



Quality information

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Revision History

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1. Introduction

1.1 Purpose and process

The general design guidance set out in this report will provide a detailed framework that should be followed by any future design proposals that come forward within the neighbourhood area to ensure it meets a consistent, high quality standard of design and positively contributes to the unique characteristics of Little Bowden.

It is intended that this report becomes an integral part of the Neighbourhood Plan by informing policies that will influence the design of new development and have weight in the planning process.

The following steps were agreed with the Neighbourhood Forum to produce this report, which draws upon policy development and engagement work undertaken by the Group:



1.2 How to use this document

This document has set out an evidence base for the Little Bowden Neighbourhood Plan and it is recommended that the guidance is embedded within the forthcoming plan as policy.

As well as providing certainty to the local community, the design guidance in this document should give more certainty to applicants, as they will be able to design a scheme that is reflective of community aspirations.

The document will be used by a range of potential users in the following ways:

Potential users	How they will use the design guidance and codes
Applicants, developers, & landowners	As a guide to the community's and the Local Planning Authority's expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local planning authority	As a reference point, embedded in policy, against which to assess planning applications. The guidance and codes should be discussed with applicants during any pre application discussions.
Little Bowden Neighbourhood Forum NeighbourhoodNeighbourhood Planning Forum	As a guide when commenting on planning applications, ensuring that the guidance is complied with.
Local community organisations	As a tool to promote community-backed development and to inform comments on planning applications.

1.3 How this document relates to the other Market Harborough Neighbourhood Plan Design Guides

Market Harborough is split into four separate neighbourhood forums, each developing its own design guidance. Understandably there are similarities between the four areas. They are part of the same town and therefore have similar characteristics.

For this reason, this document is structured firstly with analysis of the historic evolution of Market Harborough as a whole before looking at the context of the neighbourhood area that the guide is for. After this there is a set of Market Harborough wide design guidelines which are mostly similar across the four different neighbourhood forums.

In addition, as part of the analysis undertaken for this exercise, Market Harborough was split into 10 different area types representing areas of the town with similar characteristics. While certain area types appear in different wards, each of these areas do have opportunities, constraints and finer details which put them apart from places that fall within the same area type in a different part of the town. Given this, each design guide will contain guidance that is bespoke to its character and requirements in the fifth chapter of the documents.

This approach allows for a balance of having four documents that are consistent enough for it to be clear that they all form a part of the same wider town strategy, at the same time as ensuring that the identity of each neighbourhood area is respected and enhanced.

1.4 Policy context

This section outlines the national and local planning policy and guidance documents which should be read in conjunction with this design guide.



National planning documents

2024 - National Planning Policy Framework (NPPF)

The NPPF sets out the national planning policies across England and Government's expectations on how these should be applied. The NPPF encourages local planning authorities to prepare design guides or codes consistent with the national guidance documents. Previous NPPF updates introduced references to the National Design Guide and National Model Design Code and the use of area, neighbourhood, and sitespecific design guides, in order to ensure good quality and context sensitive design.

2021 - National Model Design Code

The National Model Design Code is an established part of the government's guidance on planning and should be read alongside the National Design Guide. The National Model Design Code provides guidance on the production of design codes, guides, and policies to promote well-designed places. It sets out the key design parameters that need to be considered when producing design guides and recommends methodology for capturing and reflecting views of the local community.

2021 - National Design Guide

The National Design Guide sets out the government's ten priorities for well-designed places and illustrates how well-designed places can be achieved in practice. The ten characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources, and lifespan.

2020 - Building for a Healthy Life

Building for a Healthy Life updates Homes England's key measure of design quality as the national housing accelerating body. The document sets out 12 considerations for creating integrated neighbourhoods, distinctive places, and streets for all. While it is not part of the national policy, it is recognised as best practice guidance and design tool in assessing the quality of design proposals.

2007 - Manual for Streets

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes development that avoids car dominated layouts in favour of pedestrians and cyclists.

Regional policy and guidance

Harborough Local Plan 2011 - 2031 - April 2019

Harborough District Council (HDC) is the Local Planning Authority (LPA) for Little Bowden. HDC adopted the Local Plan in April 2019. In the adopted Local Plan, Market Harborough was considered a sub-regional centre, with commitments of 3,100 sam of convenience retail space, 8,000 sgm of comparison retail space, with 1,500 homes committed through a strategic development to northwest of the town, alongside 9.5 hectares (ha) of employment uses allocated. Across Market Harborough, further development was allocated in the amount of 1.078 dwellings on three major housing sites, and an additional 13 ha employment allocation. Three site allocations were made at Overstone Park for 600 dwellings, east of Blackberry Grange Northampton Road for 350 dwellings and Burnmill Farm for 128 dwellings. Employment was allocated at Land at Airfield Farm for 13 hectares. Airfield Business Park for 6 hectares, and Compass Point Business Park for 5 hectares.

The LPA flags that Market Harborough must avoid coalescence with neighbouring settlements especially Lubenham and Great Bowden, hence it assigns strategic separation gaps between the settlements.

Harborough Emerging Local Plan

The LPA is at the very early stages of preparing a new Local Plan and has undertaken an issues and options consultation as of January to February 2024. The emerging Local Plan will need to take account of NPPF changes published in the December 2024 version of the NPPF, as the document was based on a September 2023 version. The issues and options consultation assumed that the LPA needs to plan for a range of 534 to 780 homes a year. This may change as a result of changes to national policy. Market Harborough would be second in the settlement hierarchy as a Market Town. Market Harborough will remain a strong focus for residential and employment growth.

Planning Obligations SPD - 2022

This SPD was adopted in June 2022. The document sets out the approach HDC takes to securing community infrastructure and affordable housing through the planning obligations process

Development Management SPD - 2021

This SPD was adopted in December 2021 and provides guidance to assist with the interpretation and implementation of the Local Plan. It covers important guidance on the design of new

residential housing estates, extensions to homes, conversions, shopfronts and advertisements. This design guidance should be consulted alongside this document. This document adds further detail specific to the NA.

Market Harborough Transport Strategy - 2016

This document sets out 18 recommendations for transport mitigation measures within and around Market Harborough. These include mitigation measures for capacity/congestion improvements, changes to the network and traffic routing, sustainable transport initiatives, safety improvements, traffic management improvements, HGV controls and highway maintenance.

Market Harborough Town Centre Masterplan - 2022

This masterplan was adopted in June 2022 and is a vision for the town centre. The remit of the document is to ensure the future viability and vitality of the town centre. It sets out several improvements to public realm infrastructure in the town centre. The document only covers the immediate town centre retail area and does not overlap with the Little Bowden Neighbourhood Area.

1.5 Area of study

Market Harborough is a market town located in the district of Harborough in the county of Leicestershire. It is located on the border of Leicestershire with Northamptonshire to the immediate south. Along with Lutterworth, it is one of the most important settlements within Harborough District.

The town recorded a population of 24,171 residents at the 2021 Census. Market Harborough has developed from a historic market town servicing a wide rural area to a modern urban area with a variety of industries, services and amenities. The town was influenced by the coaching industry, as it was located on an important route between London and Leicester. The Grand Union Canal and railways brought waves of industry, with many factories in the town creating employment through the late 19th century. The town is an important retail hub today for the surrounding area.

The town has been subdivided into four Neighbourhood Areas - Arden, Little Bowden, Logan, and Welland.

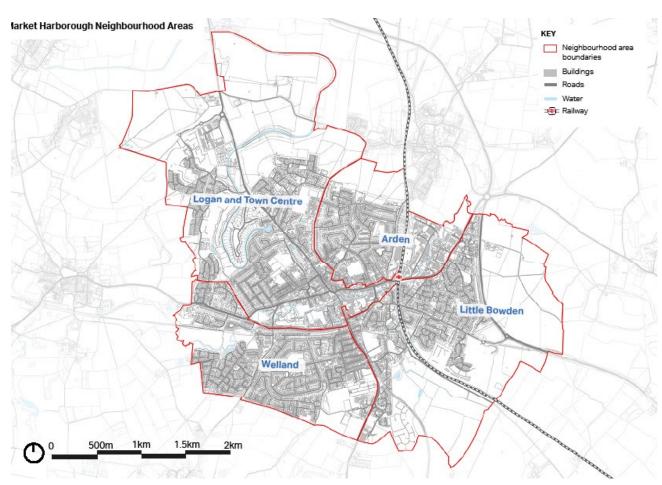


Figure 01: Area of study map. (© Crown copyright and database rights 2024 Ordnance Survey AC0000808122)



2. Baseline analysis

This section presents the historic evolution of Market Harborough as a whole and a snapshot of the Neighbourhood Area today to inform the design objectives of the design guidance and codes. It provides an overview of Little Bowden's heritage, landscape, movement network, land use and built form.

