

FINAL DRAFT

Tugby & Keythorpe Design Guide

To sit within the Neighbourhood Plan

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01 Introduction

This document is intended to guide project development and material considerations (intended to sit within the emerging Neighbourhood Plan) when determining applications for future development by highlighting pertinent design concepts and features relevant to the Parish of Tugby and Keythorpe, Leicestershire.

1.1 PURPOSE

1.1.1 // The design of public buildings, residential developments and their surroundings should contribute to and enhance the quality of the environment, rather than simply respond to funding or contractual requirements. They should be a source of pride and inspiration, and should help to reinforce the sense of place and character in the neighbourhoods within which they are located. Poor design can result in a legacy for current and future generations and a loss of civic pride in an area contributing towards the deterioration of the urban and social fabric of an area. This is because of the often prominent locations of developments, and the role they have in the lives of the local community.

1.1.2 // This document is intended to be read in conjunction with the emerging Neighbourhood Plan promoting best practice in the design of developments in Tugby and Keythorpe by:

- Explaining the policy context relevant to design;
- Outlining broad policy objectives that designers should consider when formulating a proposal;
- Influencing procedural improvements in the development process by bringing design issues to the forefront of procurement, conception, planning and construction; and
- Providing advice on the appropriate form and content of a design and access statement (required under planning procedures).

1.2 METHODOLOGY

1.2.1 // This document has been produced by the residents of Tugby and Keythorpe. It draws on local knowledge and the residents' views as to how they want the community to develop and prosper whilst at the same time acknowledging the desire to maintain the character and individual identity of the village.

1.2.2 // As such this document advises upon various attributes of the design (e.g. landscaping) of a building or place, and good practice in the context of Tugby and Keythorpe.

1.3 GOOD DESIGN

1.3.1 // Good design and the provision of efficient services are objectives of the Leicestershire Sustainable Community Strategy. The provision of well designed buildings and places links and contributes to achieving a variety of transportation, environmental, educational and social outcomes. These objectives are also embedded in government advice, policy and legislation that govern built development and the conduct of local authorities.

1.3.2 // It is intended that this document is used by all those involved in bringing forward Tugby and Keythorpe's building and development programme. These will include property managers, architects, agents, planners, budget holders, managers, members of the Council and decision makers. The types of development may refer to a variety of new public buildings, private residential developments as well as modifications to existing buildings, roads, waste management facilities, town centre improvements, engineering works and other public spaces.

1.3.3 // More specifically, promoters of development, such as clients, architects, and property managers, should interpret the guidance in a site specific way so that important design considerations are taken into account at an early stage. Where planning permission is required, decision makers will use the guidance as part of the process of determining planning applications.

