



Station Field Design Brief

Market Bosworth
March 2024





This document was produced for the
Market Bosworth Neighbourhood
Forum by Design:Midlands. Content ©
Design:Midlands 2024.

Contents

Purpose of the Design Brief	i
Site Description	1
Location	1
Site Area	1
Surrounding Land Uses	2
Design Goals	3
Building for a Healthy Life	3
Existing Planning Policies	4
Site Design Principles	5
Physical and Natural Considerations	7
Relationship to Surroundings and Neighbourhood	7
Site Access	8
Guiding Design Principles	9
Site Constraints and Opportunities	9
Layout, Grouping and Landscape	11
Planning of Streets and Footpaths	17
Handling of Garages and Car Parking	19
Attention to Safety, Security and Accessibility	19
External Appearance and Internal Planning	21
Sustainability in Construction	23
Finishes, Detailing and Workmanship	24
Further Information	25
Notes and References	26



Purpose of the Design Brief

This Design Brief sets out the key factors for bringing the Station Field site forward in a way that complies with policy, Market Bosworth masterplan, Design Code Character Area I and embodies good design.





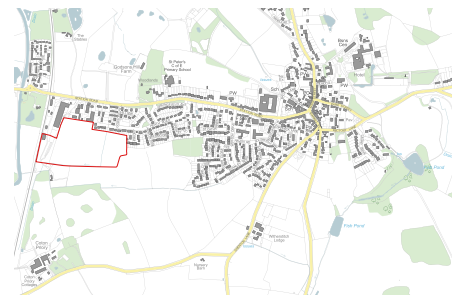
The Site

Site Description

The site slopes gently south-west, towards the corner of the field shown in **Figure 1**, with a small stream draining south then west towards the railway line along the line of a hedge with mature trees, a typical landscape character of this part of Leicestershire¹.

Location

This design brief relates specifically to the NP mixed use site allocation identified to the south of Station Road and Heath Road, shown here in **Figure 1** and subsequently referred to in this document as Station Field. Station Field was proposed for development by the Neighbourhood Forum due to the natural landscape, as it should have minimal impact on the views and vistas identified in the NP.



Above
The site in relation to Market Bosworth

Figure 1 (left)
The site red line boundary

Site Area

An area of 7.5 hectares is allocated for mixed use development. **NP Policy BD2: Site allocation south of Station Road and Heath Road** states the development shall provide:

- Between 0.5 hectare to 1 hectare of additional B1, B2 or B8 employment land
- A minimum of 77 dwellings with overall housing density, mix and design in line with the Market Bosworth Housing Needs Assessment 2023
- An area of open space
- The inclusion of a community facility within the development is encouraged

An Employment and Training Implementation Plan shall be agreed with the Borough Council to maximise the generation of new local employment opportunities, ensuring the guaranteed deliverability and safeguarding of jobs.

A large portion of Station Field is owned by St Peter's Church, Market Bosworth, however, there is an area of previously used land to the west, adjacent to the railway line not owned by the Church that is included in the site allocation.



Surrounding Land Uses

The site is bounded on the north and west by an industrial estate and housing. The land to the south is predominantly arable farm land. The north-east has perimeter boundaries of previous developments. To the south-west the land is not considered to be brownfield land as the majority of the immediate area adjacent to the site is now part of the surrounding landscape.

Whilst this area may have been used previously more intensely with other structures, as defined by latest National Planning Policy Framework (NPPF) (Dec 2023), the structures have blended in to the landscape in the process of time therefore not fulfilling the definition of previously developed land. There may be opportunities in future editions of the NP to consider allocating some of this area for development.

Above
Surrounding uses photographs and locations

Design Goals

The setting of Market Bosworth is considered to be its most striking characteristic. The combination of natural landscape and parklands provides dramatic approaches into Market Bosworth, with the centre appearing unexpectedly as a sharp transition from rural to built form.

The landscape surrounding Market Bosworth is well wooded, and there are mature trees within the settlement area, commonly seen breaking the roofline. The rooftops of buildings are visible through the trees, although views are typically filtered. Consequently, the roof line appears as an integrated feature of the landscape. Maintaining and enhancing the views of a 'densely wooded hilltop' and the 'green fingers' shall be the prime goal of the development.

The developer should give their design team enough time to appraise the site, its setting and identify the visual and other characteristics of the context needed. The final design is required to deliver a solution for a mixed use development that aims to achieve the requirements of:

- Building for a Healthy Life (BHL) 2020² accreditation and 'outstanding' rating thereby gaining entry into the award programme honouring the 'best of the best'.
- Manual for Streets 2010³
- Gear Change 2020 and Local Transport Note 1/20 (LTN1/20) 2020⁴



Building for a Healthy Life

Design proposals shall aim to achieve compliance with the aims of Building for a Healthy Life and comply with Government's Manual for Streets 1 and 2, Gear Change and LTN 1/20. Building for a Healthy Life is a government-endorsed industry standard for well-designed homes and neighbourhoods. The development shall achieve 9 'greens'.

