscaping.

### On-plot garages / car ports

Garages can be designed either as part of the main building, as an additioned form to the main building and/or as a free-standing separate structure. Generally, the area displays garages integrated in the main building and extensions to the side and rear. They tend to display the same formal language as that of the main building.

Actions:

- Garages should reflect the architectural style of the main building. Free-standing garages are not advisable.

### On-Street parking

Visitor parking is not provided on-street and visitors tend to park on pavements when the road is not wide enough. This is undesirable.

Actions:

- Use recessed parking bays with planting as an alternative to informal parking on pavements when the road conditions and dimensions are able to incorporate it.

Image: redrawn over Landcaster Avenue street view

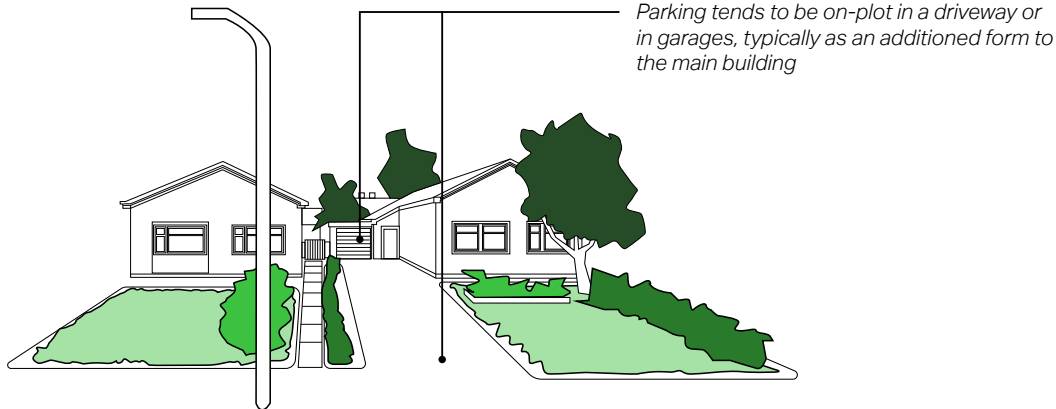


Figure 22: Parking conditions in suburban residential areas

## BE.1.6 Buildings

### Building type and scale

The area is dominated by two-storey detached and semidetached houses and some one-storey bungalows.

Actions:

- Any redevelopment in the area should take the existing housing mix and typologies into account to inform the design and housing mix offer to be delivered.

### Solar orientation

In the area, there is a slight prevalence of strict north-south facing dwellings.

Actions:

- In case of redevelopment, orientate buildings with the main elevation facing within 30 degrees of due south, if the conditions of the plot are favourable and it does not result in detriment to the existing street conditions and frontage.

### Building frontage

Buildings should be aligned along the street with their main facade and entrance facing it. The building line can have subtle variations in the form of recesses and protrusions but will generally form a unified whole. In the area, the generous setback of the building line from the street can make perceiving the frontage more difficult.

Actions:

- Compensate a weak perception of frontages by strengthening the presence, form and composition of entrances, front porches, windows and other facade elements. A large proportion of houses display their longer facade to the street, although dwellings in narrower plots tend to display the shorter.

### Corner buildings

Corner buildings should have both side façades animated with doors and/or windows, as they provide natural surveillance. In the area, distinct corner building typologies are not common, and the gable ends lack strong activation.

Actions:

- Exposed, blank gable end buildings with no windows fronting the public realm should be avoided. Given their prominence, decorative architectural elements should also be considered in treating these building types.

**Overlooking**

Clear ownership boundaries between private and public spaces should be established so that spaces feel safe. In the area, the generous setback from the street is compensated by adequate front garden landscaping. However, gable ends generally lack windows to the street, reducing overlooking of the street.

Actions:

- Same as for Corner Buildings, above.

**Windows**

Windows are crucial to the character of buildings. In the area, they have a horizontal emphasis, anchoring the buildings to the land, and enhancing the perception of long frontage of most properties.

Actions:

- Generally, use white PVC windows, as a common feature in the area.

**Porches & canopies**

Most porches and canopies in the area are consistent in their formal language. Most porches are part of the original building and display lean-to or single-gabled roofs.

Actions:

- Design porches or canopies to enhance and give interest to a building, to reinforce local building traditions and as the key focal point of dwellings to identify entrances.

**Roofline**

Most dwellings in the area display a double-pitch roof developed along the longer facade of the building. As the longer facade is normally displayed to the street, the front gable normally remains hidden, thus, accentuating the horizontality of the dwellings

Actions:

- Redevelopments should consider roof designs that are already characteristic of the area.

**Feature elements**

Chimneys add interest to roof and wall lines, even if they are no longer needed to heat the home and they contribute towards the residential and domestic feel of an area. The same applies to feature windows on roofs, such as dormers, or brick patterns. However, careful consideration should be taken to promote using authentically vernacular feature elements and not picking falsely traditional looking elements out of a catalogue.

Actions:

- The buildings in the area do not display any major particularity in their feature elements. Using foreign traditional elements for extensions or redevelopments, such as protruding chimneys or dormer windows, is not advisable in this case.

**Pipeworks & services**

Buildings in this character area display roof white PVC gutters and downspouts on the facade. Some properties display meter boxes on the facade.

Actions:

- The location and design of services on a building must be considered carefully and every effort should be made to locate these items as unobtrusively as possible.

**Materials**

The predominant material in the area is brick in yellow, orange and red light tones. Roofs are normally concrete tiles in dark ochre, dark red and grey colours.

Actions:

- Any extension or redevelopment should be informed by and complement the existing materials in the area.

Image: redrawn over Weston Drive street view

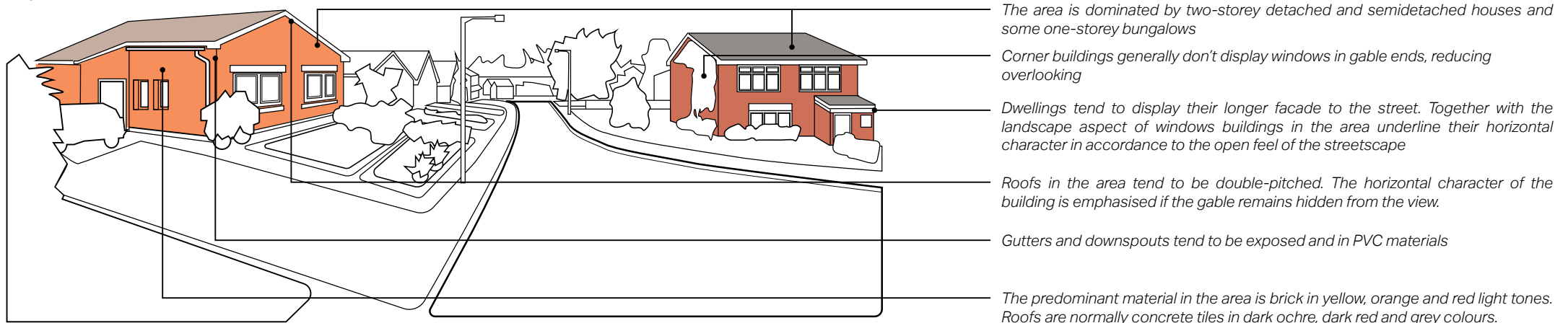


Figure 23: Conditions of buildings (corner buildings, overlooking, windows, roofline, pipeworks, materials...) in suburban residential areas

**Note:** if specific limitations and conditions are met, extensions can be completed without needing to apply for planning permission. For further information refer to: [https://www.planningportal.co.uk/info/200130/common\\_projects/17/extensions](https://www.planningportal.co.uk/info/200130/common_projects/17/extensions)

## BE.1.7 Extensions

### Roof extensions

The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate. They are not very common in the area, as the first floor level normally counts with windows on the main facade, additional space under the roof is not frequent and the pitch roof not very pronounced.

*Actions:*

- Favour rooflights as the easiest way of introducing natural light into a roofspace without resulting in negative visual impact.
- Locate roof extensions to the rear of properties to minimise potential impact on the streetscape.

### Extensions to side

Side extensions should be set back from the front of the main building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height. Take careful consideration to avoid overshadowing of the neighbouring plot.

*Actions:*

- A set-back the extension by at least 50cm from the main facade or at least by 1m if the extension is a car garage is recommended.
- A minimum distance of 1m between the property and its boundary should be maintained by new side extensions.
- Avoid designs that wrap around the existing building and involve overly complicated roof forms.

### Extensions to front

These extensions are generally not acceptable. If proposed, in all cases front extensions should take the form

of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height.

*Actions:*

- The extension can project maximum 2 metres beyond the front facade and will not cover more than 50% of the front elevation.

### Extensions to rear

Rear extensions should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height. Take careful consideration to avoid overshadowing of the neighbouring plot.

*Actions:*

- The extension can project maximum 4 metres beyond the front facade and will not cover more than 75% of the rear elevation.

### Loss of private amenity

Extensions should not result in a significant loss to the private amenity area (front, side and rear gardens).

### Architectural language & materials

Extensions should retain the materials, architectural features, window sizes and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building. The original building should remain the dominant element of the property regardless of the amount of extensions. The newly built extension should not overwhelm the building from any given point.

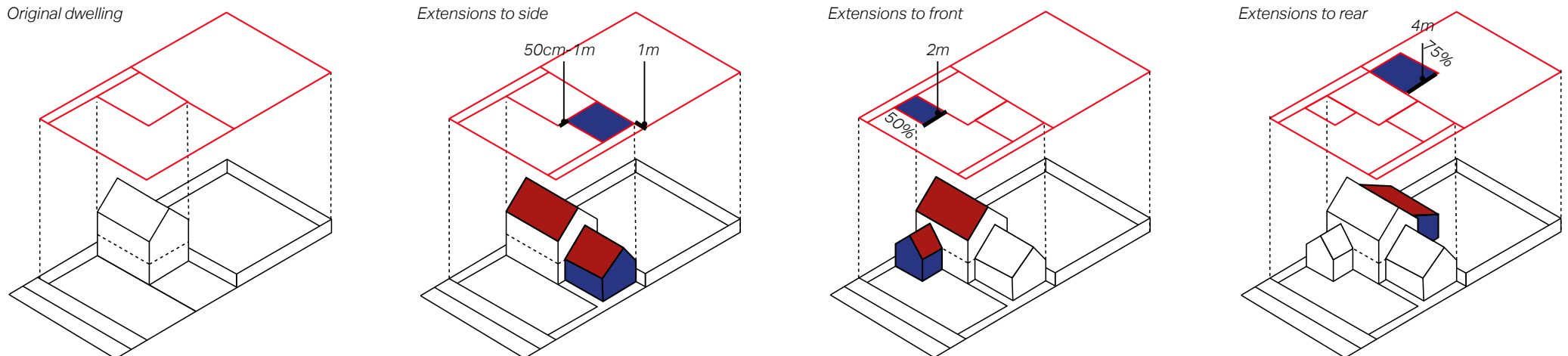


Figure 24: Conditions for building extensions in suburban residential areas

## BE.1.8 Gardens

### Front Gardens & front to front distances

Front gardens provide setback from the street. Front garden landscaping and detailed architectural design should help in balancing privacy to front living spaces with the need for overlooking of the street. In the area, front gardens are generous, and tend to accommodate sufficient space for a driveway and on-plot parking. The front to front distance across the residential streets are also considerable.

### Back Gardens & back to back distances

The area features reasonably well-sized back gardens and generous back to back distances between buildings.

### Boundary treatment

Most properties have brick walls to the streets and wooden fencing to separate back gardens. Side access to back gardens is normally protected by a door. Generally, these are good measures to increase safety.

Actions (Gardens, generally):

- Any redevelopment should keep with the distances and boundary treatments that are typical of the area, as described in the section above.

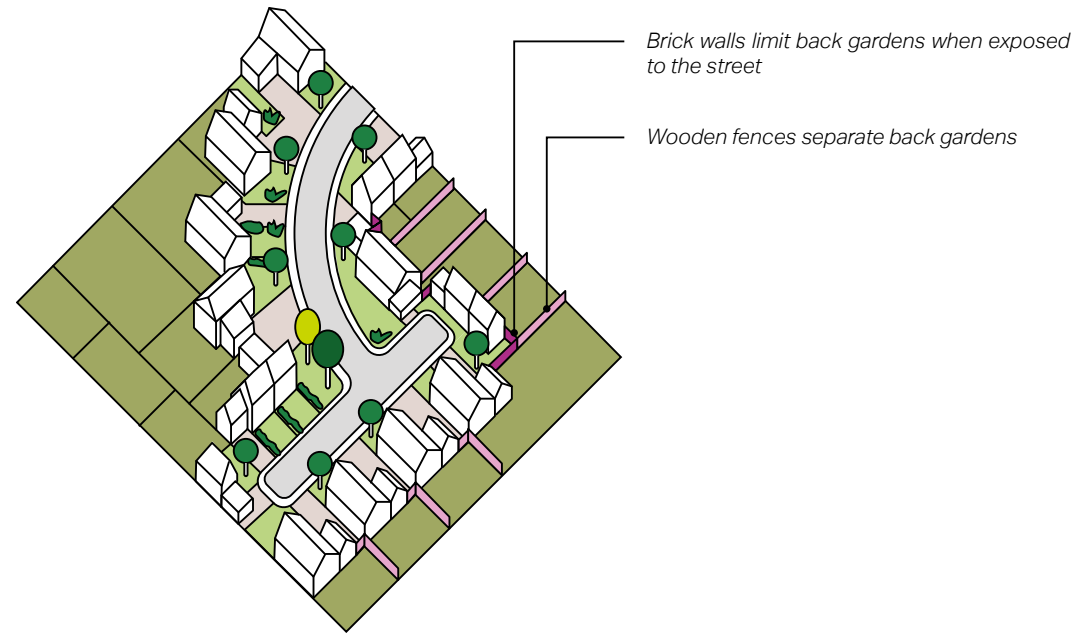


Figure 25: Garden boundary treatment conditions in suburban residential areas





**DESIGN CODES**

**CHARACTER AREA E:  
HISTORIC CORE DESIGN CODES**

**10**

# 10. CHARACTER AREA E: HISTORIC CORE DESIGN CODES

## Description of area

The Historic Core Character Area (extent indicated on figure 16) comprises the historic core of Market Bosworth. It is included within the larger boundary of the Conservation Area as displayed on page 18 of the current document.

Character Area E consists of the following:

- Listed and Locally Listed buildings.
- District Retail Centre (retail, commercial and leisure services).
- The historic St Peter’s Church and Churchyard.
- Bosworth Hall Hotel and grounds.
- Community services and facilities.

Character Area E has a defined character of:

- A tight historic grain following historic street patterns with predominately terraced properties.
- The setting of the Conservation Area defined by the views and vistas through the Conservation Area and out into the Countryside.
- Traditional building lines.
- Narrow pavements and winding roads.
- Buildings fronting onto the street or defined with small frontages bounded by low walls or railings.
- Dominated by red brick buildings.
- Clay roof tiles and slate the most common roofing materials.



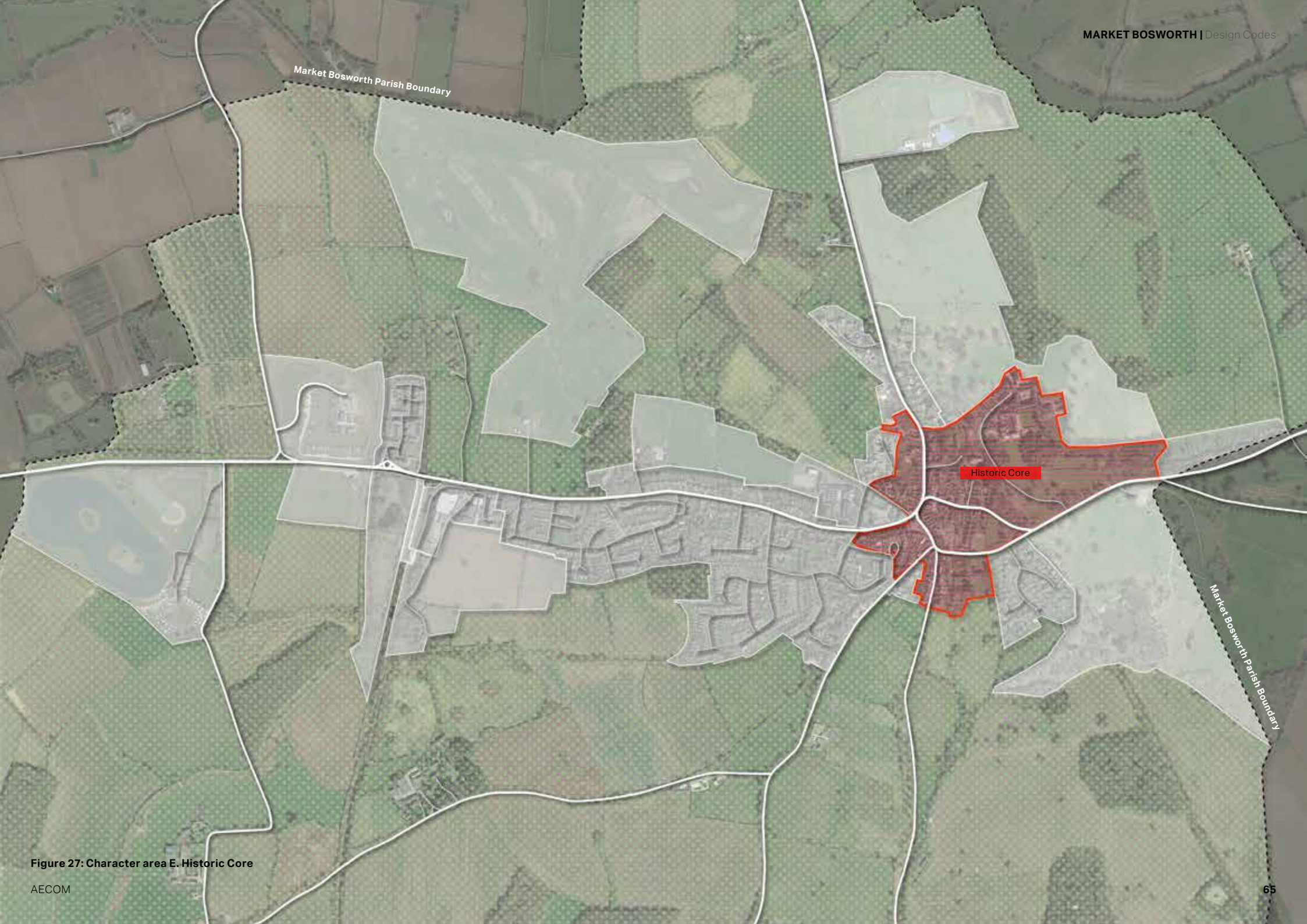
Figure 26: Historic core block structure

Relevant Design Principle		Character Area Design Code	
Code	Name	Code	Name
BE.2	Protect & Enhance the Historic Environment	BE.2.1	same as design principle
BE.3	Heritage Assets	BE.3.1	same as design principle
RE.2	Vitalise Local Centres	RE.2.1	same as design principle
RE.3	High Quality Shop Fronts & Advertisements	RE.3.1	same as design principle



View of the Market Place on Remembrance Day





Market Bosworth Parish Boundary

Historic Core

Market Bosworth Parish Boundary

Figure 27: Character area E. Historic Core

## BE.2.1 Protect & enhance the historic environment

### Historic core character

All routes into Market Bosworth converge on the Market Place at the centre of the parish. The historical relationships between the town, the church, the hall, the park and the agricultural landscape are clearly apparent and define the area and hugely contribute to its unique sense of place. The countryside around the settlement and its relationship to the entrance roads marks the character of the village and its historic core.