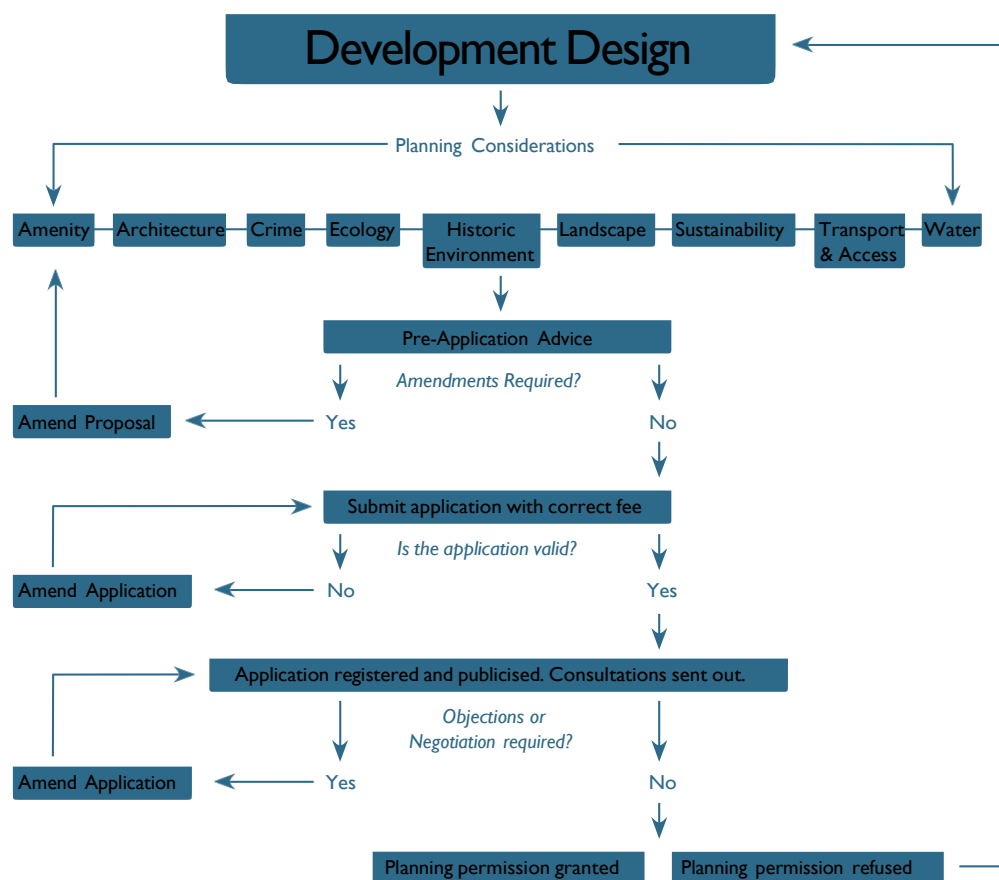
1.4 HOW TO USE THIS DESIGN GUIDE

1.4.1 // It must be stressed that this Design Guide is only one of a number of tools for creating the potential for high quality and relevant developments; it is no substitute for employing skilled, multi-professional design teams and having elected members with an ambition for a high quality built environment.

1.4.2 // This guidance does not prescribe preferred design solutions for individual projects but highlights pertinent concepts and features, highlights recent successes in terms of design in Tugby and Keythorpe and seeks to develop further successes in the future.

1.5 PLANNING PERMISSION

1.5.1 // A flow diagram of the development process is detailed below.



1.6 INTENDED RECIPIENTS OF THIS 'DESIGN GUIDE'

GROUP	INDIVIDUALS	PURPOSE
DEVELOPERS	Architects; Designers; Engineers	<ul style="list-style-type: none"> Describes the nature and character of the village – so that any new developments or alterations can blend and 'fit in' – to accommodate the views of the villagers and to maintain the distinctive character of the settlement. May also shorten negotiations on planning applications.
RESIDENTS	Homeowners; Tenants	<ul style="list-style-type: none"> Guidance in alterations, extensions and maintenance to properties as well as new builds.
LOCAL GOVERNMENT & STATUTORY BODIES	Tugby and Keythorpe Parish Council; Harborough District Council; Rural Community Council (Leicestershire and Rutland)	<ul style="list-style-type: none"> Used as guidance in considering any proposed new development in the settlement.
LOCAL BUSINESSES	Retailers; Employers; Services	<ul style="list-style-type: none"> Understand local needs and facilities.
COMMUNITY GROUPS	Charities; Sports; Social groups	<ul style="list-style-type: none"> Awareness of existing and future needs of the community.

02 Contextual Assessment

The appreciation for the development's contextual awareness when it comes to locating the site is a recurrent theme throughout this document.

2.1 TUGBY & KEYTHORPE

2.1.1 // Tugby and Keythorpe is a civil parish comprising the village of Tugby and land surrounding Keythorpe Hall, Hall Farm and Lodge Farm in Leicestershire, England, part of the Harborough district.

2.1.2 // The parish lies some 12 miles from Leicester (to the east) and 14 miles from Market Harborough (south). The parish lies on the A47 that connects Leicester to Uppingham, with the latter being the parish's nearest town only 7 miles away. Tugby lies to the east of the Harborough District in close proximity to Rutland. Neighbours from within the District include Skeffington and Loddington to the north, East Norton to the east, Hallaton to the south, whilst Goadby and Rolleston lie to the west. Numerous streams, brooks, small lakes and woods/spinneys can be found within the parish, The Eye Brook forms the northern border as it flows south-east towards Eye Brook Reservoir.

2.1.3 // Tugby has changed little since the 19th century, with the largest development in recent decades being on Wellfield Close (18 houses), built during the 1970's. Tugby Conservation Area is roughly U-shaped following Main Street and Hallaton Road to either side of this newer development. The remnants of the village's more self-sufficient past are evident from Tugby's one remaining shop; G.T Doughty's Butchers shop, that was established in 1890. Otherwise, Tugby has seen its services and facilities erode considerably over time, with a pub, Post Office and Bakery all being converted into private residencies.