Existing Planning Policies

The NP was adopted by Hinckley and Bosworth Borough Council (HBBC) on 4th September 2015. The Modified Plan along with the NPPF and the HBBC Local Plan shall be considered for all applications for planning consent in the Parish of Market Bosworth



The NP Policy has three planning policy themes:

- Design Codes
- Character and Environment
- Building and Development

The Design Principles support the Neighbourhood Plan Policies.

Site Design Principles

In addition to the overarching design principles in the Design Codes and Design code area I. The design proposals are required to address the following specific issues relating to the development of Station Field:

1. The main vehicular access to the new development will be through the industrial area on the south side of Station Road. It is important to ensure there is clear and safe separation of heavy goods traffic and work vehicles linked to industrial units from provision for pedestrians and cyclists;
2. Ensure that the overall approach to the built form, street layout, landscape and dwelling density minimises the visual impact of the development and relates sensitively to the surrounding area. Building height should be in general conformity with that of established developments identified in Character Area D;
3. Incorporate and enhance existing landscape features such as broadleaf tree cover, the creation of green space both within the new development and on boundaries to provide a buffer against surrounding areas;
4. Reduce the density of the dwellings to the edge of the residential development adjacent to the open landscape to create a gradual transition from built area to more open green space;
5. Design the eastern part of the site to be sensitive to the existing and adjoining properties and minimise visual impact;
6. Ensure that the Affordable Housing is fully integrated with the market housing throughout the development in accordance with NP Policy BD1(b);
7. Provide a mix of housing types and sizes to meet the current and future needs of households in Market Bosworth;
8. Incorporate pedestrian and cycle links to adjoining residential areas to the east to reduce reliance on the private car;

9. Provide a legible street network in accordance with Manual for Streets³ within the development which link the residential properties with services and facilities such as community buildings, play spaces and allotments;
10. Provide garages large enough to be useable with internal dimensions of 6m x 3m;
11. Provide off street car parking in accordance with Manual for Streets;
12. Provide vehicle and a safe pedestrian link to Station Road;
13. Provide a landscape buffer between the employment land (existing and proposed) and the proposed residential use;
14. Design a 'gateway' for the development onto Station Road via the industrial estate to announce the development which is largely hidden from view;
15. Ensure that the proposed open space / play provision are well overlooked;
16. Retain a publicly accessible space between the development and the open countryside;
17. The landscape design within the site must link green spaces with green 'corridors' through the built area to enhance biodiversity and create a high quality environment.

In addition to the site design principles, the NP includes aspirations such as the provision of a BMX/skate board facility in a suitable location and management of traffic congestion at peak times.

Physical and Natural Considerations

Relationship to Surroundings and Neighbourhood

Specific Character Areas have been identified in the NP and the Design Code, and it requires new developments to reflect adjacent Character Areas and Design Code in terms of open green space, building styles and densities, etc. A flexible rather than standard approach to layout is required to protect the landscape setting of Market Bosworth



The design should pay particular attention to **NP Policy BD3**, the **Design Code for Character Area I** and the Site Design Principles **3, 4, 5, 13** and **16**. Landscape features which historically determined the development of the character areas are extremely sensitive to the community so visual impact is a key consideration. The site must relate to the landscape and provide a buffer or phased transition to the character of the surrounding areas, and every opportunity shall be taken to minimise visual impact from designated views and vistas (**NP Policy CE3: Important Views and Vistas**) and adjacent residential developments. This is particularly the case for any development that is visible from the A444 Nuneaton to Burton Road (long view from the south west) which provides attractive long distance views of St Peter's Church Spire and the wooded hillside from south of Sibson.

Station Field is adjacent to open countryside to the south of Market Bosworth. Closer in, the only unrestricted view of the site is from Priory Lane (where it is crossed by a high pressure pipeline). There are limited views of the site from this direction due to dense planted areas within the Coton Priory Estate. Views of Station Field from Wellsborough to the west are obscured by mature trees along the rail and canal corridor. From the north the site is set back and largely hidden from view, with little opportunity to provide a frontage onto Station Road.