2.1 Settlement pattern and evolution

2.1.1 Market Harborough histroic evolution

Market Harborough emerged in medieval times from a rural, agricultural area with scattered hamlets. The area was historically known as Bowden and the Domesday Book records three hamlets: Great Bowden, Arden and Little Bowden, of 73 manors. Harborough emerged as an important road junction on the roads between London, Northampton and Leicester. A market was established in 1204, and this gave the town its prefix. The town owed its success to the market and the passing coaching traffic. For many centuries the town occupied a fairly small but busily packed linear area.

The arrival of the canal and railways had a transformative impact on the town because they simultaneously caused the decline of the traditional coaching industry but encouraged rapid industrialisation.

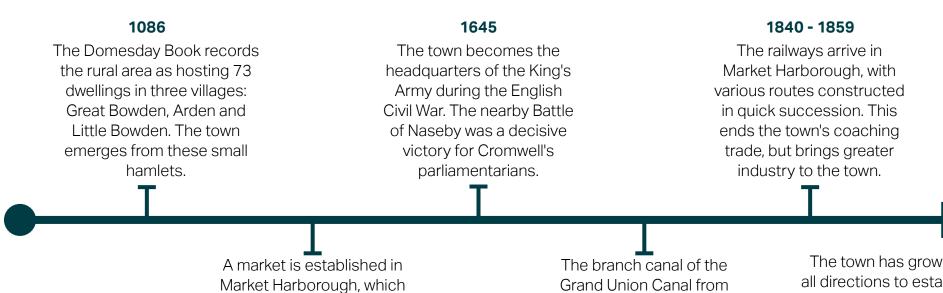
The canal branch was built in 1809 with a wharf to the north of the town centre. This granted access to London and Birmingham via the Grand Union Canal. The railways arrived from 1840 to 1859, with different branch lines offering access to Leicester, Northampton, Rugby and London. The town became a key railway junction for the Midlands, and a halt on the Midland Main Line from London St Pancras to Sheffield.

The Symington corset factory began operation in 1876. This was followed in the 1890s by the opening of the Harborough Rubber Company, Looms Wooden Heels factory and a tannery. The Caxton Works type foundry began manufacturing in 1898. By this time the urban area rapidly expanded beyond the medieval core, with terraced housing built to the south along Northampton Road. Further development took place in Arden and Little Bowden, and the villages became more integrated into an urban area. Meanwhile large scale residential development took place at the New Harborough Estate off Coventry Road.

The interwar period saw a significant amount of speculative ribbon development along the main roads, and improvement works to improve access and recreation. Welland Park Road and Lubenham Road are examples of interwar development. The town experienced substantial demolition of older overcrowded housing in the town centre, and major urban expansion into the countryside.

The post war period saw a further surge in the town's urban area as large scale local authority housebuilding took place at Bowden Fields Estate and the Southern Estate. In 1968 the town centre was declared a Conservation Area. The town was bypassed by all its arterial main roads in the 1990s. A shopping centre St Mary's Place was opened in 1993. Since the start of the 21st century Market Harborough has continued to grow, with new residential estates built to the south east near the Leisure Centre, and to the west and north west, where thousands of additional homes have come forwards.

Historical timeline



A market is established in Market Harborough, which continues to this day.
Since 1221, it has always been held on a Tuesday.
This gave the town the prefix Market.

1204

Figure 02: Market Harborough historic timeline.

The branch canal of the Grand Union Canal from London to Birmingham reaches Market Harborough, allowing the town to trade by canals, leading to rapid growth.

1809

The town has grown in all directions to establish several suburbs and has seen town centre redevelopment with the construction of a shopping centre. Many of the factories opened in the 19th century have closed. However, there are thriving modern employment areas.

2025

2.1.2 Little Bowden Historic assets

Little Bowden is a place that is steeped in history and is widely regarded as a characterful historic settlement. It predates Market Harborough and was mentioned along with Great Bowden in the Domesday book of 1086. Excluding the church (which was originally built in the 13th century) the earliest surviving structure is the Old Rectory which is of a Jacobean style dating from 1627. It is constructed of Northamptonshire iron stone, lime stone, and Collyweston slated. This is a combination which is historically common in the area and crops up in many buildings around the town.

Later vernacular is either Georgian or Victorian displaying the typical cottage styles of the eras. The predominant materials are local Leicestershire red stock brick, iron stone and limestone with some rendered walls. Rooves are of mainly Welsh slate, some plain tiles and occasionally, Norfolk pan tiles. There has been a high level of recent development in Little Bowden and new homes are now a dominant feature of the local landscape. The sense of identity of new development would surely benefit from a connection to the old settlement of Little Bowden and its historic buildings.

Today in the neighbourhood area there are 12 listed buildings:

- The Old House Grade II*
- The Rectory Grade II*
- Original north west building at Harborough rubber works – Grade II
- The Chestnuts Grade II
- 17 and 19, Kettering Road Grade II
- Cherry Tree Inn Grade II
- Manor House Grade II
- War Memorial in churchyard of Church of St Nicholas – Grade II
- Church of St Nicholas Grade II

- Little Bowden post office and stores Grade II
- 53, Northampton Road Grade II
- Gate piers, garden wall of the Old House
 Grade II



Figure 03: Historic Jacobean property in Little Bowden.



Figure 04: Historic assets map. (© Crown copyright and database rights 2024 Ordnance Survey AC0000808122)

2.1.3 Little Bowden land use

Little Bowden features a diverse mix of land uses that cater to both its residents and visitors, contributing to its vibrant community atmosphere.

Primarily residential, there is a mix of housing styles from bungalow to detached and semi-detached accommodating a wide demographic including families, young professionals, and retirees.

There are several commercial uses scattered throughout the neighbourhood area. The focal point of these is the western edge of Kettering Road where there is the Cherry Tree, The Oat Hill, and the Bowls Club which also borders the town supermarkets. These are valuable community assets to Little Bowden and should be looked at as such. Other community assets in Little Bowden include the allotments, the recreation grounds and village greens, St Nicholas Church, and the church hall.

Little Bowden Primary School and Meadowdale Primary School are in Little Bowden supporting the needs of local families. They are typically large buildings on large plots with generous green space acting as playing fields.

In the northern part of the neighbourhood area there is a large area of industrial and other employment uses. The Trojan Place industrial estate has a mix of building uses, scales and style ranging from fast food chain to retirement living. On the other hand, The Point Business Park is made up of office buildings which are all very similar in scale and style. This area provides spaces for local businesses and employment for local people.



Figure 05: Office parking area.



Figure 06: The Cherry Tree pub in Little Bowden.

2.1.4 Little Bowden built form

There are a mix of building typologies in Little Bowden which is largely down to the age of the settlement and how many years it has grown over. Different eras of development have come with different demands in terms of house types and design.

In the historic core of Little Bowden houses are typically quite small in scale and either terraced or semi-detached. Materials in this area are likely to have been locally sourced and therefore red brick is common. In contrast, the more recent developments are populated primarily with detached housing using a combination of yellow and red bricks.

Throughout the whole of the neighbourhood area, a common theme is housing which is tightly packed. This creates room for grass verges and village greens which are a strong characteristic of Little Bowden, particularly in the southern parts of the area.

In the Trojan Place estate, which is located in the northern part of the settlement, there are buildings with educational and commercial uses. These buildings are of a larger scale than the residential properties that make up the majority of Little Bowden.



Figure 07: Historic building in Little Bowden.



Figure 08: Typical late 20th century housing found in Little Bowden.



Figure 09: Narrow streetscape in Little Bowden.

2.2 Little Bowden green and blue infrastructure

Trees often line the roads in Little Bowden creating a leafy feel to the neighbourhood area.

