Broughton Astley

Design Codes and Guidance

Final Report

June 2023

Delivering a better world

Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position	Comments received	Approved by	Position
1	2 February 2023	Partial draft (s1-3)	John-Michael Chidwick	Graduate Urban Designer (AECOM)	13 March 2023 and 13 April 2023	Michael Holt	Associate Director (AECOM)
2	5 May 2023	Full draft	John-Michael Chidwick	Graduate Urban Designer (AECOM)	15 June 2023	Michael Holt	Associate Director (AECOM)
3	15 June 2023	Full draft	John-Michael Chidwick	Graduate Urban Designer (AECOM)	16 June 2023	Ben Castell	Director (AECOM)
4	19 June 2023	Full draft to Locality	John-Michael Chidwick	Graduate Urban Designer (AECOM)	23 June 2023	Annabel Osborne	Neighbourhood Planning Officer (Locality)

Contents

Introduction

01

1. Introduction

The Broughton Astley neighbourhood plan steering group has requested support through Locality to establish a design code and guidance document to influence the character and design of any new development within the neighbourhood area.

Broughton Astley is identified as a "Key Centre" in the Harborough Local Plan 2011-2031, which is described as a settlement with a range of retail, service and employment and a significant residential area. Based on analysis of the neighbourhood area, six character areas have been developed: Main Street; St Mary's Church; Primethorpe; Sutton in the Elms; Station Road; and, Cottage Lane.

The National Model Design Code describes design codes as "*simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area*". This document sets out design codes for the character areas, along with guidance as to how the codes should be applied, and will apply to allocations and speculative development in the neighbourhood area.

1.1 Aims

- To enhance the existing settlement pattern, 'sense of place' and quality of the built and natural environments.
- To address the quality of affordable housing in the neighbourhood area.
- To ensure that future development is of a high quality and conforms with the neighbourhood area's existing identity.
- To provide design guidance and clarity to ensure the highest quality sustainable development.
- To preserve and protect the neighbourhood area's green routes and spaces.
- To consider the neighbourhood area's employment, retail, services and leisure options.

01

Inception meeting between AECOM and members of the group on 3 November 2022.

02

Site visit, walking tour of built-form with members of the group and photographic study on 14 November 2022.

03

Urban design and local character analysis based on site visit, photographs and desktop analysis.

04

Preparation of draft design code and guidance in consultation with the group.

05

Draft design code and guidance reviewed by the group and Locality.

06

Final design code and guidance issued to the group to inform the made plan review.

1.2 Objectives

To successfully achieve the aims of the design codes and guidance, several objectives were integral:

- understand the wider landscape character context of the neighbourhood area;
- implement a place analysis approach to assess the settlement pattern and urban form across the neighbourhood area;
- undertake characterisation work based on the analysis;
- analyse Broughton Astley's main areas of activity and the movement and infrastructure networks leading to and from these;
- propose landscape and townscape character areas to which specific design codes can be applied; and
- produce design codes relating to specific character areas, locations and all types of new development.

1.3 Study area

The neighbourhood area is within the Harborough district in the historic county of Leicestershire and surrounds the large village of Broughton Astley. Broughton Astley is an amalgamation of the communities of Broughton, Primethorpe and Sutton in the Elms.

The surrounding countryside is generally used for agricultural purposes. There are several isolated farmsteads around the neighbourhood area.

Broughton Astley is approximately 6 miles to the east of Hinckley, 9 miles to the south of Leicester, 13 miles to the north of Rugby and 14 miles to the northeast of Coventry. Each are key employment, retail, and leisure hubs for the Midlands region.

Broughton Astley is a focal point for employment, retail, services, and leisure. These amenities are generally clustered around Main Street.

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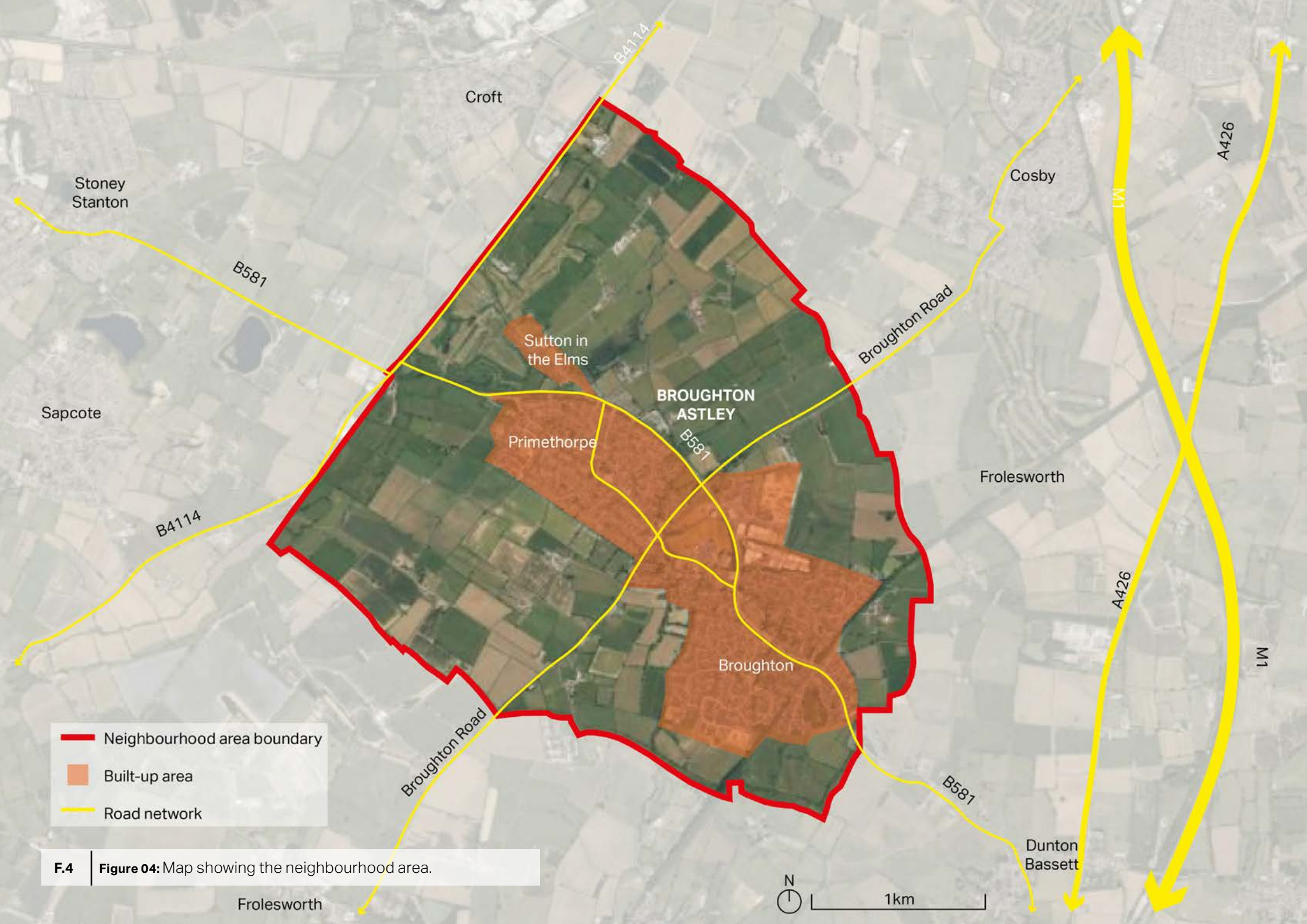
Figure 01: A bakery on Broughton Astley's commercial centre of Main Street.

Figure 02: Entrance to the Grade II* Listed Church of St Mary.

Figure 03: Modern detached home on Windsor Way.



F.4 **Figure 04:** Map showing the neighbourhood area.

Using the design code and guidance

This document is a valuable tool in securing context-driven, high quality development. It will be used differently by different people in the planning and development process (see Table 01, opposite).

This document will be effective when used as part of a co-design process, actively involving key stakeholders, to establish local preferences and expectations of design quality. Through active participation and conversation, key stakeholders can use the guide to shape the key issues and ways to adequately respond to them in future development.

A design code and guidance alone will not automatically secure quality design outcomes, but it will help to prevent poor outcomes by creating a rigorous process that establishes expectations.

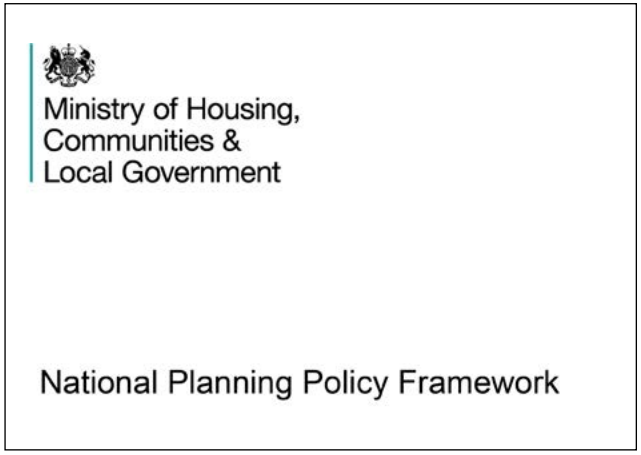
This document raises the standards and expectations for design quality.

Potential users	How they will use the design guidelines
Applicants, developers, and landowners	As a tool to community and Local Planning Authority expectations on design, allowing a degree of certainty. They will be expected to follow this document as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, to help determine planning applications. This document should be discussed with applicants during any pre-application meetings.
Parish Council or Neighbourhood Plan steering group	As a tool to help structure comments on planning applications, ensuring that this document is complied with.
Community groups and local residents	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: Potential users.

1.4 Planning policy and design guidance

Several national and local planning policy and guidance documents were referred to in the development of this document. Most notably the National Design Guide and its 10 Characteristics of a Well-designed Place and Homes England's adoption of Building for a Healthy Life (formerly Building for Life), which helped to frame the requirements of good design for high quality places.



1.4.1 National Planning Policy Framework (revised July 2021)

The National Planning Policy Framework (NPPF) outlines the UK Government's overarching economic, environmental and social planning policies for England. It is a high-level document that attempts to make good design pivotal and to put communities at the heart of planning.

The policies within the NPPF apply to the preparation of local and neighbourhood plan areas, and act as a framework against which decisions are made on planning applications.

The NPPF states that a key objective of the planning system is to contribute to the achievement of sustainable development.

The parts of the NPPF which are of relevance to this document are:

- **Part 2**: Achieving Sustainable Development;
- **Part 5**: Delivering a Sufficient Supply of Homes;
- **Part 8**: Promoting healthy and safe communities;
- **Part 12**: Achieving Well-designed Places;
- **Part 15:** Conserving and Enhancing the Natural Environment; and
- **Part 16**: Conserving and Enhancing the Historic Environment.

Part 12 (Achieving Well-designed Places) emphases the need to create high-quality buildings and places as fundamental to what the planning and development process should achieve.

It sets out several principles that planning policies and decisions will consider ensuring that new developments are well-designed and focus on quality.

The NPPF notes that "development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes".

This is supported by the National Design Guide, which sets out the 10 characteristics of a well-designed place.

1.4.2 National Design Guide (2019)

The National Design Guide (NDG) sets the 10 characteristics of a well-designed place and demonstrates what good design is in practice. The characteristics are: Context; Identity; Built Form; Movement; Nature; Public Spaces; Uses; Homes & Buildings; Resources; and, Lifespan.

This document should be used as an overarching reference for new development where topics are not covered in local guidance. The NDG characteristics were used in the initial analysis to understand local demands and challenges.

The NDG notes that a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings.

1.4.3 National Model Design Code (2021)

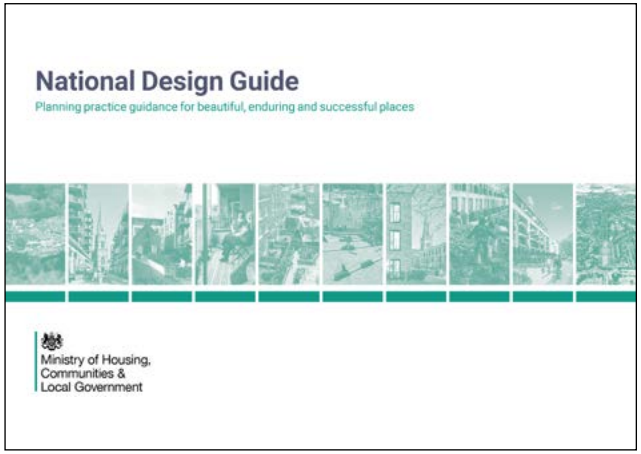
The National Model Design Code (NMDC) sets a baseline for quality and practice. It provides detailed guidance on the production of design codes and the outlining of character areas.

The NPPF is the foundation stone to good design and the NDG sets out the 10 characteristics of well-designed places. This is developed further by the NMDC, which creates the baseline for analysing and visioning places. Design codes help development achieve the requirements of good design and for community benefit.

1.4.4 Building for a Healthy Life (2020)

Building for a Healthy Life (BHL) is the new name for Building for Life, the Government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the key role that the built environment has in promoting wellbeing.

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed schemes, as well as useful prompts and questions for planning applicants to consider during the different stages of the design process.



1.4.5 Harborough Local Plan 2011-2031

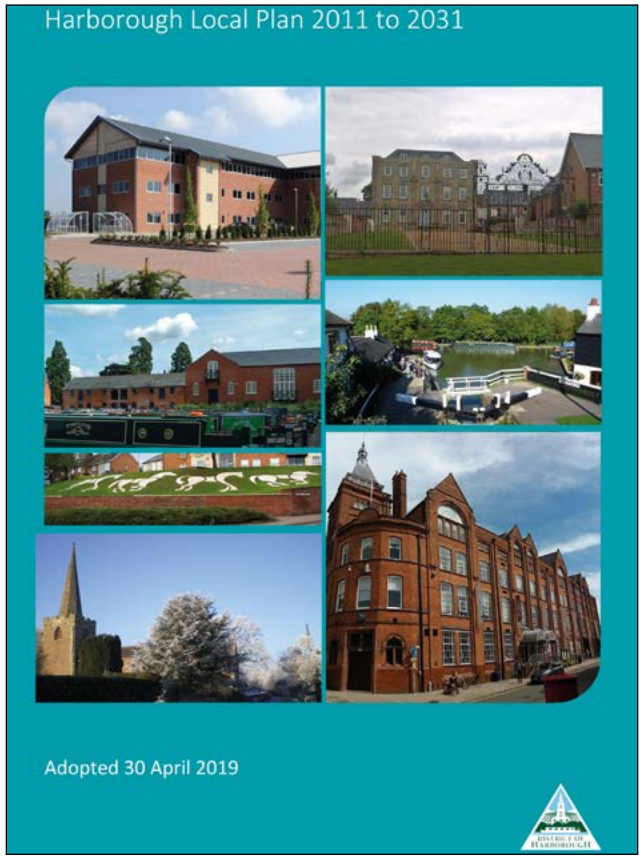
The Harborough Local Plan was formally adopted in April 2019. This is Harborough District Council's principal planning policy document and sets out the vision, objectives and spatial strategy for the Harborough district up to 2031. The Local Plan designates Broughton Astley as a "Key Centre" which is a settlement with a range of retail, service and employment and a significant residential area.

1.4.6 Leicestershire Minerals and Waste Local Plan to 2031

The Leicestershire Minerals and Waste Local Plan forms part of the Development Plan for the Harborough district and was adopted in September 2019. This plan sets out the criteria against which planning applications for minerals and waste development will be considered.

1.4.7 Broughton Astley Neighbourhood Plan 2013-2028

The Broughton Astley Neighbourhood Plan 2013-2028 was formally adopted in January 2014 as one of the first Neighbourhood Plans in the UK. This Neighbourhood Plan was superseded by the Broughton Astley Neighbourhood Plan 2018-2031.



1.4.8 Broughton Astley Neighbourhood Plan 2018-2031

The Neighbourhood Plan 2018-2031 takes account of changes in national planning policy and addresses matters covered by the Local Plan. This is the neighbourhood area's statutory development plan used in determining planning applications.

1.4.9 Other supplementary planning documents (SPDs)

There are several other SPDs which offer additional guidance of a more specialised nature which cover a range of issues, both thematic and site-specific in scope. Relevant SPDs include:

- the Planning Obligations SPD (adopted in June 2022). This provides guidance on the consideration, making and monitoring of planning obligations; and
- the Development Management SPD (adopted in December 2021). This provides additional guidance to assist with the interpretation and implementation of Local Plan policies. This is taken into account as a material consideration when appropriate as Harborough District Council makes decisions on planning applications.

1.5 Site visits and engagement

An inception call between AECOM consultants and representatives of the group was undertaken on 3 November 2022 to introduce the teams and to explore the group's key aims and objectives.

A full morning's site visit was then conducted on 14 November 2022 led by the Parish Manager, Debbie Barber. This driving and walking tour covered the neighbourhood area and allowed AECOM to gather an extensive photographic survey.

Crucially, the visit included the six character areas of Main Street; St Mary's Church; Primethorpe; Sutton in the Elms; Station Road; and, Cottage Lane, along with the surrounding countryside.

The visit included key commercial areas, public realm and green spaces, as well as Listed, and other historically significant, buildings. Examples of best practice developments, both recent and historic, were also visited.

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Figure 05: Broughton Astley Village Hall, the meeting point for the site visit.

Figure 06: Exploring the surrounding countryside.

Figure 07: Exploring Sutton in the Elms.


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Place analysis

02

2. Place analysis

Broughton Astley is a largely residential settlement with a small cluster of restaurants, shops and local businesses clustered around Main Street, which make it the key hub for the neighbourhood area.

2.1 Context and identity

The neighbourhood area is bordered by the linear Coventry Road to the northwest and historic field boundaries to the east and south. The neighbourhood area takes in most of the built up area of Broughton Astley apart from several houses along Dunton Road to the southeast which fall into the adjacent neighbourhood area of Dunton Bassett.

The neighbourhood area covers the area admistered by Broughton Astley Parish Council. The Office for National Statistics' mid-2020 population estimate for the parish is 9,437 individuals. Other nearby settlements include Croft (to the northwest), Cosby (to the northeast), Dunton Bassett (to the southeast), Leire (to the south) and Sapcote and Stoney Stanton to the west.

Broughton Astley is roughly divided into two large clusters separated by Frolesworth Road and Broughton Road. Historically, these were the communities of Primethorpe (to the northwest) and Broughton (to the southeast). These are connected by the B581 (known as Broughton Way, Station Road and Dunton Road as it passes the village). Sutton in the Elms is an offshoot to the northwest of the village separated by Broughton Way.

There are three main focal points of the village. The first is around Main Street which contains numerous shops, pubs and restaurants including a large Co-op supermarket. This is the nearest in character to a village centre. The second is the area around Station Road which includes the Church of St Mary, the village hall and the Thomas Estley Community College. The third is the small cluster of shops and local businesses on Devitt Way.