*Actions:*

- Protect the character of the historic core.

### Gateways and views

*Actions:*

- Protect the views to the surrounding countryside that contribute to its the character of the parish.
- Protect the views of St Peter’s church from within the settlement and the surrounding countryside that emphasise the town’s position on the crown of a hill and the church’s importance as a landmark.

### Development in the historic core

*Actions:*

- Any new development and/or demolitions should follow the guidelines in the Market Bosworth Conservation Area Appraisal (2014).

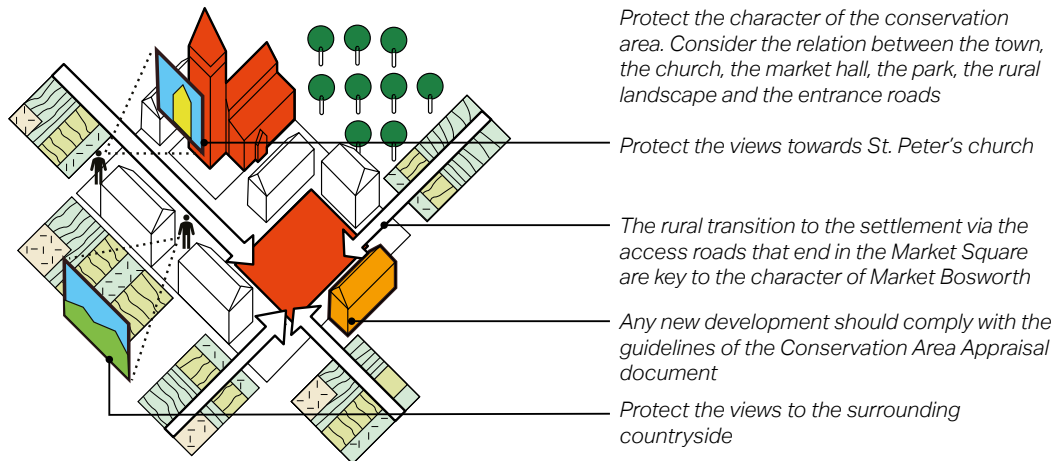


Figure 28: Strategies to protect and enhance the historic environment

## BE.3.1 Heritage assets

### Key buildings

*Actions:*

- Important local buildings (as reflected in the Market Bosworth Conservation Area Appraisal, the Listed Building Index and in the Unlisted Buildings of Local Historic or Architectural Importance Index) within the historic core of Market Bosworth, in particular, and the conservation area, in general, should be retained and enhanced wherever possible.

### Traditional building materials and feature elements

A variety of traditional materials can be found in the historic core; stone and red brick and yellow brick with a variety of finishes including painted brick, stucco and render. Roof materials include natural slate, tile and thatch. Prominent chimney stacks and steep slate roofs are also characteristic. The majority of windows and doors are traditional in style and material; wooden casement windows and latticed metal windows are noteworthy.

Roads and footpaths are predominantly tarmac with the exception of the Market Place, where there is a combination of granite sets and paving. Boundary walls are usually red brick. Decorative iron railings and gates are also important features.

*Actions:*

- Use traditional building materials and feature elements in any new development, extension and/or refurbishment in the area.

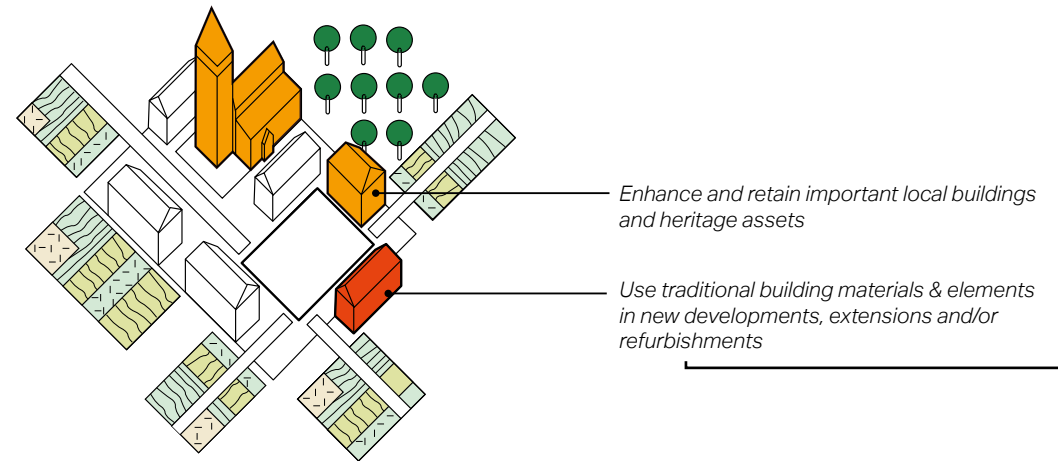


Figure 29: Strategies to retain and respect the materials of existing heritage assets (across pages 66 and 67)

## RE.2.1 Revitalise local centres

### Activity & mix of uses

Commercial developments should contribute to a vibrant streetscape.

Actions:

- Create active frontages to all public areas, avoiding inactive façades, blank walls and fencing.
- Consider the interface between residential and commercial uses. Successful schemes incorporate a mix of uses, such as offices in upper floors complemented by retail at ground.

### Movement

Actions:

- Promote sustainable and active transport modes providing safe and secure cycle storage near the Market Place, and should be located within easy reach of public transport.
- Address the relationship between pedestrians and cars where appropriate, incorporating traffic calming measures and exploring shared surface materials to provide a more integrated environment.

### Street planting

Actions:

- Maintain and adhere to the typical species and flower pots and beds that are traditional to Market Bosworth.



Use of traditional brick & roofing



Traditional Dixie window pattern



Feature chimneys



## RE.3.1 High quality shop fronts & advertisements

### Reflect the building

Actions:

- Consider the overall proportion, form, and scale of the building's upper floors when designing new shop fronts and alterations to shop fronts. Unnecessarily large shop fronts or signage can detract from or even cover historically valuable architecture and, more generally, create a disjointed appearance.

### Reflect the street

Actions:

- Integrate the shop front with the established streetscape, introducing a sense of variety but responding to the overall character of the Market Place. This includes using the right materials, responding to a dominant scale and proportion, and following an established pattern. It also includes making use of flowers and using the local colours of blossoms around the Market Place. These flower pots should be arranged in the best way to facilitate pedestrian movement, placing them on window lattices or hanging them from lighting posts.

### Reflect historic styles

Actions:

- Maintain historic shop fronts and reflect their appearance in new proposals.

### De-clutter

Actions:

- Unnecessary visual clutter should be avoided. This includes reducing unnecessary advertisements, plastic foliage or other elements stuck onto the shopfront, and removing general detritus such as visible AC units,

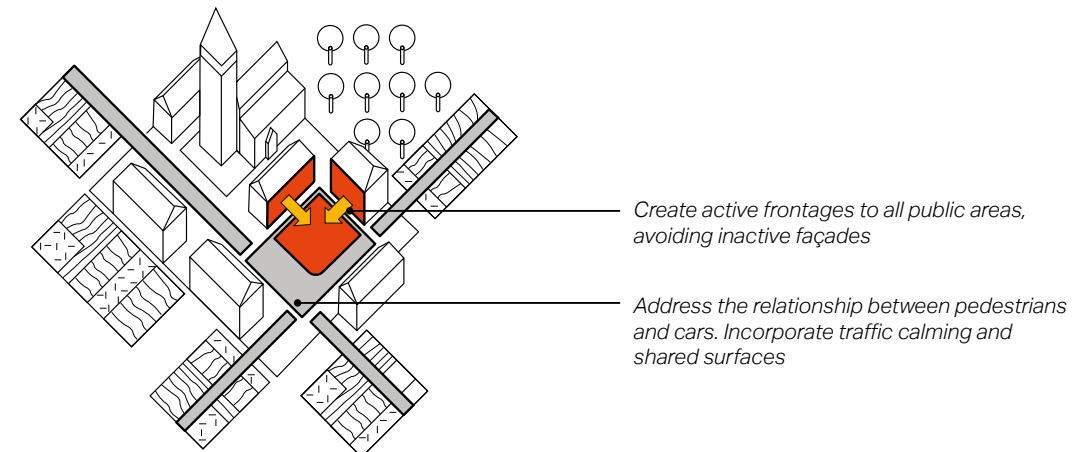


Figure 30: Initial strategies to enhance the context of shop fronts (further detail on page 69)

wires and intrusive roller shutter boxes.

### **Structure and form**

#### *Actions:*

- Incorporate traditional elements such as fascia boards, cornices, pilasters, appropriately sized uninterrupted stall risers avoid large expanses of unbroken glazing. These elements create an appropriate architectural frame that results in a well proportioned shopfront.
- Whilst the exact proportion and detailing varies due to context, all shop fronts should incorporate an adequate architectural frame.
- Avoid the use of modern frame shapes and profiles.

### **Materials**

#### *Actions:*

- Historically, shop fronts and signs were constructed using timber. Use wood as the most appropriate material.

### **Signage**

#### *Actions:*

- The fascia is the most important area of a shop front for advertising the business. Maintain the signage within the established proportions and confines of the fascia board. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height.
- The most appropriate signage at fascia level is individual letters applied or painted directly onto the fascia

board.

- No signage should be shown on the upper floors of the building.
- Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space. They should use an appropriate material, shape, and form avoiding large box signs. Hanging signs should be held by slender, well-designed, brackets using a quality material.
- Protruding signage should be avoided and where necessary it should follow the guideline for hanging signs above.

### **Lightning**

#### *Actions:*

- Avoid using visually distinct sources of illumination that result in disproportionate signage, such as internally-illuminated box signs.

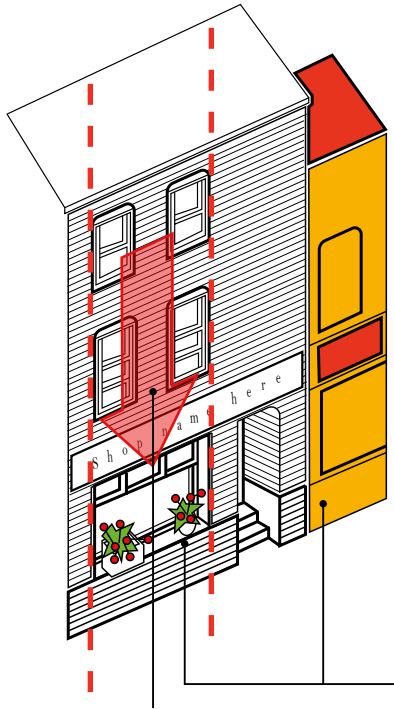
### **Safety**

#### *Actions:*

- Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shopfront.
- Conceal alarms from the shop front facade and integrate them discretely within the shop front design or to the side of a building.

# Key design strategies for fronts & advertisements

## Character & design



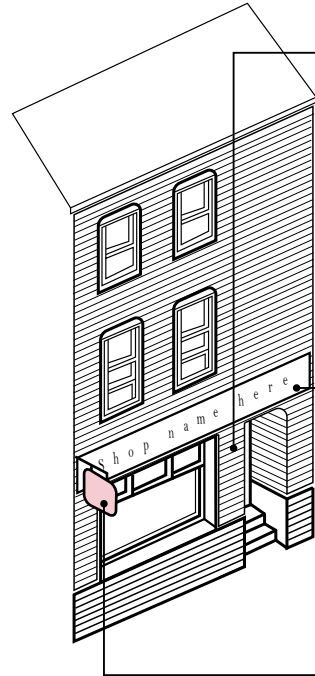
Integrate the shop front with the surrounding streetscape. Consider adjacent buildings and typical flower pots and beds in the Market Place.

Reflect the building on the shop front. Incorporate the overall proportion, form, and scale of the building's upper floors into the design of the shop front.



Market Place character and design example

## Signage



Avoid unnecessary visual clutter

Signage should not be placed on upper floors

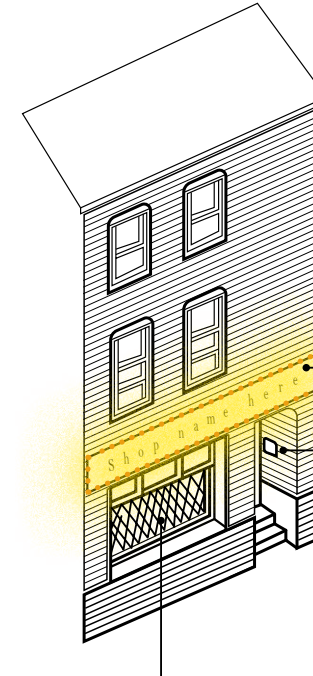
Use the fascia as the predominant position for signage

Hanging and/or protruding signs should be in proportion to the building and street and should not dominate pavements



Market Place signage example

## Lighting & safety



Avoid using internally-illuminated box signs

Conceal alarms from the shop front facade and integrate them in the design.

Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front



Market Place lighting and design example



Welcome

Market Bosworth  
Country Park

ONE PAIR OF CHANGING SHOES APPLIES

LAST ENTRY AT 6.00pm





**DESIGN CODES**

**CHARACTER AREA F/G:  
ANCIENT PARKLAND & COUNTRY PARK**

**11**

# 11. CHARACTER AREA F/G: ANCIENT PARKLAND & COUNTRY PARK

## Description of area

The Ancient Parkland Character Area (extent indicated on figure 18) forms the parkland setting for Bosworth Hall standing to the north east of the historic core and is largely bounded by spinneys (copses).

Character Area F has a defined character of:

- Scattering of mature trees.
- Open, well maintained parkland and pasture.
- Hedges, post and rail or estate fencing as field boundaries.

The Country Park Character Area (extent indicated on figure 18) forms the setting for the eastern entrance to Market Bosworth covering an area of 35 hectares.

Character Area G includes:

- Lake and ponds.
- Community Woodland.
- Wildflower Meadow.
- Adventure Playground.
- Arboretum.
- Trails.

Character Area G has a defined character of:

- Rolling open landscape.
- Avenues of trees.
- Scattering of mature trees.

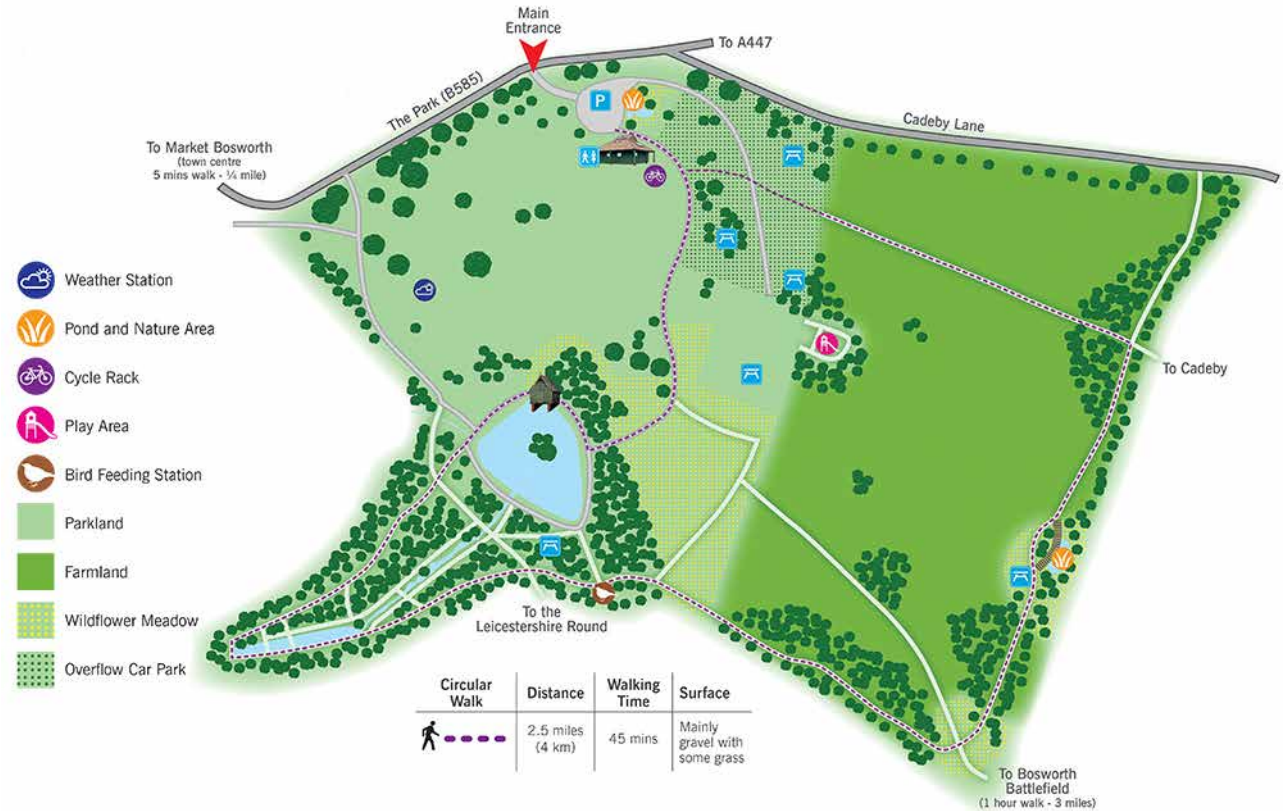
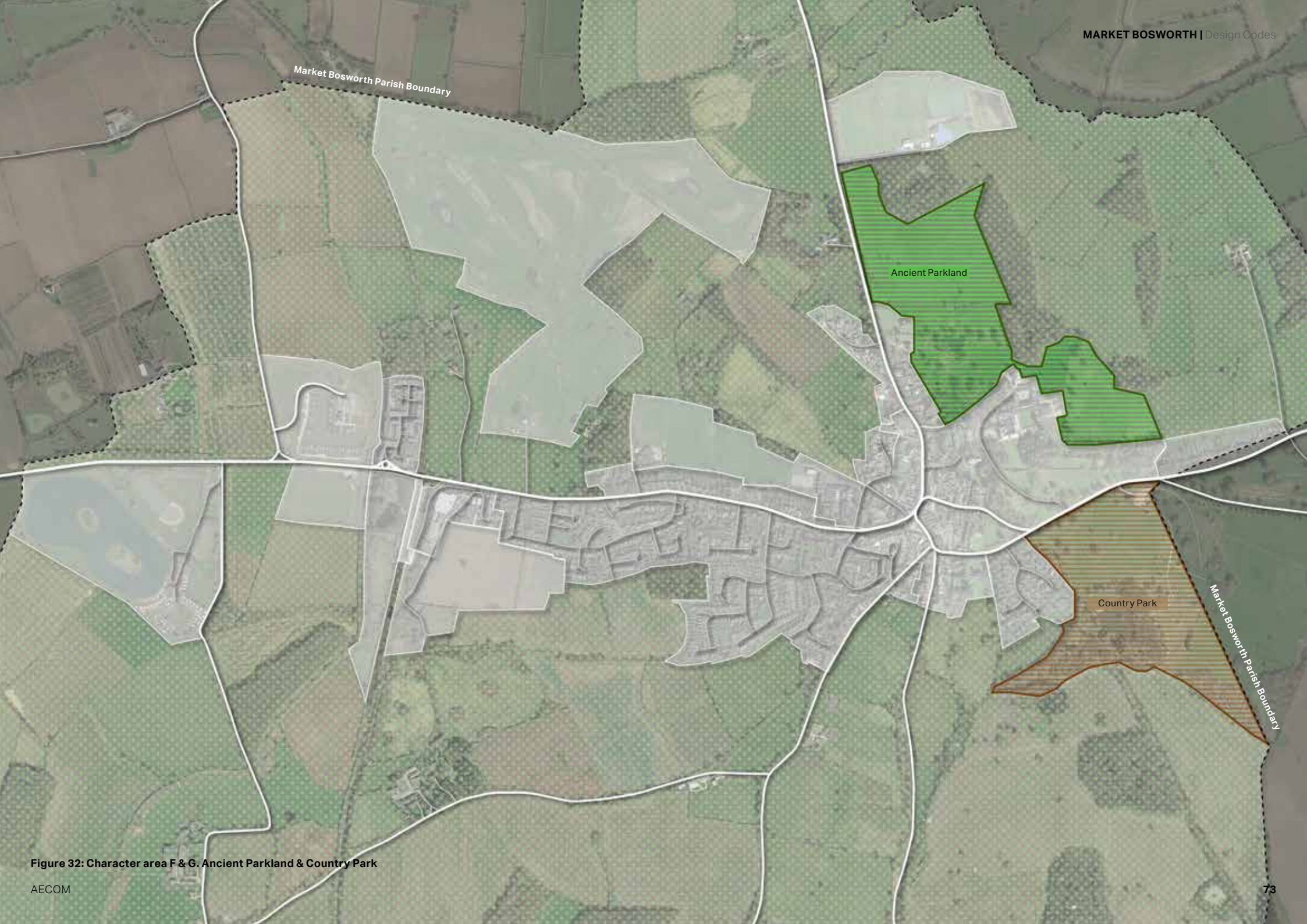