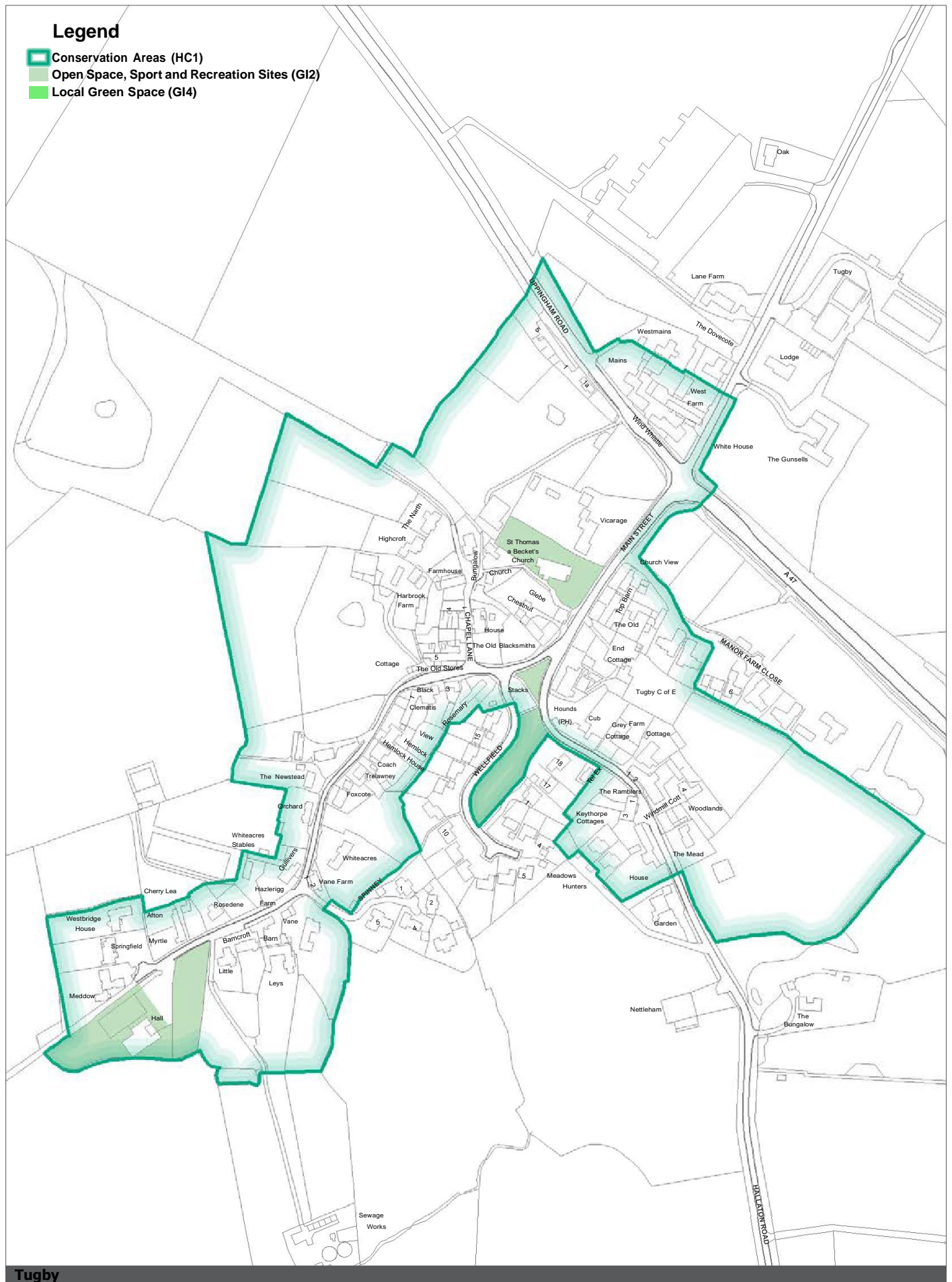
2.1.4 // The village is identified as a Selected Rural Village in the Core Strategy for the District and as such, is outlined as a settlement that would potentially benefit from the support of limited development such as rural housing. It is therefore important to understand the function, key characteristics, role, form, issues, problems and ultimately sustainability of the settlement, in order to determine the appropriate level of development to be directed towards the settlement and to understand the local community's aspirations for their village.