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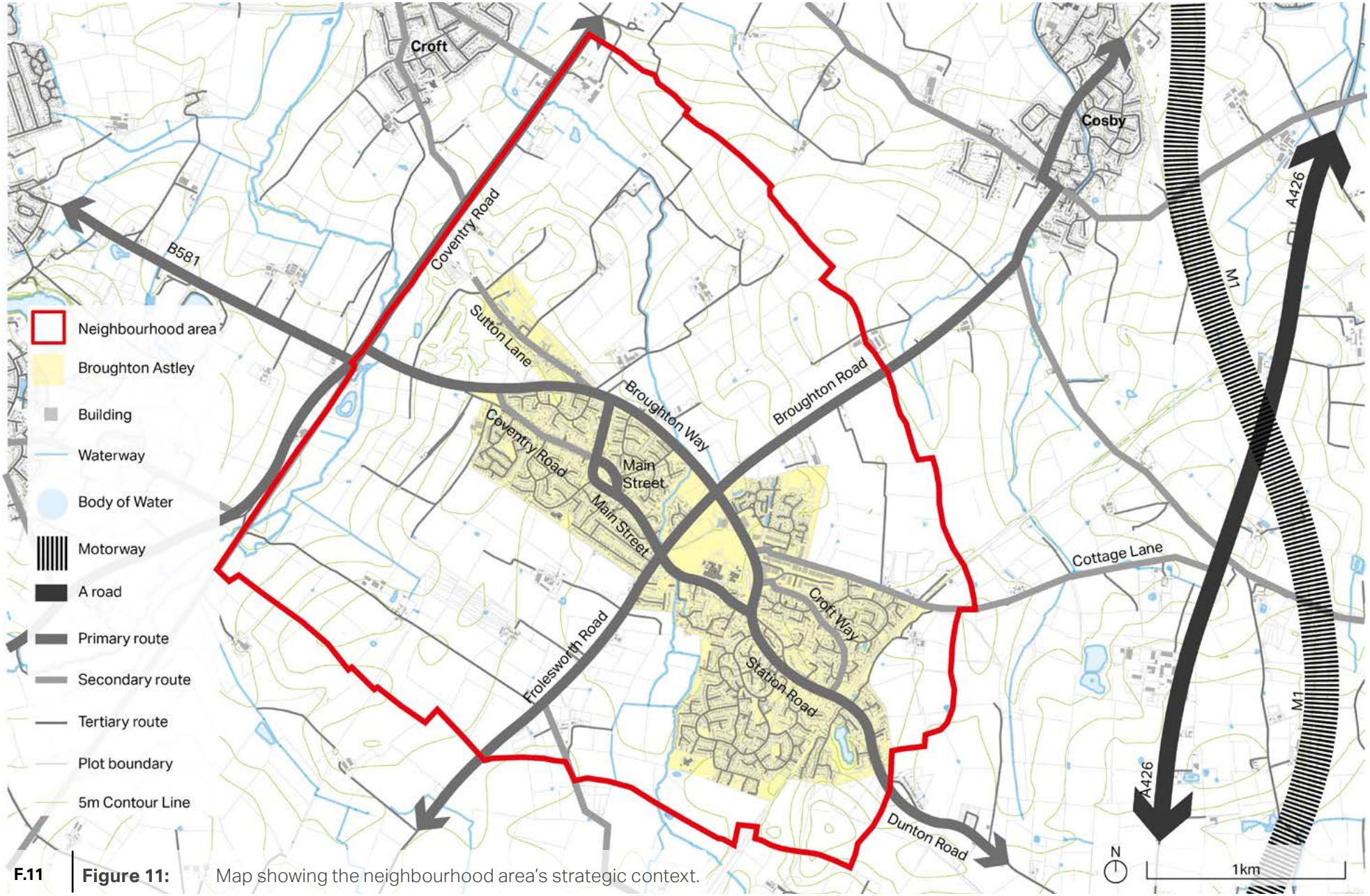
Figure 08: Local shops on Main Street.

Figure 09: A restaurant on Green Road

Figure 10: Modern residential development on Windsor Way.



F.11 **Figure 11:** Map showing the neighbourhood area's strategic context.

2.2 Settlement origins and growth

The local area has historical significance. The districts of Broctane, Sutone and Torp are referenced in the Domesday Book. Broctone became known as Broughton, Sutone became Sutton or Sutton in the Elms and Torp became Primethorpe. The original names are of Saxon or Danish style, typical of the period between 560-900AD.

The second part of the village name, 'Astley', is taken from the family name of the Lords of the Manor of Broughton in the 13th Century. By the 14th Century Broughton Astley had generally been established as a single entity.

The neighbourhood area's origins were largely agricultural until the introduction of the knitting and hosiery industries in the 18th Century which led to growth surrounding Main Street. The village's oldest building is the Church of St Mary, originally built in the early 14th Century and restored in 1882.

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Figure 12: Historic townhouses along Main Street.

Figure 13: The timber framed The Bull inn on Main Street.

Figure 14: The 14th Century Church of St Mary.

2.2.1 Settlement pattern today

The most significant expansion of Broughton Astley took place during the Victorian period onward with the majority of homes dating from the 20th and 21st Centuries. Victorian and Edwardian houses line the village's historic thoroughfares of Coventry Road, Leicester Road, Main Street, Station Road and Dunton Road.

In the 1960s, there was an overspill agreement to build hundreds of houses between Sutton in the Elms and Primethorpe to help meet the housing needs of Birmingham. This led to the creation of many cul-de-sacs. There are also clusters of courtyard flats to the south of Orchard Road which are the village's tallest buildings at three-storeys.

The most recent expansions are centred around Windsor Way (at the west of the village) and Buxton Crescent (at the northeast of the village), the former being predominantly residential but the latter including an Aldi supermarket and the Broughton Astley Leisure Centre.


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Figure 15: A range of architectural styles on Coventry Road.

Figure 16: Flats to the south of Orchard Road.

Figure 17: Modern detached houses on Windsor Way.

2.3 Layout and urban grain

The B581 is the main curvilinear route connecting the various parts of the village. The two large settlement clusters (historically Primethorpe to the northwest and Broughton to the southeast) narrow at the mid-point around the Church of St Mary which creates a loosely diagonal hourglass shape.

The tightest urban grain is along the historic streets of Sutton Lane, Coventry Road, Leicester Road, Main Street, Station Road and Dunton Road. Generally, the remainder of the village is made up of a series of cul-de-sacs, frequently with secondary access which removes activity from the main streets. Permeability can be challenging in these areas due to repetition of housing styles and dead-end streets.

There is also an area of industrial blocks which includes local businesses, as well as a large Aldi supermarket and the Broughton Astley Leisure Centre. The remainder of the neighbourhood area consists of farmland interspersed with standalone farmsteads.


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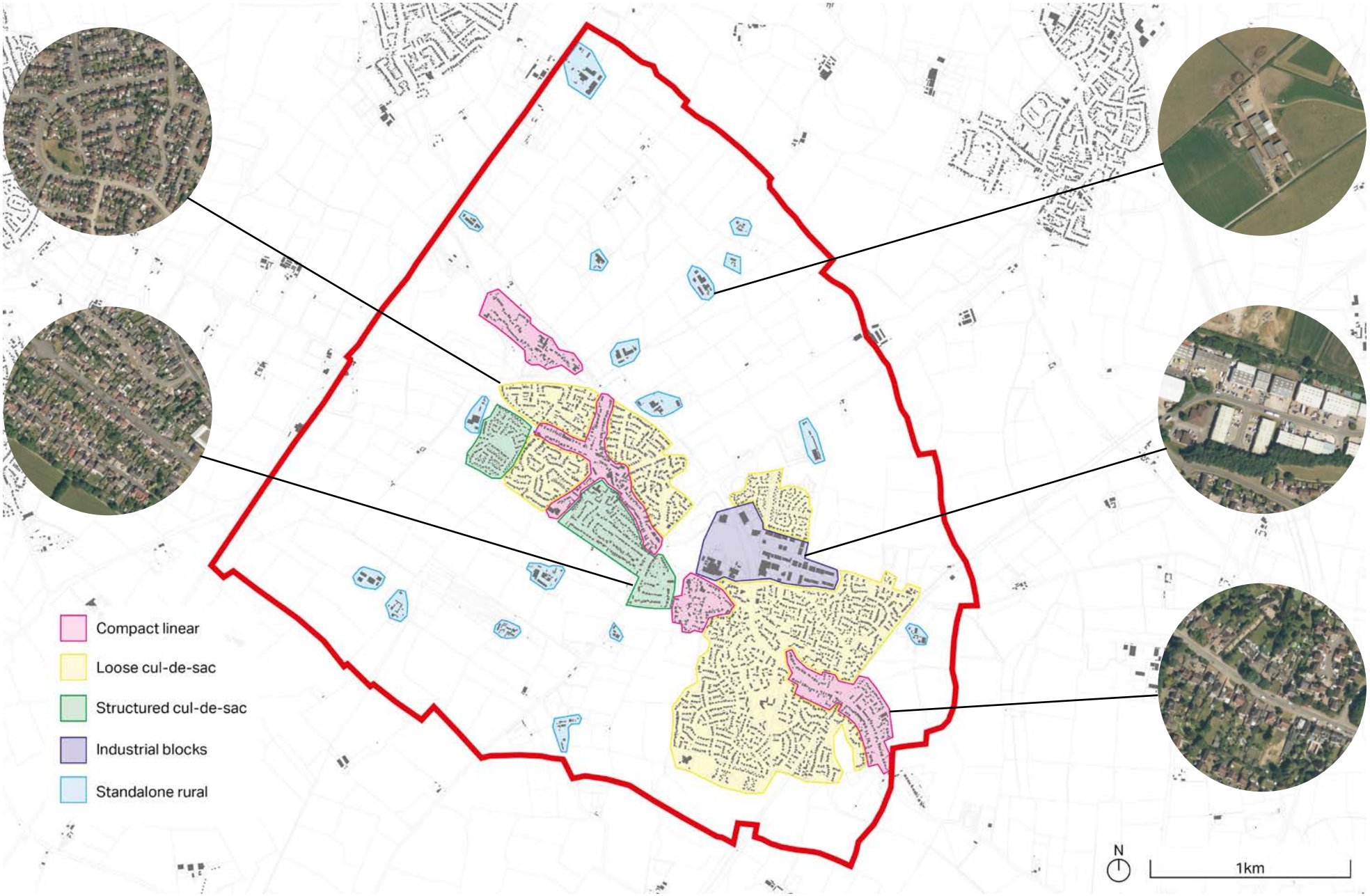
Figure 18: Compact linear housing on Sutton Lane.

Figure 19: Structured cul-de-sac on Jubilee Road.

Figure 20: Loose cul-de-sac on Blockley Road.

Figure 21: The industrial block leisure centre.


Compact linear
Loose cul-de-sac
Structured cul-de-sac
Industrial blocks
Standalone rural
N
1km

2.4 Movement networks

2.4.1 Vehicular movement

The neighbourhood area is located to the west of the M1 motorway which makes it well-connected by car to both the north and south of England. Coventry Road (to the west) and the A426 (to the east) are the main routes into the city of Leicester.

The B581 (known as Broughton Way, Station Road and Dunton Road as it passes through Broughton Astley) is a busy road that bypasses the village at the northwest but then enters the village when it merges with Station Road.

Coventry Road, Leicester Road, Orchard Road and Main Street also form a key link through the village to the northwest which is often busy with traffic due to the cluster of amenities surrounding Main Street.

Frolesworth Road and Broughton Road create a diagonal route to the northeast and southwest which effectively splits Broughton Astley into two large clusters. These roads lead to the villages of Frolesworth and Cosby respectively.

2.4.2 Non-vehicular movement

Broughton Astley is well-served by pavements on most roads apart from some small areas on Sutton Lane, Church Close and Old Mill Road where narrow vehicular roads run directly against either hedgerows or grass verges in a rural manner. There are Public Rights of Way connecting the village to the surrounding countryside in most directions. There is a lack of dedicated cycling infrastructure throughout the village.

2.4.3 Public transport

Broughton Astley had a railway station located on Station Road from 1840 until 1962. The station was closed as a result of the wider closure of the Midland Counties Railway main line between Leicester and Rugby. Bus routes extend outwards from Coventry Road, Frolesworth Road and Broughton Road with direct services to Rugby and Leicester. These services are limited meaning that the majority of the village's residents are reliant on cars.


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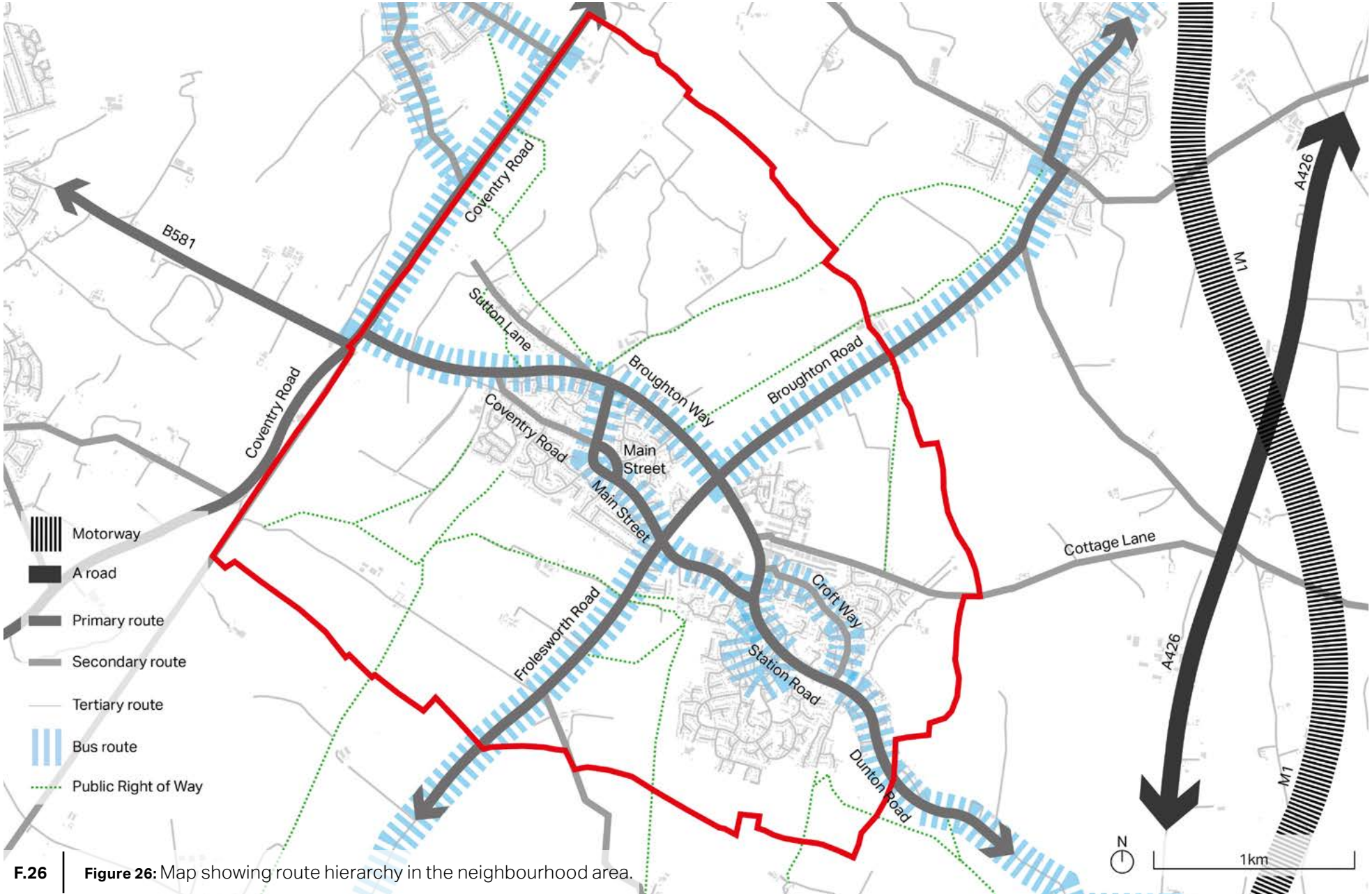
Figure 23: The thoroughfare of Main Street looking east.

Figure 24: A Public Right of Way running north of Sutton Lane.

Figure 25: The X84 bus to Rugby on Frolesworth Road.



F.26 | **Figure 26:** Map showing route hierarchy in the neighbourhood area.

2.4.4 Legibility and wayfinding

The key routes of Broughton Way, Main Street, Station Road and Frolesworth Road generally meet at key intersections towards the centre of Broughton Astley which means there are legible routes running in most directions. However, away from these main streets, the cul-de-sac nature of the village's development means there are many dead-ends.

Landmarks aid legibility and in Broughton Astley these are generally centred around Main Street and Station Road. These include heritage buildings such as the Listed Church of St Mary and the Broughton Astley War Memorial as well as community assets such as the shops and restaurants on Main Street and the village hall on Station Road.

There are several barriers in the neighbourhood area. Numerous small streams run to the north and south of the village and through the village alongside parts of Station Road and the Church of St Mary. Broughton Way acts as a barrier due to its nature as a bypass to the northwest of the village which has the effect of separating Sutton in the Elms from the wider settlement. A disused railway line cuts across the east of the village and now acts a key wildlife corridor.

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Figure 27: A sign at the Main Street / Station Road crossroads.

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Figure 28: The Royal pub on Coventry Road.


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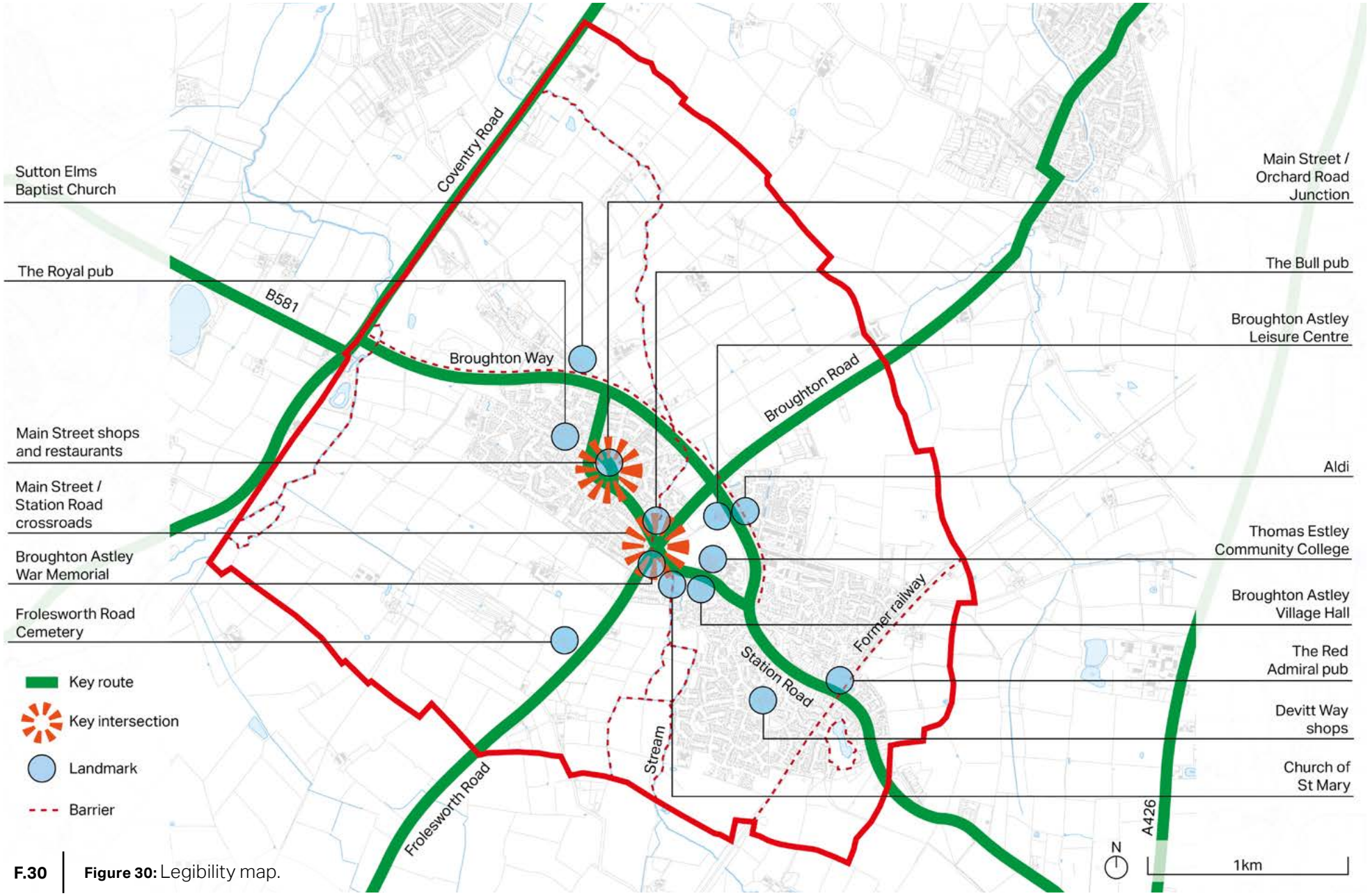
Figure 29: The stream running alongside Station Road.



F.30 | **Figure 30:** Legibility map.

2.5 Landscape

2.5.1 Topography

The neighbourhood area is between 70-115m above sea level. The surrounding countryside gently undulates with no single peak dominating the neighbourhood area. Historically, this has made the area suitable for agricultural purposes. The more prominent hills are outside the neighbourhood area to the southeast.

The topographical changes across the village from east to west mean that some of the key roads are on gentle slopes which gives views over the village rooftops and into the surrounding countryside. Notable examples include Coventry Road to the west of the village and Station Road and Dunton Road to the east. From the elevated positions there are views into the surrounding countryside and over the rooftops of Broughton Astley.