This is added to by the various village greens and recreation grounds that are scattered across the neighbourhood area. These areas of green space provide recreation space for the local community as well as creating an open feel to the streetscape of Little Bowden. Many of these spaces offer play parks for children and the largest recreation space in the south of the neighbourhood area is the home of Harborough South Cricket Club. The allotments are also an asset that add a green feel to the area while encouraging a good community spirit in Little Bowden.

Both of these assets as well as grass verges and winding roads helps create a distinctive village feel to Little Bowden which is not found elsewhere in Market Harborough. This is most prominent in the historic core of the ward.

The River Jordan runs through the southern part of the neighbourhood area, joining the River Welland at the railway bridge. The Jordan brings areas of high flood risk, the majority of which are in the fields to the south of Braybrooke Road on the eastern edge of the settlement.

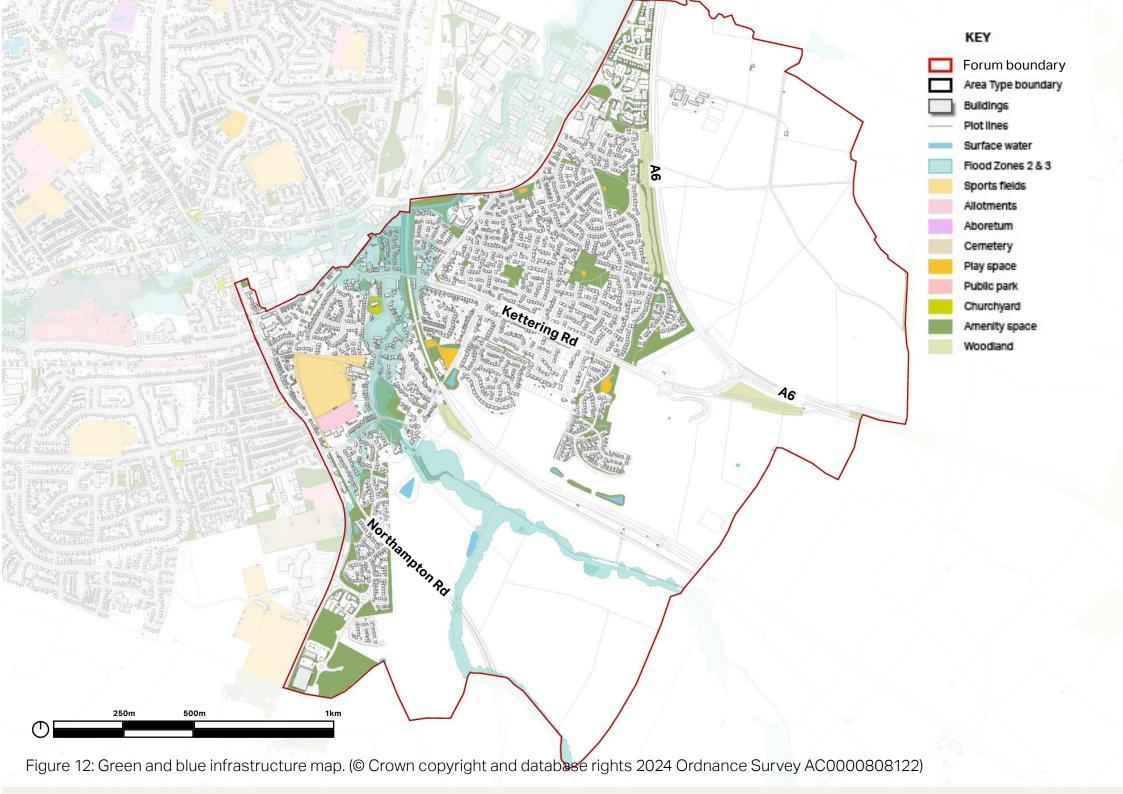
The areas of flood risk within Little Bowden are mainly relived by the village green, further highlighting their importance to the area and how greens can be used in future development to tackle drainage.



Figure 10: Little Bowden Recreation Ground.



Figure 11: Rock Park from Ashley Way.



2.3 Little Bowden access and movement

The neighbourhood area is bisected by the A6 which provides the community with access to other nearby settlements such as Leicester, Desborough and Rothwell. Within the settlement itself, Kettering Road is key arterial route which the residential areas sprawl off from.

The more organic layout of the old village is a stark contrast of the rest of Market Harborough outside the town centre and has an aesthetic of its own. Even the newer developments in Little Bowden are characterised by winding streets which helps create the rural village character to the neighbourhood area.

There are some public footpaths integrated into the built environment to allow for onward connections between quiet

residential estates which often include culde-sacs which allows for a place which is easy to move around and that encourages active transport. Although, recent developments are lacking connections to the existing parts of Little Bowden.



Figure 13: Typical winding residential road in Little Bowden.

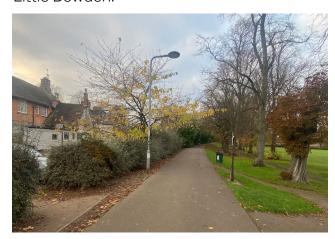


Figure 14: Footpath running along the edge of Little Bowden Recreation Ground.





3. Market Harborough-wide design guidance

Development in the four wards of Market Harborough should demonstrate how best practice design guidance contained in national and local policy and guidance documents, including this design guide, has been considered in the layout, architectural and landscape design.

3.1 Introduction

From site visits, desktop analysis and consultations with the members from the four neighbourhood forums several common themes to be addressed have arisen. These themes are addressed by the design guidance below.

Design guidance in this chapter are 'good design' practice and are to be applied to the whole of Market Harborough. This will ensure that development across the town is coherent.

Design Guidance and Codes

Theme heading	Design codes and guidance	Page number
	A1 - Responding to context and pattern of development	25
A: Settlement pattern	A2 - Infill and backland development	27
P	A3 - Recognition of local vernacular and materials	28
B: Green and blue	B1 - Open spaces, water courses and biodiversity	29
infrastructure	B2 - Eco-design and sustainability (including SuDS)	31
C: Movement and connectivity	C1 - Active travel and interconnected neighbourhoods	33
	C2 - Public realm enhancements	34

Table 01: Area wide guidance and codes table.

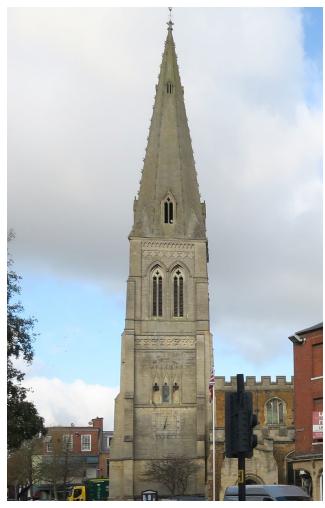


Figure 16: St Dionysius' Church, Market Harborough.



Settlement pattern

3.2 Settlement pattern

The town has developed around its central market area, which has been a focal point since the 13th century. The settlement pattern is characterised by a mix of residential, commercial, and industrial areas, with a notable concentration of development along the main roads and near the town centre.

Market Harborough's layout includes a variety of housing types, from historic buildings in the town center to modern developments on the outskirts. The town also serves as a key employment area with numerous small and medium-sized businesses.

The guidance in this section will ensure that the built form of future development is keeping with the existing context.

A1 - Responding to context and pattern of development

The pattern of development is varied throughout the town of Market Harborough. Many areas of the town, such as Little Bowden, have a nucleated development pattern with more recent development splaying outwards from the main core. There are also areas of linear development pattern particularly in Welland and Logan.

- New development proposals should consider the following principles when designing the layout of streets and plots:
- Be informed by the density and scale of development within its context;
- Respect the historic, landscape and other key features of the Neighbourhood Area;
- Maintain a positive aspect onto key spaces and features;



Figure 17: Figure showing the curvlinear pattern of development in Little Bowden.

- Reinforce the linearity of the street with building frontages, where possible; and
- Avoid development with a hard edge which imposes an abrupt transition from the settlement to the surrounding countryside. Suitable boundary treatments on the periphery of the settlement may include low walls to soft landscaped edges.