Figure 31: Market Bosworth Country Park plan (taken from Leicestershire Country Park Visitor's Information)

Relevant Design Principle		Character Area Design Code	
Code	Name	Code	Name
NE.3	Enhance Biodiversity & Geological Interest	NE.3.1	same as design principle
NE.6	Safeguard Natural & Semi-Natural Open Spaces	NE.6.1	same as design principle





Market Bosworth Parish Boundary

Ancient Parkland

Country Park

Market Bosworth Parish Boundary

Figure 32: Character area F & G. Ancient Parkland & Country Park

## NE.3.1 Enhance biodiversity & geological interest

### Trees & hedgerows

*Actions:*

- Retain and conserve trees and hedgerows identified as important ('valued') in the Survey of Important Trees and Hedgerows (2018) and protect veteran trees with a Tree Protection Order (TPO).

### Replacement trees

*Actions:*

- Loss of trees and hedgerows are only justifiable if trees constitute a hazard and are at risk of falling because of old age and/or disease, or if they intrude into roads and paths and can result in an accident.
- Any loss of hedgerow habitat or important trees in the Parish should be compensated for through new habitat creation including new native species planting in keeping with the historic landscape character. Plant replacement trees of appropriate species in keeping with the historic landscape character.
- Where impacts to trees and hedgerows are unavoidable the strategy should be to minimise these impacts, such as: removal of only necessary sections of important hedgerows, and minimising the number of breaches. Where breaches or loss of hedgerow sections are unavoidable this should be mitigated by the planting of large standards (e.g. oak) at either side of the breach to result in 'archways' over the breach, thereby minimising gaps in the long term.

### Landscape features

*Actions:*

- Maintain areas where Tudor and Parliamentary enclosure survives and where hedgerows are currently low but well maintained.
- Encourage the use of traditional 'Midlands-style' hedge laying to manage hedgerows, improving their

structure and biodiversity value and strengthening the landscape character.

- Acknowledge and maintain the views and vistas characteristic of Market Bosworth and assess any other relevant ones that could be included.

### Wildlife corridors

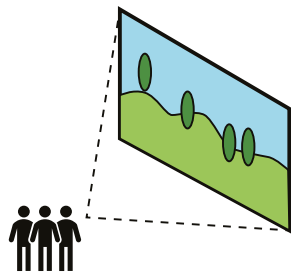
*Actions:*

- Maintain the network of local wildlife-rich habitats, wildlife corridors and stepping stones across the parish.

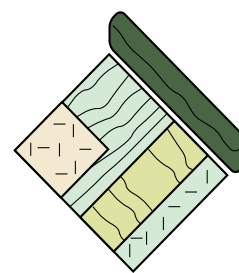
*Loss of trees is only justifiable if they constitute a hazard to visitors*



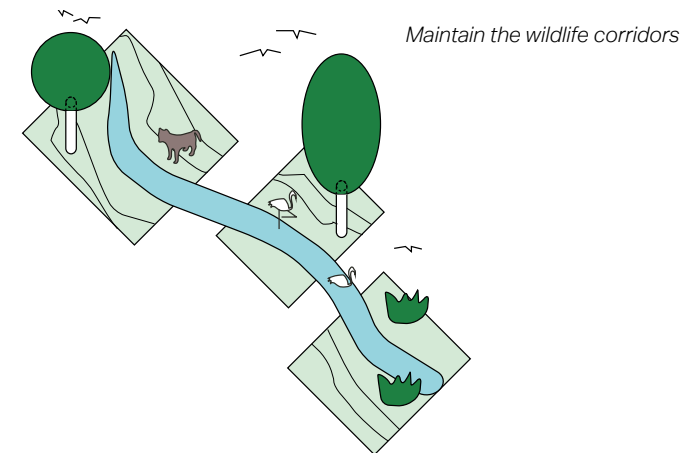
*Protect veteran trees and important trees and hedgerows*



*Acknowledge and maintain the views and vistas characteristic of Market Bosworth*



*Acknowledge and maintain the views and vistas characteristic of Market Bosworth*



*Maintain the wildlife corridors*

**Figure 33: Strategies to enhance biodiversity and geological interest (across page)**

## NE.6.1 Safeguard natural & semi-natural open spaces

### Development in natural & semi-natural open spaces

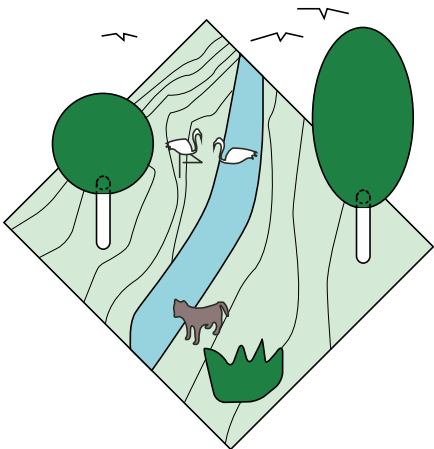
#### Actions:

- Retain and enhance the accessibility of Natural and Semi-Natural Open Spaces and their recreational value whilst ensuring the biodiversity and conservation value is also enhanced.
- Building construction is strictly forbidden. Development within areas of Natural and Semi-Natural Open Space will only be considered appropriate where:
  - The proposal relates to the enhancement of the area for recreational purposes and only where this does not lead to the loss or damage of the area's biodiversity value.
  - It relates to the enhancement of the area's biodiversity or conservation value.
  - It translates in the establishment and enhancement of pedestrian footpaths and cycle ways.

### Historic Parkland

#### Actions:

- Conserve remaining areas of historic designed parkland including the historic north and south deer parks by listing as semi-natural green spaces (private) in the H&BBC Open Space Audit.
- Include the north and south deer parks on the Heritage List and investigate the potential of increasing the Conservation Area to include them.



*Safeguard natural and semi-natural open spaces, restricting development that does not relate to the accessibility to the asset or to the enhancement of the area's biodiversity*

**Figure 34: Strategies to safeguard natural and semi-natural open spaces**





**DESIGN CODES**

**CHARACTER AREA H:  
POST-2000 RESIDENTIAL DEVELOPMENT**

**12**

# 12. CHARACTER AREA H: POST-2000 RESIDENTIAL DEVELOPMENT

## Description of area

The Post-2000 Residential Development Character Area (extent indicated on figure 21) comprises a modern residential estate with some small on-site business units bounded by the Battlefield Line and Ashby Canal.

Character Area H has a defined character of:

- A tight grain of development.
- A mix of property types including terraced, detached and semi-detached, two and three storey properties and apartments.
- Red brick properties which include external detailing
- Buildings fronting onto the street or defined with small frontages.
- Tarmac and bricked surfacing.
- Parking courts and on-street parking.

Any new development in the area should take into consideration the descriptions and design recommendations provided within the design codes in this chapter to design a suitably fitting scheme.



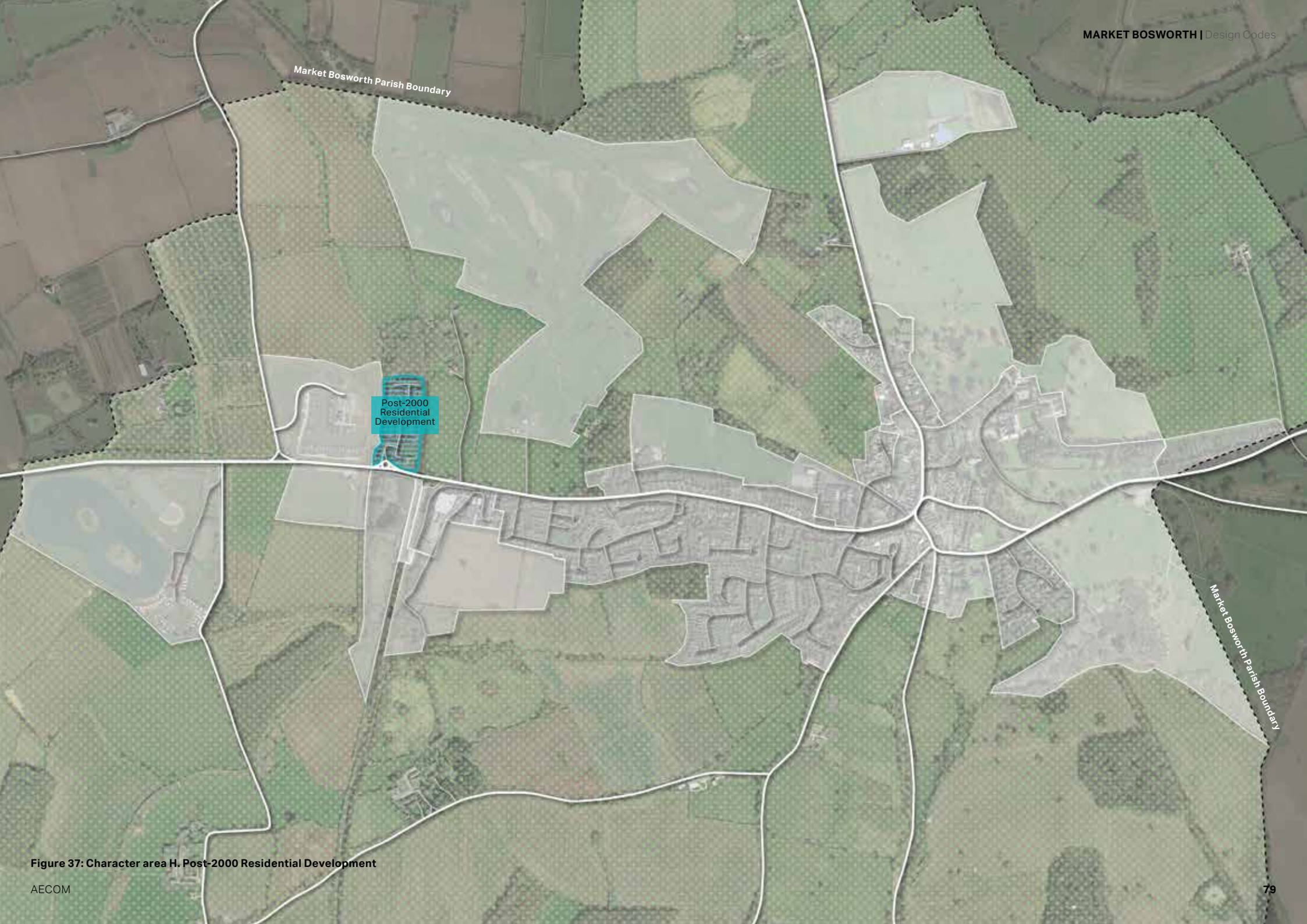
Figure 35: Post-2000 development block structure

### Relevant Design Principle

Relevant Design Principle		Character Area Design Code	
Code	Name	Code	Name
BE.1	Development & Design	BE.1.1	Blocks, streets & cycling
		BE.1.2	Street furniture
		BE.1.3	Street planting
		BE.1.4	Pedestrian movement
		BE.1.5	Parking & servicing
		BE.1.6	Buildings
		BE.1.7	Extensions
		BE.1.8	Gardens



Figure 36: View of typical streets and building typologies in the Post-2000 Development Character area



Market Bosworth Parish Boundary

Post-2000 Residential Development

Market Bosworth Parish Boundary

Figure 37: Character area H. Post-2000 Residential Development

## BE.1.1 Blocks, streets & cycling

### Permeability

An area with a comprehensive network of streets, footpaths and cycle paths can be described as an area with good permeability. The permeability of the post-2000 development area is compromised by a structure of a main spine with branching of cul-de-sacs and parking courtyards. To the east, the street does not visually connect to the Ashby Canal and the marina beyond. To the west, there are no open vistas to the countryside beyond the railway line, as there are no vistas to the north. The area has only one access to Station Road to the south.

#### Actions:

- Consider enhancing permeability by creating new paths and visual connections with the surrounding landscape.

### Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. The street section in the area is generally flanked by three-storey façades and minimal front gardens, which give the area a more urban feel than the rest of the town. Whilst a feeling of enclosure is generally welcome and increases comfort and shelter, this area does not align with the general openness of the typical residential development in the town and therefore, feels unfamiliar to the parish.

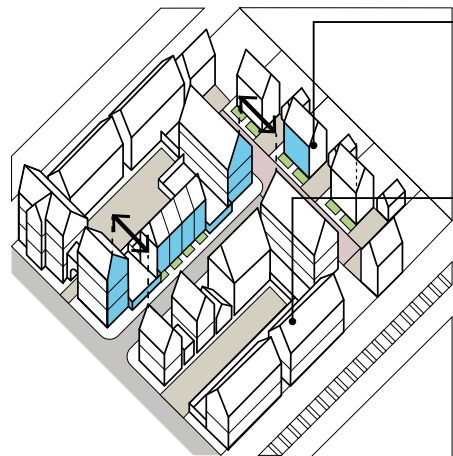
### Wayfinding and legibility

A way of making walking and cycling easier is to ensure that routes are direct as well as memorable, and this can be achieved by 'way finding'. In general, this area has clear signage at key nodes and arrival points. In this case, the development encourages legibility by placing buildings fronting the end of views and turning buildings on corners. Some parking courtyards are separated from the street, sheltered behind the dwellings and accessed through a portal, some are open to the street. The secluded parking courtyard model is more successful in generating a more coherent streetscape.

#### Actions:

- Parking courtyards are not typical of the town, and should not be a replicable model in this or other areas.

### Serial vision



*The area feels more urban than the rest of the parish, the street scene is more enclosed than the average of Market Bosworth. Minimal front gardens, reduced front to front distances and the proportion of streets do not convey a feeling of openness, otherwise frequent in the parish*

*The street structure of a spine branching with cul-de-sacs and parking courtyards hinders permeability. The area is disconnected from the rest of the parish*

Figure 38: Enclosure and permeability conditions in the Post-2000 residential development

Subtle variations in alignment and small setbacks of buildings can have an effect of discovery and drama, increasing the interest of the streetscape. This area produces engaging variety by turning some buildings to the street and corners, generating variety and interesting setbacks and by using distinctly different building types.

### Landmarks & vistas

Streets should be designed to reinforce views of existing landmarks through appropriate scale and mass. The area is limited by the railway tracks to the east, but could enjoy distant views beyond it. The area also overlooks the Ashby Canal and the Marina, to the west. The main street runs north-south and cul-de-sacs branch east and west from it. These streets seldom provide distant views to the landscape features mentioned above. This is not desirable.

#### Actions:

- Consider enhancing the perception of the landscape beyond the area by creating new paths and visual connections with the surrounding landscape.

### Cycle lanes & paths

Cycling routes should be safe and direct and should form part of a well connected network. The conditions in the area do not require dedicated cycle lanes.

### Block types

The predominant block typology in the area is a closed block of detached and semi-detached dwellings with central parking courtyards. The front gardens to the street are minimal and back gardens back onto the parking courtyard to the rear.

### Street types

The predominant street typology in the area are residential streets and cul-de-sacs.



*Different building types and characters generate variety, some of these buildings have special corner conditions, adding to the interest of the streetscape*

*Distant views of natural spaces surrounding the area are inaccessible from the street*

Figure 39: Building types and vistas in the Post-2000 residential development



## BE.1.2 Street furniture

### Bicycle parking & storage

Cycle parking is provided inside the dwelling, in garages or in the back gardens. Covered and secured bike storage on the street is not a common feature in the area.

Actions:

- As is prevalent in the area, maintain the storage hidden from view to avoid clutter on the street scene. Refurbishments or further development must not result in extra storage on front facades.

### Refuse storage

With modern requirements for waste separation and recycling, the number of household bins that need to be stored has increased.

Actions:

- In the area, free-standing bins are normally accommodated in the parking courtyards. This is a desirable approach to be maintained.

### Street lighting

Street lighting is provided with galvanized lamp posts on the street. They look bare and do not contribute to the liveliness of the street.

Actions:

- Improve and retrofit lamp posts with planting columns, flower containers and/or other green features.

## BE.1.3 Street planting

### Flower beds, bushes and shrubs

Flower beds, bushes and shrubs contribute to the livelihood of the area, they are a common feature of the area, and normally planted within the curtilage boundary. Their effect on the street is undermined by the minimal dimensions of the front gardens. They are successfully used to mitigate the harshness of blank gable-ends and garden walls to the street.

### Hedges

Hedgerows are normally used to mark property limits. In the area, they are generally not used.

### Trees

Trees can normally be used to mark reference points and as feature elements in the streetscape. They are barely used in the post-2000 development area, there are only five trees planted in the public open area, and none in front or back gardens. This clashes with the heavily vegetated character of Market Bosworth, boasting notable trees and wooded areas of residential character.