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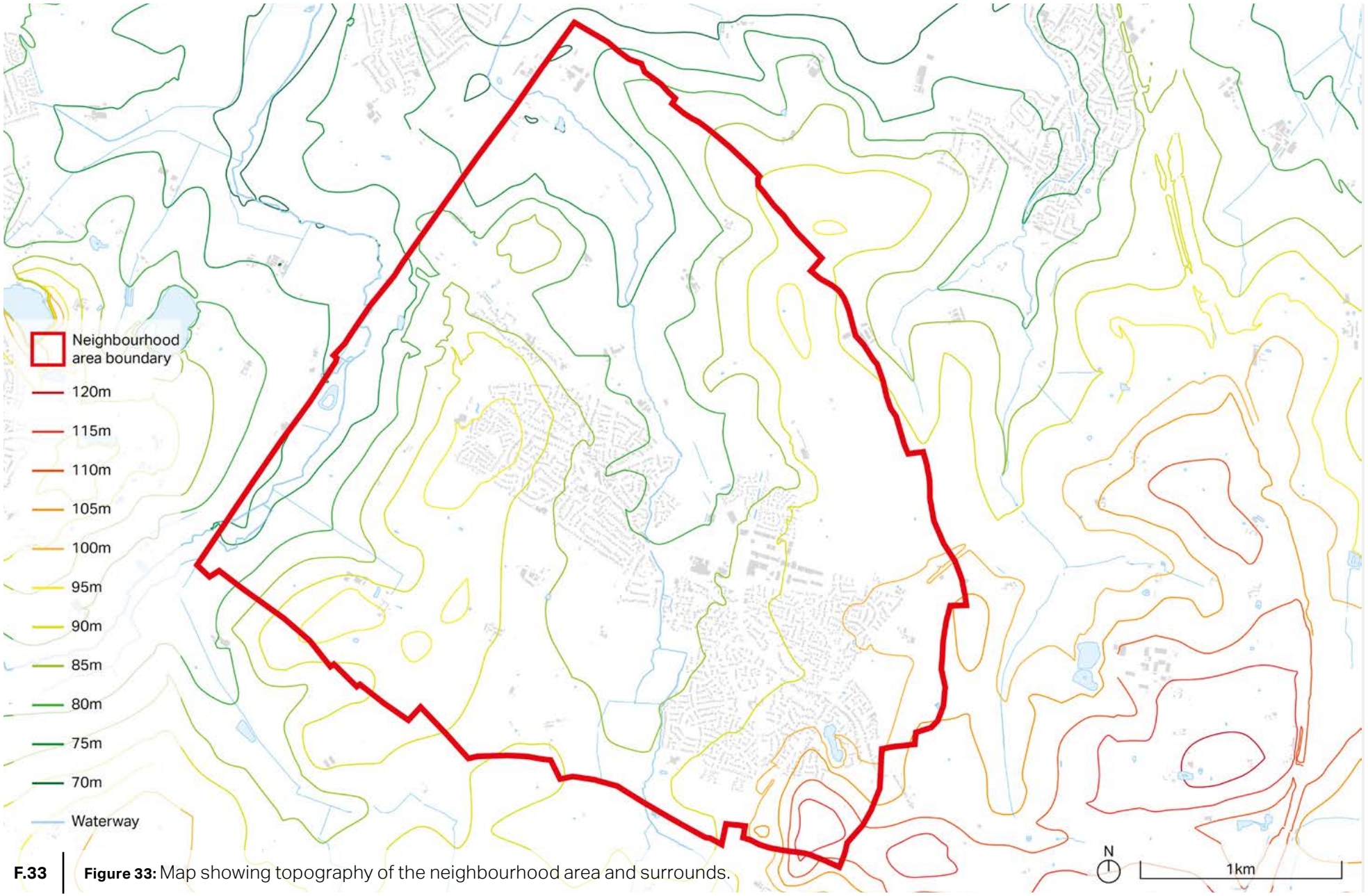
Figure 31: The slight incline on Station Road.

Figure 32: Houses on the sloping Coventry Road.



F.33 | **Figure 33:** Map showing topography of the neighbourhood area and surrounds.

2.5.2 Flood

The neighbourhood area is susceptible to flooding. There is a stream running from south to north through the centre of the neighbourhood area with much of the surrounding land falling within flood zones 2 and 3. This runs alongside the Church of St Mary on Church Close, down part of Station Road, and in residential areas between Cosby Road and Main Street. Along Station Road, the stream separates the houses from the road. Pedestrian and vehicular access to these houses is via a series of small bridges. A slight incline on the driveways and front gardens between the houses and the stream directs groundwater away from the homes.

A separate stream runs along the west of the neighbourhood area boundary along Coventry Road which also falls within flood zones 2 and 3. This is away from the built up areas of Broughton Astley.

Broughton Astley's newest developments incorporate flood defences such as detention basins alongside Windsor Way and rain gardens alongside Buxton Crescent.


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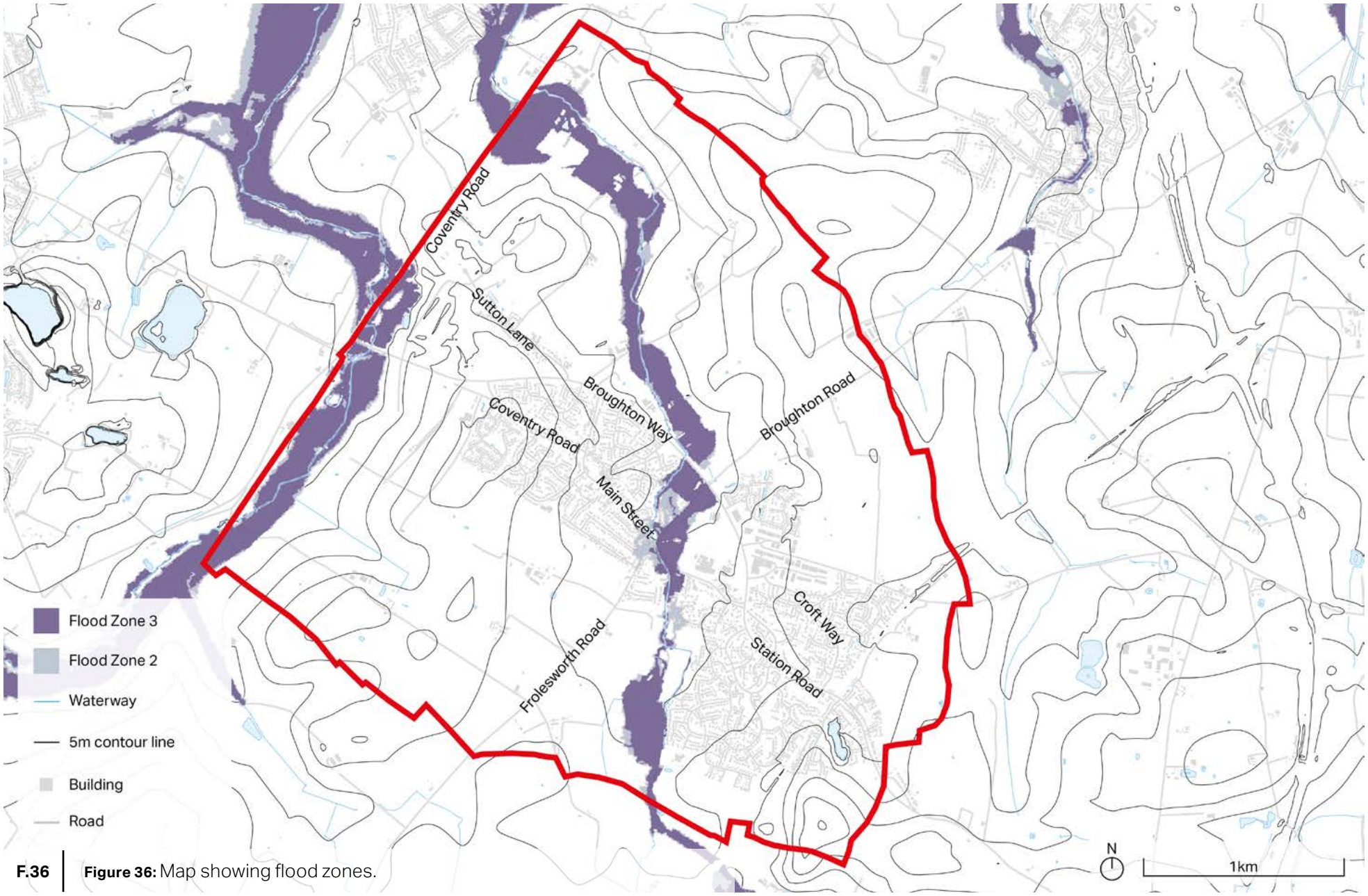
Figure 34: Houses in flood zone 3 alongside the stream on Station Road.

Figure 35: A detention basin near Windsor Way.



F.36 **Figure 36:** Map showing flood zones.

2.5.3 Landscape character assessment

The neighbourhood area is covered by the Harborough District Landscape Character Assessment 2007 (HDLCA) and the Lutterworth and Broughton Astley Landscape Character Assessment and Landscape Capacity Study 2011 (LBALCA).

The HDLCA places the neighbourhood area within the "Upper Soar" landscape character area. Key characteristics of this character area include: large wide river basin with high ridges; lack of woodland; predominantly pasture; and, urban influence apparent around Broughton Astley in particular.

The LBALCA further sub-divides the neighbourhood area into "Open Farmland" and "Rolling Farmland". The former covers most of the neighbourhood area and characteristics include: gently sloping landform, mixed farmland with arable, grazing and horse paddocks, localised areas of small scale flood meadows, low and clipped hedgerows and relatively open landscape. The latter covers the southeast of the neighbourhood area and characteristics include: prominent hills, mixed agricultural farmland, geometric patterns of small to medium fields, variable hedgerows with some left tall and a number of springs becoming brooks.

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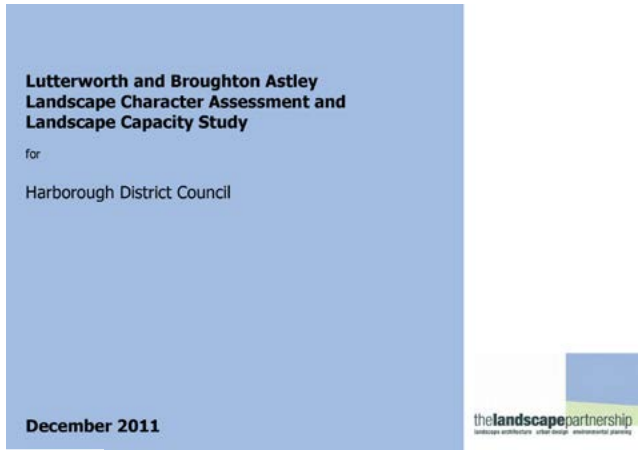

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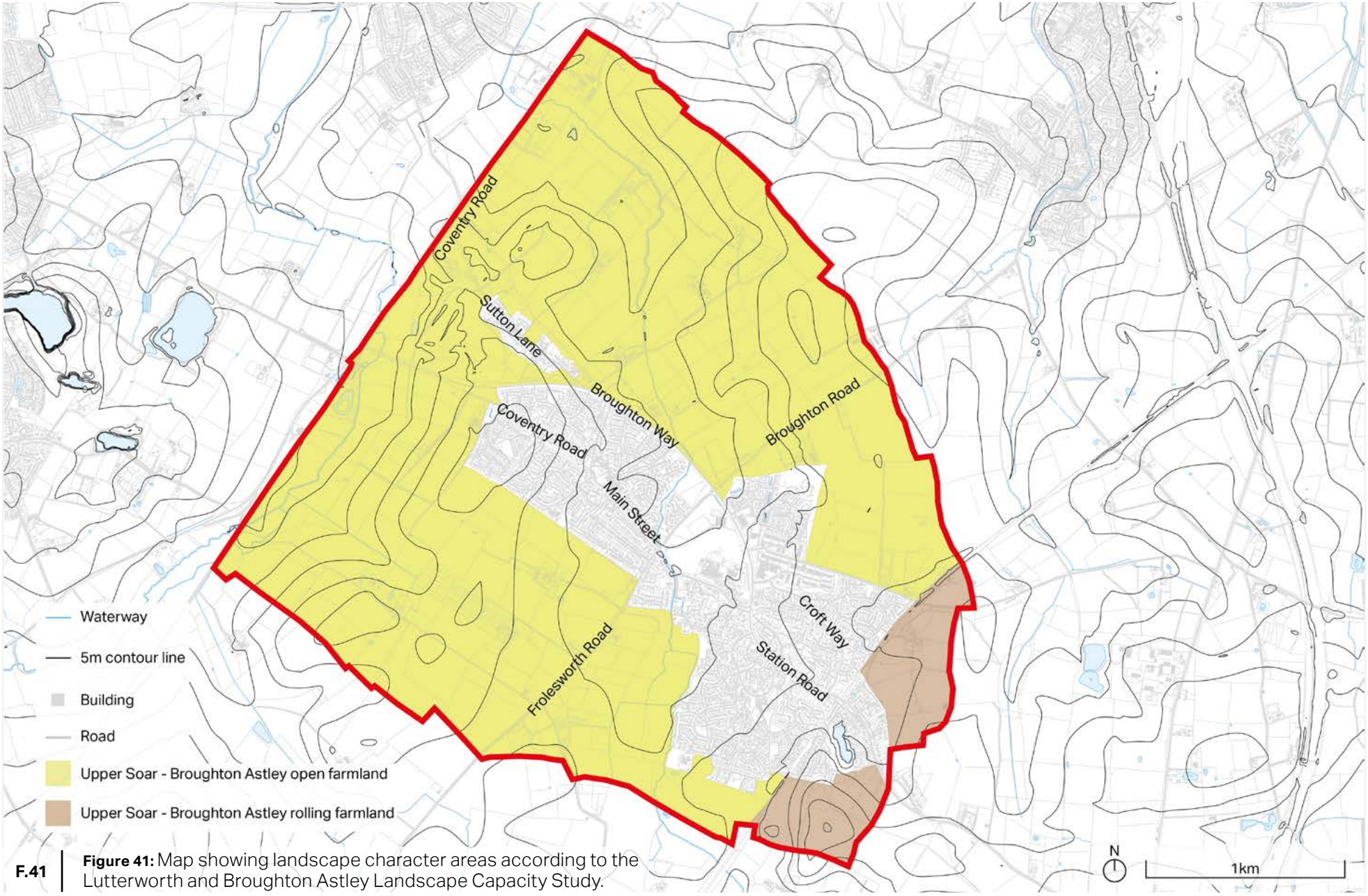
Figure 37: Harborough District Landscape Character Assessment.

Figure 38: Lutterworth and Broughton Astley Landscape Character Assessment.

Figure 39: "Upper Soar - Broughton Astley Open Farmland".

Figure 40: "Upper Soar - Broughton Astley Rolling Farmland".



F.41 **Figure 41:** Map showing landscape character areas according to the Lutterworth and Broughton Astley Landscape Capacity Study.

2.6 Recreation and open space

Broughton Astley's largest green space is the playing fields of Thomas Estley Community College which is located between Station Road, Cosby Road and Broughton Way. There are further playing fields on Frolesworth Road containing a football pitch, a skate park and a playground.

Frolesworth Road Cemetery sits separate from the main settlement along Frolesworth Road. From here there are views of open countryside in front of the village. There are community allotments to the north of Broughton Way.

Many of the 20th and 21st Century residential developments include small well-kept green spaces. There are also some wooded areas on the outskirts of the village which are well-used by dog-walkers. The former railway and the streams running through the village form important wildlife corridors for species including badgers, bats, and potentially great crested newts.


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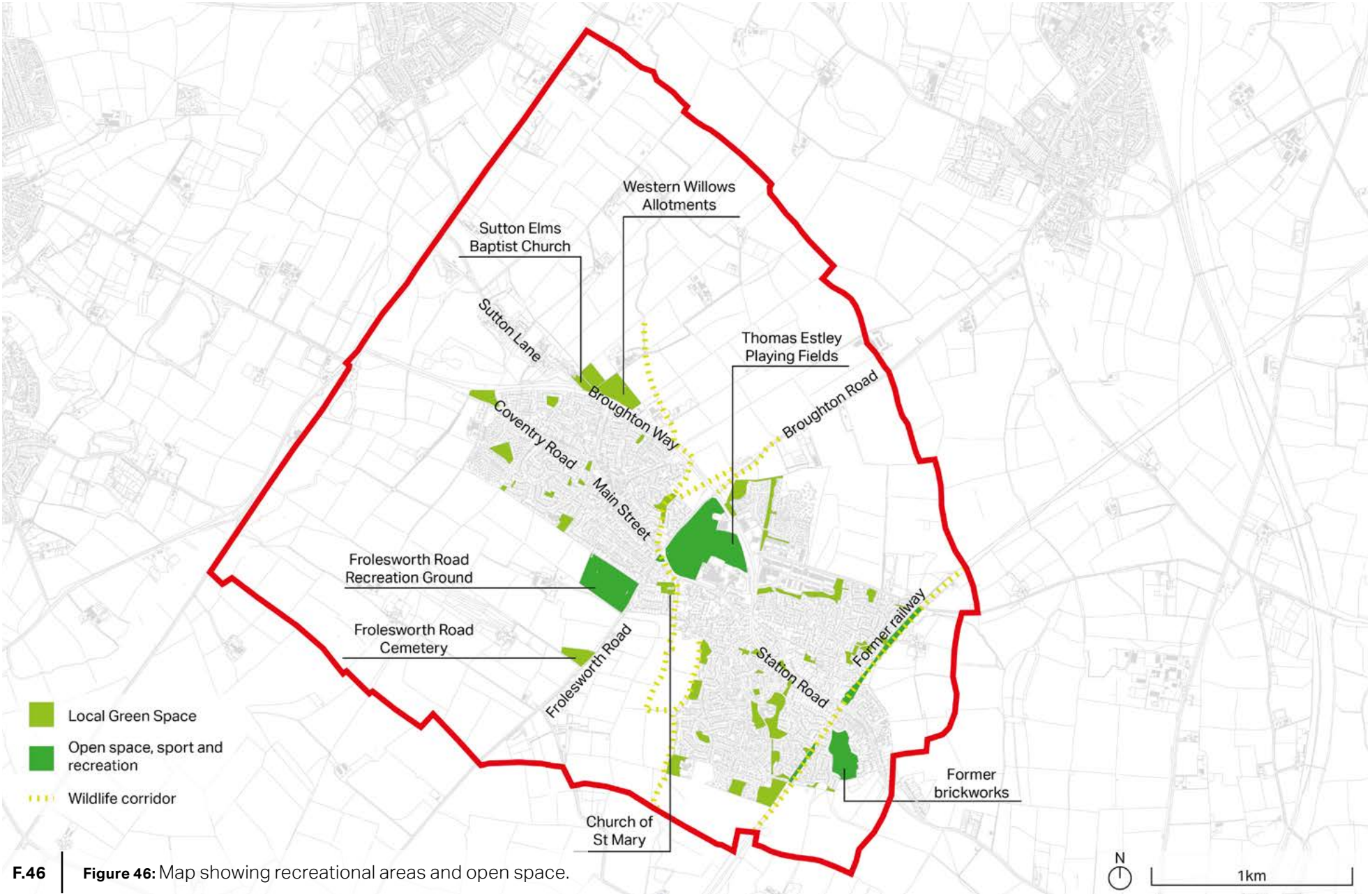
Figure 42: The playing fields of Thomas Estley Community College.

Figure 43: A wooded area alongside Coventry Road.

Figure 44: Western Willows Allotments.

Figure 45: Frolesworth Road Cemetery.



F.46 | **Figure 46:** Map showing recreational areas and open space.