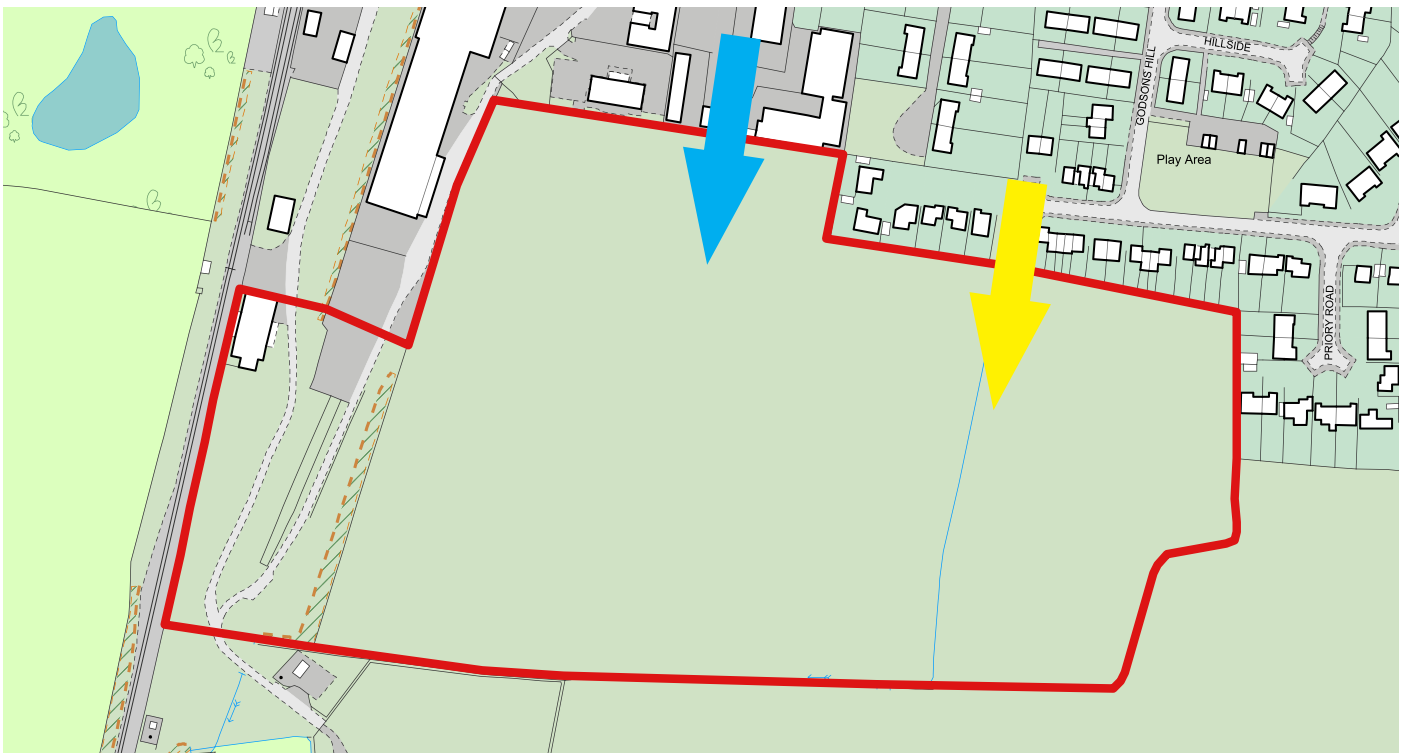



Figure 3 (above)
Site entrances

 Main site entrance

 Pedestrian access from existing Heath Road

Site Access

Existing entry and exits to the site are shown above, with the potential access onto Station Road identified. The site provides access to the wider countryside for pedestrians (dog walking) using existing unofficial routes along the field boundaries (see **Figure 7**).

The development shall integrate into the existing neighbourhood rather than create an inward looking cul-de-sac development. It is important that convenient pedestrian access is provided to the bus stops on Station Road. New development must improve these links to reduce reliance on private cars. There is also an opportunity to provide safe pedestrian and cycle links to existing residential areas and the rail and canal corridor through this area of land.

The development shall provide open public access to:

- Open space between the development and the countryside beyond
- Previously used land to the south of the site
- The existing industrial estate
- Potential future extensions to the development (south and east)

Guiding Design Principles

In addition to the expansion and enhancement of the industrial estate, the development shall have a mix of housing types and tenures that meet local requirements. A high-quality, bespoke-design residential development scheme consisting of family housing and housing for the elderly (predominantly semi-detached, detached houses and bungalows) is considered the most appropriate form of development for the residential portion of this site.