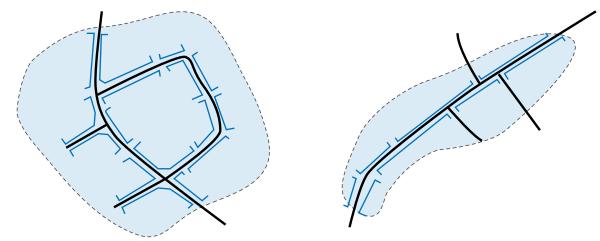


Figure 18: Diagram showing a nucleated development pattern (left) and a linear pattern development (right)



Figure 19: Nucleated pattern in Market Harborough.

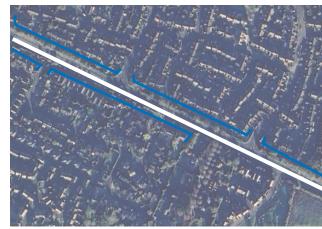


Figure 20: Liner pattern in Market Harborough.

A2 - Infill and backland development

Backland development or plot infill is development on land of an existing dwelling. In the case of Market Harborough, there have been recent instances of infill/backland development. It is important that these sorts of development are respectful to the context of the area it is set in order to preserve the identity of the town.

- Any new backland development should ensure that the spacing, density, scale and appearance of the development reflects its immediate context and reduces impacts to the amenity of existing properties.
- Where a proposal involves residential development on land behind an existing frontage or placing of further dwellings behind existing dwellings within the site, the proposal should demonstrate

the privacy of existing and future residents and adequate means of access, and it should not extend beyond the limit of the settlements. A potential site for infill. The future infill property should complement the street scene

New building lines should be consistent with existing properties. Some places in the Neighbourhood Area have linear or regular meandering arrangements of buildings while others have random and irregular patterns. The infill should also reflect the surrounding context in terms of form, materials and scale

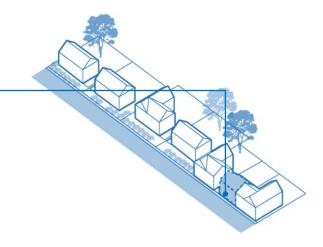
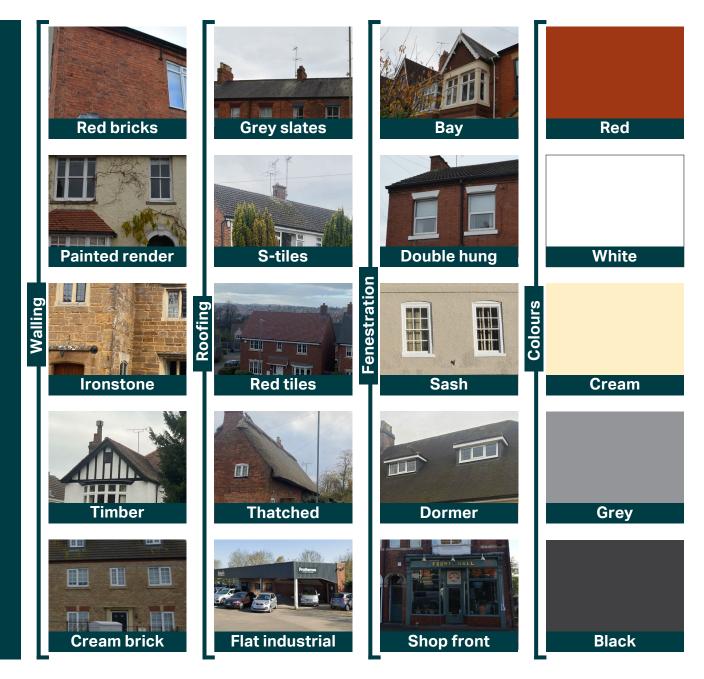


Figure 21: An indicatiev diagram showing a site before and after infill development with guidance attached in the annotations.

A3 - Recognition of local vernacular and materials

Future constructions must demonstrate respect for existing architectural styles and utilise materials that are considerate of those employed in nearby residences and reflect the vernacular. Key materials and finishes found across the wards are listed on the following page.

- New developments should draw inspiration from the high-quality local design references. It is essential for these designs to make a meaningful contribution to preserving the rural character of the town.
- New development should ensure that it puts forward a comparable level of greenery, incorporating native and context-appropriate plant species, to establish a cohesive setting that aligns with the existing natural environment.





Green and blue infrastructure

3.3 Green and blue infrastructure

Green and blue infrastructure relates to the network of natural areas and features that provide a richness of ecological benefits, and amenity spaces. A strong green and blue infrastructure network can help improve environmental conditions and biodiversity, increase climate resilience, and benefit wellbeing.

Market Harborough is populated with a number of open spaces that serve residents. The river Welland is an important asset to the town, providing ecological richness and amenity spaces for residents to enjoy.

The guidance and codes in this section will ensure that future development thoughtfully incorporates green and blue infrastructure in order to maintain and strengthen the existing network that permeates the village, and in order to strengthen the environmental impact of new development.

B1 - Open spaces, water courses and biodiversity

Future development must safeguard and enhance the quality of and access to open spaces, water courses and biodiversity in Market Harborough.

- Existing vegetation, mature trees and hedgerows should be preserved by incorporating them into any new landscape design and using them as landmarks where appropriate.
- Where possible, new developments must incorporate open green spaces and vegetation, enhancing the town's green feel and connection to natural areas. These can be provided as public green spaces, within front gardens and boundary treatments.
- Native tree species should be used to ensure planting is appropriate for the local character and to ensure climate resilience.

Provide generous front and back gardens with sufficient permeable surfaces to allow for the planting of local species of trees and shrub Maximise opportunities for urban greening through the introduction of biosolar green roofs, standard green roofs or vertical green walls Use native species in new planting proposals Provide a variety of green space Improve access to natural water bodies

Figure 22: Illustrative example of design principles to enhance green infrastructure



Figure 23: Image along Market Harborough Arm of Grand Union Canal by Christine Johnstone

- New developments should prioritise tree planting, identify existing biodiversity corridors, and contribute to their preservation and enhancement.
- Applicants should consider how the layout can create wildlife corridors.
 For example, the layout of roads, front and back gardens, and green spaces;
- Porous surfaces should be included at every opportunity to reduce surface water runoff and soil degradation.



Figure 24: Example of a Swift brick under an eave



Figure 25: Example of a bat box on the side of a building



Figure 26: Example of a hedgehog corridor in a garden fence

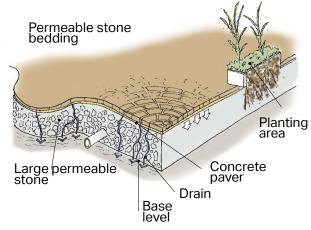


Figure 27: Section through permeable paving

B2 - Eco-design and sustainability (including SuDS)

Future development must demonstrate sustainable design in order to decrease environmental impact, both in terms of performance and how they interact with the landscape.

- The use of daylight in residential design helps improve overall health and performance, as well as provide energy savings. The orientation of buildings and roof pitches should incorporate passive solar design principles and allow for efficient solar energy collection. The following guidance should be considered when designing the aspect and orientation of any new development.
- Where possible, one of the main glazed elevations should be within 30* due south to benefit from solar heat gain. Any north-facing facades might have a similar

- proportion of window to wall area to minimise heat loss;
- Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies including openings, longer roof overhangs, deep window reveals and external louvres/shutters to provide shading in hotter months;
- North facing single aspect units should be avoided or mitigated with the use of reflective light or roof windows:
- All proposals must incorporate sustainable drainage systems (SuDS).



Figure 28: Illustrative graph showing solar orientation of a room against the annual heating demand.



Movement and connectivity

3.4 Movement and connectivity

The A4304, running east to west, along with the B6047 and A508, running north to south, sections Market Harborough into four quadrants. These roads make Market Harborough well-connected and provide strong routes to surrounding areas and also major national roads, such as the A14, M1 and M6. A network of B roads and minor roads form connections within the built up and residential areas of Market Harborough, with a mix of both meandering roads in the newer areas and much more linear forms in the terraced historic sections.

There are many bus routes that serve Market Harborough and provide direct connections to surrounding villages and parishes, also extending out to Northampton and Leicester.