Actions (Street planting, generally):

- Provide flower beds, bushes, shrubs, hedges and trees as a key elements in public and private areas facing the street.

## BE.1.4 Pedestrian movement

### Movement hierarchy

The network of streets should be designed to enable direct and convenient walking routes to public transport stops and to town and local centres. Streets should be designed considering the needs of different users - pedestrians, cyclists, public transport and other motor traffic. The road hierarchy of the area is that of residential streets and cul-de-sacs, which is sufficient for pedestrians and cycles. The area successfully conceals the parking in rear courtyards and garages, and removing car parking from the streets, making it highly pedestrian.

### Access

A barrier-free environment should include children and their carers, elderly people and people with disabilities. In general, the area is accessible, pavement is not raised from the road level in sections of the development, encouraging walkability.

Actions:

- Improve street accessibility by connecting streets to surrounding pathways.

### Hard surface materials

In the area, tarmac is generally used for both roads and pavements, and intersections use brick paving for both elements to increase the feeling of a pedestrian-friendly environment.

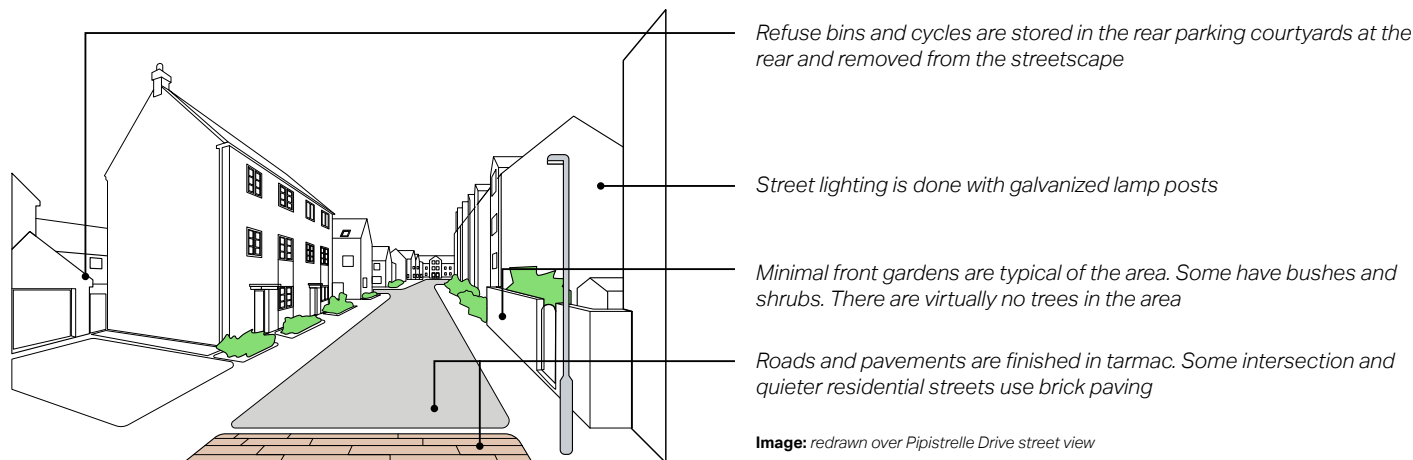


Figure 40: Street furniture, planting and movement conditions in the Post-2000 residential development

## BE.1.5 Parking & servicing

### On-plot parking

On-plot parking can be located either in garages or car ports and/or on the driveway at the front or the side of the building. Some parking is provided on plot with garages recessed from the building facade.

### On-plot garages / car ports

Garages can be designed either as part of the main building, as an additioned form to the main building and/or as a free-standing separate structure. Generally, the area displays garages as separate constructions from the main building to increase the depth of driveways, accommodating 2 to 3 cars per dwelling. They tend to display the same formal language as that of the main building. There are also some car ports integrated into the main building form as a house over garage typology.

### On-street parking

Visitor parking is not lined off on street, and visitors tend to park on pavements when the road is not wide enough. This is undesirable.

#### Actions:

- Use recessed parking bays with planting as an alternative to informal parking on pavements when the road conditions and dimensions are able to incorporate it.

### Parking courts

This parking arrangement can be appropriate for a wide range of land use and for most locations within the town. It is particularly suitable for apartments and town houses fronting busier roads where it is possible to provide direct access to individual parking spaces. In this area, rear parking courts are sheltered behind the dwellings and accessed through a portal. The secluded rear parking courtyard model is more successful in generating a safer environment than an open rear parking court and providing adequate level of parking spaces. Nonetheless, parking courtyards are not typical of the town and they provide an unappealing scene at the back of properties.

#### Actions:

- Parking courts should not be a replicable model for new residential areas or any other area in Market Bosworth.

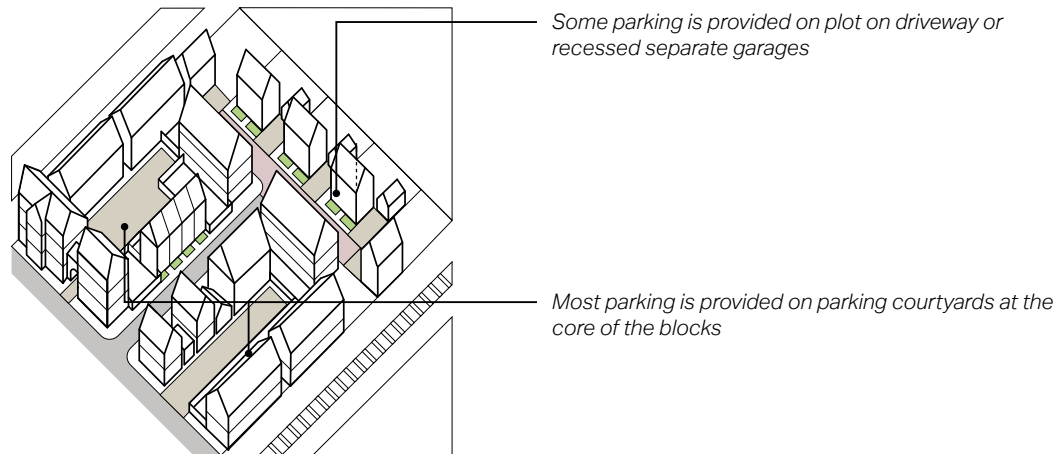


Figure 41: Parking conditions in the Post-2000 residential development

## BE.1.6 Buildings

### Building type and scale

The area is dominated by three-storey terraced houses, detached and semi-detached houses and flats over garages.

### Solar orientation

In the area, there is a slight prevalence of pure east-west facing dwellings.

#### Actions:

- In case of redevelopment, orientate buildings with the main elevation facing within 30 degrees of due south if the conditions of the plot are favourable it and it does not result in detriment to the existing street and frontage.

### Building frontage

Buildings should be aligned along the street with their main facade and entrance facing it. The building line can have subtle variations in the form of recesses and protrusions but will generally form a unified whole. The terraced typology that dominates the area generally provides a coherent frontage.

### Corner buildings

Corner buildings should have both side façades animated with doors and/or windows, as they provide natural surveillance. Exposed, blank gable end buildings with no windows fronting the public realm should be avoided. Given their prominence, decorative architectural elements should also be considered in treating these building types.

#### Actions:

- In the area, some buildings turn in the corners displaying interesting gable ends. However, even if they boast some planting and landscaping, windows on gable ends are minimal and scarce and provide negligible



Figure 42: Corner buildings and overlooking in the Post-2000 residential development

activation. In case of redevelopment pay special attention to the activation of gable ends.

**Overlooking**

There is a clear ownership boundary between the front of buildings and the street. The reduced front gardens increase the bearing of windows onto the street, which enhances overlooking but might generate privacy issues into homes. The ownership boundary is more diluted in the parking courtyards to the rear of properties. Portal access to the courtyard is positive in concealing the cars. However, portals are not gated, which could contribute to a feeling of insecurity.

*Actions:*

- Consider providing additional planting in rear parking courts to improve the separation between rear gardens and the rear of properties to the parking spaces.

**Windows**

Windows are crucial to the character of buildings. In this area, they have a vertical emphasis, underlining the height of buildings, most of them three-storey high. This is not in alignment with the general character of the town. Generally, windows are white PVC.

*Actions:*

- The general character of the town is horizontal, vertical window frames should be avoided in this and any other area in Market Bosworth

**Porches & canopies**

Porches are often the key focal point of dwellings, helping to identify entrances. A well-designed porch or canopy can enhance and give interest to a building as well as reinforce local building traditions. Most porches and canopies in the

area are flat or arched and some display classical features such as classical columns and gables.

*Actions:*

- The features described above are not vernacular and therefore, should not be replicated in new developments or any other area in Market Bosworth.

**Roofline**

Most dwellings in the area display a double-pitch roof developed along the longer facade of the building.

**Feature elements**

Chimneys add interest to roof and wall lines, even if they are no longer needed to heat the home, and they contribute towards the residential and domestic feel of an area. The same applies to feature windows on roofs, or brick patterns.

*Actions:*

- Buildings in the area display rooftop dormer windows, which are not a vernacular feature and should not be replicated in new developments or any other area in Market Bosworth.

**Pipeworks & services**

The location and design of services on a building must be considered carefully and every effort should be made to locate these items as unobtrusively as possible. Buildings in this character area display dark metal gutters and downspouts on the facade. Some properties feature white meter boxes on the facade.

**Materials**

The predominant material in the area is brick in yellow, orange and red light tones. Some façades display rendered panels in ochre tones. Roofs are normally concrete tiles in dark ochre, dark red and grey colours.



The predominant material in the area is brick in yellow, orange and red light tones. Some façades display rendered panels in ochre tones. Roofs are normally concrete tiles in dark ochre, dark red and grey colours

*Image: redrawn over Pipistrelle Drive street view*

**Figure 43: Materials and roofline in the Post-2000 residential development**

## BE.1.8 Gardens

### Front Gardens & front to front distances

Front gardens provide setback from the street. Front garden landscaping and detailed architectural design should help in balancing privacy to front living spaces with the need for overlooking of the street. The front to front distances are adequate to guarantee solar ingress. In the area, front gardens are minimal, enhancing overlooking whilst decreasing privacy at the ground floor level. Given the reduced front garden amenity, any permanent construction in the front garden should be restricted.

### Back Gardens & back to back distances

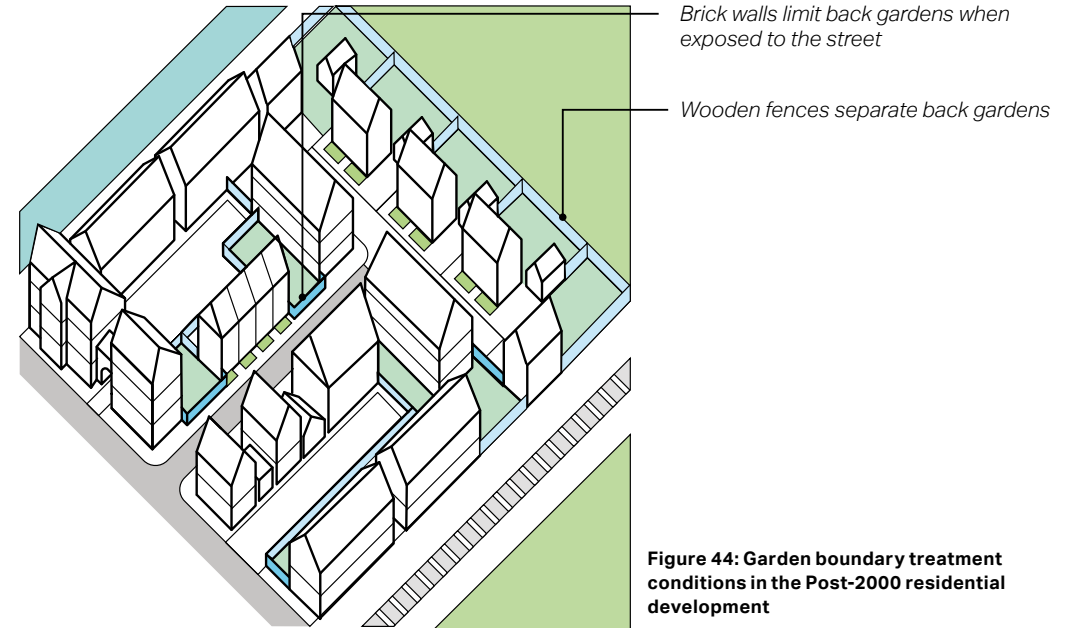
The area features optimal back to back distances, although the livelihood and safety of the environment to the rear of properties is compromised by the presence of inhospitable parking courtyards. The rear gardens back directly to the parking courtyards, becoming the main access to dwellings when arriving by car.

### Boundary treatment

Brick walls are used when back gardens are facing the street. Wooden fencing is used when back gardens are facing parking courtyards and as separation between gardens. Side access to back gardens is normally protected by a door.

#### Actions (Gardens, generally):

- Any redevelopment should keep with the distances and boundary treatments that are typical of the area, as described in the section above.



**Figure 44: Garden boundary treatment conditions in the Post-2000 residential development**

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intentionally left blank*



A photograph of a residential street with brick houses and a large tree in the foreground. The houses are multi-story with red brick walls and dark roofs. A large, leafy tree is on the left side of the frame. The sky is clear and blue. The foreground is a green lawn.

**DESIGN CODES**

**CHARACTER AREA I:  
NEW DEVELOPMENT**

**13**

# 13. CHARACTER AREA I: NEW DEVELOPMENT

## Description of area

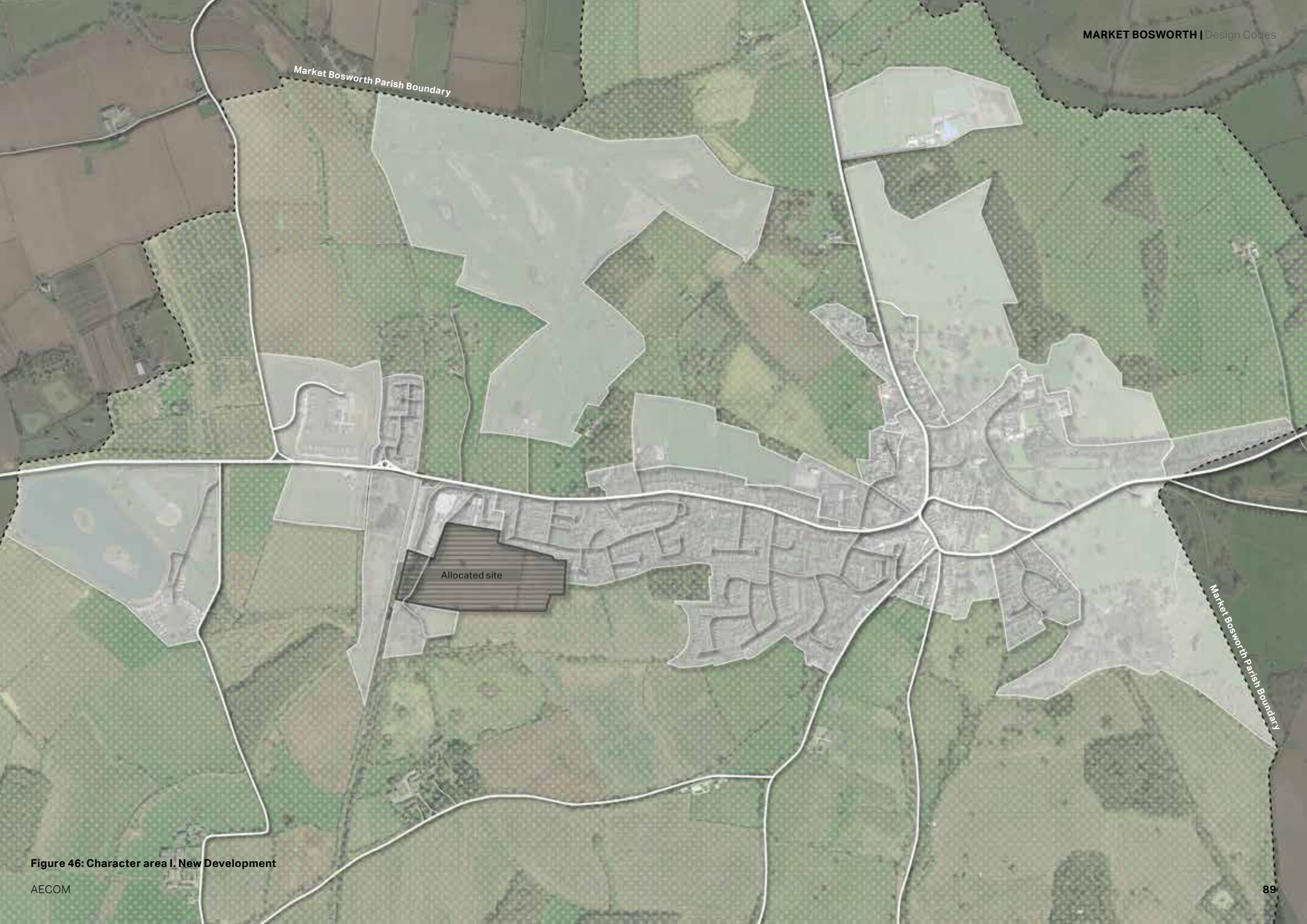
The design codes in this section define the character of new development in the site south of Station Road that is allocated for mixed use development. It is to be read in conjunction with the Station Field Design Brief.

Relevant Design Principle		Design Code	
Code	Name	Code	Name
SD.2	Deliver Renewable Energy & Low Carbon Develop.	SD.2.1	Same as design principle
NE.3	Enhance Biodiversity & Geological Interest	NE.3.1	Same as design principle
NE.4	Prevent Pollution & Flooding	NE.4.1	Same as design principle
NE.5	Safeguard Open Space, Sport & Recreational Fac.	NE.5.1	Same as design principle
NE.6	Safeguard Natural & Semi-Natural Open Spaces	NE.6.1	Same as design principle
BE.1	Development & Design	BE.1.1	Blocks, streets & cycling
		BE.1.2	Street furniture
		BE.1.3	Street planting
		BE.1.4	Pedestrian movement
		BE.1.5	Parking & servicing
		BE.1.6	Buildings
		BE.1.7	Extensions
		BE.1.8	Gardens
BE.9	Vehicle Parking Standards	BE.9.1	Same as design principle



Figure 45: Character Area context





Market Bosworth Parish Boundary

Allocated site

Market Bosworth Parish Boundary

Figure 46: Character area I. New Development

## SD.2.1 Deliver renewable energy & low carbon development

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**Note:** This section should be specifically read in conjunction with section NE.4.1, in the following pages.

### Solar Roof Panels

Solar panels on roofs should be designed from the start to reduce their visual impact. Some attractive options are solar shingles and photovoltaic slates or tiles. In this way, the solar panels can be used as a roofing material in their own right.

### Green Roofs

Green roofs improve drainage and enhance biodiversity. Whether the roof is partially or completely covered with vegetation, they should be easy to reach and maintain, complement and integrate the building with the landscape and be designed comprehensively with other eco-friendly strategies such as rain water harvesting.