2.1.5 // Key Statistics for Tugby & Keythorpe Parish:

POPULATION	<ul style="list-style-type: none"> Population of 330 (increase of 14 or 4% since 2001, compared to an increase of 11.5% across the District over the same period); 17% of the population are in the 0 – 15 age group whilst 23% of the population are 65 or over; 72.4% of the population is Christian.
NO. OF DWELLINGS / HOUSEHOLDS	<ul style="list-style-type: none"> Number of dwellings is 138, an increase of 12 or 10% since 2001; Number of households is 136 (an increase of 13 since 2001); 66% of households live in detached dwellings (compared to 48% across the District); 85% of dwellings are owner occupied, 5% are social rented/shared ownership.

Legend

- Conservation Areas (HC1)
- Open Space, Sport and Recreation Sites (GI2)
- Local Green Space (GI4)



2.2 HISTORY

2.2.1 // The name Tugby is derived from the Old Danish of Toki's by, that is the homestead or settlement of one called Toki. Tugby was recorded in the Domesday Book (1086) as Tochebi and then formed part of the King's estates. At that time there was a large area of land cultivated together with woodland and meadow. The neighbouring settlement of Keythorpe (forming part of the estates of the Archbishop of York and a local landowner one Geoffrey de Aslin) was much more wooded. The tax value of Keythorpe had doubled between 1066 and 1086.

2.2.2 // The area was already well cultivated at the time of the Domesday Survey. The ridge and furrow of the ploughed landscape which developed in mediaeval times has in places survived and can be seen in some present pastureland.

2.2.3 // The Church of St Thomas Beckett dominates the village, sited on a small ridge just to the south of the main A47, and is clearly visible nestled amongst the beech and lime trees from the south and west. The church was heavily restored during the Nineteenth Century and the West Tower is of greatest interest being early Norman in date. Inside the church there are a number of stone and marble plaques and memorials on the walls that show which nobles and families were central to village life over the centuries.

2.2.4 // The original Keythorpe Hall was built near Keythorpe lakes. After it was burnt down it was rebuilt on its present site in 1843, on top of the hill south east of Tugby. During the mid-Victorian era it was the residence of Lord Berners whose crest can be seen on buildings around the village, and it was he who built the village school in 1859. A later tenant of the Hall was Mr Fernie who made it the headquarters of his hunt. During the Second World War American Army Officers were billeted at the Hall and soldiers, who lived in wooden huts, used the field opposite the Lodge gates on the A47. The brick building still standing was the cookhouse.

2.2.5 // Tugby was typically self-sufficient in providing for its residents. The butcher's shop in Chapel Lane remains but both the cobbler and the blacksmith no longer exist. One public house, the Fox and Hounds (c1770), remains but the Black Horse (c1550), the bakery, the Post Office and shop have all been converted to private residences.

2.2.6 // Tugby and Keythorpe had its own water system, which was pumped from Moor Hill Spinney. Mains water came to the village in the 1950s.

2.2.7 // The Village Green was, in March 1920, given to the parish by the Newcombe Estates Co with the undertaking "that the land shall in perpetuity be maintained as an open space for the use of the school children and the public generally".

2.2.8 // When the Estate was sold in 1947 the North Family gave a building situated on the A47 for use as a Village Hall. This remained in use until the mid 1990s. A new hall and outdoor multi-purpose court has been built on part of the allotments site on Main Street. The Tugby Centre was opened in 1998, substantially financed by village fund raising and a National Lottery grant. The "North Memorial Hall Trust" administers the Centre.

2.2.9 // Tugby C of E primary school, situated on Main Street, is the parish's only primary school. It has a very large catchment area in order to provide for the local rural community, including the villages Tilton on the Hill and Skeffington.



Listed Buildings

2.3 SOCIAL CONTEXT

2.3.1 // The majority of the working population of Tugby and Keythorpe is employed outside the village. With the good road access provided by the A47 and other trunk roads most of the towns within a 40-mile radius are commutable. London is not really viable since the nearest railway stations are at Market Harborough, Peterborough and Kettering. The principal employers within the village are the main farms: Wood Lane Farm, Keythorpe Hall Farm and Lake Side Farm. There are also two smaller, essentially family-run, farms situated within the village itself as well as a number of businesses to the north of the A47 such as Cafe Ventoux. A boarding kennels was also previously situated at the bottom of Wood Lane.