The train station is situated at the heart of the town, within a 10 minute walk from the town centre, with bus routes that stop

directly outside, making it accessible from father afield too. The station services East Midlands Railway (EMR), providing direct access to London St Pancras and Nottingham, both of which take an hour or less.

Market Harborough benefits from a number of Public Rights of Way (PRoW) that connect the more urban areas to the surrounding countryside. Brampton Valley Way, which is a 14-mile trail built on the way of the former Northampton to Market Harborough railway line, runs into the south of the town and is frequently used by pedestrians, cyclists and also horse-riders.

The National Cycle Network (NCN) Route 64 begins in the center of the town and runs north to Lincoln, along with NCN 6, which is one of Britain's longest cycle routes, which runs south to north east of the town, and goes from London up to the Lake District. However, running through the centre of the town means that NCN 64 is not traffic free.



Figure 29: Front view of Market Harborough train station



Figure 30: Example of pavement in Market Harborough.

C1 - Active travel and interconnected neighborhood

- New streets must be designed as a 'space' to be used by all. Existing streets should be retrofitted for the same purpose and to discourage speeding;
- Development should design internal streets and paths that are well-connected and direct, responding to an desire lines;
- Establishing a pedestrian network between existing and new developments is a key principle for encouraging active travel and therefore should be explored by applicants.
- Pedestrian and cycle networks within residential communities should enable natural surveillance and offer unrestricted views to make people feel safer;
- A green network should be created and enhanced from new and existing pedestrian cycle links to

further encourage usage on a daily basis; and

 Barriers to vehicle moment, gates to new development, or footpaths should all be accessible to other users.

Traffic calming

Traffic calming measures can be introduced to existing streets to shift the hierarchy of movement from motor vehicles to prioritise pedestrians or cyclists. The following measures can be used independently or in combination with one another.

- Junction design
- Raised junctions and entry
- Continuous footpaths
- Kerb extensions and build outs



Figure 31: Footpath integrated within residential development offering alternative walking and cycling routes to people, Great Kneighton, Cambridge.



Figure 32: National cycle network running through Little Bowden.

C2 - Public realm enhancements

High-quality, well connected public spaces are essential for towns. They create informal meeting places, offer a place to rest and can even provide shelter. The public realm should be coordinated and strengthen local distinctiveness and uniqueness, making it a more legible and user friendly environment. This can be done a via:

- Street furniture these should be added in appropriate locations to provide people with places to stop and linger, distinctive street furniture can improve legibility and way-finding whilst enhancing character of a place. Choice of materials should be of high quality that complements the surrounding area as well.
- Pop-up installations to reclaim streets - combination of planters and street furniture can be used to activate the whole or parts of the street (e.g. parking spaces),

allowing such spaces to be temporarily reclaimed to form a pop-up space for more informal social and lots of community engagement.



Figure 33: Example of good quality street furniture that accommodate the open green space offering places for gathering and resting.



Figure 34: Properties overlooking a public open space which is equipped with grass areas, large green trees and street furniture, Poundbury.



Figure 35: Pedestrianised zone in the centre of Market Harborough.



4. Townscape character assessment

This section identifies and explains the different area types in Market Harborough. Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people.

4.1 Assets and challanges

The analysis highlights several important assets and challenges that are integral to the unique character of Little Bowden.

These assets collectively paint a picture of some of the neighbourhood area's most valuable features and areas for improvement. Preserving the assets and tackling the challenges is key in maintaining Little Bowden's distinctiveness and ensuring it remains a desirable place for residents, businesses and visitors alike.

By safeguarding the assets and making sure that current constraints are considered, the essence of Little Bowden can be protected, fostering and environment that continues to attract people and support a thriving community. The preservation of these assets will help ensure that the area retains its identity and continues to flourish.



Active transport / walkability

- Public footpaths are well integrated into Little Bowden which encourages active travel in the area.
- The green public spaces in the neighbourhood area have paved footpaths making them accessible for all.



High quality, characterful housing

 Recent development sometimes has a repetition of white fascia boards which is sometimes distracting, especially in the more topographical areas of the neighbourhood area.



Figure 36: Public footpath running along the side of Little Bowden Park.



Figure 37: Example of a modern housing development with a subtle variety of styles.



Connectivity

- Currently a lack of connectivity between the new developments and the original settlement creating a divide between the two areas.
- Some cul-de-sacs do not provide onward connectivity.



Village greens

- The greens add to biodiversity and lend an open feel to the streetscape.
- The greens provide amenity space for the local community.



Parking

 Throughout the neighbourhood area there are areas with a lack of on-plot car parking leading to people parking on the street. This creates a cluttered street scene that is sometimes dangerous for both drivers and pedestrians.



Figure 38: Diagram showing lots of dead ends in Little Bowden.



Figure 39: Little Bowden green.



Figure 40: Cluttered street scene along Scotland Road.

4.2 Understanding place

The diagram opposite shows how these factors come together to create a successful place. The following character analysis was developed by creating a holistic picture of Market Harborough.

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

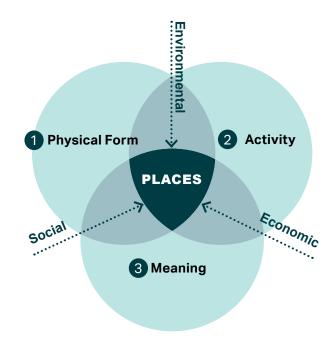
A primary purpose of this document is to help generate sensitive and characterful design responses to existing settlements and their landscape settings.

This townscape character assessment helps understand both the landscape setting and the detailed pattern of settlement growth that underpins the variety of character features across Market Harborough.

This analysis has been cross-checked on site as part of this study with a walking tour and photographic study guided by local residents.

Each proposal may require slightly different design detail responses depending on its specific local context within Market Harborough.

Alternatively, Market Harborough may continue to acquire new layers with design approaches and concepts that are innovative and look to meet the future challenges of sustainability and biodiversity net gain. However, these responses must still seek to tie in with the landscape and townscape appeal that help give Market Harborough as a whole and the different wards their distinctive character.



- Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.
- Use, vitality and diversity, including community facilities and local services.
- 3 How a place is perceived, including local heritage, views inwards and outwards and social histories.

Figure 41: Exploring the features which come together to create a successful place.

4.3 Identifying Market Harborough's area types

The guidance and codes reflects the varied nature and individual character of Market Harborough.

It has been divided into distinct area types, representing areas of Market Harborough with similar characteristics. The area types provide a basis for setting consistent parameters within this design guide.

A thorough analysis of area types has been informed by site visits, mapping, analysis and insights from local communities. The identification process considers both the existing character of the area and future development. These area types are categorised based on overall similarities in their attributes, facilitating the creation of consistent design guidance in chapter 5. While rationalising area types, occasional anomalies arise.

However, considering factors like boundaries, street patterns, and scale, the overarching consistencies become apparent. The 10 identified area types are illustrated on the map in Figure 42:

- Town Centre
- Historic Settlement
- Victorian and Edwardian terraces
- Linear suburban development
- Inter-war suburbs
- Mid 20th century suburbs
- Late 20th century/Early 21st century development
- Industrial/employment
- The Woodlands
- Non-traditional residential

These area types are dynamic and do not always adhere strictly to defined boundaries, especially at their intersections or interfaces with areas outside the neighbourhood boundary. The focus of this study is on the diverse qualities inherent