### Rainwater Harvesting

These systems allow the capture and storage of rainwater as well as enabling the reuse of grey water in-situ. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. *Actions:*

- Conceal tanks by cladding them in complementary materials, use underground tanks and/or utilise water bodies as storage.
- Use attractive materials or finishing for pipes.
- Combine landscape/planters with water capture systems.

### Permeable Pavements

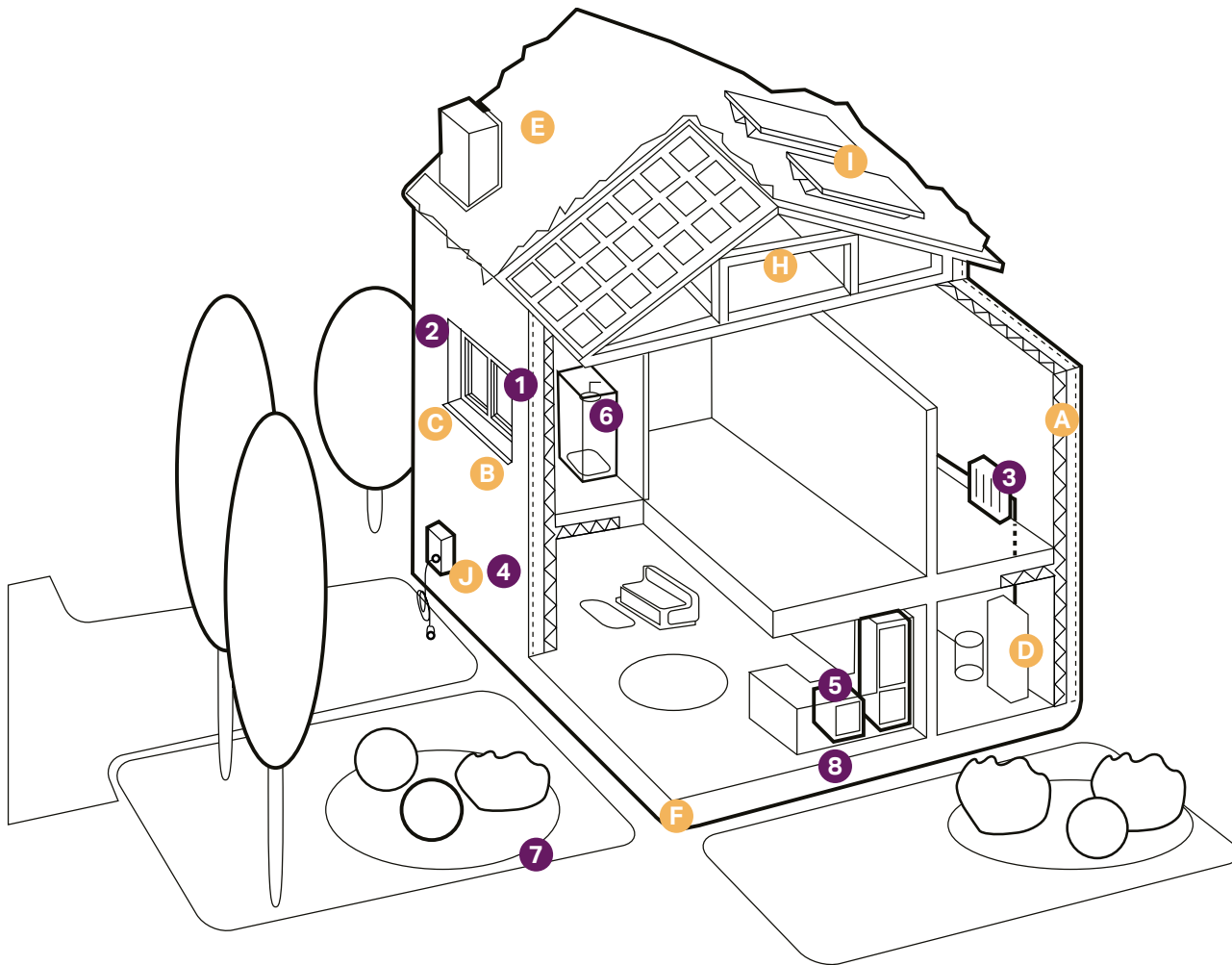
Permeable pavements let water filter through to the soil below. Generally, pavements also add to the composition of the streets and buildings. They help to frame the building, create an arrival statement and define the property boundary. Pavements should be in harmony with the landscape treatment of the property and respect the material palette of the area.

### High Performance Residential Buildings

Energy efficient or eco homes combine all around energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

The aim of these interventions is to reduce overall domestic energy use as cost effectively as the circumstances allow for. Whereas, the final step towards a high performance building would consist of other on-site measures incorporating renewable energy systems.



**Existing homes**

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

**New build homes**










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

Figure 47: Strategies to achieve renewable energy and low carbon targets in new developments

## NE.3.1 Enhance biodiversity & geological interest

### Trees and hedges on development sites

The British Standard 5837: 2012 'Trees in relation to construction - Recommendations' should be the principal reference document when considering new and existing trees and hedges on proposed development sites.

#### Actions:

- Existing trees and hedges should be retained unless strongly justified otherwise.
- Plan tree planting alongside all elements of the new development; parking, buildings, street lights, etc.
- Plant minimum 3 new trees per each new plot/single dwelling (see BE.1.6).

### Replacement trees

#### Actions:

- Existing trees should be replaced on a 2:1 ratio if affected by a new development and there are strong reasons to not retain them.

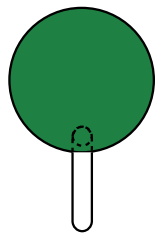
### Allotments

Allotments have the potential to create habitat mosaics and enable wildlife corridors. Linking them with parks, tracks, rivers, churchyards and hedgerows. Allotments also can create habitats for wildlife; bee-boxes, hedgehog homes, log and stone piles for invertebrates, toads and slow worms who will also inhabit a compost heap.

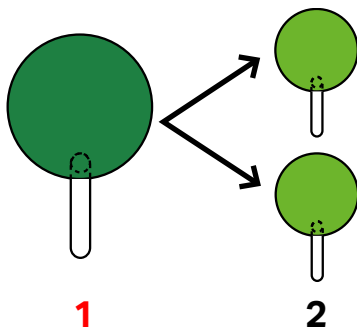
#### Actions:

- In case of new development, discuss the need for providing allotments alongside it with the Parish Council.

Retain trees on development sites.



Justify the loss of trees, and replace each affected tree on a 2:1 ratio



Discuss the need for allotments as per a case by case basis with the Parish Council

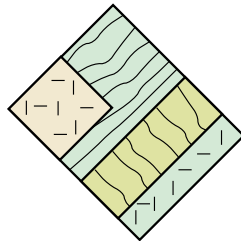


Figure 48: Strategies to enhance biodiversity and geological interest in new developments

## NE.4.1 Prevent pollution & flooding

### SUDs

Sustainable Drainage Systems (SuDS) cover a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits. Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).

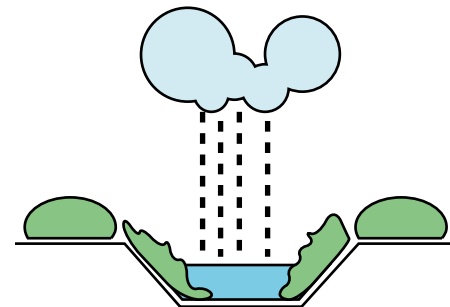
The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination.

### Managing lighting

#### Actions:

- Ensure that lighting schemes will not cause unacceptable levels of light pollution particularly dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;
- Consider lighting schemes that could be turned off when not needed.
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times.
- The needs of particular groups should be considered where appropriate (e.g. the safety of pedestrians and cyclists). Schemes designed for the visually impaired may require higher levels of light and enhanced contrast, together with more control, as the negative effects of glare also increase with age.

Make use of sustainable urban drainage solutions



Manage lighting appropriately to reduce visual pollution in the development

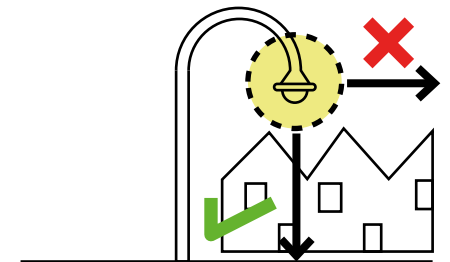


Figure 49: Strategies to prevent pollution and flooding in new developments

## NE.5.1 Safeguard open space, sport & recreation facilities

### Accessibility levels

According to the Open Space and Recreation Study for the District, Market Bosworth boasts a good distribution of amenity green space and allotments. Taking the guideline below as reference, new developments should assess in conjunction with the Parish Council whether additional provision is required to meet the needs of the new and existing residents.

Space	Assessment
Formal parks & gardens	Residents who live on the western side of Market Bosworth are outside the catchment of a formal park.
Amenity green space	Nearly all residents have access to an amenity green space.
Provision for children	Residents in the centre and east of Market Bosworth are outside the catchment of a play area. Although there is a children's play area within the Market Bosworth Country Park.
Provision for young people	All residents are outside the catchment of a facility for young people.

Space	Accessibility Standards
Formal parks & gardens	600m (equivalent to 12 min walk)
Amenity areas	300m (equivalent to 7 min walk)
Children's play areas	400m (equivalent to 8 min walk)
Facilities for teenagers	500m (equivalent to 10 min walk)
Allotments	500m (equivalent to 10min walk)
Cemeteries & churchyards	None

## NE.6.1 Safeguard natural & semi-natural open spaces

### Accessibility levels

According to the Open Space and Recreation Study for the District, Market Bosworth boasts a good distribution of natural and semi-natural open space. Taking the guideline below as reference, new developments should assess in conjunction with the Town Parish Council whether additional provision is required to meet the needs of

Space	Assessment
Natural and semi natural	Residents to the west of Market Bosworth have access to a natural or semi natural open space. Residents to the east have access to Market Bosworth Country Park.

Space	Accessibility Standards
Country parks	18 min drive time
Natural areas	700m (equivalent 14 min walk) for sites under 10ha, 18 min drive for sites over 10ha
Green corridors	None

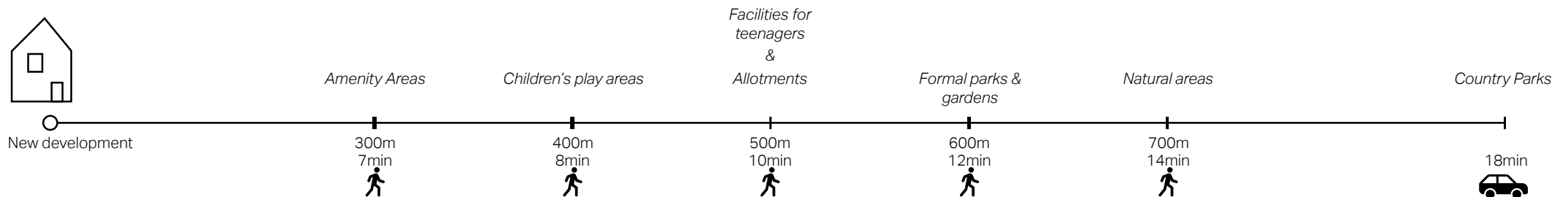


Figure 50: Minimum distances from new development to natural and semi-natural open space, sport and recreation facilities

# BE.1.1 Blocks, streets & cycling

## Permeability

Good permeability can be achieved with a comprehensive network of footpaths and cycle paths. Cul-de-sacs typically hinder permeability, but are a typical street typology in Market Bosworth.

Actions:

- Even if cul-de-sacs are characteristic of the area, they should be permeable to pedestrian and cycle paths, activated with overlooking frontages, and have vibrant setbacks, landscaping, lighting and cycle parking.
- Create permeable networks of connections within development sites as well as connecting to the wider locality and to public footpath networks beyond.
- If new links are created, barriers to vehicle movement should be kept to a minimum.

## Enclosure

Enclosure is the relationship between streets and the frontage of buildings and other constraining features. A more cohesive and attractive urban form is achieved where this relationship is in proportion.

Actions:

- Façades should have an appropriate ratio between the width of the street and the building height, prioritize the local feel of openness and horizontality in residential areas with 1:3 and 1:4 and above street ratios.
- Buildings should be designed to turn corners and terminate views.
- Narrow gaps between buildings should be avoided, they should be either detached/semi-detached or properly linked.
- Use a variety of plot widths and facade alignments to create an attractive townscape.

## Wayfinding and legibility

New residential schemes should aim to create places that have a clear identity and that are easy to navigate.

Actions:

- Use landmark buildings that end views and underline corners together with clear, direct routes to help legibility.
- Place clear signage at key nodes and arrival points to aid orientation.

## Serial vision

Subtle variations in alignment and small setbacks of buildings can have a powerful effect of discovery and drama when moving through a town.

Actions:

- Provide varying degrees of enclosure by using building setbacks.

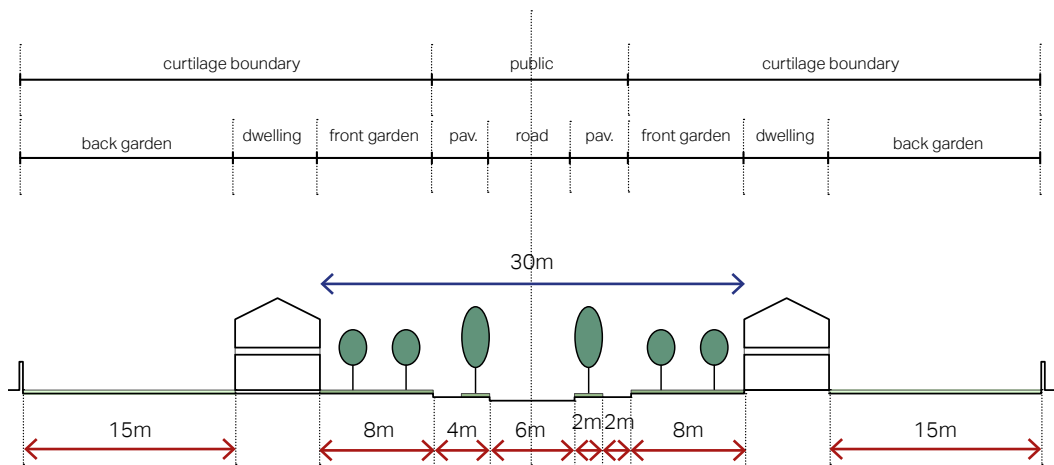
## Landmarks & vistas

Landmarks act as a visual guide for people to navigate. Therefore, it is important to include landmarks as markers within developments to ensure that places are recognisable and memorable.

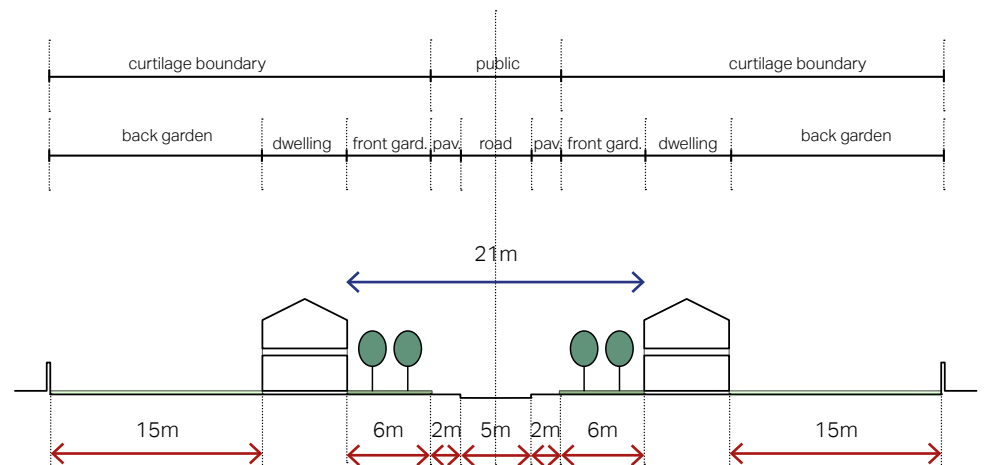
Actions:

- Design buildings to reinforce views of existing landmarks through appropriate scale and mass.
- Include new landmark buildings that are innovative and interesting. They should promote good architecture and ensure that places are distinct, recognisable and memorable.
- Use landscaping and landmark trees as key features of the street and open public spaces.

Main street. Section A



Residential street. Section B



**Cycle lanes & paths**

Cycling routes should be safe and direct and form part of a well connected network within Market Bosworth.

Actions:

- Even if the current conditions of the area do not make dedicated cycle paths possible, provide enough width in roads so that cyclists are not harmed by car transit when overtaking.

**Block types**

New development should respond to the existing pattern of development within Market Bosworth, the most frequent block types are closed blocks with generous front gardens and back to back rear gardens (sometimes perforated by cul-de-sacs).

Actions:

- Design closed blocks (back to back rear gardens).Where new developments abut existing developments, consideration should be given to the visual impact on existing residents/housing

**Street types**

Streets must meet the technical requirements as well as be considered a 'place' to be used by all, not just motor vehicles. It is essential for the design of new development to include streets and junctions that incorporate the needs of pedestrians, cyclists, and applicable public transport users. Streets must incorporate opportunities for tree planting, landscaping, green infrastructure, and sustainable drainage.

Actions: (refer to diagrams on this and following pages).

- Design main streets according to the principles in this section (refer to diagrams on this and following pages).
- Design residential streets according to the principles in this section (refer to diagrams on this and following pages).
- Design cul-de-sacs according to the principles in this section (refer to diagrams on this and following pages).
- Design edge lanes according to the principles in this section (refer to diagrams on this and following pages).

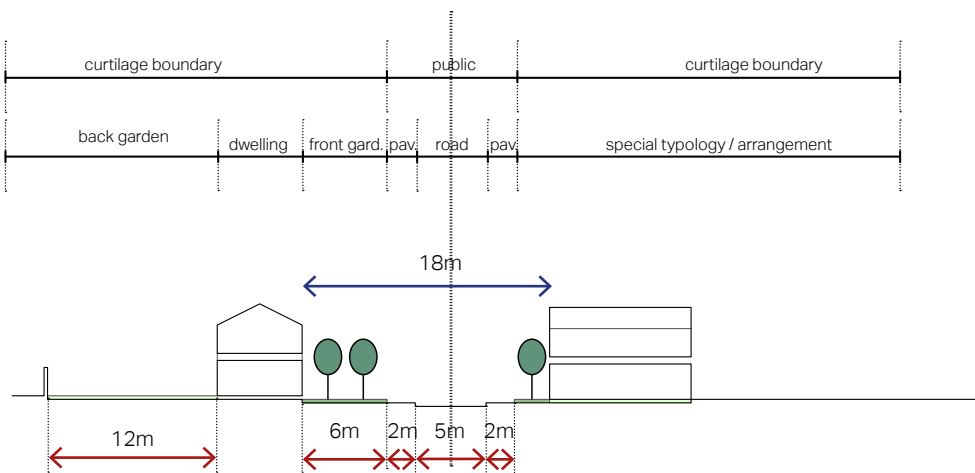
**Topography & views**

Proposals must consider the effect upon views, topography, natural features and sky consequence of the new development, protecting and enhancing significant views. At the same time, proposals should identify potentially relevant new views, and the opportunity that the site has as a vantage point over the surrounding landscape.