2.3.2 // The sole remaining shop is the butcher's, G.T. Doughty & Sons which was established in 1890. It once utilised a small slaughterhouse attached to it, and provided a valuable service to local farmers. Like so many small communities there is now only one Public House, The Fox and Hounds. The Black Horse was closed in the mid 1990s and is now a private dwelling.

2.2.3 // Several of the village inhabitants are self-employed or work from home. In this respect the village is well served since there are a variety of skills available including a builder, tiler, plumber, electrician, soft furnishing manufacturer and furniture makers.

2.2.4 // The Tugby Centre provides a well-equipped sporting and recreational facility, for the village and its neighbourhood. By the side of the hall there is an all weather outdoor sports area and a play area, with slides and swings for the very young.

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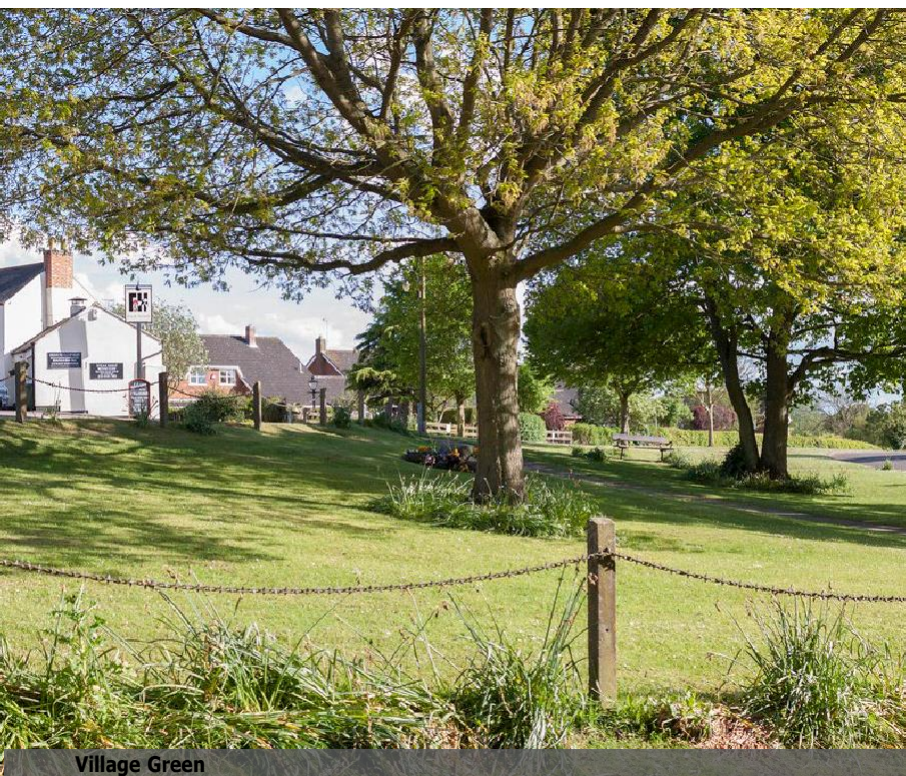




Tugby C of E Primary School



Main Street view



Village Green



Converted Blackhorse Pub



St. Thomas Beckett Church



O Design Response

3.1 CHARACTER

3.1.1 // This traditional rural character should be enhanced by new development and should be designed to ensure that new buildings sit comfortably within the existing settlement pattern and are respectful of their surroundings.

3.1.2 // All new development proposals of one or more houses, replacement dwellings and extensions should have regard for the following building design principles to a degree that is proportionate to the development:

- a) Care should be taken to ensure that the development does not disrupt the visual amenities of the street scene and impact negatively on any significant wider landscape views.
- b) New buildings should follow a consistent design approach in the use of materials, fenestration and the roofline to the building. Materials should be chosen to complement the design of the development and add to the quality of character of the surrounding environment and of the Conservation area.
- c) All new housing should reflect the character and historic context of the existing developments within the Parish, however, contemporary and innovative materials and design will be supported where positive improvement can be robustly demonstrated without detracting from the historic context.

d) Development should enhance biodiversity and relate well to the topography of the area, with existing trees, boundaries and hedges preserved whenever possible.

e) Development should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency, including the use of renewable and low carbon energy technology, as appropriate.

f) Roof and wall construction following technical best-practice recommendations for integral bird nest boxes and bat breeding and roosting sites.

g) Hedges (or fences with ground level gaps) for property boundaries that maintain connectivity of habitat for hedgehogs.