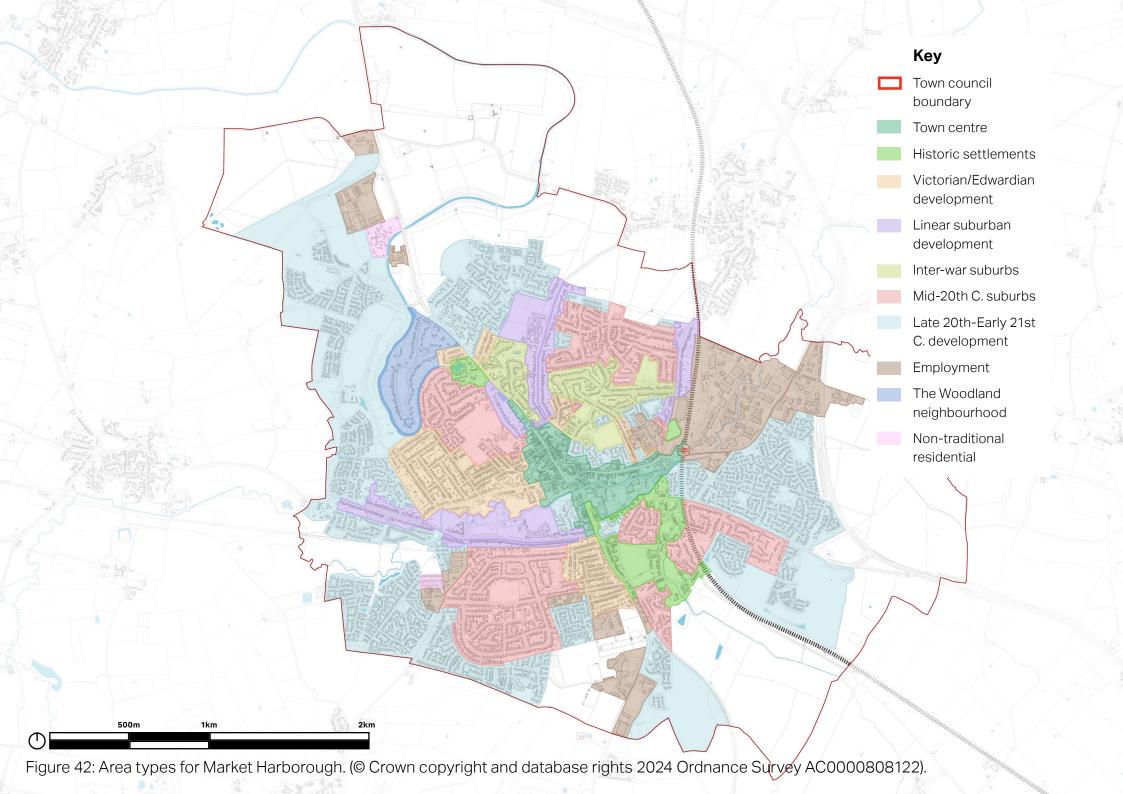
to each area, rather than the specific boundaries assigned to them.

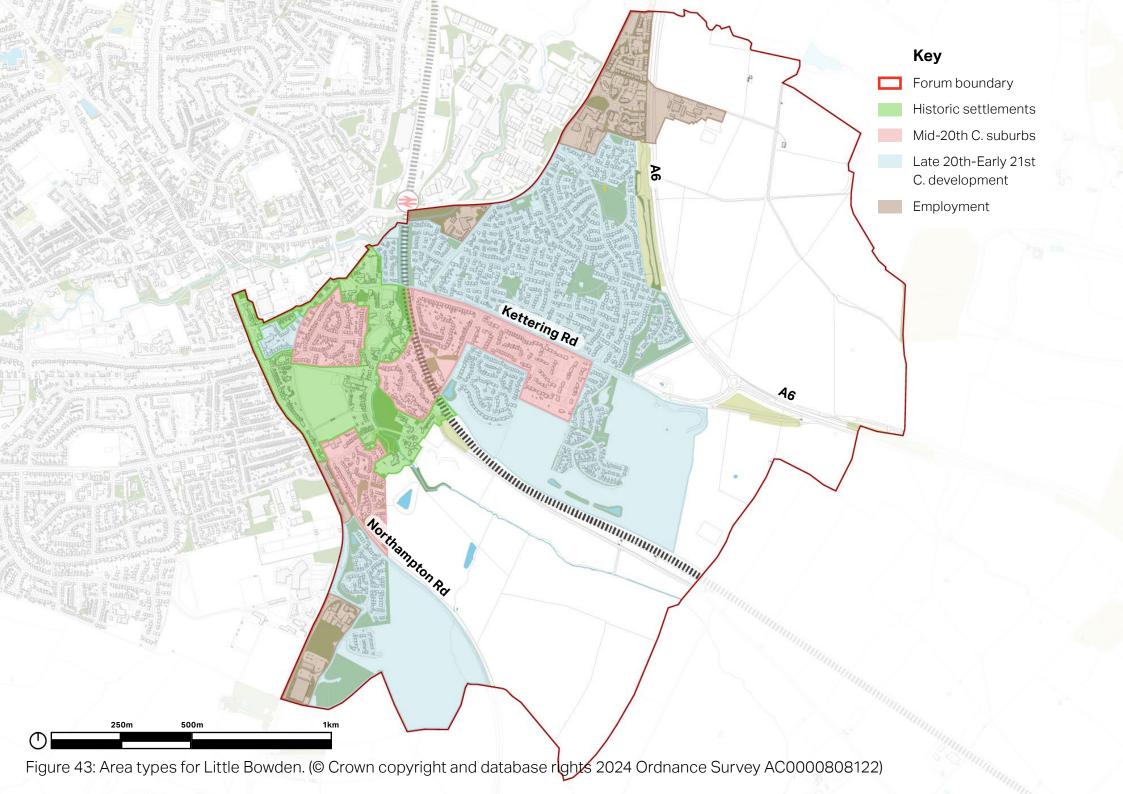
The area types allow for the development of guidelines that respect the existing character while accommodating future growth and changes.

The following attributes contribute to the character which defines the area types:

- Connections
- Urban form
- Block and plot sizes
- Boundary treatments and setbacks
- Building size, scale and type
- Green and blue infrastructure
- Public realm/open space

These attributes are analysed below for the area types that are within Little Bowden.







Historic settlement

4.3.1 Historic settlement

Market Harborough is a place that is steeped in history and there are still several areas of the town that remain largely untouched by development. The wharf in the north of the town and the village area of Little Bowden are two areas that have a strong historical sense of place.



Figure 45: View of boats mooring in the Wharf area.



Figure 47: Wharf buildings.



Figure 44: Quiet street scene on Scotland Road.



Figure 46: Little Bowden green.



Figure 48: Semi-detached linear feel to the historic area of Little Bowden.

Торіс	Sub-topic	Written analysis
Connections	-	This area type is characterised by narrow winding streets which creates a sense of tranquillity and leads to lower vehicle speeds.
Built form	Urban form	In the wharf area, buildings are large due to their previous uses which has successfully allowed them to transition into mixed use apartments. In Little Bowden the scale is lower and it displays typical semi-detached and terraced Victorian and Edwardian dwellings.
	Block and plot sizes	There is a variety of plot and block sizes, due to the mix of building ages and historic uses. Properties have a variety of garden sizes, usually with proportional or wider back gardens.
	Boundary treatments and setbacks	Boundary treatments are mixed. Low-medium rise red brick walls are present, featuring decorative coping. Iron railing and hedgerows are also used.
	Building size, scale, and type	Buildings vary in size in the historic settlements within Market Harborough. In Little Bowden buildings are typically small scale and of either a Victorian or Georgian style creating a villagey feel. Whereas, in the Union Wharf area there is a diverse mix of uses and therefore the buildings are taller while still using the same red brick materials.
Nature	Green and blue ininfrastructure	Green and blue infrastructure is a very prominent feature in the historic settlement area type, helping create a connection with the surrounding landscape. In Little Bowden, the village green, the sheep field, a presence of street trees, grass verges and other forms of vegetation help create a distinctive rural village feel to the area. Similarly, The Wharf's connection to the waterfront and the public footpath around the edge softens the feel of the area and provides people with an escape from the bustling town centre.
	Public realm/ open space	One of the key assets of these parts of the town is that they have excellent public open spaces. In the Wharf area, the waterfront is understandably a very active area with many of the business uses spilling out into the public realm. The village greens, more prominent in Little Bowden, add rural charm and provide people with outdoor amenity space.

Table 02: Historic settlement description.



Mid 20th century suburbs

4.3.2 Mid 20th century suburbs

As is common in a lot of settlements in the UK, Market Harborough underwent significant housing development in the mid 20th century. The majority of these in the area are housing estates with winding streets and cul-de-sacs, creating a quiet residential streetscape.



Figure 50: 2 storey semi-detached house.



Figure 52: Typical mid century housing with on plot parking.



Figure 49: Chalet bungalow.



Figure 51: Linear street layout with on-plot car parking.