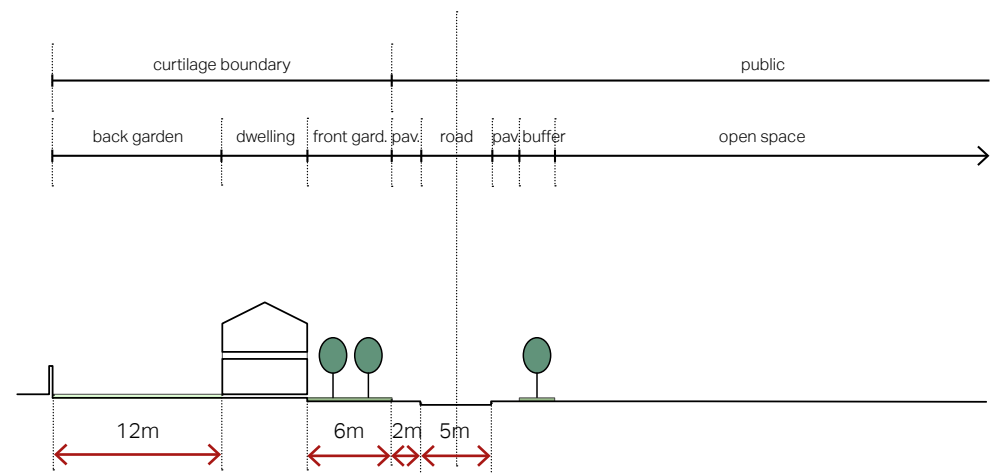
Actions:

- Where new developments abut existing developments, consideration should be given to the visual impact on existing residents/housing
- Assess the visual impact on identified views and vistas.
- Identify potential relevant views from the new development to the surrounding countryside.
- Consider the effect of topography to enhance views from vantage points within the development.
- Balance the effect of topography on the visual dominance of higher parts of the site in relation to lower parts.

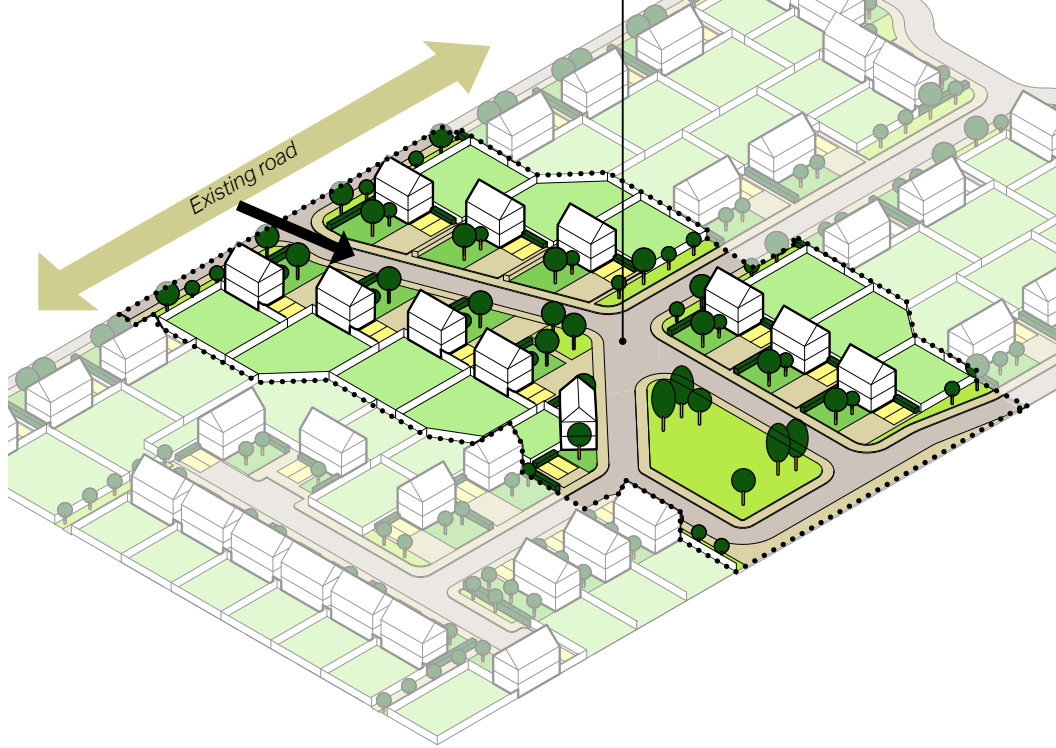
Cul-de-sac. Section C



Edge lane. Section D



Main street. Axonometric view

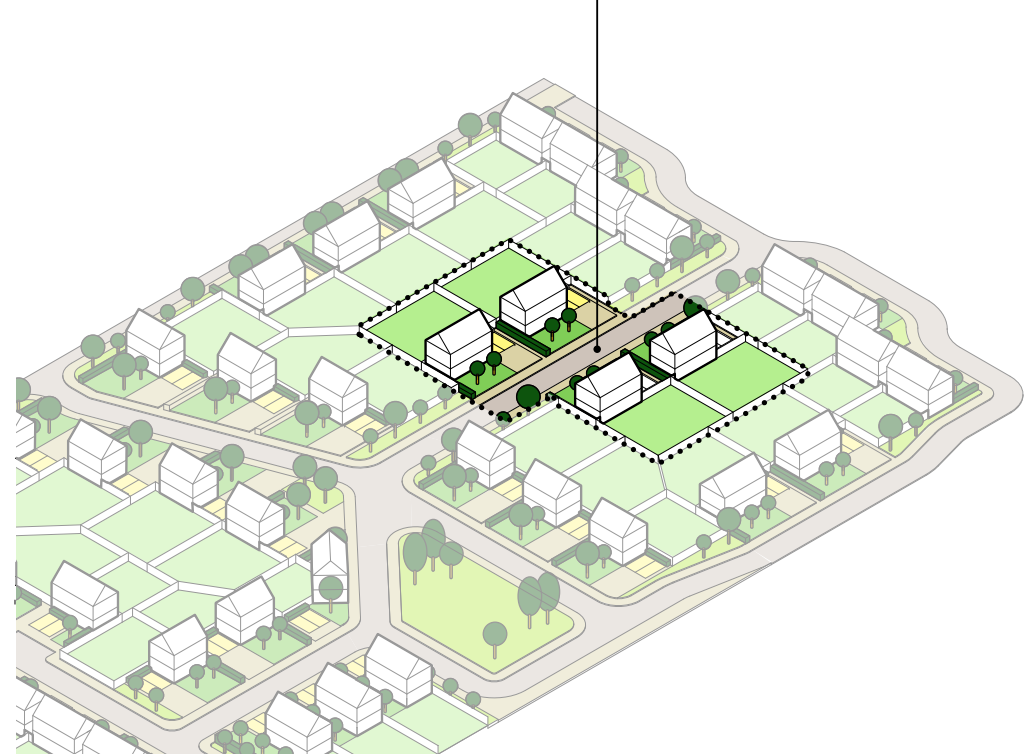


**Main street**

*Actions:*

- Provide generous front gardens and street planting that contribute to the general feeling of openness.
- Locate parking to the side of properties and consider using garages to mitigate the impact of cars on the streetscape.
- Main street serves as the access to the new development and that can be acknowledged by providing planting in the junction with the existing road. Buildings in the access and ending can have special features to provide interest to the main spine.
- Local open spaces can ease way-finding as planting in corners, intersections with other streets and end of views, but also as separate open spaces in their own right.

Residential street. Axonometric view



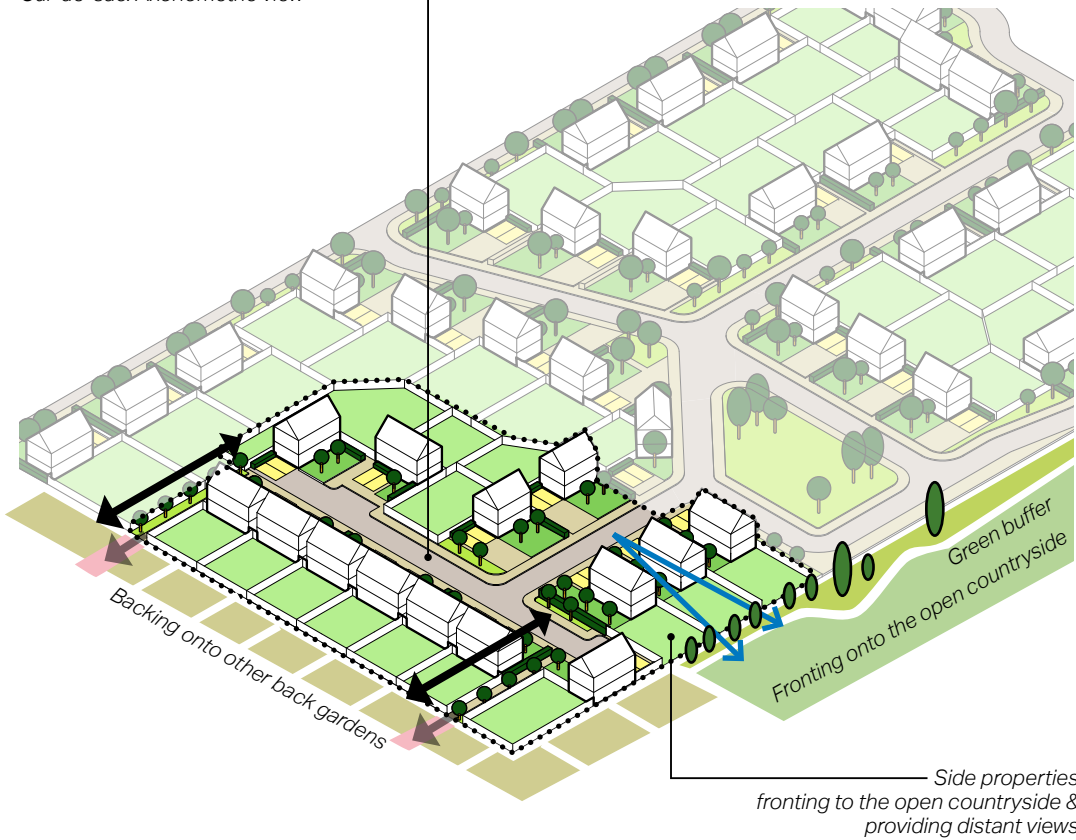
**Residential street**

*Actions:*

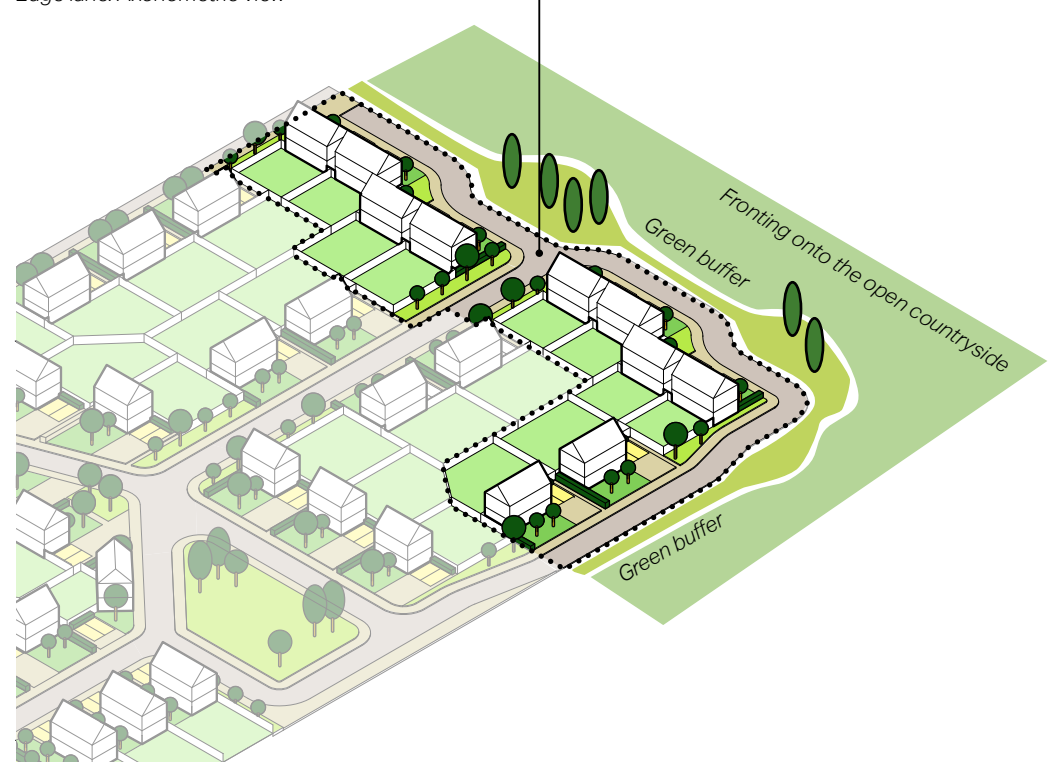
- Provide generous front gardens that contribute to the general feeling of openness.
- Locate parking to the side of the property to mitigate the impact of cars on the streetscape.
- Residential streets branch out from the main street, it is good practise to stagger branching streets organically to avoid excessive long views.
- It is also advisable to stagger opposing buildings along the street so they are not directly facing each other, and therefore reduce the monotony along the streetscape.



Cul-de-sac. Axonometric view



Edge lane. Axonometric view



**Cul-de-sac**

*Actions:*

- It is acceptable to increase the density and spacing of buildings in cul-de-sacs to favour activity and prevent them from becoming isolated, parking can be at the front of properties in this case. Garages separate from dwellings are not acceptable and neither are parking courtyards.
- Cul-de-sacs should have pedestrian paths that connect them to surrounding areas and increase their connectivity access and overlooking. Careful consideration should be given to the landscaping and lighting of these paths to increase the perception of safety.
- Cul-de-sacs are typically backing onto the open land in Market Bosworth. This is generally not advisable, as rear gardens become exposed. It is generally advisable to back onto gardens of other properties. A side dwelling typology is suggested here as an alternative when properties back onto the open countryside. It provides distant views to the open land from the street.

**Edge lane**

*Actions:*

- Edge lanes are a suitable way of fronting the surrounding countryside making it accessible to most users.
- Carefully consider landscaping as a buffer between development and the open countryside. This buffer future-proves the development against potential development that might front to the edge lane in the future.
- Connect the edge lane to paths and other public rights of way.

## BE.1.5 Parking & servicing

Generally, arrangements for car parking should be safe and should not undermine the quality and amenity of streets. In residential developments, parking should be provided on plot, either in garages, car ports or on the plot to the side or to the front. New developments should consider minimal on-street parking only for visitors.

### On-plot parking

Actions:

- On plot parking can be either in garages or car ports and/or on the driveway. If parking is proposed at the driveway, it is preferable to place it at the side of the building to minimise the presence of cars on the street.
- Driveway parking at the front of the building will only be allowed if it is combined with high quality and well designed soft landscaping.
- Quality landscaping and boundary treatment is a key element in achieving attractive streets by using hedging, trees, flower beds, low walls and high quality paving materials between the private and public space.
- Front gardens should dominate property frontage, with driveway paving not to constitute more than 50% of the front curtilage. Hard standing driveways must be constructed from porous materials to minimise surface water run-off.

### On-plot garages / car ports

Actions:

- Garages should preferably be designed as forms linked to the main building, rather than free-standing structures. In both situations, they should reflect the architectural style of the main building.
- Garages should be in line or recessed from the main building line, and not dominate the street.
- Integrate bicycle parking and/or waste storage into garages or at the rear of properties.

### On-street parking

Actions:

- Provide parking for residents on plot and provide visitor parking on the street only if the width of the street allows for it.
- In case of new development, potential negative impacts from visitor parking on the street scene can be ameliorated by the use of recessed parking bays with planting between.

### Parking courts

Actions:

- In general, this typology of parking is not used in residential areas in Market Bosworth, so it is not advisable. It tends to generate poor street frontage in front parking courts and poor overlooking and safety issues in rear parking courts.

### Flats over garages

Actions:

- In general, this typology of parking is not used in residential areas in Market Bosworth, so it is not advisable. It tends to generate poor street overlooking and street activation.

### Refuse bins / storage

Actions:

- Refuse/recycling storage should be provided at the rear of properties and should be easily accessible to residents.

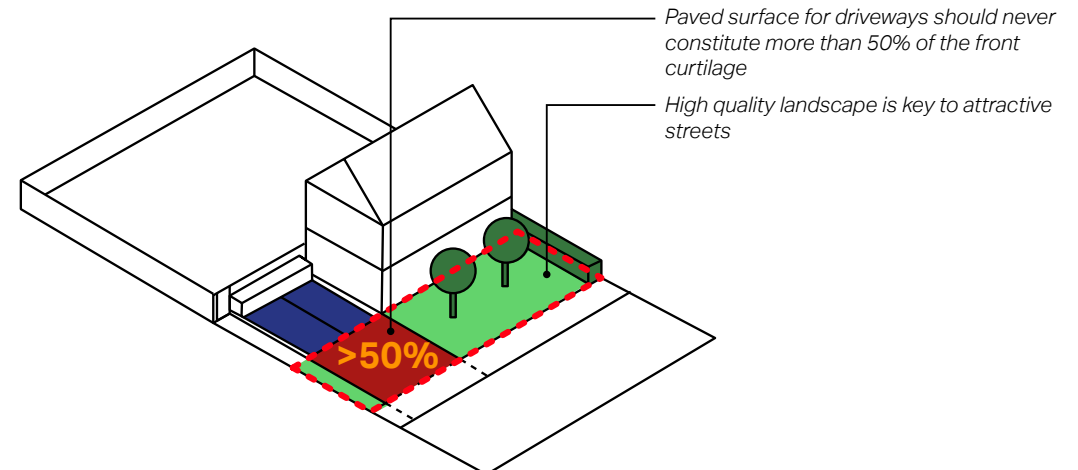
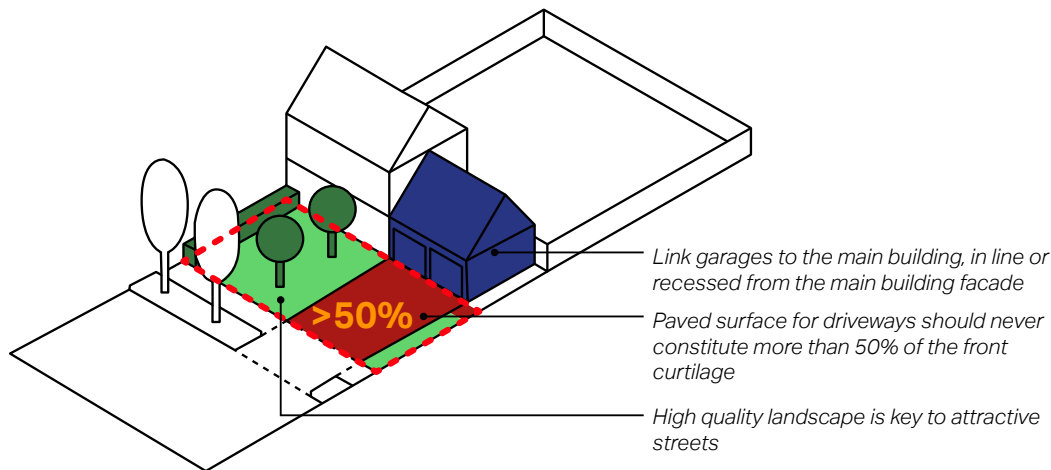


Figure 51: Strategies for sufficient parking and front garden provision in new developments (across page)

## BE.1.6 Buildings

### Use

*Actions:*

- The main use in this area is residential.