2.7 Important views

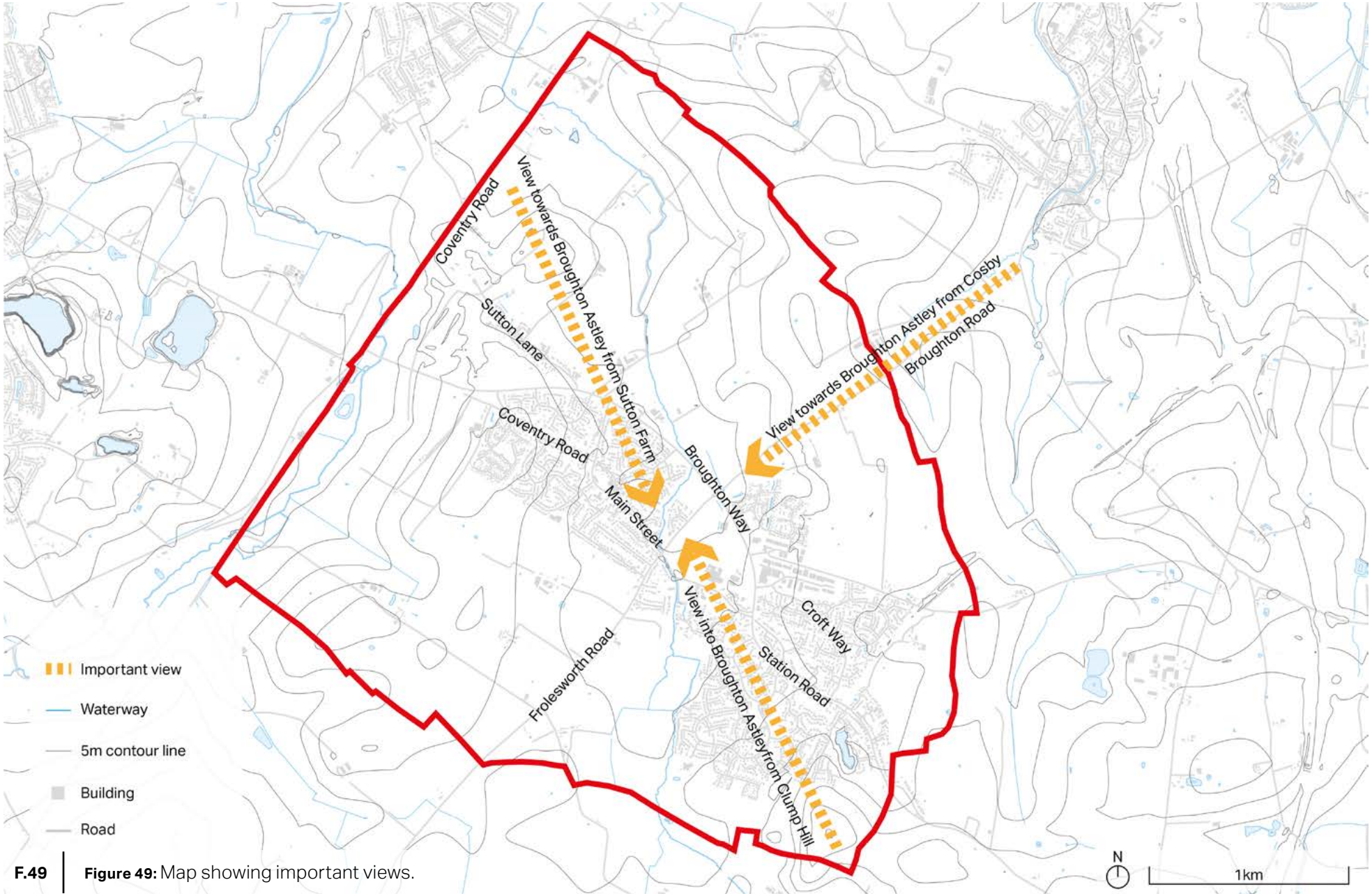
Within the village of Broughton Astley, the most significant view is that of the Church of St Mary, which is positioned alongside a stream and various mature trees. The church's spire can be seen from numerous parts of the village.

There are important views looking towards and across Broughton Astley from Cosby along Broughton Road (located to the north east of the village) as well as from Sutton Farm (located to the north west of the village) and Clump Hill (located to the south east of the village).

There are several locations with expansive views over the surrounding countryside, for example from the grounds of the Baptist Chapel in Sutton in the Elms. From Frolesworth Road Cemetery there are views of grazing land between the cemetery and the built up part of Broughton Astley.

Figure 47: The view of the Church of St Mary from Station Road.

Figure 48: The view of open countryside from the Baptist Chapel in Sutton in the Elms.



F.49 | **Figure 49:** Map showing important views.

2.8 Built form

A large proportion of Broughton Astley's development took place in the 20th Century creating a patchwork of housing types that gives Broughton Astley its distinct character.

Within the neighbourhood area there are three Grade II listed buildings and one Grade II* Listed building, along with a Grade II Listed milepost and a Grade II Listed war memorial. The Grade II* Listed Church of St Mary mainly dates from the 14th Century and is Broughton Astley's key historic building with an attractive context alongside the River Soar. Nearby, the Grade II Listed Broughton Astley War Memorial sits at a key junction at the centre of the village.

The most significant cluster of Listed buildings sits separate to the main body of the village, at the small offshoot of Sutton in the Elms. There are three Grade II Listed buildings in close proximity along Sutton Lane. The 18th Century Baptist Chapel has a distinctive half-moon chapel built from red brick. The 17th Century Stone House is built from randomly placed granite rubble. The 17th Century Quaker Cottage has a whitewashed timber-frame and one of several thatched roofs in Sutton on the Elms.


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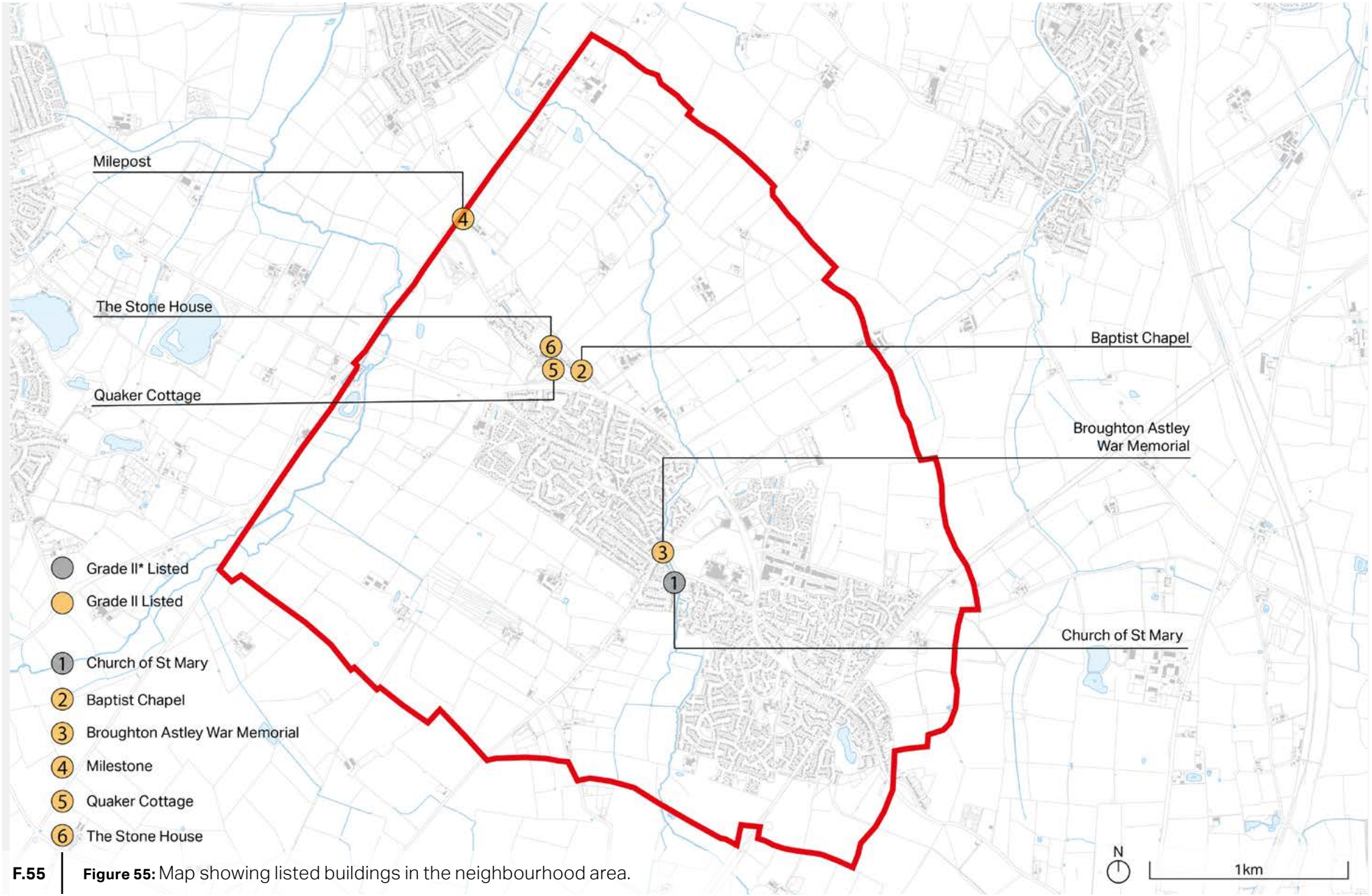
Figure 50: Church of St Mary (14th Century).

Figure 51: Baptist Chapel (18th Century).

Figure 52: Broughton Astley War Memorial (20th Century).

Figure 53: Quaker Cottage (17th Century).

Figure 54: The Stone House (17th Century).



F.55 **Figure 55:** Map showing listed buildings in the neighbourhood area.

2.9 Allocations

There has been significant development in Broughton Astley since 2011. Harborough District Council completions and commitments data show 504 dwellings completed since 2011 and 137 commitments as at 31 March 2022.

The Harborough Local Plan 2011-2031 doesn't specifically allocate any sites in the neighbourhood area. However, two sites were allocated for new housing development pursuant to the Broughton Astley Neighbourhood Plan 2013-2028. Development Site 1A: "North of Broughton Way" (for 310 units) and Development Site 2: "South of Coventry Road" (for 190 units).

The Neighbourhood Plan encouraged a mixture of housing types including family homes, starter homes, and homes designed for older people (including bungalows). It also specified that at least 30% of all new housing developments will be affordable housing.


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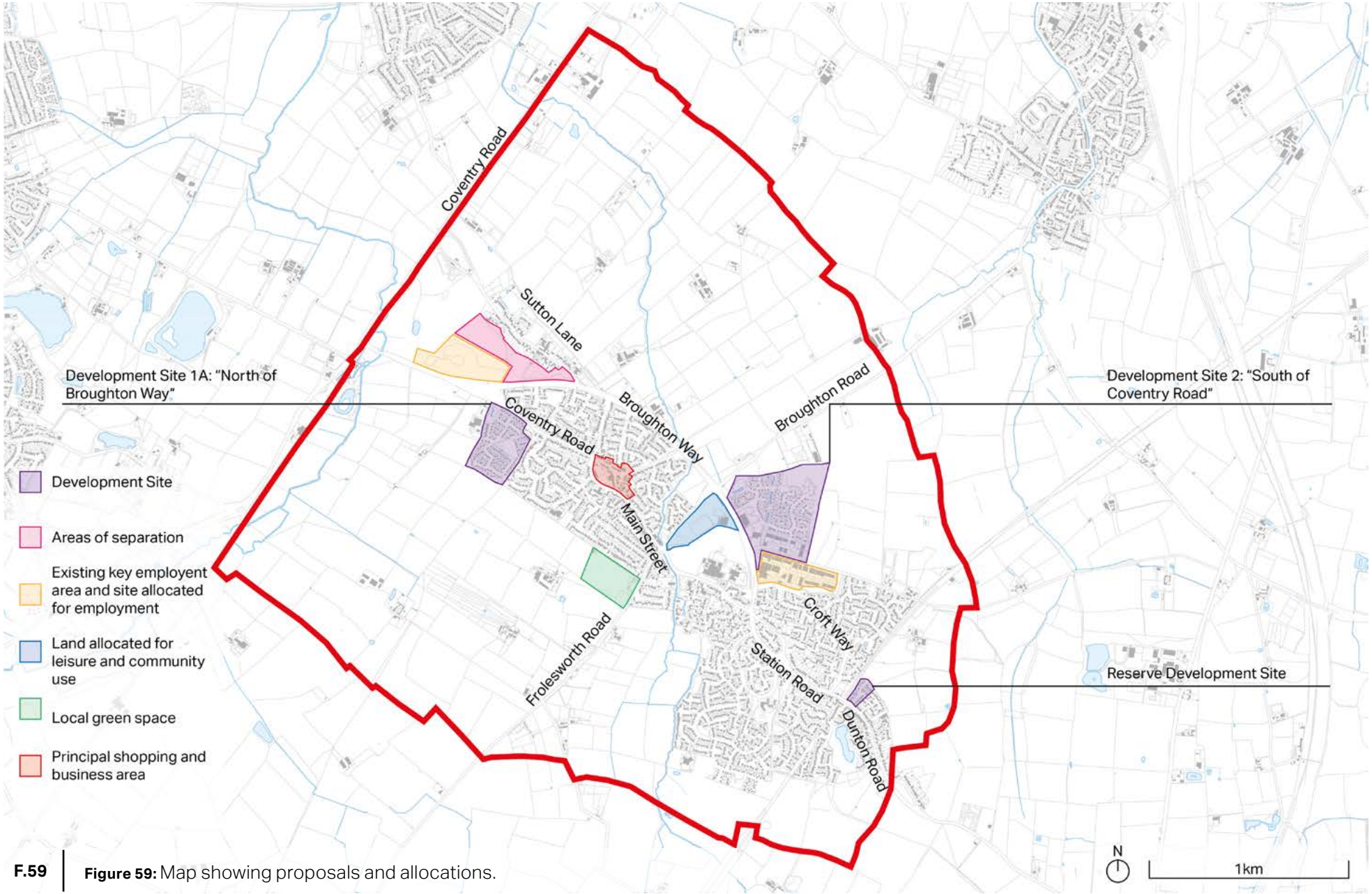
Figure 56: Development Site 1A: "North of Broughton Way".

Figure 57: Development Site 2: "South of Coventry Road".

Figure 58: Reserve Development Site.



F.59 **Figure 59:** Map showing proposals and allocations.

2.10 Characterisation study

A primary purpose of this document is to enable well-designed buildings and spaces that are sensitive and responsive to local context, landscape setting, and character.

The characterisation study presents the variation in character across the neighbourhood area and informs the character areas in Section 3 - Character analysis.

Establishing what are key features or distinctive attributes in these areas helps guide future development.

This analysis was cross-checked on site as part of the walking tour and photographic study, guided by residents of Broughton Astley.


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Figure 60: A range of architectural styles alongside the spire of the Church of St Mary.

Figure 61: A cobbled side street leading from Main Street.

Development period timeline

Pre-Victorian

Victorian / Edwardian

Inter-war

Post-WWII

Late-20th Century

21st Century

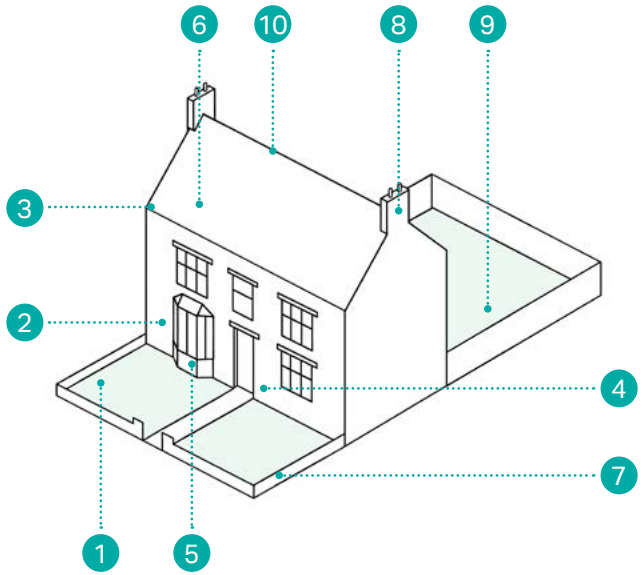
2.11 Typical house types

There is a wide range of buildings and architectural styles, ages and materials across Broughton Astley.

The village's oldest buildings are generally clustered along the main thoroughfares, whereas 20th and 21st century houses generally sprawl into the surrounding countryside in cul-de-sac formations. This separation leads to a lack of cohesion between the character areas. However, heights are generally consistent with most buildings being two-storeys other than some examples of one-storey bungalows and three-storey flats.

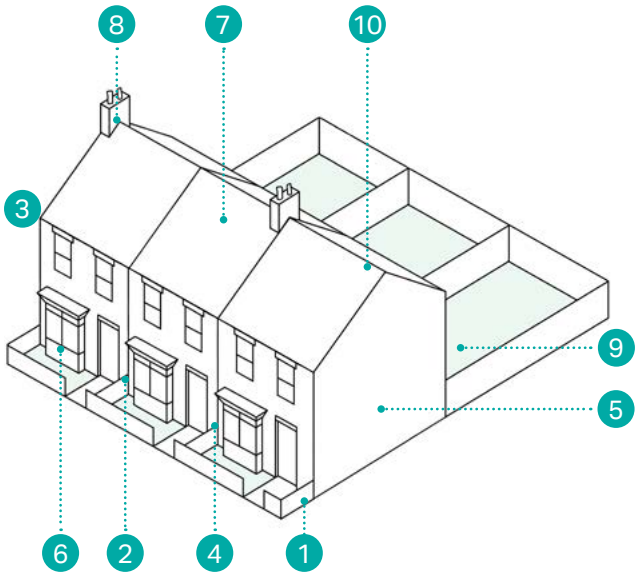
The images on the following pages show some of the general housing types typically found in the village along with some key features associated with them. There are other house-types which are explored further in Section 3 - Character analysis.

Edwardian detached



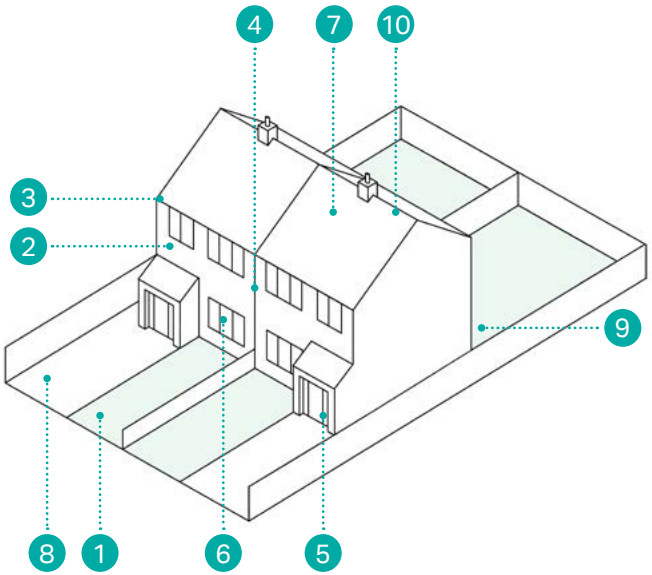
1. Small to medium setback / front garden.
2. Red brick frontage.
3. Two-storey detached house.
4. Symmetrical fenestration / facade.
5. Sash or bay windows.
6. Grey slate tiles.
7. Low brick wall boundary.
8. Chimney stack on both ends.
9. Medium back garden.
10. Pitched gable roof.

Edwardian terraced



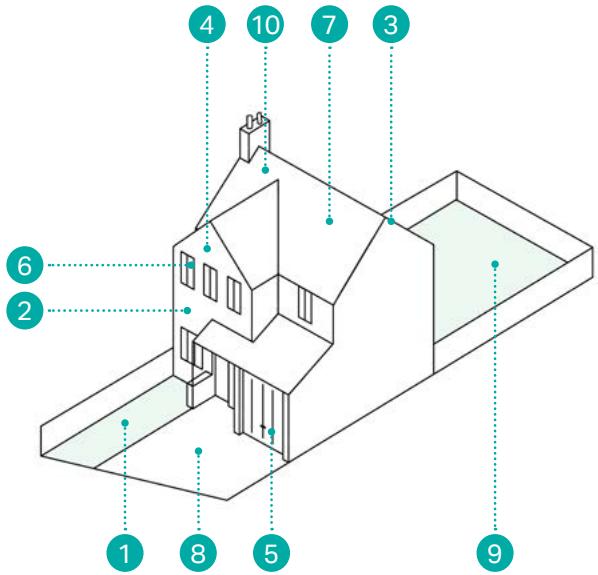
1. Small setback or front yard.
2. Red brick frontage.
3. Two-storey terraced houses.
4. Repetitive fenestration / facade.
5. Rows of 3-8 houses.
6. Sash or bay windows.
7. Grey slate tiles.
8. Chimney stack per house.
9. Small to medium back gardens.
10. Pitched gable roof.

Post-war semi-detached



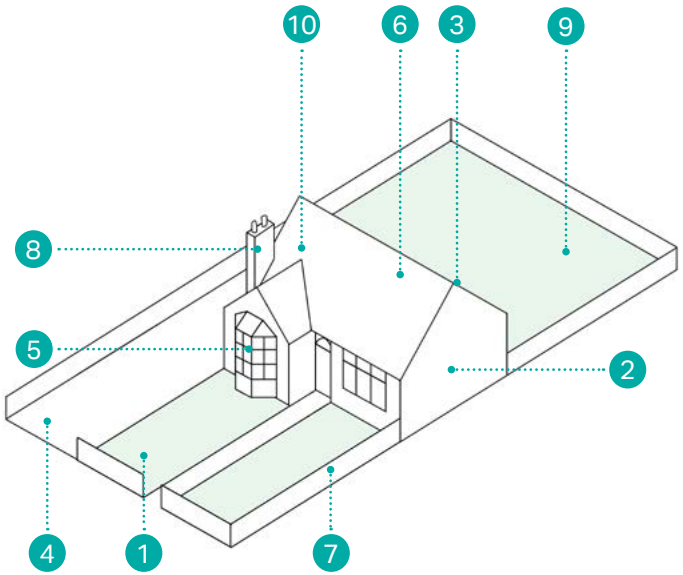
1. Medium to large front gardens.
2. Various colour brick frontage.
3. Two-storey semi-detached houses.
4. Mirrored properties.
5. Porch entrance.
6. Casement windows.
7. Concrete tiles.
8. Driveways in front of houses.
9. Medium to large back gardens.
10. Pitched gable roof.