Figure 53: Example of over repetition in the white fascia board.

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Topic	Sub-topic	Written analysis
Connections	-	Due to the cul-de-sac nature of these developments, they are relatively open, tranquil streets which make them safe as a residential area. The onward connectivity is provided by pedestrian 'cut throughs' further accommodating active transport in these areas.
Built form	Urban form	Although featuring a variety of layouts and building styles, there are consistencies within the overall design approach which result in these developments being grouped under one area type. Most dwellings have a primary frontage facing the street and, in some instances, it is gable.
	Block and plot sizes	Blocks and plots are typically generously sized allowing for front and back gardens for properties. The layout also allows for left over green spaces to be integrated into the street scene, adding to the rural open feel to the area.
	Boundary treatments and setbacks	Often the edge of front gardens (which are generous) define the boundary, further contributing to the open feel of the area. Where this is not the case low level hedges, shrubs, brick walls and timber fences define the boundary.
	Building size, scale, and type	There is a mix of two storey semi-detached houses and bungalows, some of which have had roof conversions.
Nature	Green and blue infrastructure	Grass verges, hedgerows and trees (along vehicular routes and in front gardens) make a key contribution to the green infrastructure network in the area.
	Public realm/ open space	The 'passage ways' often provide pedestrian access to nearby public green spaces such as Little Bowden Park from Garfield Close.

Table 03: Mid 20th century development description.



Late 20th century/Early 21st century development

4.3.3 Late 20th century/Early 21st century development

Since the late 20th century, Market Harborough has experienced several housing developments. Development of this time period makes up a large portion of Little Bowden, particularly the area to the north of Kettering Road. It is also a part of the town that has seen a significant amount of growth in the last 10 years.



Figure 55: Modern house which has installed solar-panels.



Figure 57: Green infrastructure integrated into Little Bowden.



Figure 54: Typical street scene of modern development.



Figure 56: Public open space that is overlooked by properties.



Figure 58: Timber, render and red brick material use.

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Topic	Sub-topic	Written analysis
Connections	-	Many streets within this area-type are tertiary - either cul-de-sacs or curvilinear local access roads, sometimes with a lack of through routes. This creates quiet roads, generally only used for accessing dwellings. Streets generally have pavements on both sides, sometimes combined with grass verges.
Built form	Urban form	This area type is located to on the outer edges of the town, and consists of groups of homogeneous development, built across different time periods. Although featuring a variety of layouts, building types and architectural styles, there are consistencies within the overall design approach which result in these developments being grouped under one area type. Most dwellings have a main façade/primary frontage facing the street, and this is sometimes a gable.
	Block and plot sizes	Blocks and plots are sized to allow for private gardens and on-plot car parking.
	Boundary treatments and setbacks	Although setbacks vary greatly across the area type as a whole, within pockets of homogeneous development, buildings are typically set back at similar distances from the streets, creating a unity in building line, with front gardens and front-of-plot parking common. Boundary treatments are mixed - with hedgerows and informal planting most commonly seen.
	Building size, scale, and type	Most buildings are 2 storeys in size and detached or semi-detached.
Nature	Green and blue infrastructure	Green infrastructure is heavily integrated into the late 20th century/early 21st century development area type in Little Bowden. Like the other residential areas, grass verges, front gardens, street trees and other shrubbery creates a leafy feel to the area. However, a network of green spaces which are linked together by footpaths really adds further amenity and rural identity to the area.
	Public realm/ open space	There is a network of pocket parks scattered throughout the area, providing amenity space for all generations. Being on the edge of the town also means that the area has easy access to the countryside.

Table 04: Late 20th/early 21st century housing developments description.



Employment

4.3.4 Employment

There are two small employment areas in the north and the south of the Neighbourhood Area. These busy areas during the day when people are working. They offer people in Little Bowden and in the wider areas of Market Harborough with work opportunities as well as useful services such as the Tesco Express petrol station.



Figure 60: Tesco Express petrol station.



Figure 62: Meadowdale primary school.



Figure 59: Business park car parking area.



Figure 61: Venari House office unit.



Figure 63: The Point signposting.

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Topic	Sub-topic	Written analysis
Connections	-	Both the employment areas are located on main roads, namely the Rockingham Road and Northampton Road/Harborough Road. This is due to the large vehicles that need access to these areas.
Built form	Urban form	The employment areas have a coarse urban grain, meaning that elements such as buildings and streets are more spaced out, prioritising vehicular circulation.
	Block and plot sizes	The employment areas have the largest block and plot sizes of anywhere in the area. This is a result of the building and plot uses demanding more space for features such as delivery bays, customer and staff parking, and stock rooms.
	Boundary treatments and setbacks	Boundaries are often low scale, weather that be grass verges, low planting, timber or mental fencing. This creates less of a barrier between the public and private realm which is typical of business uses that aim to attract customers.
	Building size, scale, and type	Buildings are often large, some of which reaching 4 storeys. The types range depending on the business use. Prominently the office use buildings, restaurants and accommodation buildings use bricks, render and large windows with some cladding. The car garages use a metal clad and has much more of a warehouse feel to it.
Nature	Green and blue infrastructure	Grass verges are designed into the street scene which softens the feel of the industrialised area. In addition to this, planting has been incorporated into the car parking areas.
	Public realm/ open space	The street scene is dominated by motor vehicles, however the planting does soften the feel of the area.

Table 05: Employment area type description.



5. Little Bowden design guidance

The guidance in this section is specific to Little Bowden and each of the area types within it. This will ensure that any future development in the area is in keeping with the surrounding context, allowing Little Bowden to retain its identity whilst meeting any development needs.

5.1 Introduction

The guidance will aim to ensure that any future development in Little Bowden will be of a good quality while retaining the character of the part of the neighbourhood area that it is set in.

As displayed in the figure opposite there are four area types in Little Bowden. These are addressed individually in this chapter, with a brief description of their location, constraints and opportunities, followed by design guidance bespoke to the area type.

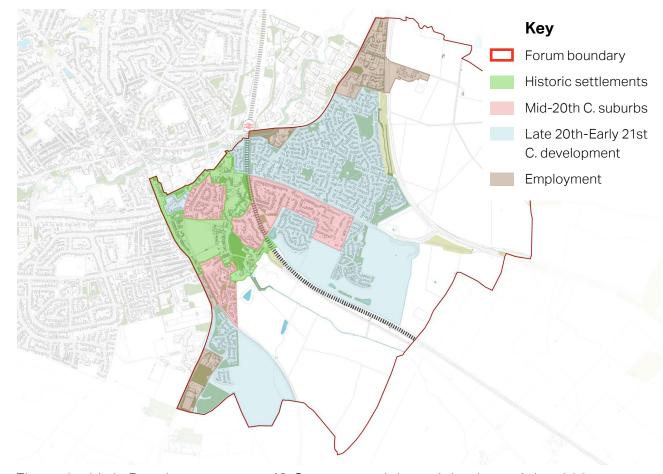


Figure 64: Little Bowden area types. (© Crown copyright and database rights 2024 Ordnance Survey AC0000808122)

5.2 Historic settlement



Context

The original settlement is located in the western part of the neighbourhood area and is the closest part of the ward to the Market Harborough town centre.

The informal layout of plots, winding streets and prominence of green infrastructure helps create a rural village character which is distinctive to this part of Market Harborough.

Design guidance

The guidance below is applicable to the historic settlement area in Little Bowden. The rationale for this is based on the constraints and opportunities of the area as well as the content of table 2.

Public green spaces

- The village green, the sheep field, the bowls green and Little Bowden Park are all key assets to the community and help create the rural character of the area. Given this, they must be protected from development, subject to other policies.
- Where development does occur in this area, grass verges, trees and other foliage should be designed into the streetscape.

Materials and architecture

- New development should provide a sympathetic response to the existing character and architectural details.
- New development should utilise the traditional materials, red brick, smooth render, painted in pale hues of colour which contribute to the local vernacular.
- Windows should be sash on facades or dormer on rooflines.



Figure 65: Historic red brick house with detailing in the brickwork and around the windows.



Figure 66: Example of how the streetscape in this area has a villagey feel.