### Building type and scale

*Actions:*

- In general, the typologies should match the existing residential typologies in the town. The predominant residential typology will be necessarily be detached and semi-detached houses.
- The maximum height will be two storeys plus a pitch roof.

### Solar orientation

*Actions:*

- Provide appropriate access to sun for all buildings, and avoid over-shadowing.
- Provide sufficient size of windows and a correct span of buildings will result in more natural light in building.
- Where possible, orientate buildings with the main elevation facing within 30 degrees of due south.
- Provide shelter from prevailing winds in the form of trees or landscaping.
- Address the thermal mass of a building to balance day and night heat storage.
- Minimise external wall areas when possible, for example with the use of terraced or inter-locking built forms,
- Make the best use of the topography and existing trees on site.

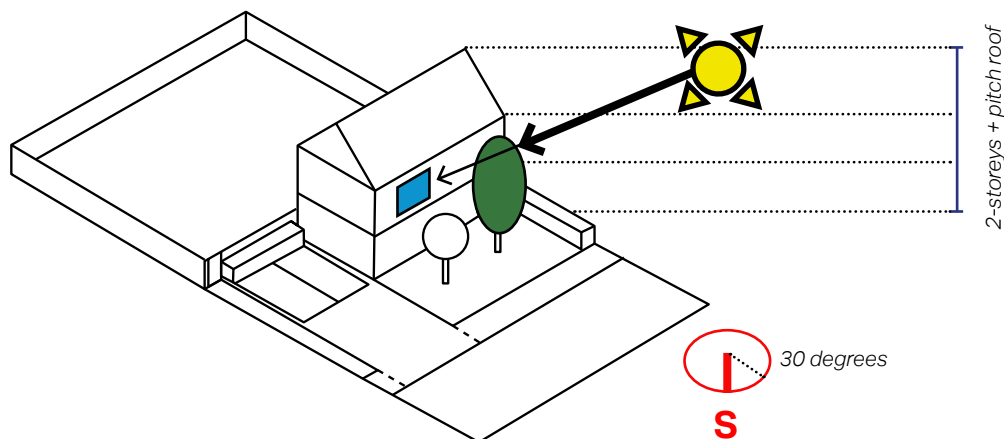


Figure 52: Strategies to orient buildings to maximise solar gain in new developments

### Building frontage

*Actions:*

- Buildings should be aligned along the street with their main facade and entrance facing it.
- The building line can have subtle variations in the form of recesses and protrusions but will generally form a unified whole.

### Corner buildings

*Actions:*

- Animate both side façades of corner buildings with doors and/or windows, as they provide natural surveillance.
- Avoid exposed, blank gable end buildings with no windows fronting the public realm. Given their prominence, decorative architectural elements should also be considered in treating these building types.

### Overlooking

*Actions:*

- Establish a clear ownership boundary between the front of buildings and the street.
- Provide windows both at the ground floor level and upper levels in gable ends, protected with hedges on the first case.
- Balance the privacy to front living spaces with the need for overlooking of the street with an appropriate setback from the street, front garden landscaping and detailed architectural design.

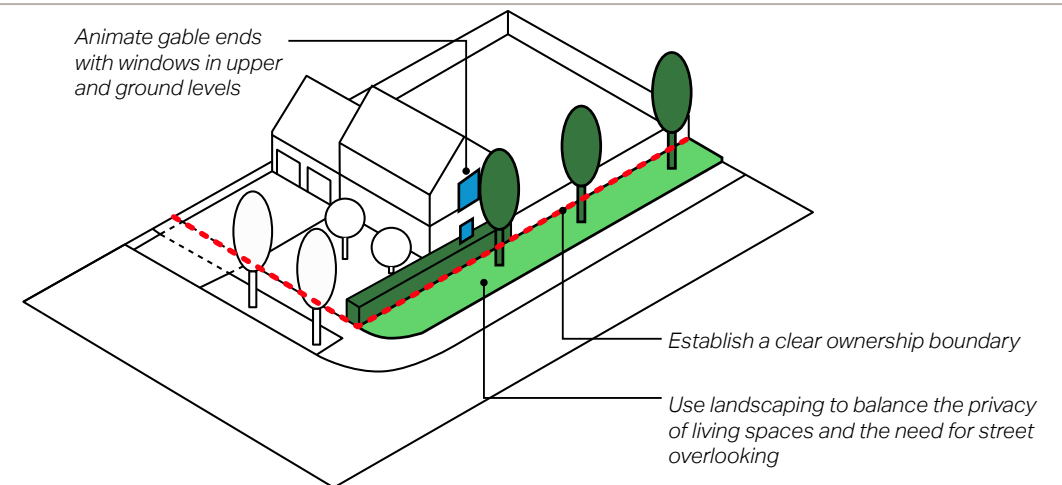


Figure 53: Strategies to maximise overlooking while managing privacy in new developments

## BE.1.6 Buildings

### Windows

#### Actions:

- A limited range of traditional window patterns are characteristic of traditional houses in Market Bosworth and provide appropriate models where a period effect is sought or required.
- Where possible, select consider other options to PVC windows that can allow a finer profile and durability. Aluminium windows can offer a much greater range of design possibilities than PVC alternatives.
- Select large windows where possible to achieve good internal lighting.
- In general traditional styled windows look best when painted white; although other colours are welcomed as they add interest to the street scene.
- Cills and lintels frame a window and they should be designed with care. Timber lintels are the simplest form, characteristic of vernacular construction in timber-frame or brick areas. In case of brick lintels, they should preferably be same colour as the building. Stone cills could also be considered.
- Ground floor windows can be larger and deeper than upper floor windows, as they add more animation to the streetscape.
- Corner windows are encouraged, they add delight and architectural interest to the building and have a positive impact on the streetscene.

### Porches & canopies

Porches are often the key focal point of dwellings helping in identifying entrances. A well-designed porch or canopy can enhance and give interest to a building as well as reinforcing local building traditions.

#### Actions:

- Keep porches small and simple and relate to the style of the building to which they are attached. Leaving an open canopy is often the most appropriate form. Traditional style porticoes should be avoided as they are not part of the local vernacular of Market Bosworth.
- Modern enclosed porches are welcomed if they are an integral part of the overall design of the house. Glass canopies should be avoided.
- Porch roofs need to be visually separated from the main roof of the dwelling in order to produce an authentic feature. Porches can provide storage for bulky items such as bins and cycles if designed carefully as part of the structure and overall design composition.

### Roofline

Creating a good variety in the roof line is a significant element of designing attractive places.

#### Actions:

- The scale and mass of the roof should always be in proportion with the dimensions of the building itself.
- Monotonous building elevations should be avoided with subtle changes in roof line.
- Local traditional roof detailing elements should be considered and implemented where possible.

### Feature elements

- Chimneys add interest to roof and wall lines, even if they are no longer needed to heat the home, and contribute towards the residential and domestic feel of an area. The same applies to feature windows on roofs, or brick patterns.

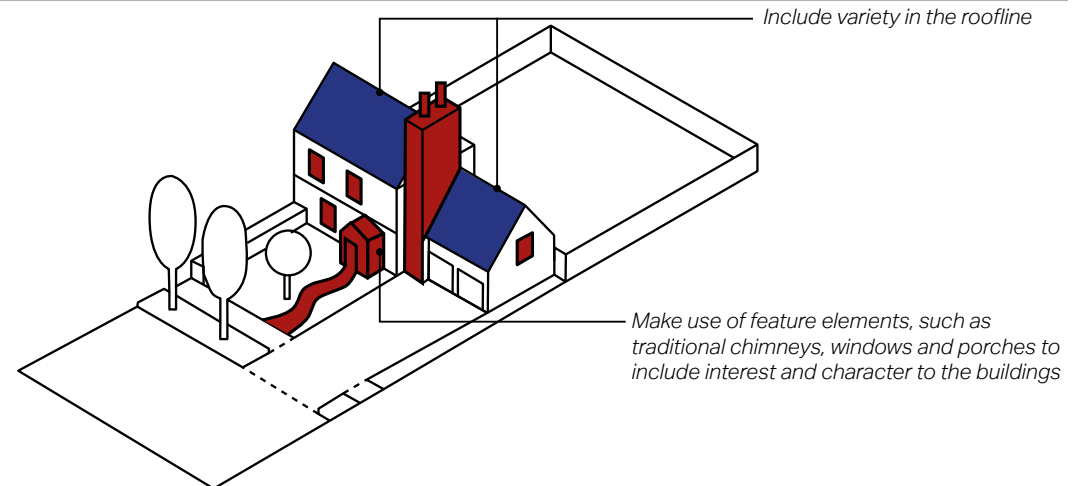


Figure 54: Strategies to create vibrant buildings using feature elements and roof lines in new developments

## BE.1.6 Buildings

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### Actions:

- Typical chimneys of Market Bosworth and the close-by area are tall chimney stacks of square (sometimes rotated), rectangular and octagonal shape. Even if functionally redundant today, chimneys can be used to disguise gas flues where they do not serve a working fireplace.
- Some windows of the Dixie epoch feature elongated hexagonal patterns. These could be referenced by a sensitive design in new areas of development.

### Pipeworks & services

Utilities are necessary parts in operation of public and domestic environments.

### Actions:

- Pay special attention to the selection and location of utilities such as pipeworks and utility boxes.
- Group pipework together and run it inside the building wherever practical.
- Rainwater goods should be dark coloured (preferably black).
- Meter boxes should be designed into a scheme from the outset to avoid cluttering the elevations. They should be on side rather than front elevations in a colour that blends in with the surrounding wall.
- They should only be located on front elevation as part of an integral design of the building access/ porch, that can incorporate storage.
- External meter boxes can also be avoided through the use of smart meters.
- Design shared common trenches for service and drainage runs to minimise disturbance to the site around buildings and sited under the verges and service strips.
- Substations and other service kiosks should be fully integrated into design schemes.

### Materials

### Actions:

- It is important that the materials used in new developments are of a high quality and reinforce the local character of Market Bosworth.
- Development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.
- Brick is considered the predominant material in Market Bosworth. New development should use a hue that is specific to Market Bosworth.
- Avoid large unbroken areas of a particular surface material, especially tarmac, and break up areas using materials of a similar colour but with different textures.
- Where there are large development projects with more than one developer, these different developers should adopt the same consistent palette of materials and designs.

**Note:** if specific limitations and conditions are met extensions can be completed without needing to apply for planning permission. For further information refer to: [https://www.planningportal.co.uk/info/200130/common\\_projects/17/extensions](https://www.planningportal.co.uk/info/200130/common_projects/17/extensions)

## BE.1.7 Extensions

### Roof extensions

The pitch and form of the roof of buildings adds to its character and extensions should respond to this where appropriate.

*Actions:*

- Wherever possible, locate roof extensions to the rear of properties to minimise potential impact on the streetscape.
- Favour rooflights as a way of introducing natural light into a roofspace without resulting in negative visual impact.

### Extensions

*Actions:*

- The original building should remain the dominant element of the property regardless of the amount of extensions. The newly built extension should not overwhelm the building from any given point.
- Avoid designs that wrap around the existing building and involve overly complicated roof forms.

### Extensions to side

*Actions:*

- Side extensions should be set back from the front of the main building, mirror the roof pitch, replicate or have lower cornice height, and ridges should be below the existing ridge height. Take careful consideration to avoid overshadowing of the neighbouring plot.
- Set-back the extension by at least 50cm from the main facade or at least by 1m if the extension is a car garage.

- A minimum distance of 1m between the property and its boundary (giving a total distance of at least 2m between properties) should be maintained by new side extensions.

### Extensions to front

*Actions:*

- In general, front extensions have a greater impact on the street, and so should be carefully considered.
- Front extensions should take the form of the existing building, mirror the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height.
- The extension can project maximum 3 metres beyond the front facade and will not cover more than 50% of the front elevation.

### Extensions to rear

*Actions:*

- Rear extensions should take the form of the existing building, mirror the roof pitch, replicate or have lower cornice height, and ridges should be below the existing ridge height. Take careful consideration to avoid overshadowing of the neighbouring plot.
- The extension can project maximum 4 metres beyond the rear facade and will not cover more than 75% of the rear elevation.

### Loss of private amenity

*Actions:*

- Extensions should not result in a significant loss to the private amenity area (front, side and rear gardens) of

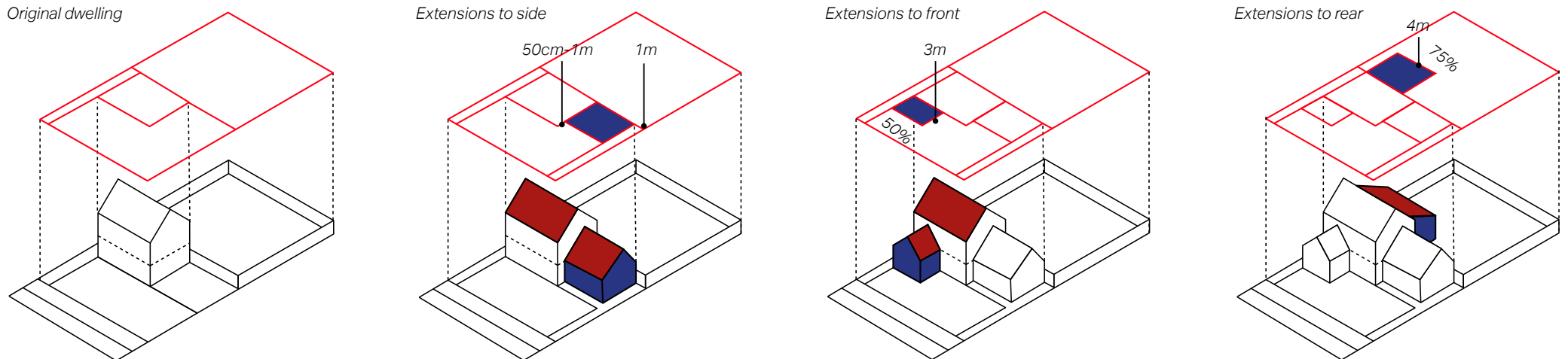


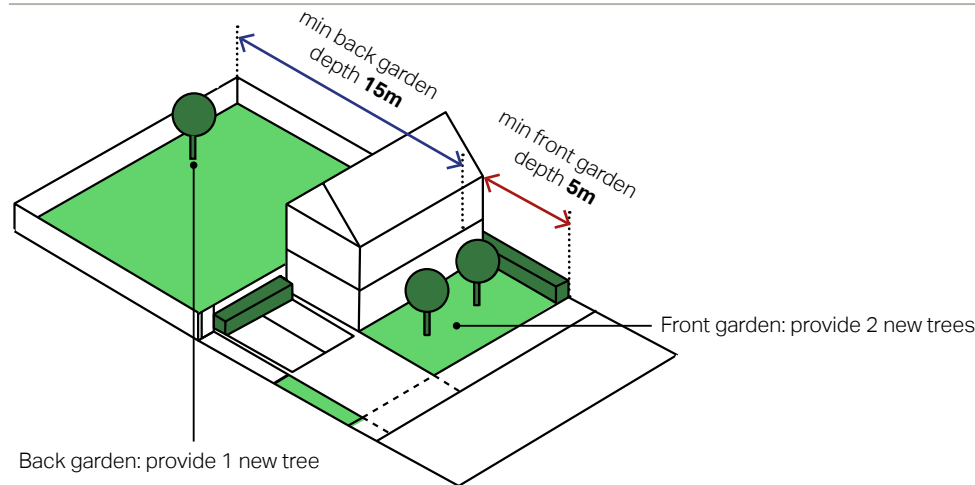
Figure 55: Conditions for extensions in new developments

the dwelling.

**Architectural language & materials**

Actions:

- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building. The original building should remain the dominant element of the property regardless of the amount of extensions. The newly built extension should not overwhelm the building from any given point.



**Figure 56: Planting conditions in new developments**

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## BE.1.8 Gardens

**Front Gardens & front to front distances**

Front garden landscaping should balance privacy to front living spaces with the need for street overlook.

Actions:

- The minimum length of the front garden is 5m from the main building line to the front property boundary and the minimum area of front garden is 15sqm (excluding driveways or other paved areas).
- Plant a minimum of 2 new trees in the front garden per plot/new single dwelling.

**Back Gardens & back to back distances**

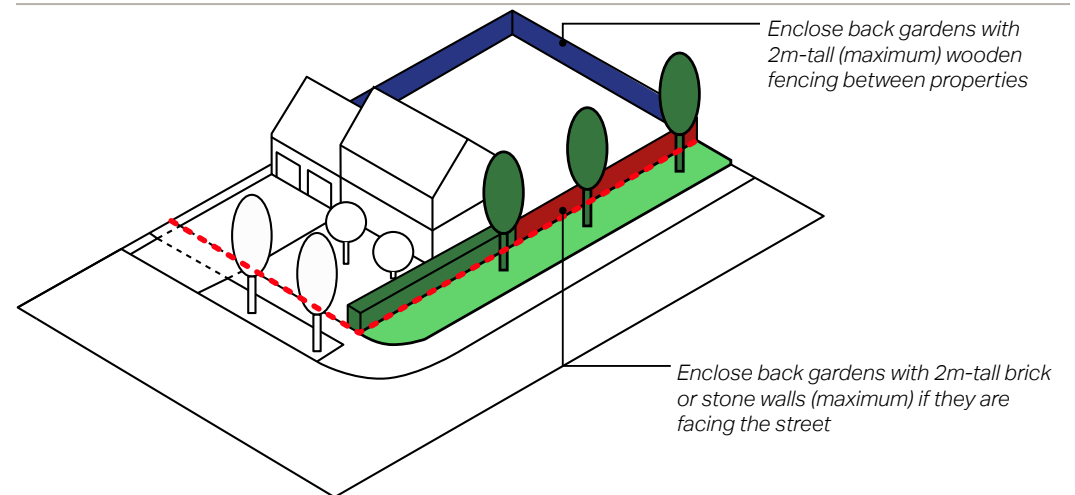
Actions:

- The minimum length of the back garden is 15m from the main back building facade to the boundary of the neighbouring garden and the minimum area of back garden is 90sqm.
- Plant a minimum of 1 new trees in the back garden per plot/new single dwelling.

**Boundary treatment**

Actions:

- Back gardens should not be exposed to the street. Brick or stone walls of maximum 2m in height should limit back gardens when facing the street. If back gardens are accessible from the streets, they need to be via secure gates.
- Wooden fencing of maximum 2m in height should separate back gardens when they are not facing the street.