20th Century detached



1. Irregular shaped front garden.
2. Various colour brick / render frontage.
3. Two-storey detached house.
4. Asymmetrical fenestration / facade.
5. Built-in garage.
6. Neo-Georgian/Victorian features.
7. Various roof-tiles.
8. Driveway in front of houses.
9. Medium to large back gardens.
10. L-shaped pitched roof.

20th Century bungalow



1. Small to large front garden.
2. Various colour brick frontage.
3. One-storey bungalow.
4. Driveway along side.
5. Casement or bay windows.
6. Grey slate or concrete tiles.
7. Stone or brick wall / hedgerow boundary.
8. Chimney stack.
9. Medium to large back garden.
10. L-shaped pitched roof.

Character analysis

03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3. Character analysis

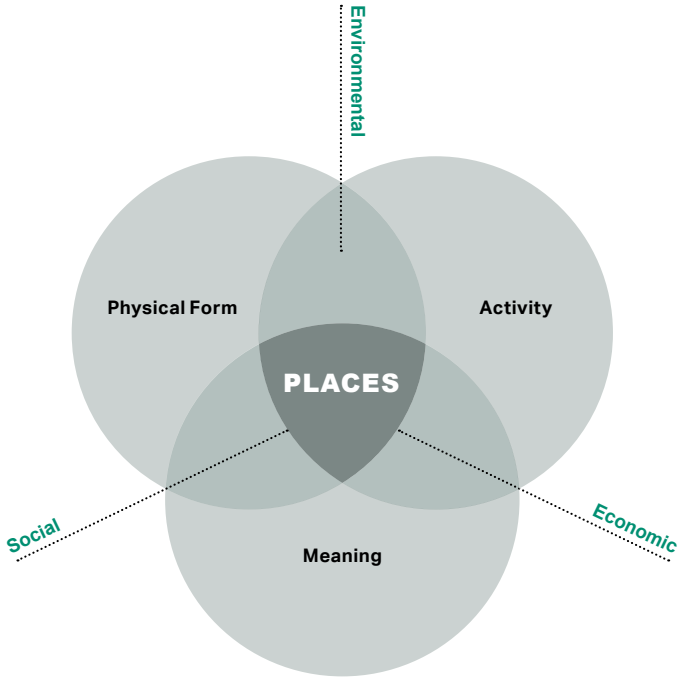
Achieving quality outcomes is based on a thorough and comprehensive analysis of the place. It is important to conduct the analysis in response to an area's agreed character type.

Places have a clear and strong identity and character. Places are multi-layered and diverse environments generally understood through the following: Physical Form; Activity; and, Meaning.

A development proposal must demonstrate that a comprehensive analysis of the place has been completed. Understanding the broader context will influence place-specific responses to the location, siting and design of new developments.

A comprehensive analysis will correlate to the project brief and ensure design processes are fully informed by the places existing conditions and future aspirations.

The adjacent map illustrates Broughton Astley's character areas based on analysis of topography and landform, land use, built development, design quality and local character.



Physical Form: Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.

Activity: Use, vitality and diversity, including community facilities and local services.

Meaning: How a place is perceived, including local heritage, views inwards and outwards and social histories.

1 Main Street

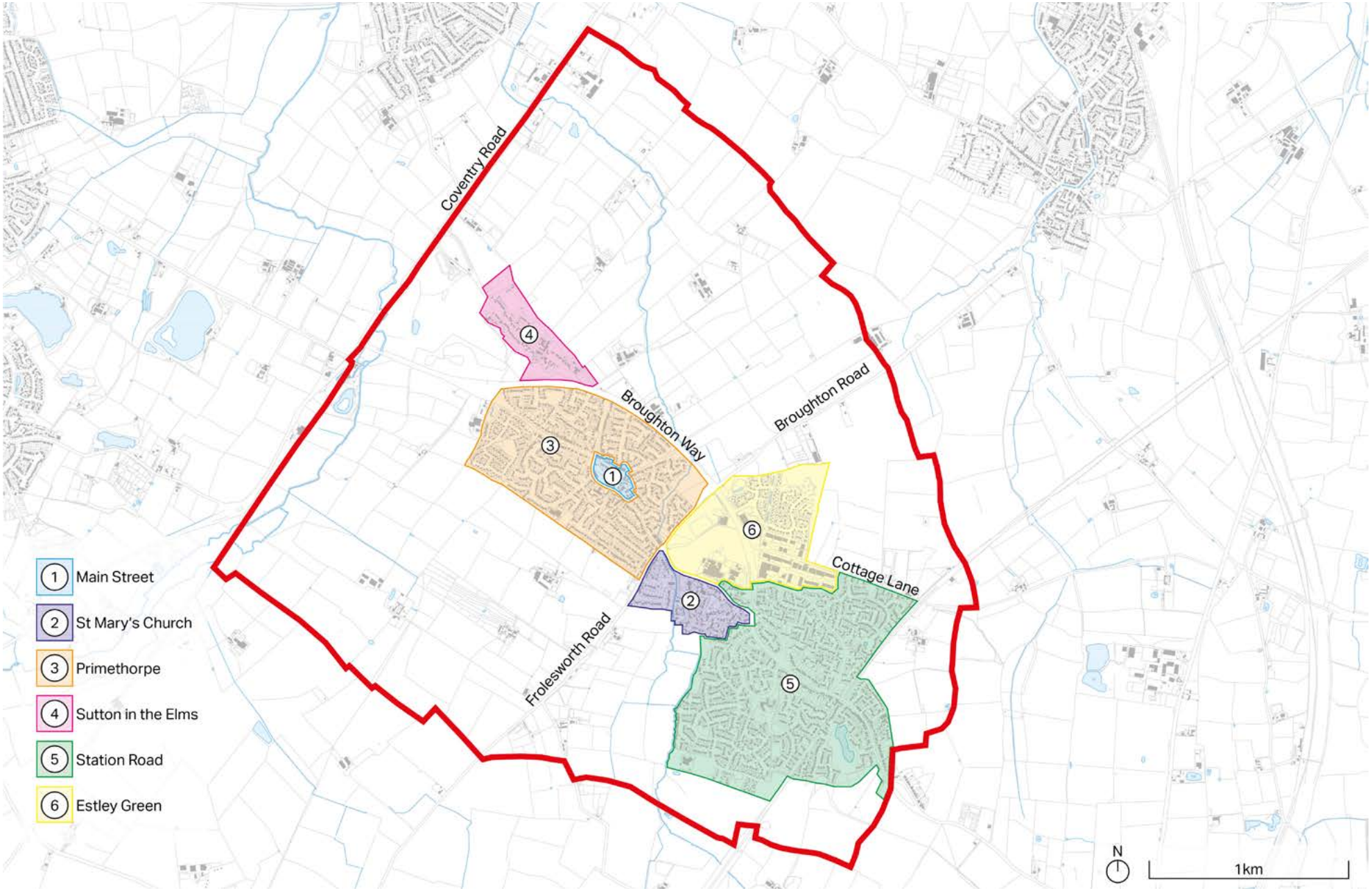
2 St Mary's Church

3 Primethorpe

4 Sutton in the Elms

5 Station Road

6 Cottage Lane


Coventry Road
Broughton Way
Broughton Road
Cottage Lane
Frolesworth Road
1 Main Street
2 St Mary's Church
3 Primethorpe
4 Sutton in the Elms
5 Station Road
6 Estley Green
N
1km

1 Character Area 1: Main Street

3.1 Main Street

Main Street is the commercial heart of Broughton Astley and is similar to a 'village centre'. This area includes a range of businesses including pubs, takeaways, cafés, international restaurants, estate agents, hairdressers, hardware stores, a butcher's shop, a bakery and a mid-sized Co-op supermarket.

Summary character:

- This character area includes Main Street, Green Road, and Orchard Road.
- The area is inward-looking and isolated from the main traffic thoroughfare of Orchard Road due to Main Street forming a dead-end at the historic crossroads with Coventry Road, Orchard Road and Leicester Road. Green Road forms a small loop with Main Street meaning that several buildings are contained on a traffic island.
- There is a large car park serving the Co-op supermarket. Despite this, many cars park on Main Street and Green Road. The narrow width of these streets means that parked cars often extend onto the pavement. Despite this area being heavily used by pedestrians, no street is fully pedestrianised apart from several small alleyways.
- A mix of one and two-storey buildings from the 19th and 20th Centuries. For some, the original use is still evident, such as the former butcher's shop on Green Road with its traditional white and green external tiles. Upper stories are either used for housing or storage.
- Many of the commercial buildings are adjoined. Some directly front the street and some have small set-backs. The Co-op supermarket is the area's largest building with inactive frontages on most sides.
- Although generally built from red-brick, some buildings are covered in render of varying colours. There are some Edwardian residential villas with small front yards bordered by brick walls and hedgerows.
- Landmarks include the George and Dragon pub and the row of three terraced villas dating from 1889 on the key intersection between Main Street and Green Road.
- There are raised flower beds and green verges in front of a small number of businesses. There are also clusters of trees at the junctions of Main Street / Green Road and Main Street / Orchard Road.
- At several points, breaks in the building line create set-backs that allow for public benches and spillout spaces for pubs and cafés. There are also several points where the pavement widens significantly. However, these spaces are underutilised and mainly house bins and notice boards.


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Figure 63: The former butcher's shop on Green Road with its traditional white and green tiles.

Figure 64: A row of commercial units in a 20th Century terraced building.

Figure 65: A Turkish restaurant on Green Road.

Figure 66: A raised planter in front of the village bakery.

Figure 67: The landmark villas dating from 1889 on the Main Street / Green Road intersection.

Urban form	Tight urban grain of mainly terraced buildings on an organic historic street layout. The Co-op building is unusual in its large size and the space taken up by its surface car park.
Movement networks	Orchard Road is part of one of the main thoroughfares through Broughton Astley. It merges into Leicester Road and Main Street as it leaves the character area boundary. Main Street leads to a dead-end but is still heavily used by customer traffic. Green Road is also heavily used as a link between Orchard Road and some residential areas. Pedestrian crossings are generally not clearly set out.
Landmarks	This character area is a landmark generally due to its cluster of businesses. Some buildings are particularly characterful including The George and Dragon pub and the three connected villas dating from 1889.
Public realm / open space	Generally small and underutilised spaces that are negatively impacted by the on street parking. Some public benches and outdoor seating for some pubs and cafés.
Green and blue infrastructure	Some raised plant beds, grass verges and street trees. Several residential buildings are bordered by hedgerows and have trees and shrubs in their front gardens.
Subdivision of land	Generally commercial uses but some residential villas. The tight urban grain means that any front and back yards are small. A large area is taken up by the Co-op supermarket and its car-park.
Boundary treatments and set-backs	Many buildings front directly onto the street giving a “high street” feel. Some have set-backs allowing for raised plant beds, grass verges and outdoor seating. The residential buildings have small front gardens bordered by brick walls, low-rise metal fences and hedgerows.
Building size, scale and type	Generally red-brick of varying shades although some are covered in render of varying colours. All buildings are one or two-storeys, Some have large commercial windows with either Victorian or modern decoration.

F.68 | Figure 68: Table of Main Street settlement characteristics.

Key characteristics

Colours and materiality

Facade

Red brick

White render

Roofing

Grey slate tile

Rosemary tile

Boundary treatments

Low-rise red-brick wall.

Low-rise metal fencing.

Medium to high hedgerow.

Doorways

Ornate Victorian covered arched doorway.

Georgian style door with grey capping.

Plain traditional door with stone cover.

Windows

Decorative window arch of varying brick colours.

Recessed shop window divided into panels.

Medium-sized butchers window with sash opening.

2 Character Area 2: St Mary's Church

3.2 St Mary's Church

St Mary's Church is the area surrounding the Grade II* Listed Church of St Mary and is the character area with the strongest 'village' feel due to its country lanes and detached cottages.

Summary character:

- Bordered by Frolesworth Road to the west, Station Road to the north, and open countryside to the south. The area incorporates historic roads including Old Mill Road, Church Close and Old Rectory Close.
- The area has an organic 'village-like' urban grain with road patterns based on the positioning of historic cottages and the Church of Saint Mary. Roads are narrow and some, such as Church Close, have no pavement. Nevertheless, these remain well-used by pedestrians because they lead to numerous Public Rights of Way and traffic is relatively low.
- This is a mixed use area, predominantly residential but with some civic and public amenities including the Church of St Mary, the village hall, The White Horse pub and some small local businesses.
- The properties generally consist of large two-storey detached and semi-detached houses along with some one-storey bungalows. There are some uniform cul-de-sac developments but the houses are otherwise unique in nature. There is little architectural consistency. However, most houses are one or two-storeys and red brick and white render are the dominant building material. Roofs vary between grey slate and modern concrete tiles.
- Some of the large detached properties are hidden from the street due to large hedgerows and security gates leading to limited surveillance on roads such as Church Close.
- Landmarks include the Grade II* Listed Church of St Mary and the Grade II Listed Broughton Astley War Memorial. The village hall and The White Horse pub are also well-known across the village.
- The area's defining natural feature is the stream that runs from north to south alongside Station Road. This forms a key wildlife corridor and is lined by mature trees and hedgerows.
- The main open space is the churchyard of the Church of St Mary. There is also a landscaped area surrounding the Broughton Astley War Memoral with benches and decorative flower beds.
- The area has a strong relationship with the countryside to the south with several Public Rights of Way leading from Old Mill Road and Church Close.

Figure 69: The landscaped area surrounding the Broughton Astley War Memorial.

Figure 70: Historic cottages on Old Mill Road.

Figure 71: The White Horse pub.

Figure 72: The stream running alongside the Church of St Mary.

Figure 73: A detached property on Church Close.

Urban form	Organic 'village' layout of country lanes and detached houses set back by large front gardens. Street arrangements are based around the historic cottages and the Church of St Mary.
Movement networks	Station Road is one of Broughton Astley's main thoroughfares and runs across the north of this character area. Other streets are either country lanes or residential streets. There are Public Rights of Way leading to the south.
Landmarks	The Grade II* Listed Church of St Mary, the Grade II Listed Broughton Astley War Memorial, The White Horse pub and the village hall.
Public realm / open space	The churchyard of the Church of St Mary and the well-maintained landscaped area surrounding the Broughton Astley War Memorial.
Green and blue infrastructure	A stream runs alongside the Church of St Mary forming wildlife corridor, but also putting parts of this character area in flood zones 2 and 3. There are mature trees, hedgerows and grass verges across the area.
Subdivision of land	Houses generally take up large land parcels with large front and back gardens. The Church of St Mary takes up a large space with its churchyard. The White Horse pub is surrounded by surface parking.
Boundary treatments and set-backs	The large detached houses of Church Close have large front gardens and are generally hidden from view by tall hedgerows and mature trees. Other houses generally have front gardens but some historic cottages on Old Mill Road front directly onto the street.
Building size, scale and type	Most houses are two-storey and either detached or semi-detached. There are some one-storey bungalows. The ages range from Victorian cottages to modern 20th Century houses. The village hall and The White Horse pub take up larger footprints but their height are respectful of the surrounding houses.

F.74 | **Figure 74:** Table of St Mary's Church settlement characteristics.

Key characteristics

Colours and materiality

Facade

Red brick

White render

Roofing

Grey slate tile

Concrete tiles

Boundary treatments

Red-brick wall topped by metal fencing.

Tall mature hedgerow.

Tall stone wall surrounding the churchyard.

Doorways

Traditional door beneath a transom window.

Partially open porch with grey tile roof.

Timber front door with decorative brick arch.

Windows

Casement window.

Trio of window pane segments with brick arch.

Victorian bay window.

3 Character Area 3: Primethorpe

3.3 Primethorpe

Primethorpe includes the residential areas surrounding Main Street and contains a diverse range of houses ranging from Victorian villas to 20th Century blocks of flats.

Summary character:

- This character area surrounds the Main Street character area and was formerly the separate settlement of Primethorpe. The area is bordered by Coventry Road to the north, Cosby Road and Frolesworth Road to the southeast and open countryside to the south and east.
- Coventry Road, Leicester Road, Orchard Road and Main Street are historic throughfares and are lined by the area's most historic homes which range from Edwardian cottages and terraces to inter-war arts and crafts detached and semi-detached homes.
- The other streets are generally 20th and 21st Century cul-de-sacs with curvilinear arrangements. These cul-de-sacs contain uniform detached and semi-detached housing styles and are usually separated from each other by dead-end and crescent street patterns.
- Given that most of the area's services are contained within the Main Street character area, this area is predominantly residential although there are some assets such as The Royal pub, The Bull pub and some small businesses that sit separate to the Main Street character area.
- There is little architectural unity. Heights are generally one and two-storeys although this area contains Broughton Astley's only three-storey flats on Orchard Road. Historic properties are generally built from red-brick but, from the 20th Century onwards, a range of brick colours are visible, including cream and dark brown. White and cream render can be seen on the main thoroughfares.
- This area includes some of Broughton Astley's most recent expansion at the modern development surrounding Windsor Way.
- Landmarks include The Royal pub on Coventry Road and The Bull pub on Main Street. This character area also surrounds the separate character area of Main Street which is a landmark in itself.
- There are mature trees and grass verges on many of the streets. There is also a stream that runs to the east of the area between Main Street and Cosby Road. The area's undulating topography mean that some roads, such as Coventry Road, are positioned on a gentle incline.
- The area is adjacent to the Frolesworth Road Recreation Ground. There is also a recently completed green space and play park within the Windsor Way development.
- The area has a strong relationship with the surrounding countryside with numerous Public Rights of Way running both north and south.

Figure 75: A variety of Edwardian house styles on the sloped Coventry Road.

Figure 76: Varying coloured render on inter-war semi-detached houses on Coventry Road.

Figure 77: Modern development on Windsor Way.

Figure 78: Edwardian cottages on Leicester Road.

Figure 79: 20th Century courtyard flats on Orchard Road ranging between two and three-storeys.

Urban form	Structured linear urban form along the key throughfares of Coventry Road, Leicester Road, Orchard Road and Main Street. Curvilinear cul-de-sac arrangements elsewhere.
Movement networks	Coventry Road, Leicester Road, Orchard Road and Main Street are key vehicular and pedestrian routes linking the different parts of this character area. All roads have pavements. Many of the cul-de-sacs lead to dead-ends and fail to connect with neighbouring cul-de-sacs.
Landmarks	The Royal pub on Coventry Road and The Bull inn on Main Street. This area surrounds the separate character area of Main Street which is a landmark.
Public realm / open space	The Frolesworth Road Recreation Ground is located to the south. There is green space and a play park within the Windsor Way development
Green and blue infrastructure	Mature trees and grass verges line many streets. A stream runs to the east of the area. Several roads including Coventry Road are positioned on gently inclines.
Subdivision of land	The historic and 20th Century houses generally have medium front gardens and large back gardens. The newer homes surrounding Windsor Way have smaller front gardens.
Boundary treatments and set-backs	There is a range of boundary types including brick walls and hedgerows. The modern homes on Windsor Way are often surrounded by decorative planting.
Building size, scale and type	Heights between one and two-storeys with some three-storey flats on Orchard Road. Older properties are built from red-brick and some are covered in light render. 20th Century and 21st Century houses have a range of brick types and rooftiles.

F.80 | Figure 80: Table of Primethorpe settlement characteristics.

Key characteristics

Colours and materiality

Facade

Red brick

White render

Roofing

Red pantile

Grey slate tile

Boundary treatments

Low brick wall.

Decorative planting.

Medium height hedgerow.

Doorways

Porch set-back with decorative arch.

Open wooden pitched porch.

Wood panelled door with open porch cover.

Windows

Farmhouse style window.

Trio of slim Edwardian windows.

Edwardian bay window.

4 Character Area 4: Sutton in the Elms

3.4 Sutton in the Elms

Sutton in the Elms is separated from other parts of Broughton Astley by Broughton Way. This, along with its unique range of historic buildings, gives it a character that feels entirely distinct.