Site Constraints and Opportunities

Constraints

- A report⁵ on the NP by Mr Richard High, an independent examiner, identified access and viability of this site as a concern at a Public Hearing. Noise pollution from the industrial estate operations was also raised as a potential issue at the Public Hearing.
- **Site Design Principle 1** identifies the main vehicular access to the new development will be through the industrial area on the south side of Station Road.
- **Site Design Principle 1** identifies the importance of clear and safe separation of heavy goods traffic and work vehicles linked to industrial units from pedestrians and cyclists;
- **Site Design Principle 8** identifies the need to incorporate pedestrian and cycle links to adjoining residential areas to the east to reduce reliance on the private car. The lack of a footpath on the south side of Station Road at Godson's Hill is a significant impediment, particularly for children walking to St Peter's Primary School from the proposed development.
- **Site Design Principle 12** identifies the need for vehicle and safe pedestrian links to Station Road as there is a need to improve pedestrian access to the bus service and the centre of Market Bosworth.
- **Site Design Principle 14** identifies the need to design a 'gateway' for the development onto Station Road via the industrial estate to announce the development, which is largely hidden from view. Since the approach to the development is proposed through an industrial estate its 'appeal' to potential house purchasers may be diminished.





Opportunities

- Vehicle access is planned through the industrial estate from Station Road. Additional access for pedestrians, cyclists and mobility scooters is possible through existing housing estates (Heath Road / Godson's Hill), see **Figure 3**. Lining the main access road with hedgerows containing broadleaf trees and creating a tree-lined avenue that reflects the characteristic Leicestershire landscape feature, seen opposite the entrance on the north side of Station Road, will be particularly important in promoting a quality residential environment.
- Improving the infrastructure of the industrial estate will encourage expansion of the 'high technology' businesses already operating on the site and attract new business investment. By creating a high-quality environment through novel design and innovation, any concerns about the loss of appeal for house purchasers will be mitigated.
- With future (beyond 2039 - the plan period of the NP) potential development on Church-owned land adjacent to Station Field, an opportunity exists to extend the Spinney in order to create a wildlife corridor across the south of Market Bosworth to the rail / canal corridor. Planting indigenous broadleaf trees on the higher ground to the west of the Spinney and along the paths of two existing streams / drainage channels, to include a community orchard and fitness trail, will provide an additional 'green finger' of land (re: NP View, Vistas and Landscape Map) penetrating towards the centre of Market Bosworth from the south-west.

Layout, Grouping and Landscape

The design of the development site shall be consistent with adjacent Character Areas and Design Code I in terms of housing density and provision of open green spaces, so that it integrates into the surrounding character of the area (see **Figure 4**).

NP Policy DC1 Design Codes: Development proposals must demonstrate how they contribute to the features which positively define the following 10 character areas, and will be supported where they are in conformity with the essential design considerations for the relevant character area, the general design principles set out in the Market Bosworth Design Codes and other Neighbourhood Plan policies as applicable.

- A Leisure & Tourism
- B Industry
- C Education & Community
- D Suburban Residential
- E Historic Core
- F Ancient Parkland
- G Country Park
- H Post-2000 Development
- I New Development
- J Rural Land

The Station Field site is identified as Character Area I in the Design Codes and this section should be read in conjunction with this Design Brief.

NP Policy CE1a: New development should be in keeping with its Character Area. All new development within Market Bosworth should be in keeping with its Character Area with regards to scale, layout and materials to retain local distinctiveness and create a sense of place. Where new development would be visible from an adjacent Character Area it should be sensitive to the principal characteristics of that area. Innovative or outstanding design will be supported if it raises the overall quality of the Character Area.

The boundaries of the Character Areas are shown on the Character Areas Map (Appendix 1) and described in Section 5 of the Market Bosworth Design Codes

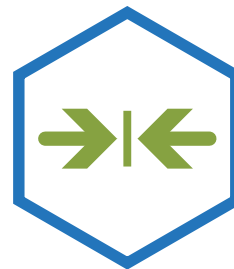


Figure 4
Illustrations of Open Space in
Adjacent Character Areas

Policy CE1b New development should respect adjacent rooflines.

Within any Character Area the roofline of any new development must respect adjoining areas and neighbouring buildings and not harm important views and vistas. Design proposals for new developments shall have regard to the height, layout, building line and form of existing development at the boundaries of the development site. Landscape treatment shall be used to break up the roof line of dwellings.

Framing views of existing landmarks, such as the spire of St Peter's Church, locally important landmarks such as the Spinney for Character Area I, and creating new ones by exploiting features such as existing mature trees will aid layout design. Dwellings may be oriented so that residents can see these features from within their homes.

NP Policy CE4: Trees and Hedgerows - Mature trees and woodland should be protected wherever possible.