3.2 SETTLEMENT PATTERN AND BUILDING FORM

Tugby is dominated by the Main Street which runs south from the A47 through the centre of the village with the off shoot Chapel Lane, and Hallaton Road.

Main Street is not a through road and terminates at the village hall. Parts of Main Street are enclosed by an almost continuous building frontage and also punctuated by small green spaces to add character to the street.

Other roads have developed from the Main Street, these include Wellfield Close, and the relatively new in village terms, Manor Farm Close.

Hallaton Road from the village core, quickly moves to a more rural arrangement of dwellings beyond the village boundary.

Chapel Close, in parts very narrow and steep has evolved as the village has grown, with the majority of the dwellings abutting the highway.

Throughout the village dwellings were constructed right up to the street to maximise rear garden areas, and for ease of construction, and maintenance. Where dwellings are set back, the frontages are generally enclosed by low brick walls with railings, timber post and rail fencing, and semi mature/mature hedgerows.

The village green is the defining centre of the village, and is a key green local space. The junior school, public house and to a lesser extent the church all contribute to the space.

Towards the latter part of the 20th Century several small housing developments have been constructed extending the village boundary. A variety of housing styles have been incorporated, although many of the dwellings are similar in size and style and do not reflect the local village character. However although generally laid out in the form of short cul-de-sacs they are well connected to the village.

There is a wide range of buildings to be found in Tugby, ranging from the modern brick built houses framing the village green to the odd infill plot of stone and render along Main Street and Hallaton Road. The relatively new village hall located on the outskirts of the village adjacent to the allotments and play area is quite stark in design terms to the village core.

Generally dwellings in Tugby are constructed in hard red brick with slate roofs. Recent developments have seen the introduction of a more mellow palette of softer browns for the brickwork. There are individual dwellings with render/painted brickwork as the predominate facing material, and even on occasion stone dwellings.

Roof coverings tend to be slate, slate substitute, concrete tiles and even thatch.

The dwellings are mainly 2 storey high, with the imposing 3 storey Hazelrigg House on Main Street being the exception.



Public Footpath Sign located on Spinney Nook



Hazelrigg House

3.3 DEVELOPMENT GUIDELINES

Recommendations for New Developments:

- Any proposed development should be judged against the village's existing settlement pattern for scale, positioning within its plot and alignment to adjacent buildings.
- Architectural style and building materials should be of the best quality, be in keeping with local village design and sympathetic to adjacent buildings.
- It will not be acceptable to implement pattern book design. If several new buildings are permitted on one site, variation in design and layout will avoid monotonous repetition of one house type. Alternatively a small terrace sympathetic to the character of the village might be considered.
- There must be variety of proportion and positioning of individual buildings in new developments to reflect existing patterns and this includes the spaces around and between buildings so that views within the village and from the village are interesting and dramatic.
- The importance of the skyline on the setting of the village is important and new development needs to respect this.
- Pedestrian circulation within the village is important, and new development should always be designed with the need of pedestrians and cyclists in mind, so that easy access to community facilities is possible.
- The blending of the natural and the architectural landscape must be preserved and enhanced by new developments.

3.4 WALLS

Brick

Brick has been used extensively in the older parts of the village. Generally this brick is red stock laid with tight joints, and there is some evidence of polychromatic brickwork along the Main Street. On the older dwellings lintels tend to be brick arches with a stretcher motif. (See image 2)

Where development is proposed in brick, the facing brick should ideally either complement or match the adjacent buildings where possible.

Render

Numerous dwellings are wholly rendered, normally smooth cream/white or part to complement the existing red brickwork.

Where development is proposed in render, the render should ideally either complement or match the adjacent buildings where possible. (See image 7)

Stone

Where proposed the coursing should vary between 50mm and 125mm and the pointing is usually flush. Details are to be easier worked materials, lintels of oak or ashlar stone, brickwork quoins, and chimneys of brick or ashlar.

Reconstituted stone can be offered as a viable commercial alternative providing it is laid in varying course heights.

Sample panels of proposed walling are built and approved prior to commencement of work on site.



3.5 ROOFS

Generally Grey/Blue Welsh Slate is the most common form of roofing material within the village, with also reed and long straw thatch in a couple of key areas. New development has seen extensive use of re-constituted slate along with clay plain tiles. Concrete tiling has been extensively used on Wellfield Close, but this is to be discouraged.

Welsh slate is to be generally encouraged on new build dwellings.