**Figure 57: Boundary treatment conditions in new developments**

## BE.9.1 Vehicle parking standards

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### Vehicle parking standards

Parking standards are provided in the Leicestershire Highway Design Guide as the 6Cs design guide is no longer used by Leicestershire County Council and has been replaced by the former document.

Off-street parking	Standard
Development of 1 to 5 dwellings	2 spaces per dwelling as a general rule, 3 spaces per dwelling on houses of 4 or more bedrooms.
Development over 5 dwellings	Use the DCLG methodology. Parking courts are not advisable.
Disabled Parking	Provision according to latest guidelines
Garages	Internal dimensions: Standard single = 6m x 3m, with minimum door width of 2.3m Use by disabled = 6m x 3.3m with minimum door width of 2.8m Double = 6m x 6m, with two doors, minimum width of 2.3m (single landscape doors not advisable) Garages count as parking spaces.
Cycles	1 cycle space per dwelling. Provide racks stands for visitors on the public realm.
Car parking dimensions	Minimum parking size 2.4m x 5.5m, add 0.5m if bounded by a wall, fence, hedge, line of trees or other similar obstructions on 1 side, 1m if bounded on both sides.



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A rural landscape at sunset. In the foreground, a young green tree with large leaves stands on the right. A wooden fence runs across the middle ground, with several black and white cows grazing in a green field. The background shows a line of trees under a sky with soft, colorful clouds in shades of blue, orange, and pink.

**DESIGN CODES**

**CHARACTER AREA J:  
RURAL LAND**

**14**

# 14. CHARACTER AREA J: RURAL LAND

## Description of area

The design codes in this section define the character of any new development proposed within the rural land in the parish.



Figure 58: rural land aerial view

Relevant Design Principle		Design Code	
Code	Name	Code	Name
NE.1	Safeguard the Countryside & Settlement Separation	NE.1.1	same as design principle
NE.2	Enable Rural Worker Accommodation	NE.2.1	same as design principle
NE.3	Enhance Biodiversity & Geological Interest	NE.3.1	same as design principle
NE.6	Safeguard Natural & Semi-Natural Open Spaces	NE.6.1	same as design principle
BE.5	Replacement Dwellings in the Rural Area	BE.5.1	Conversion of agricultural buildings
BE.6	Redundant Rural Buildings	BE.6.1	same as design principle



View of Market Bosworth from the surrounding rural land



Market Bosworth Parish Boundary

Rural Land

Market Bosworth Parish Boundary

Figure 59: Character area J. Rural Land

## NE.1.1 Safeguard the countryside & settlement separation

### Settlement edges

New developments should be designed sensitively at the edge of settlement locations to achieve a tactful transition from urban to rural and vice versa. Green Wedges, Green Edges and Strategic Gaps are significant to maintain a pattern of urban development which retains links with surrounding countryside.

Actions:

- New development on rural land and on the Green Fingers towards the Market Place, will not be permitted. Conversions and extensions on existing properties will be permitted when they do not detract from the rural character of the area. Sympathetic employment, recreational and community uses will also be permitted when they acknowledge and enhance the rural surroundings.
- Retain the approach routes and the perception of a subtle transition between the rural and the settlement when arriving to Market Bosworth. If the new development serves as the access point to the village or an area of distinct character, new developments should visually acknowledge that fact.
- Create better links with the countryside. In edge locations, consider connecting all streets to the PRow network, promoting and suggesting new connections.

### Topography & views

Proposals must consider the effect upon views, topography, natural features and landscape setting of the new development, protecting and enhancing significant views. At the same time, proposals should identify potentially relevant new views, and the opportunity that the site has as a vantage point over the surrounding landscape.

Actions:

- Assess the visual impact on identified views and vistas.
- Identify potential relevant views from the new development to the surrounding countryside.
- Consider the effect of topography to enhance views from vantage points within the development and balance the visual dominance of higher parts of the site in relation to lower parts of the parish.

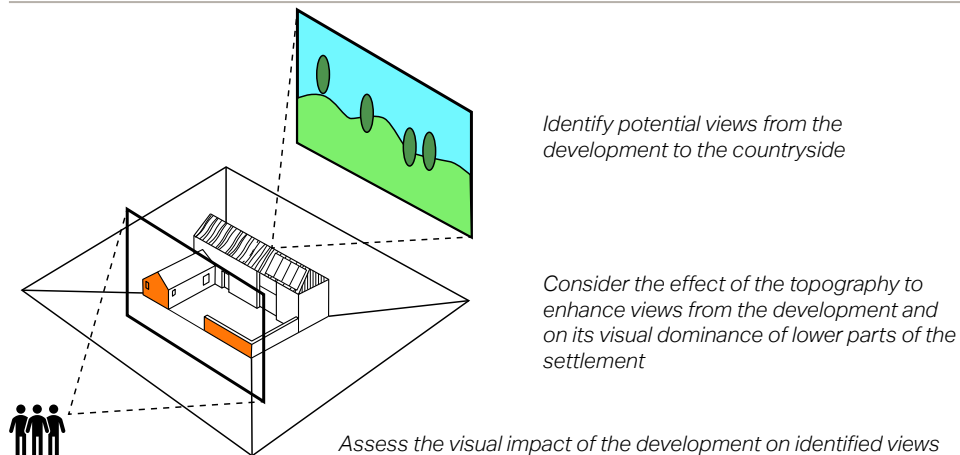


Figure 60: Strategies to safeguard the separation and vistas between settlement and countryside

## NE.2.1 Enable rural worker accommodation

### Rural worker accommodation

To protect its intrinsic value, beauty and open character, the countryside should be safeguarded from inappropriate development. The provision of rural worker accommodation is generally considered an exception:

- In particular, when there are no available existing dwellings or buildings suitable for conversion to residential on the site of the enterprise or within the local area and if the proposed dwelling is of a size and scale appropriate to the proper functioning and needs of the rural enterprise.

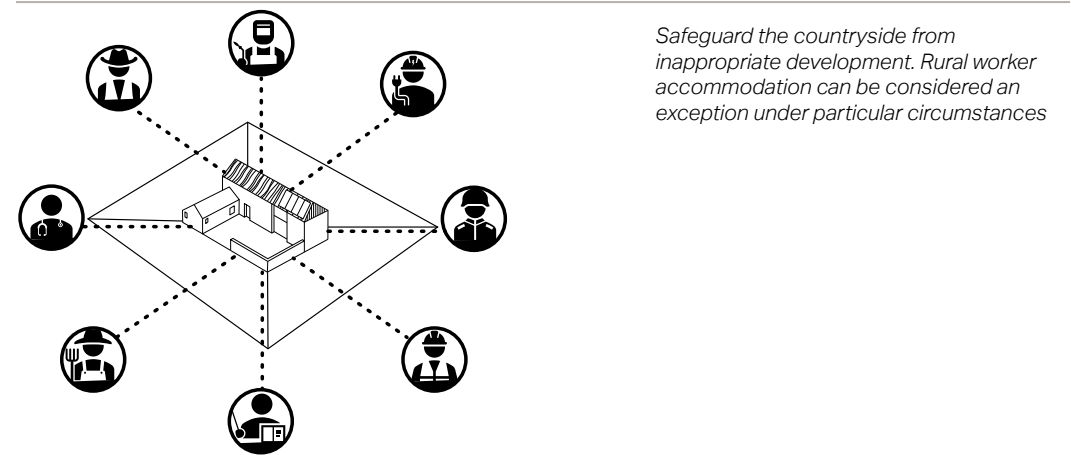


Figure 61: Enable rural worker accommodation while safeguarding the countryside from inappropriate development

## NE.3.1 Enhance biodiversity & geological interest

### Trees & hedgerows

*Actions:*

- Retain and conserve trees and hedgerows identified as important ('valued') in the Survey of Important Trees and Hedgerows (2018) and protect veteran trees with a TPO.
- Where impacts are unavoidable the strategy should be to minimise these impacts, such as: removal only of necessary sections of important hedgerows, and minimising the number of breaches. Where breaches or loss of hedgerow sections are unavoidable this should be mitigated by the planting of large standards (e.g. oak) at either side of the breach to result in 'archways' over the breach, thereby minimising gaps in the long term.
- Where properties have rear gardens backing on to open landscape, many have hedges as a means of separation and this greatly contributes to the biodiversity of the area. These hedges and any related trees should be retained which is in keeping with the ethos of the importance of trees and hedgerows in the community.

### Replacement trees

*Actions:*

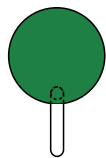
- Plant replacement trees of appropriate species in keeping with the historic landscape character.
- A tree planted to replace a tree removed due to development will take decades to achieve the biodiversity and amenity value of what has been lost. Existing trees should be replaced on a 3:1 ratio if affected by a new development in rural land.

### Landscape features

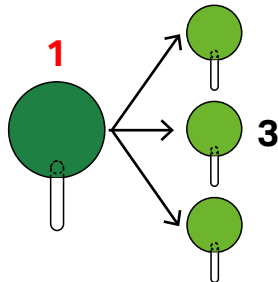
*Actions:*

- Maintain areas where Tudor and Parliamentary enclosure survives and where hedgerows are currently low but well maintained.
- Protect important features such as veteran trees.

Retain trees & hedgerows and protect veteran trees with a TPO



Replace trees with species in line with the historic landscape on a 3:1 ratio



Maintain areas with Tudor and Parliamentary enclosure and hedgerows

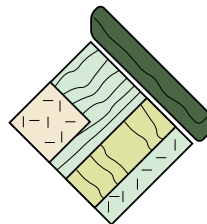


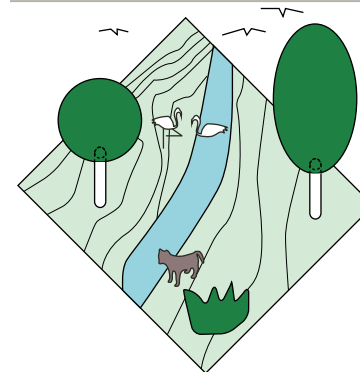
Figure 62: Strategies to enhance biodiversity and geological interest in rural land

## NE.6.1 Safeguard natural & semi-natural open spaces

### Development in natural & semi-natural open spaces

*Actions:*

- Retain and enhance the accessibility of Natural and Semi-Natural Open Spaces and their recreational value whilst ensuring the biodiversity and conservation value is also enhanced.
- Development within areas of Natural and Semi-Natural Open Space will only be considered appropriate where:
  - The proposal relates to the enhancement of the area for recreational purposes and only where this does not lead to the loss or damage of the area's biodiversity value.
  - It relates to the enhancement of the area's biodiversity or conservation value.
  - It enables the establishment and enhancement of pedestrian footpaths and cycle ways.



Safeguard natural and semi-natural open spaces, restricting development that is not in relation to the accessibility to the asset or to the increase in biodiversity.

Figure 63: Strategies to enhance natural and semi-natural open spaces in rural land

## BE.5.1 Conversion of agricultural buildings

### Agricultural buildings

Agricultural buildings were originally designed for a specific purpose, illustrating historical agricultural processes. This usually results in a specific appearance and layout. Understanding the original function and form will frame how to plan alterations to the exterior and interior space as well as considering its spatial setting.

### Avoid domesticity

When converting an agricultural building it is of paramount importance that the building does not become domestic in appearance and retains its agricultural character regardless of its new use. Essentially, it should not look like a house.

Actions:

- Avoiding domestic add-ons such as chimneys, dormer windows, conservatories, porches, visual clutter such as satellite dishes, domestic external lighting, hanging baskets, using domestic window or door styles and adding buildings such as sheds within the curtilage.
- Retaining features characteristic of historic working buildings such as the apertures (openings) which should not be partially or completely filled in, ventilation slots (often patterned) and any use-specific historic additions.

### Windows & doors

Agricultural buildings are characterised by long façades with few asymmetrical openings.

Actions:

- New openings should generally be avoided, and kept to an absolute minimum when necessary. They should never be planned in a regular or symmetrical pattern, as this is overly domestic. They should replicate existing proportions, construction and typical reveal.

- Reduce the visual impact of new frames as much as possible, avoiding excessive transom and mullions and general window divisions, opting for simple and slender frames and glazing. They should also be set back into a reveal.

### Large openings

Actions:

- A key feature of agricultural buildings are big openings. This includes threshing, cart, and wagon doors. These large openings should not be partially or completely blocked or filled in, and should be retained.

### Roofs

Actions:

- Avoid features such as dormer windows. If rooflights are used, they should be used sparingly and sited discreetly so as to not become a feature in the landscape.
- Avoid accretion of visual clutter including ridge and roof vents.
- Local roofing materials include thatch, clay tiles and slate. These should be retained and re-used wherever possible.
- If required, solar PV panels should not be placed in the main roof gable or façade if other locations are available which would not significantly hinder the performance of the PV cells. In all cases PV panels should integrate with the overall pitch, materials and feel of the roof.

### Materials

Actions:

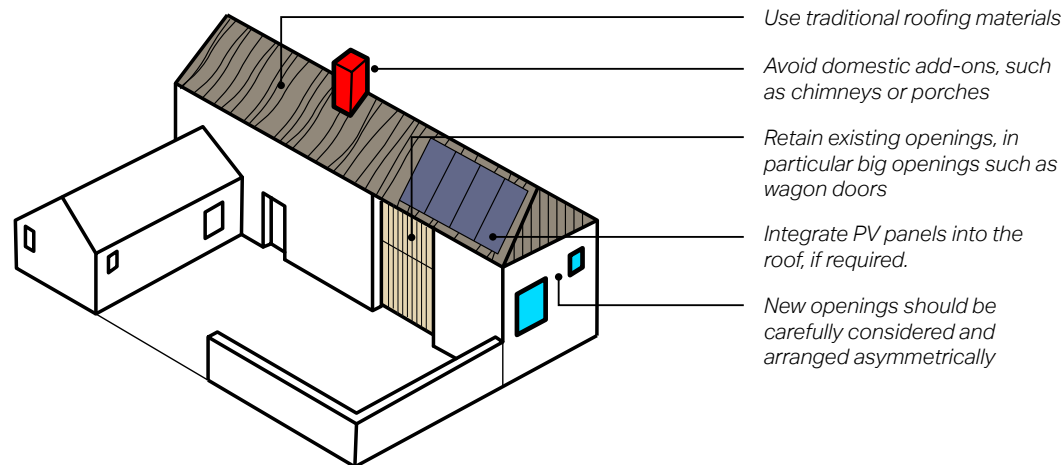


Figure 64: Strategies for the conversion of agricultural buildings into homes (diagram 1)



## BE.6.1 Redundant rural buildings

- The majority of farm buildings in the Borough are built of local red brick. Existing brickwork should be reused or reclaimed. Give consideration to the material source and matching the colour, texture, size and bond of the existing brickwork and use a lime-based mortar mix.
- Historic fabric should be repaired where necessary. Timber-framing should be repaired by splicing in new elements in green oak, replicating historic joint methods. Pitched weatherboarding is a key feature of the Borough, replacement should match the scale of the existing. Exposed historic timbers should not be painted or stained.

### Extensions

#### Actions:

- It is usually not appropriate to extend an agricultural building or add new buildings in its curtilage. If they are included, extensions or additions should generally be simple, unobtrusive, and respect the plan-form of the building and group layout.

### Rural setting

#### Actions:

- Courtyards should be surfaced in a material that reflects its rural setting. Farmyards should remain open and not be divided by fences or walls. Parking spaces should not be formally marked out.
- Where the use of landscaping and boundary treatments can be justified design cues should be taken from existing traditional features and will typically consist of metal agricultural or timber post and rail fencing, low brick or stone walls and native hedgerows.
- Boundary brick walls should be left intact, and not chopped through or reduced for access or to create visual splays.

### Disused rural buildings

Proposed development outside the settlement boundary for the re-use and/or adaptation of redundant or disused rural buildings is generally acceptable when buildings are no longer viable in their current use.

- The building should be capable of conversion without significant rebuild or alteration.
- Any proposed extension(s) or alterations should be proportionate to the size, scale, mass and footprint of the original building and be situated within the original curtilage.
- In general, all development proposals for the re-use of redundant rural buildings should result in the enhancement of the immediate setting.

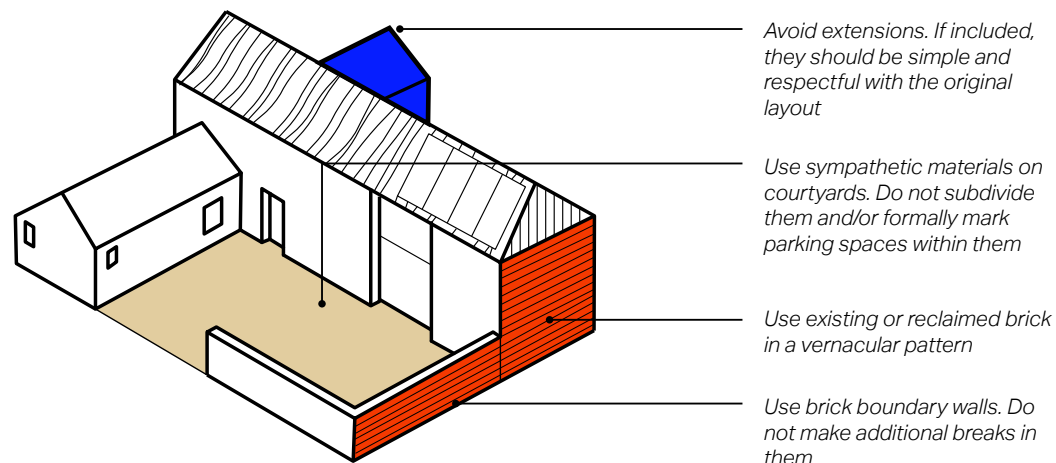


Figure 65: Strategies for the conversion of agricultural buildings into homes (diagram 2)





**DELIVERY**

**15**

# 15. DELIVERY

This section concludes the report with recommendations on how to embed findings in the Neighbourhood Plan and engage with local authorities.

This report considers the spatial and contextual character of Market Bosworth and subsequently sets out the design codes that any development in the parish should follow. It demonstrates how future developments might create high quality places in a way which responds to and enhances the rich character of the town.

This document can be a valuable tool for securing context-driven, high quality development in Market Bosworth, especially on potential sites that might come forward in the future. It will provide more certainty to both developers and the community in securing developments that are designed to the aspirations of the community and that can speed up the planning process.

These design codes are anticipated to be used by different stakeholders in the planning and development process in the various ways summarized in the table opposite.

<b>Stakeholders</b>	<b>How to use this guideline</b>
Applicants, developers, landowners	As a guide to community and Local Planning Authorities expectations on design, allowing a degree of certainty – they will be expected to follow these guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The design codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the design codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

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## About AECOM

AECOM is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations worldwide. As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges. From high-performance buildings and infrastructure, to resilient communities and environments, our work is transformative, differentiated and vital. See how we deliver what others can only imagine at [aecom.com](http://aecom.com) and [@AECOM](https://www.instagram.com/AECOM).

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