Existing trees⁶, hedgerows⁷ and shrubs likely to continue to grow for long periods of time shall be candidates for retention and protection:

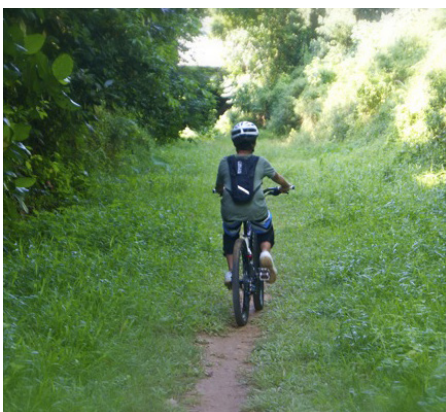
- Preserving trees and hedgerows on the boundary of Station Field and industrial area will help create a sense of distinctiveness and this should be recognised in the design concept. Retention of existing vegetation and its enhancement with new planting will help to integrate development into its setting and give an impression of maturity from the outset whilst also helping to influence the layout.
- Buildings will generally need to be located well away from trees on clay soils - a significant layout constraint. Development shall be kept outside the crown spread or the falling distance of mature trees (whichever is the greater).
- A tree survey will be required in accordance with BS 5837 (2012). All existing vegetation and other landscape features should be surveyed and recorded.

Layout, Grouping and Landscape



Figure 5
Indicative green corridors / trim trail

Below
Examples and precedents



New buildings and streets will need to be located to allow for the survival of vegetation to be retained and to minimise amenity problems. In addition, paving will need to be porous over a large enough area to provide trees with sufficient rainwater, a space-consuming requirement that may strongly influence the layout. This is in order to avoid damage to the root systems and drainage systems of existing trees. This will help ensure their long-term retention, and can also help prevent potential amenity problems that may arise for residents of properties, such as loss of light or leaf fall due to proximity to trees. Prior to any building works commencing, developers will need to provide appropriate protective fencing for all trees being retained.

The area to be fenced will need to be of sufficient size to ensure that no damage is likely to occur to the root system or drainage of the trees to be retained. In all cases protective fencing should encompass at least the area equivalent to the crown spread, or half the height of the trees, whichever is the greater. Care should be taken to ensure that within the area fenced: there is no stockpiling of building materials or surplus soil; there is no trafficking over or parking; no works of excavation, or raising or lowering of soil levels occurs; and no fires are lit. Branches should not be carelessly lopped off, roots amputated, nor trees used as an anchor for winching purposes.

The possibility that damage to tree roots could render existing trees unstable should be taken into account when determining the location of buildings and external works, such as retaining walls and carriageways.

NP POLICY CE2: Local Green Space - New development that is incompatible with the importance of the Local Green Space as an attractive publicly accessible area will not be allowed unless there are very special circumstances where the benefits of the development clearly outweigh any harm. Development should preserve the stream / drainage channels as an attractive, positive but safe feature. Concern may be raised about current surface water run-off from the higher ground. This can be mitigated with a “sustainable drainage scheme” that reduces water run-off from the site compared to the current agricultural use.

NP Policy BD3 and Site Design Principles 15, 16 and 17 identify requirements to include a community facility within the development. This may be addressed by creating multi-functional natural outdoor play opportunities for all age groups by providing linked open green spaces that run through the development and could, in the future, connect the Spinney to the rail/canal corridor. This green corridor should encompass a ‘trim trail’ linked to a recreational area with outdoor gym equipment suitable for all ages, from child to older adult (**Figure 6**). Developers should also look to provide allotments and a community orchard. Properly designed, this facility will reduce the need for residents to travel by car to open spaces elsewhere such as the Country Park, enhance security through increasing activity and potentially provide a corridor for wildlife between the Spinney and the rail/canal corridor.

The habitats within the Parish provide an important network of green spaces (or green infrastructure) for people and wildlife, linking local habitats with those in the rest of the Borough. Green infrastructure can be defined as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. The Market Bosworth community recognises the importance of local green spaces and green infrastructure for wildlife and for the contributions this makes to health and wellbeing of people and communities.

The connectivity and multi-functionality of the existing green infrastructure network needs to be conserved and enhanced with due consideration given to the design and layout of all new developments. The community place considerable value on the protection and, where possible, enhancement of biodiversity in the Parish. This includes the conservation of existing green spaces within the settlement areas of the Parish, the open farmland areas outside the settlement themselves and the protection of green infrastructure and wildlife corridors. It is vital that these natural features are protected and enhanced, to ensure that local wildlife, habitats and landscape are supported for their intrinsic value and for the benefit and enjoyment of existing and future residents.