Summary character:

- Historically a separate settlement, this character area runs alongside the linear Sutton Lane which is separated from the rest of Broughton Astley by the B581 bypass (Broughton Way).
- Sutton Lane stops before it meets Coventry Road which gives the area its quiet residential feel. There are points of Sutton Lane without pavement due to the grass verges lining the road.
- There is a compact linear urban grain resulting from 20th Century infill development alongside the area's historic houses.
- Parking is mainly-off street other than outside the rows of terraced houses.
- This area is entirely residential apart from the adjacent Western Willows Allotments and the Baptist Chapel (which also contains a café).
- Broughton Astley's most historic homes are clustered in this area. Several properties, including the Grade II Listed Quaker Cottage (dating from the 17th Century), have thatched roofs. Several properties, including the Grade II Listed Stone House (dating from the 17th Century), are built from granite rubble.
- Other buildings include 20th Century bungalows, Victorian terraced houses, and a variety of detached and semi-detached houses.
- There is little architectural unity with building materials including red-brick, granite, white render and one 21st Century example of wooden cladding. Roof styles include grey slate, thatch and rosemary and clay roof tiles.
- Landmarks of this character area include three of the neighbourhood area's six Listed buildings: the Grade II Listed Quaker Cottage, Stone House and Baptist Chapel.
- Boundaries include wide grass verges and mature hedgerows. There are mature trees, both on the street and within front gardens.
- The area's main open space is the churchyard of the Baptist Chapel which also includes space for the café's outdoor seating. The churchyard sits alongside the Western Willows Allotments.
- Due to its linear nature, the area has a very strong relationship with the surrounding countryside. There are Public Rights of Way that connect the area with the wider village to the south and to open countryside in the north and east.

Figure 81: The Grade II Listed Stone House built from granite rubble and dating from the 17th Century.

Figure 82: A range of thatched and tiled cottages set back from Sutton Lane.

Figure 83: A row of red-brick Victorian houses on Sutton Lane.

Figure 84: A variety of housing styles and building materials.

Figure 85: The Grade II Listed Quaker House with its landmark thatched roof.

Urban form	Development follows the linear Sutton Lane in a generally structured pattern with 20th Century infill development surrounding the historic houses.
Movement networks	Sutton Lane is the only road in the character area. It leads to a dead-end in the countryside so is generally access-only for residents. Some parts have pavement on one side only. Some parts don't have any pavement. Numerous Public Rights of Way to the surrounding countryside.
Landmarks	Three of the neighbourhood area's six Listed buildings: the Grade II Listed Quaker Cottage, Stone House and Baptist Chapel.
Public realm / open space	The churchyard of the Baptist Chapel includes space for the cafe's outdoor seating. There are nearby allotments which give this character area a rural feel and connect it seamlessly with the surrounding countryside.
Green and blue infrastructure	Boundaries include wide grass verges and mature hedgerows. There are mature trees on some parts of Sutton Lane.
Subdivision of land	Generally spacious plots surrounding each property. Some former farmhouses have courtyard style arrangements.
Boundary treatments and set-backs	Large back gardens that back on to the surrounding countryside. Varying set-backs along Sutton Lane with small to large front gardens. Some historic buildings such as the Stone House front directly onto the street.
Building size, scale and type	One and two-storey bungalows and houses (terraced, semi-detached and detached). A range of building materials, including the only thatched cottages and granite houses in Broughton Astley.

F.86 | Figure 86: Table of Sutton in the Elms settlement characteristics.

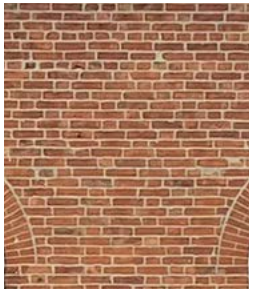
Key characteristics

Colours and materiality

Facade

Granite rubble

Red brick



Roofing

Thatched

Grey slate tile

Boundary treatments

Low brick wall.

Tall hedgrow.

Painted stone wall with wooden fence.

Doorways

Thatched wooden open porch.

Wooden open porch.

Wooden door with matching wood surroundings.

Windows

Rounded arch lead-lined stain glass windows.

Small historic cottage window.

Large Victorian bay windows.

5 Character Area 5: Station Road

3.5 Station Road

The area surrounding Station Road is predominantly residential but with amenities including shops and pubs. This character area has a strong relationship with the surrounding countryside.

Summary character:

- This character area was formerly the separate settlement of Broughton and surrounds the main thoroughfare of the B581 (known as Broughton Way, Station Road and Dunton Road as it passes through the area). The area is bordered by the Cottage Lane character area to the north, the former railway and open countryside to the east, open countryside to the south and a stream to the west.
- The B581 is the main route connecting the east and west of Broughton Astley and runs through the centre of this character area. It is lined by the area's most historic homes which range from Edwardian cottages and terraces to 20th Century bungalows and detached homes.
- The other streets are generally 20th and 21st Century cul-de-sacs with curvilinear arrangements. These cul-de-sacs contain uniform detached and semi-detached housing styles and are usually separated from each other by dead-end and crescent street patterns.
- This area is predominantly residential although there are some assets such as The Red Admiral pub and small local businesses on Dunton Road and Station Road. There is also a cluster of businesses and amenities on Devitt Way.
- There is little architectural unity. Heights are generally one and two-storeys. Historic properties are generally built from red-brick but, from the 20th Century onwards, a range of brick colours are visible, including cream and dark brown. White and cream render can be seen on the B581.
- Landmarks include The Royal pub on Station Road and the former railway.
- There are mature trees and grass verges on many of the streets. There is also a stream that borders the west of the area and backs onto several houses. The area's undulating topography mean that the B581 is positioned on a gentle incline.
- There are a number of green spaces of varying sizes dotted throughout the modern cul-de-sacs. The disused railway line to the east of the area and the stream to the west of the area form important wildlife corridors. There is also an inaccessible former brickworks site which includes mature trees and several bodies of water.
- The area has a strong relationship with the surrounding countryside with numerous Public Rights of Way running to the north, south and east.

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Figure 87: The landmark The Red Admiral pub on Station Road.

Figure 88: Terraced housing with a stepped roofline on the sloping Dunton Road.

Figure 89: Historic cottages with front gardens on Dunton Road.

Figure 90: A chamfered corner leading to a modern cul-de-sac off Station Road.

Figure 91: 20th Century detached housing.

Urban form	Structured linear urban form along the B581 (Broughton Way, Station Road and Dunton Road). Curvilinear cul-de-sac arrangements elsewhere.
Movement networks	The B581 is a key vehicular and pedestrian route linking the east and west of this character area. All roads have pavements. Many of the cul-de-sacs lead to dead-ends and fail to connect with neighbouring cul-de-sacs.
Landmarks	The Red Admiral pub on Station Road and the former railway to the east of the character area.
Public realm / open space	Numerous green spaces of varying sizes throughout the modern cul-de-sacs.
Green and blue infrastructure	Mature trees and grass verges on many streets. A steam borders the west of the character area and the former railway line runs through the east. Both are important wildlife corridors. The former brickworks site is inaccessible.
Subdivision of land	The historic and 20th Century houses generally have medium front gardens and large back gardens.
Boundary treatments and set-backs	There is a range of boundary types including wooden fences, brick walls and hedgerows.
Building size, scale and type	Little architectural unity. Heights between one and two-storeys. Older properties are built from red-brick and some are covered in light render. 20th Century and 21st Century houses have a range of brick types and rooftiles.

F.92 | Figure 92: Table of Station Road settlement characteristics.

Key characteristics

Colours and materiality

Facade

Red brick

Cream render

Roofing

Grey slate tile

Red pantile

Boundary treatments

Low wooden pitched fencing.

Medium height red-brick wall.

Medium height hedgerow.

Doorways

Wooden panelled doors beneath transom windows.

Red-brick porch.

Wooden porch with decorative lantern and tiled pitched roof.

Windows

Bay window with grey slate tiles.

Georgian-style sash windows.

Casement windows on gabled fronts.

6 Character Area 6: Cottage Lane

3.6 Cottage Lane

Cottage Lane is the newest part of Broughton Astley and includes a diverse range of new-build homes, industrial units and modern community amenities.

Summary character:

- This character area surrounds part of Broughton Way. The west side includes Thomas Estley Community College and its playing fields, along with the Broughton Astley Leisure Centre. The southeast includes the Cottage Lane Industrial Estate. The northeast includes the Aldi supermarket and the new-build homes surrounding Buxton Crescent. The north and east of this character area are bordered by open countryside.
- There is a mix of urban grains ranging from the fine grain of the new-builds to the north and the course grain of the industrial blocks to the south.
- Broughton Way is Broughton Astley's main east to west link and runs through the centre of this character area. Cottage Lane is a narrow rural lane leading out of the village. The other roads include Buxton Crescent which forms a loop around which the new-build homes are arranged. The Cottage Lane Industrial Estate runs along the dead-end Swannington Road.
- The new-build houses around Buxton Crescent demonstrate a range of styles including terraced and detached houses. These are built from a range of brick colours and light renders. The houses have small set backs from the main roads. Development in this area remains ongoing.
- The industrial units of the Cottage Lane Industrial Estate have limited character and are generally built with grey modern cladding with few windows and very limited street interaction. Cars are prioritised with large car parks fronting each building.
- The Aldi supermarket and Broughton Astley Leisure Centre are built from glass and other modern materials.
- This is the most diverse character area with multiple uses including industrial, leisure, education and residential.
- Landmarks include the Broughton Astley Leisure Centre and the Aldi supermarket (one of only two large supermarkets in the village).
- The playing fields of Thomas Estley Community College form the largest green space in the village. Green spaces are also incorporated throughout the new-build development around Buxton Crescent. There is very limited public realm in the Cottage Lane Industrial Estate.
- Part of the area is taken up by the large surface car parks of Aldi and the Broughton Astley Leisure Centre.


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Figure 93: New build homes of various styles on Buxton Crescent.

Figure 94: A range of front garden sizes and building materials on Buxton Crescent.

Figure 95: The Broughton Astley Leisure Centre.

Figure 96: Terraced housing on Buxton Cresent.

Figure 97: The recently completed Aldi supermarket.

Urban form	Fine urban grain of cul-de-sac new-builds to the north and course urban grain of industrial blocks to the south. Linked together by the Broughton Way bypass.
Movement networks	The B581 (Broughton Way) is the main thoroughfare linking the east and west of Broughton Astley. Cottage Lane is a rural route leading out of the village. Cars generally dominate the area but there are pavements and pedestrian crossings.
Landmarks	The Aldi supermarket, the Broughton Astley Leisure Centre and the playing fields of Thomas Estley Community College.
Public realm / open space	The playing fields of Thomas Estley Community College form the largest green space in Broughton Astley.
Green and blue infrastructure	Grass verges, decorative planting and immature trees line the residential streets. There are rain gardens alongside Buxton Crescent. Grass verges and hedgerows in the Cottage Lane Industrial Estate.
Subdivision of land	Industrial blocks are generally fronted by car parks. The Aldi supermarket and the Broughton Astley Leisure Centre are surrounded by large surface car parks. Houses are built on a random formation with varying plot sizes.
Boundary treatments and set-backs	Houses generally have small front gardens and larger front gardens. Fencing surrounds the Aldi supermarket and the Broughton Astley Leisure Centre. Industrial units are separated by hedgerows.
Building size, scale and type	Aldi supermarket and Broughton Astley Leisure Centre are built from glass and modern materials. Industrial units are generally windowless with limited visual appeal. The houses range from terraces to detached homes clad in a variety of brick and render.

F.98 | Figure 98: Table of Cottage Lane settlement characteristics.

Key characteristics

Colours and materiality

Facade

Red brick

White render

Roofing

Red pantile

Grey slate tile

Boundary treatments

Black metal fencing.

Low wooden fencing and decorative planting.

Immature hedgerow planting.

Doorways

Open wooden pitched porch.

Partially closed porch with grey slate topping.

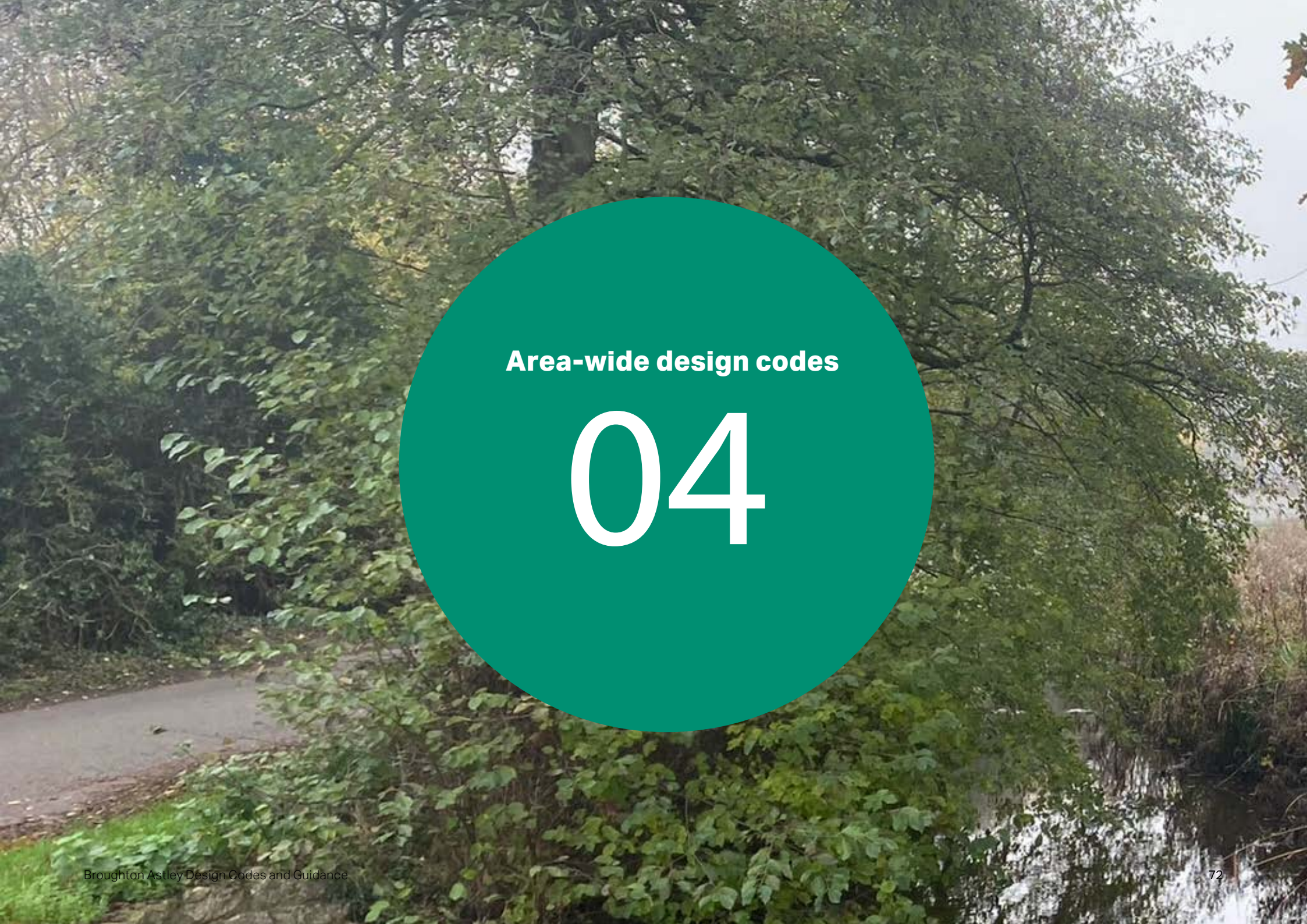
Wooden porch with sloped red-tile topping.

Windows

Casement windows with low brick arch.

Triple casement window.

Victorian-style narrow bay window.



Area-wide design codes

04

4. Area-wide design codes

The codes in this section apply across the entire neighbourhood area and prioritise the character and quality of new development, sustainable design approaches and several key topics of community importance.

4.1 Introduction

This section supports decision makers and designers when producing or reviewing planning applications in the neighbourhood area. This applies to major development sites or allocated sites, infill development and windfall development.

It is acknowledged that there is not always agreement on aesthetic issues and architectural taste. These codes are focused on topics that help designers and decision makers appropriately respond to context.

New design proposals can use these codes to enable a clear design process to improve and enhance the setting and sustainability of the neighbourhood area while not detracting from its context and local character or sense of place.

The following topics are addressed by design codes in this section:

- A - Character
- B - Layout
- C - Infill Development
- D - Landscape, views and settlement edges
- E - Natural Features
- F - Sustainability

Please also refer to Section 5 - Character area design codes, for additional design codes that apply to the specific character areas set out in Section 3 - Character Analysis.

A Design Code A: Character

4.2 Character

The local pattern of streets and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development. Responding to the context means recognising existing positive design solutions or using existing cues as inspiration.

Any new development should acknowledge, respect and enhance these features in order to create harmony and to ensure that future generations have the same level of admiration for Broughton Astley.

The design codes in this section set out how to respond to the character areas set out in Section 3 - Character analysis. These responses help formulate and review design proposals in line with other local policy.

Figure 99: A range of building materials and good street interaction positively contributing to Sutton on the Elm's character.

A1 - Response to character areas

- Designers must set out a clear and positive response to the character area in which development is sited or adjacent to.
- Designers are not required to mimic the existing design period of an identified character area in the form of pastiche (especially 'bolt-on' elements). However, this approach is not ruled out if done authentically to carefully respond to its context (this approach is likely to be expensive and most suitable for listed building development).

Figure 100: Contextual modern development on the corner of Station Road and Blockley Road with a positive chamfered corner interaction.

A2 - Design response

The designer must respond to the character area with one of the following three approaches, considered in the following order:

1. **Harmonise** - clearly respond to existing characteristics within the character area, street and site, including scale, form and appearance.
2. **Complement** - doing something slightly different that adds to the overall character and quality in a way that is nonetheless fitting, for example, additional high quality materials but harmonising in scale, form and positioning.
3. **Innovate** - doing something of high design quality that is different but adds positively to the built-form and character and is considered an exemplar approach for others to follow. For example, developing innovative building form and use low embodied energy and high quality materials that add to the overall design quality, sustainability and richness of the area.

1

The extension to the right matches the features of the historic building to the left. The proportions and spacing of the windows, as well as the architectural detailing, are identical across the development. The red brick and grey slate tiles are also consistent.

2

The two buildings are from different architectural periods, with differences to the roof form, gables, window styles and overall symmetry. However, there is consistency of height, set-back, depth of bay windows and some mirroring of red brick.

3

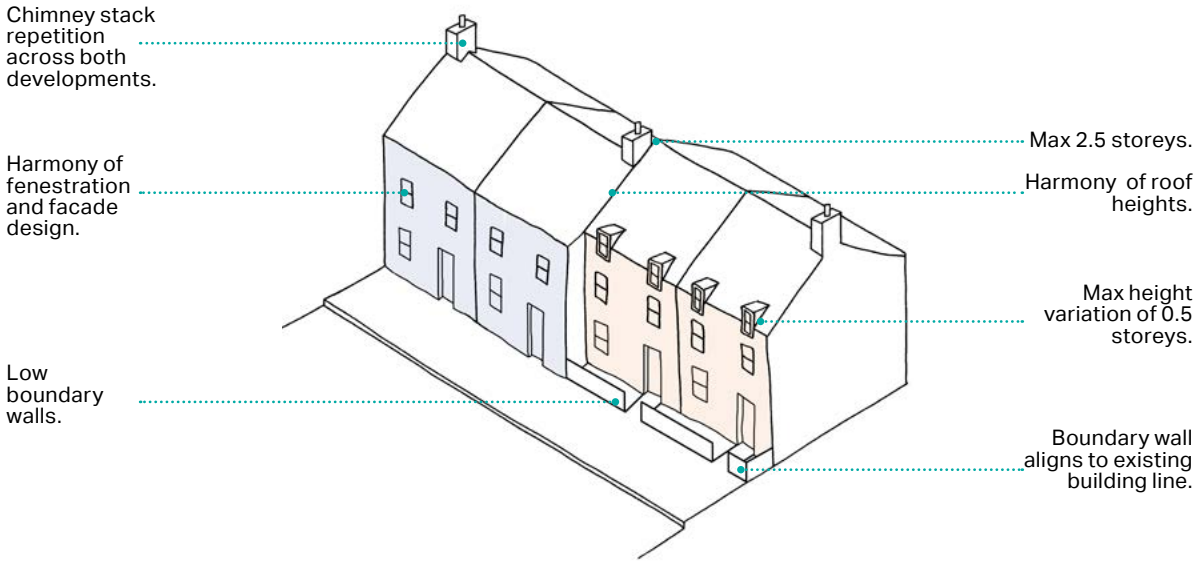
Although contemporary in form, the building to the right respects its neighbour in terms of height, scale and massing. The use of glass and subtle render present a more modern exterior that complements, but does not distract from, the older red brick building.