Constraints

- Lack of connectivity to different parts of Little Bowden, particularly the more recent housing developments.
- In some areas, on-street car parking leads to traffic issues which has a knock on effect on any pedestrians trying to cross the road at those points.
- While it is minimal, the River Jordan does bring flood risk to the area in addition to the occasional surface water flooding.

Opportunities

- Preserve the rural sheep field off Baybrooke Road and Scotland Road (see Figure 67).
- Encourage development to be in keeping with the historic material pallete that has used in the historic core.
- Imporve connectivity to other parts of the neighbourhood area.
- Retain the existing modest building scale and massing in the area.

Boundary treatment

 Unless the building fronts directly onto the pavement, vegetation such as hedges should be heavily incorporated into boundary treatments to retain the rural village feel of the area. Low brick walls and timber fencing is also acceptable.

Heights and rooflines

- Rooflines should be pitched with the use of traditional slates and pantiles.
- Building heights should reflect the surrounding development (2-3 storeys) in order to retain the low level rural feel of the area.

Plot layout

- Generally, façades must face the street and reinforce the existing building line.
- New developments should have subtle variations to improve visual interest but follow the building line.

Parking

 On plot car parking should be provided and located to the side of the property where possible in order to minimise the visual impact on the historic rural streetscape.



Figure 67: Little Bowden sheep field.



Figure 68: Narrow terraced plots with red brick, render and slate roofs.

5.3 Mid 20th Century development



Context

Surrounding the historic settlement of Little Bowden there are several mid-20th century housing estates. These include a mix of semi-detached two storey houses, detached bungalows and semi-detached bungalows.

Design guidance

The guidance below is applicable to the mid 20th century development areas in Little Bowden. The rationale for this is based on the constraints and opportunities of the area as well as the content of table 3.

Public green spaces

- Any future development should be encouraged to provide front gardens and grass verges in order to enhance the village feel to the area.
- Connectivity to public green spaces such as Market Harborough Skatepark should be enhanced where possible.

Materials and architecture

- New development should provide
 a sympathetic response to the
 scale of the existing development
 and be somewhat relatable to
 the existing architectural details,
 although contemporary takes on this
 architectural design can be acceptable.
- New development should utilise the existing materials, red brick, white weatherboarding, pebbledash render, painted in pale hues of colour which contribute to the local vernacular.



Figure 69: Leafy open streetscape to St Nicholas Way.



Figure 70: Distinctive 1970s detached house.

Constraints

- There is a lack of variety in the building styles
- The repetition of strong architectural features such as prominent fascia boards on multihouse developments creates an unnecessary dominant distraction, especially on gable ends (see Figure 72).
- In some areas car parking spills onto the street, creating clutter.

Opportunities

- Retain the open feel of the character area.
- Where possible introduce subtle variety into building setbakes and rooflines to avoid a too much uniformity or distracting features.
- Integrate green space into the streetscape through grass verges and landscaped front gardens.
- Propose more adventurous building design that is still in keeping with the scale and massing of the existing development.

Boundary treatment

 Vegetation typically in the form of front lawns and low level shrubs define should be reflected in any form of development across the character area in order to preserve the open feel to the streetscape.

Heights and rooflines

- Building heights should reflect the surrounding development (1-2 storeys) in order to retain the low level suburban feel of the area.
- Different materials and architectural styles should be encouraged for fascia bonds to avoid repetition in the roofline.

Plot layout

- Generally, façades must face the street and reinforce the existing building line and preserve natural surveillance.
- Any proposed housing should be designed with a generous front garden space to retain the open, leafy feel to the character area.

Parking

 On plot car parking should be provided and located to the side of the property where possible.



Figure 71: View from the top of The Heights.



Figure 72: Example of repetative fascisa boards.

5.4 Late 20th century and early 21st century development



Context

At least half of the built area in the neighbourhood area is made up of a combination of late 20th century suburbs and more recent housing developments on the edge of the town. These are characterised by winding residential lanes and culde-sacs. Pocket parks have been designed into the late 20th century development to the north of Kettering Road.

Design guidance

The guidance below is applicable to the late 20th century and early 21st century development areas in Little Bowden. The rationale for this is based on the constraints and opportunities of the area as well as the content of table 3.

Public green spaces

- Any future development should be encouraged to provide front gardens and grass verges in order to enhance the village feel to the area.
- Pocket parks should be designed into any proposed development to create a well joined up green network and enhance the village feel of Little Bowden.
- Existing footpaths should be better maintained to link up with rural settlements and countryside to create a network of green walking routes and promote biodiversity.

Typology and form

 New development proposals should reflect the existing typology of the area, long rows of terraced dwellings should be avoided.



Figure 73: Cul-de-sac street style.



Figure 74: Public footpath network allowing movement between the green spaces in the area.

Constraints

- Lack of connectivity from the new developments to the other parts of the neighbourhood area creating a barrier between the communities that live there and those who live in other parts of the ward.
- The more recent developments of the 21st century have failed to continue the village green/pocket park characteristic.

Opportunities

- To integrate village greens and spaces that are capable of holdinging social activities such as village fates, shows and markets.
- To design in small work units as a part of new developments to aid local small businesses.
- Greater access to the countryside could be provided through green networks and public footpaths.
- Sufficient on-plot and visitor parking will help ensure that the streets of new housing developments are clear of clutter.

Connections and movement

 New development proposals should have connected layouts that are linked to the rest of the town. Footpaths should be adopted by the local authority. In addition, cul-de-sacs should be relatively short and provide overlooked onward pedestrian links.

Heights and rooflines

- Building heights should reflect the surrounding development (2-3 storeys) in order to retain the low level suburban feel of the area.
- Different materials and architectural styles should be encouraged for fascia bonds to avoid repetition in the roofline.

Plot layout

 Buildings should front onto the street/ green public spaces to create natural surveillance.

Parking

- On plot car parking should be provided and located to the side of the property where possible.
- Larger housing developments should be designed to consider visitor parking in a way that reduces on-street parking.



Figure 75: Subtly winding street network in a modern development.



Figure 76: Detached housing with spacing in between which allows for viewing corridors.

5.5 Employment



Context

There are 2 small employment zones in the north and south of the neighbourhood area. These are characterised by large plots which host buildings that are a range of sizes as a result of their different uses. Like many industrial areas and business parks these parts of the neighbourhood area have an open feel to them.

Design guidance

The guidance below is applicable to the Employment development areas in Little Bowden. The rationale for this is based off the constraints and opportunities of the area as well as the content of table 4.

Public green spaces

- Any future development should be encouraged to provide amenity space for workers.
- Where possible, links to existing countryside footpaths should be created.

Materials and architecture

New development should provide
 a sympathetic response to the
 scale of the existing development
 and be somewhat relatable to
 the existing architectural details,
 however contemporary takes on this
 architectural design can be acceptable.



Figure 77: Example of taller buildings in the employment area.



Figure 78: Tesco Extra petrol station.

Constraints

- Lack of open space for residents and workers to use.
- Poor access to the countryside despite it being on the doorstep of both these particular areas.
- The streetscape and overall public realm is very car dominated.

Opportunities

- To provide further jobs for local people.
- To encourage the development of a open spaces to allow residents and workers to have outdoor amenity when they are on their break.

Connections and movement

 Employment facilities should be designed to be accessible and easy to use for people using all reasonable modes of travel, including walking and cycling.

Parking

 Parking and service yards should be to the rear or side of employment buildings, allowing active frontages to directly address the public realm.



Figure 79: Office car parking area with planting to soften the feel of the public realm.



Figure 80: Protheroes car garage.



6. Checklist

This concluding section provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidelines for new development'. Following these ideas and principles, a number of questions are listed for more specific topics.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality.

1 continued

General design guidelines for new development:

- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other:
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;

- Positively integrate green infrastructure in accordance with national design guidance to positively contribute to liveability, biodiversity and climate change resilience;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources

2

Street grid and layout:

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

Open environmental areas, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?

- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?

4

Gateway and access features:

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

5

Buildings layout and grouping:

- What is the typical built pattern of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?

5

Buildings layout and grouping:

- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens?
 How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?

6

Building line and boundary treatment:

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

7

Building heights and roofline:

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

8

Household extensions:

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

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design?
 For example, wood structures and concrete alternatives.

10

Car parking:

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

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