Layout, Grouping and Landscape

British hedgehogs have much declined in recent years, notably in rural areas such as the parish of Market Bosworth and are now a priority concern for nature conservation as defined in Biodiversity Action Plans. The Wildlife Trust and British Hedgehog Preservation Society have designated 'Hedgehog Improvement Areas' to help conserve this iconic species. The local community values the presence of hedgehogs and other wildlife within the parish and is keen to ensure that they are protected.



Development plans will be supported when features to help the species are incorporated into new developments. The connectivity of garden greenspace within that green infrastructure network of future developments is of crucial importance for hedgehog conservation. Boundaries and barriers should be made permeable, such as: the use of fence panels with 13 x 13 cm hedgehog holes at the base. Connectivity and shelter for all ground-dwelling wildlife should be encouraged through features, such as: native species hedgerows and grassy margins.

Methods of mitigating potential noise, dust, vibration or odours created by any operations on the industrial estate should also be highlighted. Consideration will need to be given to the amelioration of noise and other nuisances by mounding and buffer planting or with a view to their prevention at source through discussion and agreement with Environmental Health Officers from Hinckley and Bosworth Borough Council.

NP POLICY BD1: Affordable housing is evenly spread across a development site in small clusters of four to six dwellings. It is a requirement to design homes and streets that are tenure-blind, so that it is not easy to differentiate between homes that are private and those that are shared ownership or rented. Starter homes and homes for the elderly or downsizing households shall be provided. The developer shall demonstrate how the scheme's housing mix is justified with regard to the relevant NP policy.

NP Policy BD3 and Site Design Principles 6 and 7. The scheme shall aim for a housing mix that will create a broad-based community and incorporate a range of property sizes and types, avoiding creating too many larger or too many smaller homes from being grouped together.



Figure 6
Children's Recreation Area and Junior/Senior Trim Trail
(Envisaged as a circuit over an extended exercise/walking course)

Planning of Streets and Footpaths

Existing routes for the movement of pedestrians, bicycles and vehicles surrounding the site and any features that may influence the provision and layout of footpaths and streets in the development should be identified. The location of proposed cycle routes or other special provision for cyclists and mobility scooters will also need to be identified to help ensure that adequate connections are provided such as cycle track links between the development, local attractions and schools. The scheme should identify existing and potential points of access to the site for pedestrians and cyclists (including any links that ought to be provided to adjacent developments or future sites). Developers should also indicate which of these access points would be used to reach destinations such as off-site public open spaces, schools and bus stops.



NP Policy BD3 and Site Design Principle 9 identifies the requirement to provide a legible street network in accordance with Manual for Streets³, Gear Change⁴ and LTN 1/10 within the development, which links the residential properties with services and facilities such as play spaces and allotments.

Designers must ensure that all streets, pedestrian and cycle-only routes pass in front of people's homes, rather than to the rear of them. The layout of a development and the quality of connections it provides shall aim to minimise the number of car journeys made by reducing walking distances to local facilities and services. Designs should use the best quality hard landscape scheme that is viable, and streets and public spaces should be simple and uncluttered.

The design should develop 'safe routes to school', particularly between the housing development and St Peter's Primary School, to encourage parents and young children to walk to and from school. The design should overcome the absence of a footpath on the south side of Station Road at Godson's Hill and provide safe point(s) on Station Road. The design should create access for pedestrians and mobility scooters into and out of the development (eg: links to Station Road, Heath Road, and Ambion Rise) to encourage walking to the schools, bus stops and to the centre of Market Bosworth.

The layout and orientation of routes shall provide as many people as possible with the quickest, safest, attractive, and most convenient possible routes between homes and public transport (Station Road). Streets and pavements on the development shall not interrupt linked green open spaces, wildlife corridors or the trim trail. The scheme shall be designed to make it easy to find your way around. Consideration shall be given to the needs of people who live nearby that may want to walk through the development to get somewhere else, so the developer must identify how the site layout can contribute towards creating a more walkable neighbourhood.



Figure 7
Existing (blue) and Proposed
(orange) Public Footpaths

Short through-routes or compact loops should be used instead of culs-de-sac, putting to better use the land that would otherwise be occupied by the large turning spaces required at the heads of culs-de-sac. They will also facilitate the movement of larger vehicles and reduce the hazards that may be caused, especially for children, by vehicles having to reverse.



Designers should create footpaths and bridleways in to and out of the housing development to connect to existing footpaths (eg towards Far Coton) and the open countryside (as shown in **Figure 7**), with the potential to create more extensive networks of linked green spaces and wildlife corridors in the future. Any existing rights of way for pedestrians and unofficial routes along field boundaries taken by dog walkers should be identified and integrated into the development, making sure they will not be in out-of-the-way places open to abuse such as fly-tipping or other anti-social activities. Existing unofficial footpaths shall not be blocked or redirected, particularly where these are well used by dog walkers gaining access to the wider countryside.