A3 - Design principles

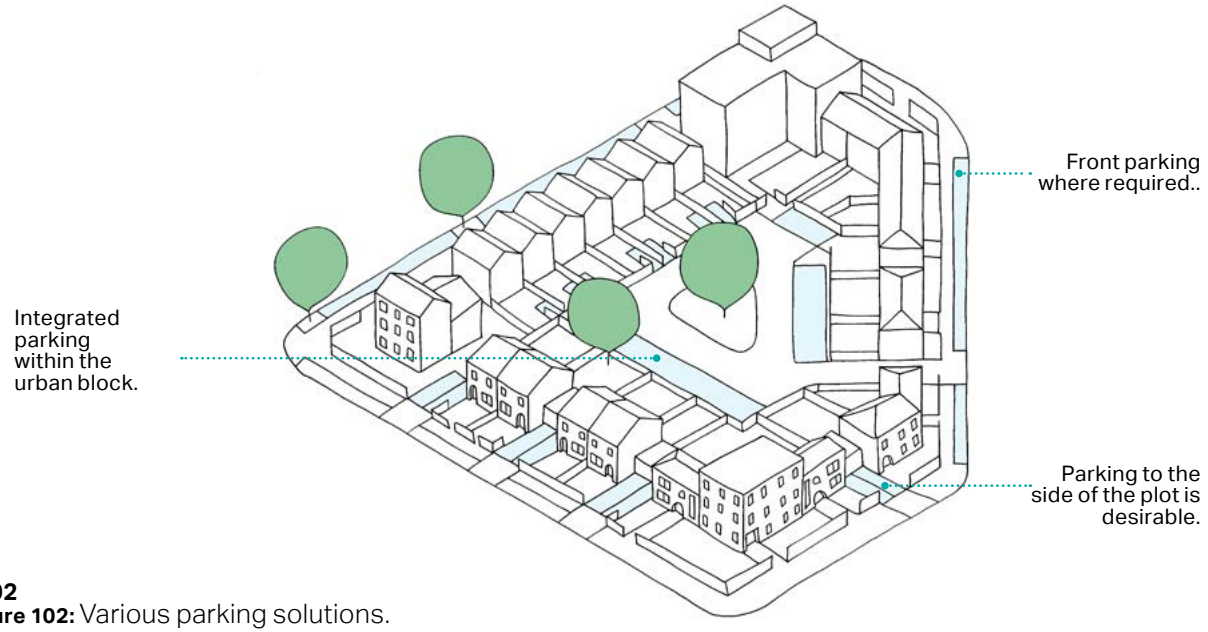
The following design principles apply to any development that may come forward via applications on allocated or non-allocated sites within the neighbourhood area:

- Building scale and massing should be in keeping with the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including over-looking or over-shadowing of both windows and amenity space.
- The building line should reflect the street and be set back no more than a maximum of 1.5m from adjacent buildings unless additional landscaping or tree-planting is being introduced to the street scene. Where buildings are set back from the pavement, boundary features should define the plot and link up to the adjacent buildings (for example, hedgerows or low masonry wall).
- Rear or side plot boundaries which face public spaces must be masonry walls of an appropriate material to match plots and add to the streetscene quality.
- Building scale and positioning on plot should help to define and enclose the space within the street corridor or square to an appropriate degree based on the existing street section (building to building) and level of enclosure (ratio of street width to building height).
- Materials should reflect positive local characteristics and harmonise with adjacent buildings with matching or complementary materials, subject to the degree of variety in the settlement, area or street.
- Building fenestration and pattern should be in keeping with the predominant positive buildings character on the street or harmonise with adjacent buildings of good character.
- Other than courtyard developments such as barn conversions and farmstead housing, building entrances will address the street with a main access and main fenestration. Corner buildings should address both streets with fenestration but the main entrance could be on either, subject to access requirements.
- Building facade design should respect the horizontal rhythm of plots and building subdivisions on the street in order to integrate and maintain visual continuity or add to the visual interest where required.
- Building heights should vary from 1.5-2.5 storeys depending on adjacent plots. A variable eves line and ridgeline is allowed to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general.
- Front of plot areas and rear gardens should be of sufficient size and landscaped appropriately to fit in with prevailing planting pattern or to enhance to the green character of the area where it is lacking.
- Access and storage for bins should be provided and bin stores should be designed to be integrated with plot boundaries. Alleyways should be considered for terraced buildings with four or more units in order that bicycle and bin storage to the rear can be satisfactorily brought to the front.

- Parking should be integrated on plot and, where possible, with parking spaces set behind the building line, generally to the side of the plot being advisable. For narrow dwellings it is preferable to retain a small front garden with a boundary wall, as opposed to an open hard surface parking space. Where parking is required to the front of the plot it should be accorded sufficient space and should utilise hedgerows to screen cars laterally from the street. On-plot parking should always be preferred to on-street parking. The number of car parking spaces required should be proportional to the property's expected occupation.
- Porous surfaces and green parking spaces (for example, grasscrete) are preferable to impermeable parking spaces. Garages are likely to be used for storage rather than parking vehicles and should therefore be set behind the building line or to the rear of the plot.



F.101
Figure 101: Heights, boundaries, fenestration and set-back.



F.102
Figure 102: Various parking solutions.

B Design Code B: Layout

4.3 Layout

Broughton Astley's built area has grown substantially in recent decades, in part due to large-scale residential developments. Much of this consists of suburban residential development. The layout of these suburbs is often in a cul-de-sac style, which can cause disorientation and reduce legibility.

Given the proportional impact that large new developments will have on the character of both the built and natural landscape, specific design codes are required to ensure major development proposals, within or outside settlement boundaries, are contextually responsive and improve legibility.

B1 - Layout

- **Streetscape character:** The character of all streets providing access or frontage to the development must have a suitable design response. Dwellings should be facing the street but may be set behind green verges, hedgerow, or trees for screening or ecology purposes.
- **Sustainable networks:** Designated pedestrian/cycle routes should form the basis for the movement network, around which vehicle traffic can be managed. Pedestrian and cycle networks should be prioritised across proposals. Footways and cycleways should generally be provided on both sides of the street, with one-sided only appropiate at the settlement edge.
- **Street hierarchy:** A simple hierarchy of characterful streets should be provided, suitable to the context of the development.
- **Primary street boundaries:** Where developments relate to primary streets within Broughton Astley, red brick or stone wall boundaries should define the site boundary (in conjunction with hedgerows and/or other planting).
- **Settlement coalescence:** Large-scale development has the ability to bridge or diminish the gaps between settlements. This must be avoided by ensuring proposals maintain a clearly defined gap (i.e. green / landscape gap) between Broughton Astley and its surrounding settlements.
- **Green infrastructure:** Approximately 40% of the site should be retained as green infrastructure for enhancing local biodiversity and providing recreational and amenity space for residents. 10% of the site may also be required for SuDS or attenuation features dependent on drainage character of the site.

- **Street trees:** New streets should include trees set within adequate verges alongside the carriageway, within plots, or in open spaces.
- **Housing mix:** Masterplan proposals must provide a housing mix that responds the local demand for specific housing types and tenures, including a percentage of affordable housing in line with the Local Plan. Affordable housing must be integrated amongst market housing.

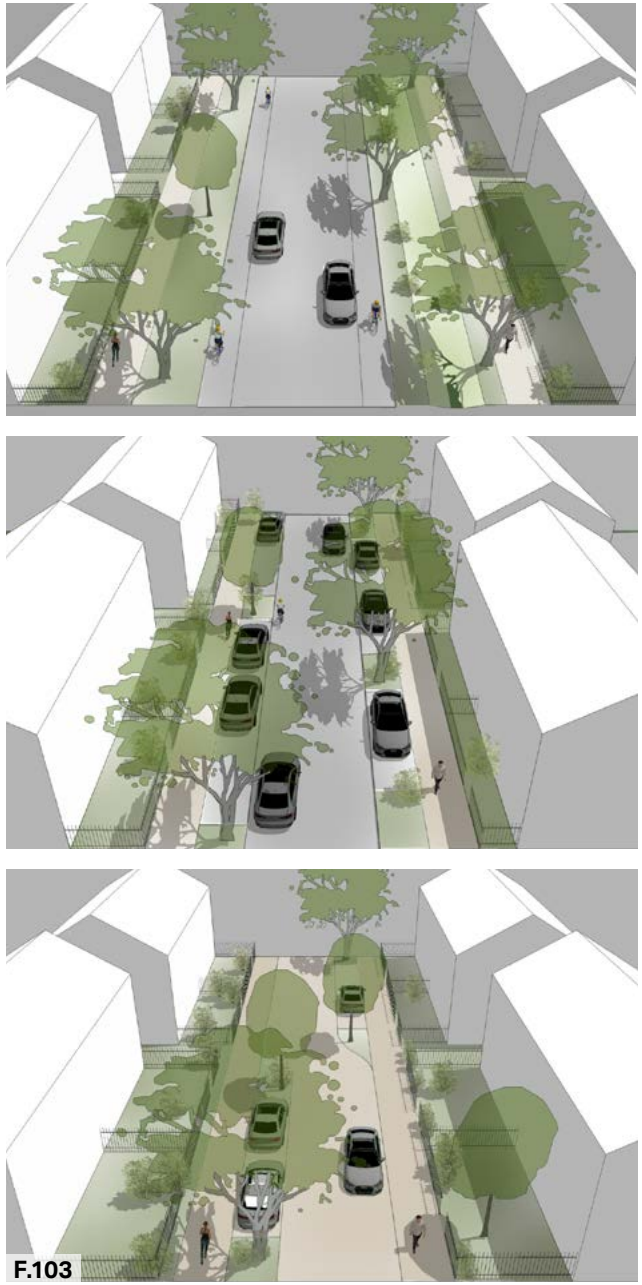


Figure 103: Indicative street hierarchy models

Primary Street

- Street trees and grass verges.
- Cycle lanes.
- Street-building enclosure ratio: 4:1.
- No on-street parking.
- Smaller building setbacks (1-4 metres).
- Street facing dwellings.

Secondary Street

- Street trees and grass verges.
- Grass verges.
- Street-building enclosure ratio: 3:1.
- Inset bay parking.
- Medium building setbacks (5-9 metres).
- Street facing dwellings.

Tertiary Street

- Street trees and grass verges.
- Street-building enclosure ratio: 2:1.
- Inset bay parking and on-plot parking.
- Larger building setbacks (10-15 metres).
- Street facing dwellings.

Design Code C: Infill development

4.4 Infill development

There is potential for development to take place within the boundaries of Broughton Astley in order to minimise urban sprawl into the neighbourhood area's countryside.

Infill development is smaller scale development typically fewer than ten homes within the following contexts:

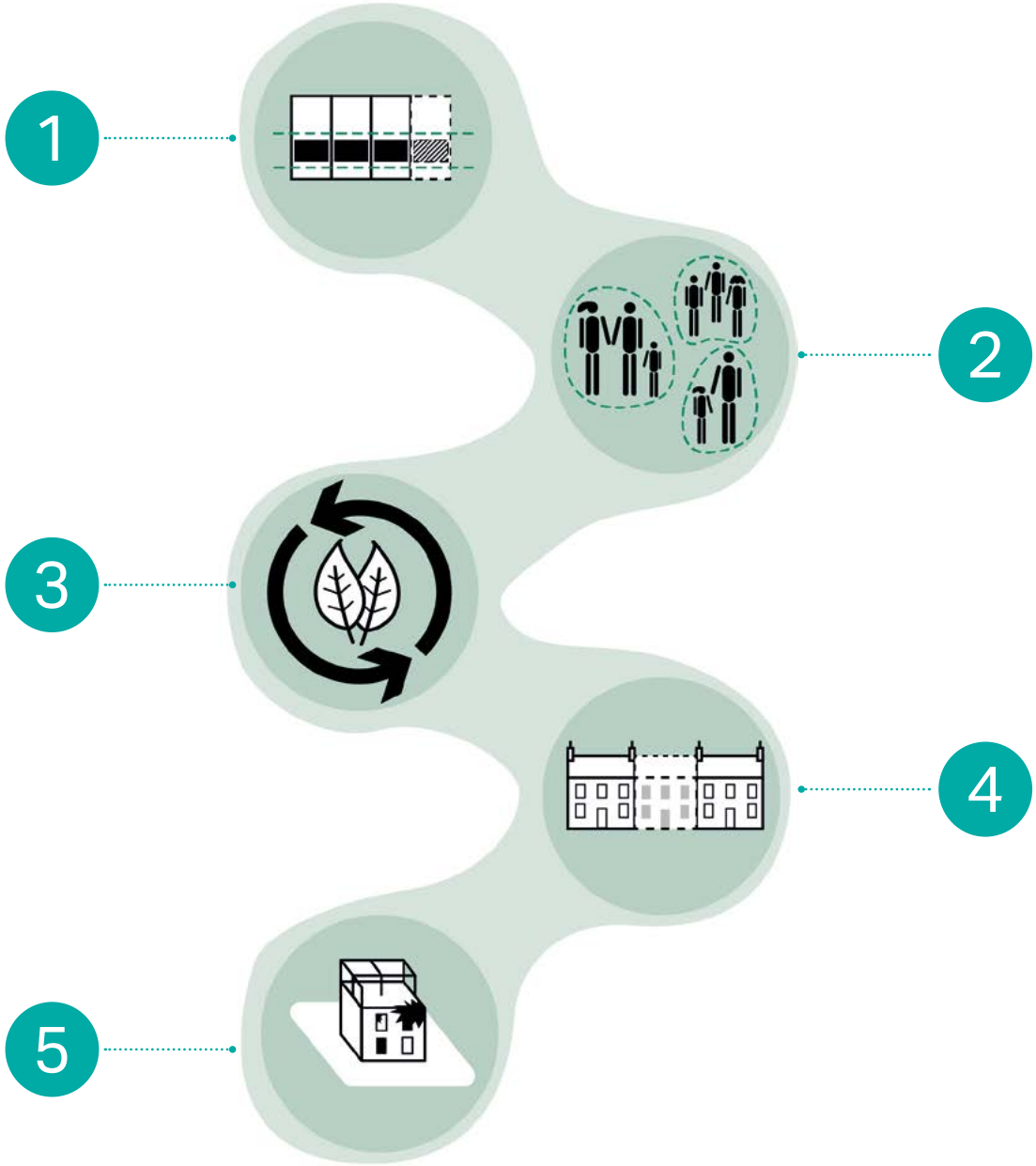
- Gap site development within a street frontage.
- Backland development.
- Site redevelopment (for example, replacement of existing buildings).

Figure 104: Backland development behind Main Street - increasing density and activity on previously unused land.

C1 - Overarching aims

Infill development should be sensitive to its context and of a high quality design, including affordable housing within settlements. Good infill development will:

1. Protect residential amenity, both of new and existing occupiers.
2. Contribute to the creation of distinctive communities, places and spaces.
3. Be of good design and encompass sustainability principles.
4. Respond to the context and character of the area.
5. Make efficient use of brownfield land (previously developed).



D Design Code D: Landscape, views and settlement edges

4.5 Landscape, views and settlement edges

Broughton Astley is surrounded on all sides by open countryside. The contrast in character between the village and its surroundings requires a sensitive and considered design response.

Both the townscape and landscape features of the neighbourhood area provide a series of key views. Such views should be protected from within and outside of Broughton Astley's built area.

D1 - Landscape, views and settlement edges

- **Sensitive peripheral development:** Integrate development sensitively with the surrounding landscape, particularly on the periphery of Broughton Astley's built area. Lower building heights and smaller scale development would be most appropriate for locations such as these.
- **Protecting views at the settlement edge:** Proposals on the village edge should be unobstructive of key views looking both inwards and outwards of the village.
- **Creating views:** Buildings should be oriented to create new views/ vistas to contribute to local way-finding. Such views contribute to the character and overall attractiveness of the area, and should therefore be considered within proposals.
- **Transitioning between town and landscape:** Proposals that include buildings of lower heights (i.e. 1 - 1.5 storeys) should be considered in areas with key view and landscape sensitivities. Proposals on the settlement edge should be configured to produce a harmonious transition between both the surrounding landscape and the built form of the settlement. This can be achieved via a mixture of lower height development and using natural screening (i.e. hedgerows, tree cover, green roofs etc.) to mitigate a developments visual impact.
- **Protecting and creating views:** Buildings should be oriented to maintain existing key views or to create new views/vistas to contribute to local way-finding. Such views contribute to the character and overall attractiveness of the area, and should therefore be considered within proposals.

- **Screening development in the open countryside:** Proposals should be positioned behind natural screening (i.e. trees, planting) to avoid obstruction of views into the surrounding landscape. Additional screening should be incorporated into any given proposal where existing planting is not sufficient in screening the development.
- **Visual impact of agricultural development in the open countryside:** Agricultural development in the open countryside should refrain from using materials and colours that contrast with the surrounding landscape. Muted and contextual colour palettes should be used to reduce the visual impact of development on the landscape.

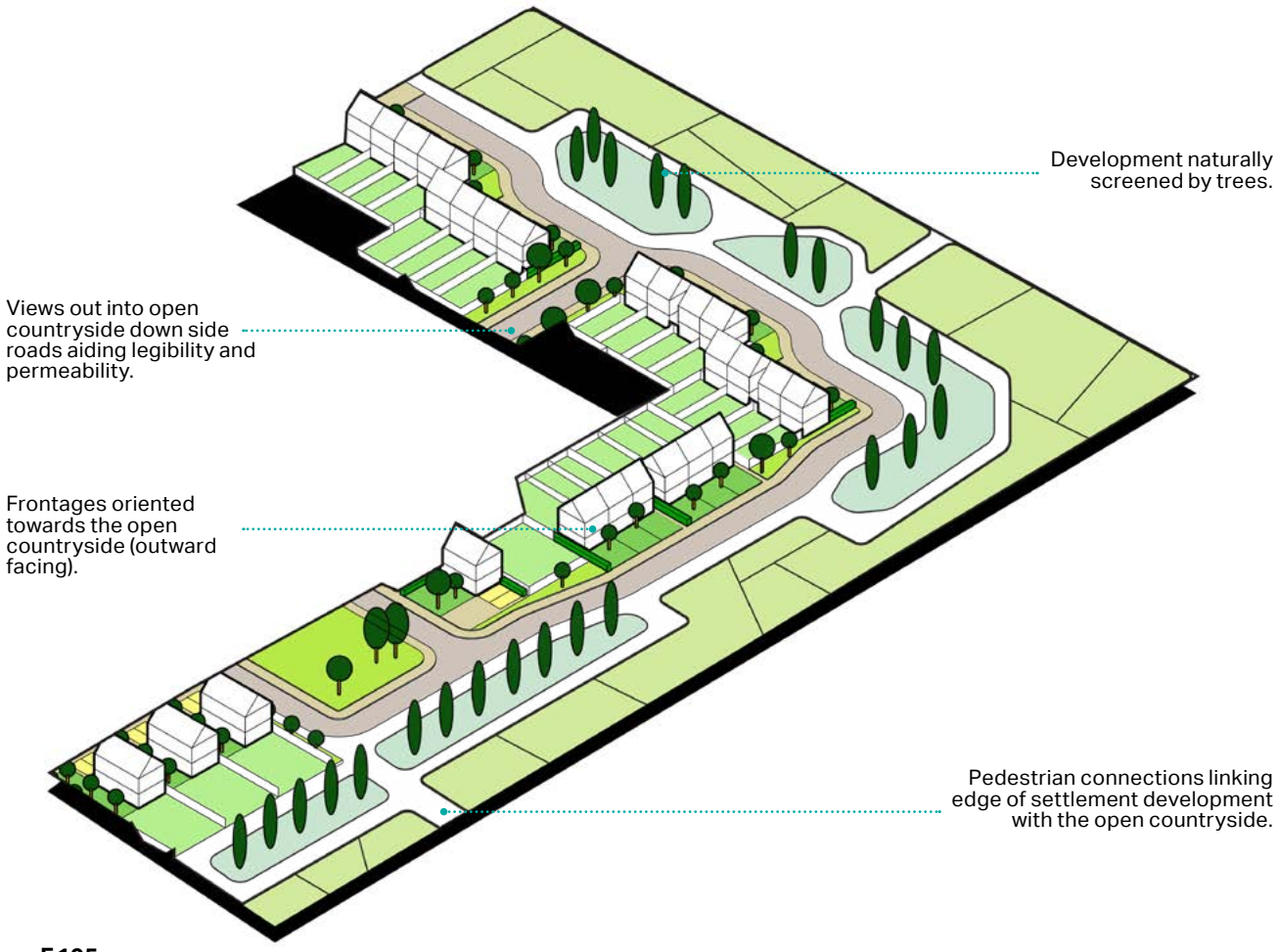


Figure 105: Landscape sensitive edge of settlement development diagram.