3.6 WINDOWS

There is a variety of windows and doors found in the village. The majority of timber windows are either standard casement or double hung sash windows.

New build dwellings are to be encouraged to use high performance timber windows or alternate approved sympathetic uPVC frames.

3.7 CHIMNEYS

There is a predominance of brick built chimneys throughout the village with clay pots.

The use of chimneys is to be encouraged as they add variety to the roof scape and contribute to the local character. (See images 1, 3 and 6)

Under no circumstances are false grp chimneys to be used. They are invariably fitted away from the gable wall which is incorrect and ultimately discolour.

3.8 RAIN WATER GOODS

Black or similar approved cast iron rainwater goods on rise and fall brackets are to be used and encouraged.

3.9 BOUNDARY WALLS AND HEDGING

Any development must retain existing boundary walls wherever possible. New property boundaries should be in keeping with properties nearby. (See image 4)

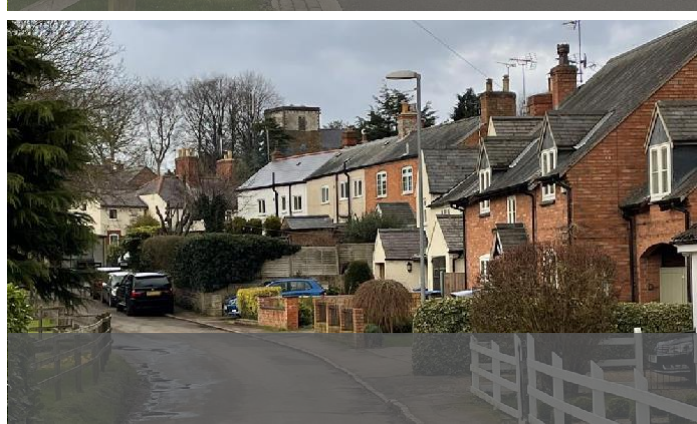
Thriving hedgerows are best planted from native species, normally backed with a timber fence until established.

Fencing materials should be appropriate for the location within the village.





Chapel Lane



3.10 PARKING AND TRAFFIC CONSIDERATIONS

The parking of cars is an important consideration in any development proposal. Parking on the pathways discourages pedestrians and this eventuality should be avoided when proposals for development are prepared. Many residents work outside the village which means that a considerable number of households need two or more cars. Consideration should be given to garages and parking areas away from the street frontage so that cars and other vehicles do not dominate the environment.

Residential Car Parking Standards

Dwelling houses:

- 1 bed - 1 space per dwelling, plus visitor spaces of 1 per dwelling across the development.
- 2/3 beds - 2 spaces per dwelling, plus visitor spaces at 1 per dwelling across the development.
- 4+ beds - 3 spaces per dwelling, plus visitor spaces at 1 per dwelling across the development.

Residential car parking dimensions are as shown below:

- Residential: 3m (W) x 5.5m (L) for driveways (11m long for tandem spaces)
- Parking courts: (individual spaces) 2.5m (W) x 5m (L)

If the parking space is located against a wall or similar solid structure or there is no separate pedestrian access, the driveway parking width will increase to 3.3m.

On plot tandem (in line) parking is inconvenient and is generally best avoided where possible as both spaces are rarely used. Tandem spaces should not be used in communal parking areas.

Garages

New-built garages must not obscure house fronts. New garages should relate to the houses to which they belong and be in sympathy with surrounding property in terms of size, design, materials and construction. Modern car construction and security means that vehicles can usually be left outside year round without particular risk of theft or damage from the elements. Garages also are often too small and/or are perceived as too inconvenient to make them attractive places for regular day-to-day parking.

As a result, garages are most often used for purposes other than car parking (e.g. storage) or are converted to living accommodation and any additional household cars are parked on the street. For this reason designated parking on new developments is best provided on driveways, carports or allocated parking bays therefore garages are not included as designated parking within developments.

Where garages are provided they should be constructed to the following dimensions:

- Single garage – 3.3m (W) x 6.0m (L) x 2.4m (H)
- Double garage – 5.8m (W) x 6.0m (L) x 2.4m (H)

All garages must be set sufficiently back from the highway boundary so that a vehicle can be parked in front of the garage (whilst garage doors are opened/closed) without causing any obstruction to the highway. All garages must therefore be set at least 5.5m from the highway boundary.

Proper traffic management plans should be considered to control vehicle routes as new development takes place.