A Transport Assessment & Travel Plan will be required in line with Department for Transport guidance.

Handling of Garages and Car Parking

Each dwelling shall have sufficient off-road parking, with some shared visitor parking on the street. The scheme shall use a range of parking solutions appropriate to the context and the types of housing. Where parking is positioned to the front of the property, ensure that at least an equal amount of the frontage is allocated to an enclosed, landscaped front garden as it is for parking to reduce vehicle domination.



NP Policy BD3 and Site Design Principle 11 requires the provision of off street parking in accordance with Manual for Streets³, Gear Change⁴ and LTN 1/10. It is a requirement to design garages and parking spaces that are large enough to fit a modern family sized car and allow the driver to get out of the car easily. **NP Policy BD3 and Site Design Principle 10** requires the provision of garages large enough to be usable with internal (minimum) dimensions of 6m x 3m.

Attention to Safety, Security and Accessibility

When considering the requirements for street design, the developer should be aware that high priority is afforded the aim of creating safe surroundings. **NP Policy BD3 and Site Design Principle 1** requires the main vehicular access to the new development to be through the industrial area on the south side of Station Road. It is important to ensure there is clear and safe separation of heavy goods traffic and work vehicles linked to industrial units from provision for pedestrians and cyclists.



To promote the quality of the residential environment and help enhance security from crime, gardens shall back onto each other rather than onto a common open space, rear access footpath or parking court. In exceptional cases, where rear boundaries are exposed to public areas, specific design measures, such as hedges and other planting of appropriate species or high quality boundary wall treatments will be necessary to provide security and privacy. Such treatments will also be necessary wherever side boundaries abut roadways, footpaths or public open space. In order to keep passers-by away from the windows of dwellings, private open space shall be provided at the front of houses.



Layouts that include dwellings and apartments facing onto the rear garden spaces of other dwellings (or that back onto the fronts of other dwellings) shall be avoided. Such layouts generally provide an unsatisfactory relationship between dwellings, even where dual aspect designs are employed, and can adversely affect privacy, reduce safety and be detrimental to the quality, character and appearance of the development as a whole.



Gardens should be designed to allow the planting of trees and shrubs that enhance the visual character of the area by breaking the roof line. Planting will also minimise the visual impact of parked cars when located in front of the main building line. Developers will be responsible for the provision of this planting. Low hedges, fences or walls will be needed to help provide a safe environment for children and to minimise nuisances from dogs and pedestrians taking short cuts. Even the smallest back gardens and patios shall offer some privacy from overlooking and get the sun for a part of the day. Designs will generally need to accommodate a paved and/or grassed area that allows for sitting out, small children's play, and drying washing; space for planting and garden storage and space for potential house extensions should also be considered.

Additionally:



- Secure access to back gardens for off-street storage space of wheeled bins shall be provided;
- Public and private spaces shall be clearly defined and designed to be attractive, well managed and safe;
- Create connections that are attractive, well lit, direct, easy to navigate, well overlooked and safe;
- Design homes that offer good natural surveillance opportunities; carefully considering the impact of internal arrangement on the safety and vitality of the street;
- Maximise the amount of glazing to ground floor, street facing rooms to enhance surveillance opportunities creating a stronger relationship between the home and the street;
- Make sure people can see their car from their home or can park it somewhere they know it will be safe, avoid rear parking courts;



Scaled maps and plans will be required for the analyses of the site and its surroundings. A schematic analysis will be required that highlights existing routes, views, places of interest and land use analysis of the site.

External Appearance and Internal Planning

The design process should concentrate mainly on reflecting and fitting unobtrusively into the local landscape. The design should respect and complement the landscape setting and reflect the essentially rural character of the location in the form, layout and detailing of buildings. This can be achieved through the use of local materials, traditional detailing and appropriate planting.



Layouts should be designed to ensure that buildings are located and orientated to present an attractive outlook facing onto all streets. Specific designs will also be required for buildings occupying internal and external corner sites, and this may provide an opportunity to design landmark buildings. The layout and design will need to take into account the need for adequate daylight, sunlight and privacy; protection from traffic noise; energy saving and water conservation; general storage space; special provision for disabled and elderly people; adaptability (improvements and extensions) and informal surveillance of external spaces.

NP Policy CE1a: All new developments within Market Bosworth should have full regard to the essential design considerations and general design principles set out in the Market Bosworth Design Code Policy DC1

Building designs shall vary in form and type to help create distinctive spaces. An even distribution throughout the layout of developers' standard ranges of dwelling designs must be avoided. Variations in building design may also be needed in different parts of the scheme. For instance, windows and entrances being put in gable walls to take advantage of different orientations, outlooks and access arrangements, or elevations being specially designed to provide focal points at the ends of vistas or on corner sites. The use of appropriate materials and detailing shall be used to act as unifying elements in the design to help create coherence, distinctiveness and a local identity.

Not all the houses are to be identical in design. New developments should be encouraged to include some bungalows in their new homes offering to support an aging population. The Plan identifies housing needs for Market Bosworth in section 6.2 *Building and Development*. Affordable houses shall be indistinguishable from market housing. Buildings shall be designed and positioned with landscaping to define and enhance streets and spaces and to turn street corners well.

Homes shall be created that offer something to the street such as detail, craftsmanship and build quality. An analysis of building design should include the visual characteristics of building forms and related elements, such as: aspect and orientation; proportion; the balance of solid to void; the shapes and details of roofs, chimneys, windows and doors and the materials used. Details of walls, gates, street furniture, planting and paving should also be noted. In particular, attention shall be paid to the space between the pavement and front doors.

Careful consideration should be given to the design of hard surfaces such as streets, open spaces, paved areas, footpaths and driveways. The selection of hard landscape materials shall reflect the best of those found in the locality. The type of materials should be identified from the analyses of the site and surroundings. The textures and colours of the materials chosen should be sympathetic to the locality and be an integral part of the design. They should be appropriate, durable and of a good quality. Walls, fences, metal railings and gates used to define spaces and their usage have a major impact on the visual character of the development. These should be carefully selected with local distinctiveness in mind and will need to be an integral part of the overall design concept. Inappropriate choice of means of enclosure, such as the wholesale use of close boarded fencing, can greatly detract from the quality of the development as a whole and shall not be permitted.

Sustainability in Construction

The design proposal shall clearly demonstrate the quality of homes built in relation to energy efficiency and affordability, taking into account running costs.

All new housing should look to achieve a minimum of Code Level 4 for sustainable homes with a goal of achieving Code Level 6, thereby reducing the need for heating energy. In addition, renewable energy systems shall be installed to cut energy requirements even further, such as the use of properly designed and discreet solar panels and heat pumps. Facilities for water conservation and waste recycling should be included within proposals.

Developers shall draw up schedules of work at an early stage in the design, for the protection of existing vegetation to be retained and the establishment of new planting, together with a long-term plan for the management of the overall landscape scheme. This shall cover a period of 20 years and include performance indicators at critical stages in the growth of the new and existing planting.



Finishes, Detailing and Workmanship



Quality treatment is essential for boundaries fronting the public realm and landscaping traditions are fundamental to character, especially boundary treatments. ***NP Policy BD3 and Site Design Principle 2*** requires design proposals to facilitate integration into adjacent character areas, and this can be achieved by adapting elevations of standard house types.

Distinctiveness shall be delivered through new designs that respond to local characteristics in a contemporary way. Varying the density, built form and appearance or style of the development will create areas with subtle differences in character within the overall development. A range of features shall be used to create elements that can give a sense of identity to help people find their way around.

Further Information

Any queries regarding this design brief should be directed to:

Mrs. Cathy Monkman, Clerk to the Parish Council

T: +44(1455) 291867

E: clerk@marketbosworth-pc.gov.uk

W: www.marketbosworth-pc.gov.uk

Notes and references

¹ Natural England: National Character Area Profile 94, The Leicestershire Vales (2014) (www.publications.naturalengland.org.uk)

² Building for a Healthy Life 2020, <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>)

³ Manual for Streets 1 and 2 (www.gov.uk/government/publications/manual-for-streets)

⁴ Gear Change 2020 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

⁵ Market Bosworth Neighbourhood Development Plan: The Report by the Independent Examiner (March 2015) Richard High BA MA MRTPI

⁶ Hinckley and Bosworth Borough Council Tree Preservation Orders: <http://www.hinckley-bosworth.gov.uk/tpomap>

⁷ The Hedgerows Regulations 1997

Useful Resources

Hinckley and Bosworth Landscape Character Assessment (2006)

Leicestershire Tree Management and Planting Plan (2021)

Leicestershire County Council: Leicester, Leicestershire and Rutland Landscape Characterisation Project (2010)

The Open Space, Sports and Recreational Facilities Study (July 2011)

An Appraisal of the Character of the Approaches to the Market Bosworth Conservation Area, Market Bosworth Society (2013)

A Survey of Important Trees and Hedgerows in the Parish of Market Bosworth 2022



This document was produced for the
Market Bosworth Neighbourhood
Forum by Design:Midlands. Content ©
Design:Midlands.