Design Code E: Natural features

4.6 Natural features

Broughton Astley is surrounded by open countryside, which is tied together by the village's network of mature trees, grass verges and open green spaces.

Any new development will create and integrate new green infrastructure networks, which add to the aesthetic appeal of the neighbourhood area whilst also addressing sustainability concerns.

Design Code E sets out how to consider the retention, provision, amount, type and locations for trees and other planting as a critical part of new development.

Figure 106: Mature trees enhancing biodiversity opposite Coventry Road.

E1 - Retain, replace, improve

The National Design Guide and National Planning Policy Framework (NPPF) put great emphasis on tree-lined streets and integrated green infrastructure design to provide 'green islands' and connected corridors which contribute to localised cooling and provide habitats and public amenity.

Retain

Tree surveys and impact assessments should be provided which highlight the trees on a site which are to be retained and those which are to be removed. It is preferable to retain a good quality tree than to replace it.

- Where significant trees are located on site, independent surveys to assess the development impact must be completed. This should inform the local community and could lead to objections where significant trees are impacted.

Replace

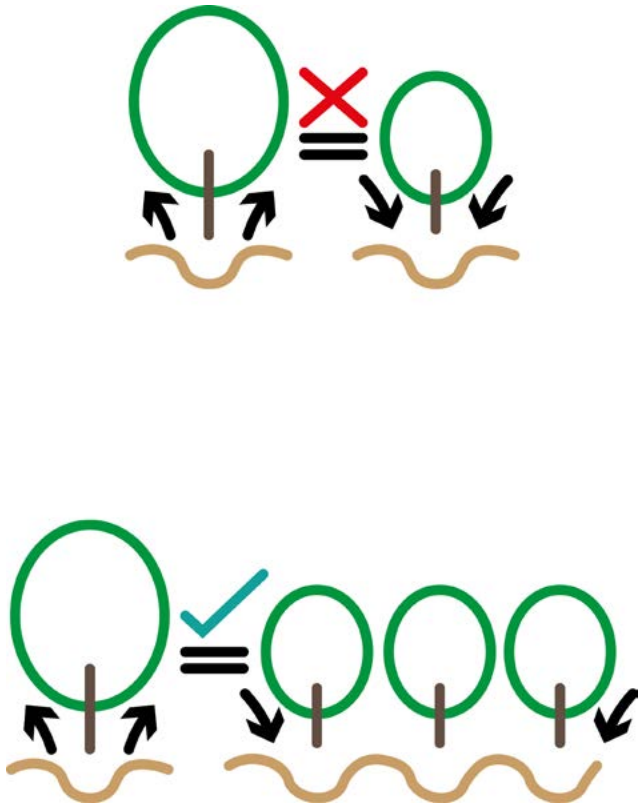
Ensuring trees removed from development land are proportionately replaced is important to maintaining current levels of canopy cover and green infrastructure. A common misconception is that replacing on a 1-for-1 basis is proportional. This is not the case. 1-for-1 replacement can reduce canopy cover, green infrastructure habitat and public amenity.

- Where trees are to be replaced, consider using a proportionate scale to determine numbers of replacement trees required based on the size of tree removed.

Improve

To just replace removed trees or do nothing if trees are not removed is commonly misunderstood to be acceptable. However, the NPPF requires 'improvement', 'enhancement' and 'net gain'. These are not words that aim to maintain a status quo on trees.

- For major development sites, an area of development land could be dedicated for tree planting in the form of a multi-functional community woodland. Relative population density and designated land use types put pressure on a greater density of development and often results in side-lining tree planting and biodiverse green infrastructure design.



F.107

Figure 107: Replacing trees on a 1-for-1 basis is not proportional because of the reduction in the canopy cover, habitat and public amenity.

E2 - Right tree, right place

The overall aim should be to plant trees and other soft landscaping. This must form part of each development regardless of size. How appropriate a tree is for any given urban location must also be determined based on space requirements.

This may simply be stated as:

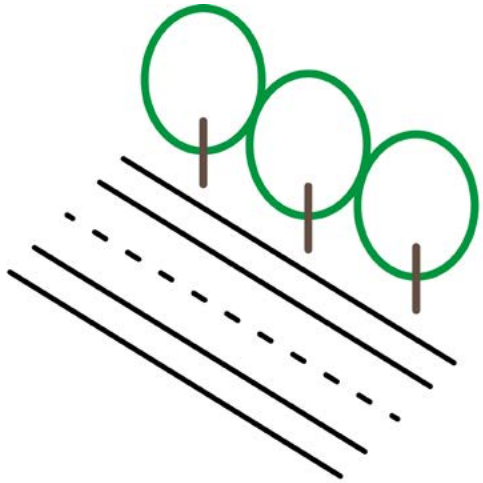
- Small to medium trees for small spaces such as front gardens and narrower streets.
- Larger trees for avenues and more open environments such as parks, grass verges and landscaped areas.
- Other native or suitable planting to soften the appearance of plots and buildings.

The climate emergency is the biggest challenge for species selection as we don't yet know the extent of this. We can assume greater variance from the form with greater hot, dry summers and greater wet and windy winters. Weather extremes tend to push native trees to the limit of what they can cope with genetically. As such, we should also look at trees more suitable to northern and central Europe.

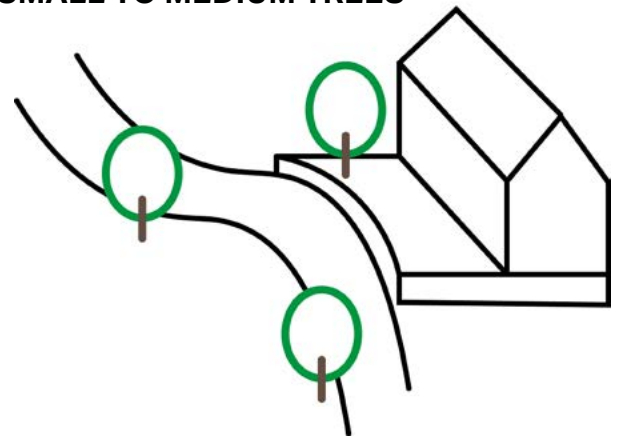
A significant challenge is finding species that provide similar habitats for native birds, bats and insects.

- For now, native UK trees should be preferred or non-native trees where a specific reason exists.
- Native UK trees are preferred but non-native types could be incorporated which are suitable for the biodiversity of our native species. The climate emergency will change the environment over the next 50-100 years and we may need further qualities of resilience that our native trees cannot provide.

LARGER TREES



SMALL TO MEDIUM TREES



F.108

Figure 108: Larger trees provide enclosure on wide processional streets. Smaller trees can be included in a wider variety of spaces including along narrow roads. All assist with sustainability, cooling and drainage.

G Design Code F: Sustainability

4.7 Sustainability

The climate emergency has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings.

Sustainable design incorporates innovative practices at all scales of design to achieve less impactful development footprints, whilst future proofing homes, settlements and natural environments.

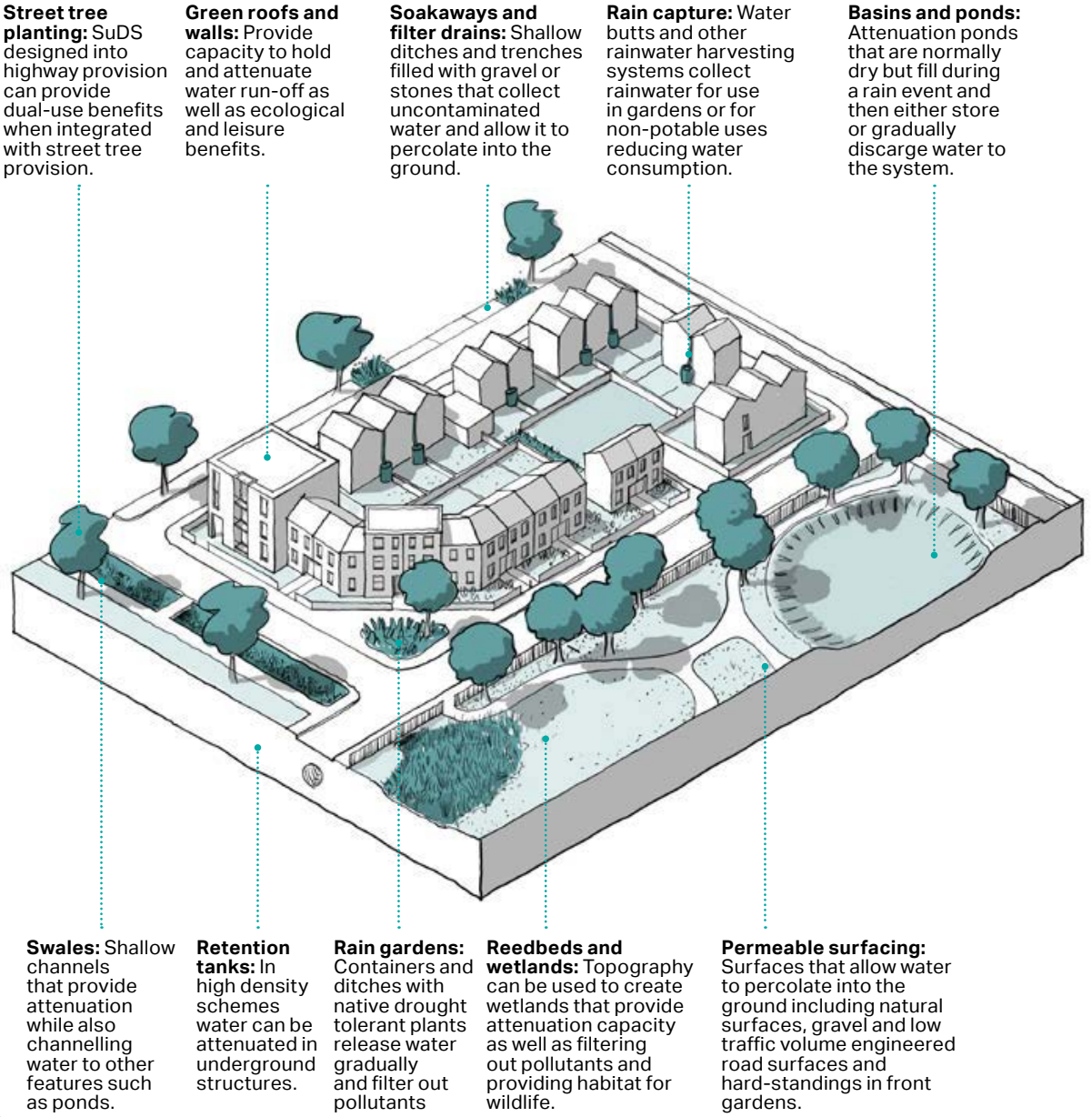
Reducing the use of limited natural resources whilst increasing utilisation of local resources and sustainable natural resources can help to achieve this.

Figure 109: Solar panels on a building on Station Road - transfering reliance on fossil fuels to renewable forms of energy.

F1 - Resilience to the climate emergency

All new development should work to moderate extremes of temperature, wind, humidity, local flooding and pollution within the neighbourhood area:

- Avoid siting homes in high risk flood areas and mitigate increased risk of storms/flooding with sustainable drainage systems. These reduce the amount and rate at which surface water reaches sewers and watercourses. Often, the most sustainable option is collecting water for reuse, for example in a water butt or a rainwater harvesting system. This reduces pressure on valuable water sources.
- Eco-systems cannot adapt as fast as the climate is changing leading to loss of biodiversity. Protecting and enhancing woodlands, watercourses and green infrastructure can combat this. Aim to increase ecology through biodiversity net-gain on major development sites. Use street trees and planting to moderate and improve micro-climate for streets and spaces.



F.110

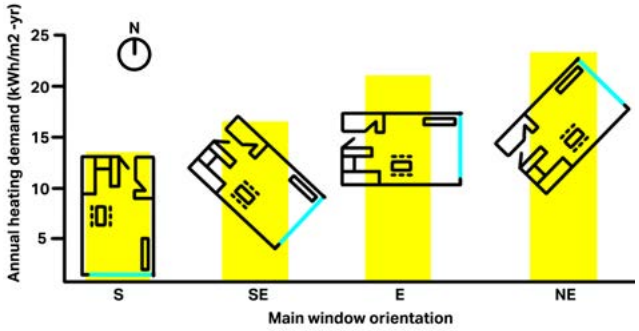
Figure 110: Sustainable drainage systems as set out in the National Model Design Code.

F2 - Assessing alternative energy sources

Key considerations in the assessment of alternative energy sources for development may include (but are not limited to):

- Optimising solar orientation of streets and buildings. Aim to increase the number of buildings on site that are oriented within 30° of south (both main fenestration and roof plane) for solar gain, solar energy (solar panels) and natural daylighting.
- Ground conditions to accommodate loops for ground source heat and space for air source heat pump units.
- Links to local estates for sustainable coppicing, harvesting or recycling of biomass fules.
- Local wind speed and direction for micro-generation wind turbines.
- Collaborating with utilities, highway authorities, telecoms companies and other stakeholders when designing and delivering projects to minimise energy usage and disruption during the construction stage.

F.111



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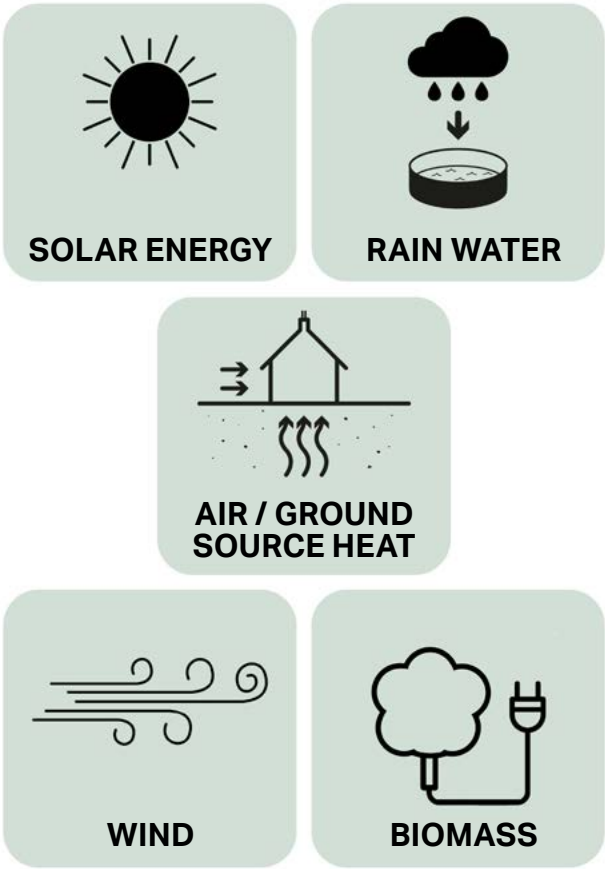


F.113

Figure 111: Carefully angled solar panels that harness every moment of sun.

Figure 112: Building orientation influences the annual heating demand.

Figure 113: Key alternative natural energy sources.

F3 - Electric vehicle charging

Current transition to electric vehicle technology and ownership comes with related issues that must be addressed by new development. Two key areas are explored below - public parking areas and private parking for homes.

Design issues to address for public parking:

- Provision of adequate new charging points and spaces, and retrofitting existing parking areas.
- Serving remote or isolated car parks.
- Retrofitting existing public parking and upkeeping design quality of streets and spaces (attractiveness and ease of servicing and maintenance).
- Integrating charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.
- Sensitive integration of charging infrastructure within conservation areas.

Design issues to address for parking at the home

- Convenient on-plot parking and charging points close to homes.
- Potential to incorporate charging points under cover within car ports and garages.
- Integrate car parking sensitively within the streetscene. For example, parking set behind the building line or front of plot spaces lined with native hedgerow planting.
- Consider visitor parking and charging needs.
- Existing unallocated and on-street parking areas and feasibility to provide electric charging infrastructure not linked to the home.
- Potential for providing secure, serviced communal parking areas for higher density homes.

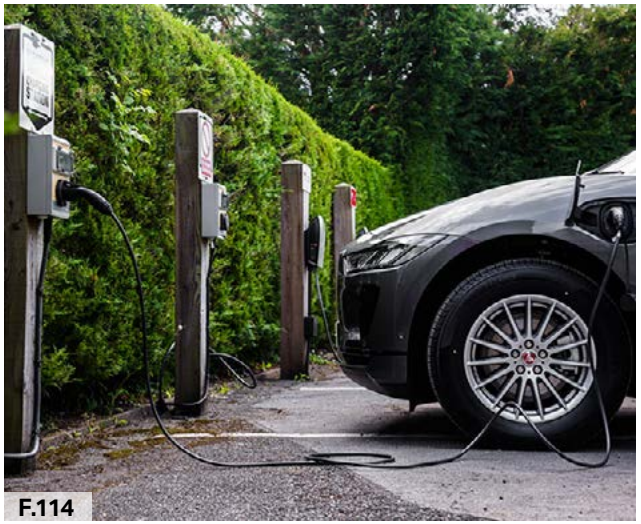


Figure 114: Public electric vehicle charging point.

Figure 115: Home electric vehicle charging point.

F4 - Energy efficiency measures towards net-zero carbon

It is paramount that new development adopts a fabric first approach in line with the Government's emerging Future Homes Standard and Part L of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.

- Reducing energy demand further by employing passive design principles for homes is desirable and can make some forms of development more acceptable to the community (window orientation, solar gain, solar shading, increased insulation, ventilation with heat-recovery).
- Maximise on-site renewable energy generation (solar, ground source, air source and wind driven).
- Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. This must be balanced with local design preference and character considerations to ease acceptance for development.

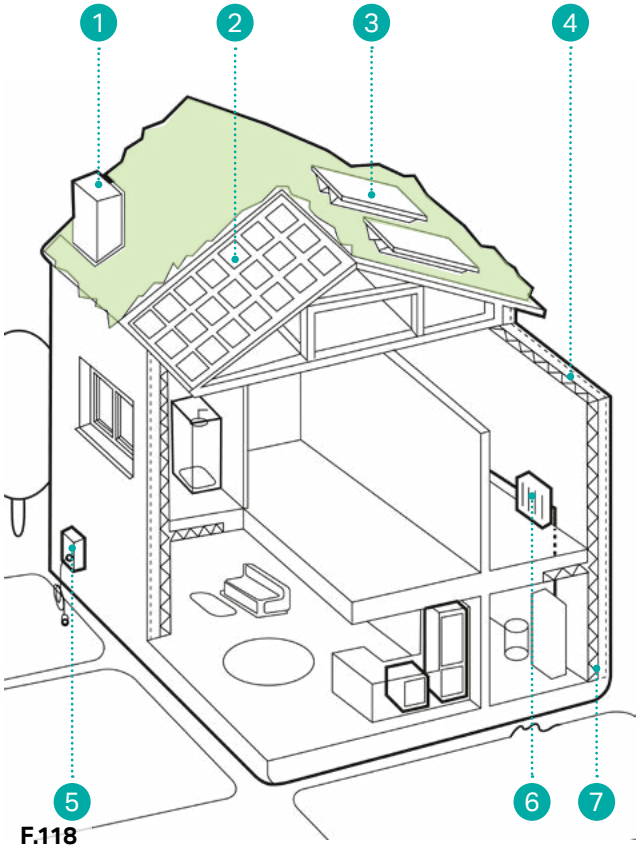

F.116


F.117

Figure 116: Air source heat pump unit.

Figure 117: Air source heat pump housing covers the unit and harmonises with the building aesthetic.

Figure 118: Cut-through diagram of an energy efficient home and its features.



F.118

1. Mechanical ventilation system.
2. Integral solar tiles.
3. Solar panels.
4. Green roof.
5. Electric vehicle charging point.
6. Efficient utilities and appliances.
7. Wall insulation.

Character area design codes

05

5. Character area design codes

This section contains additional design codes specific to certain character areas outlined in Section 3 - Character analysis.

5.1 Introduction

The following topics are addressed by design codes in this section:

- G - Commercial centres - **Main Street**
- H - Materials - **Main Street**
- I - Materials - **Primethorpe, Station Road and Cottage Lane**
- J - Materials - **St Mary's Church**
- K - Materials - **Sutton in the Elms**

Figure 119: An information board on Main Street.


THE OLD SHOP

Design Code G: Commercial centres - Main Street

5.2 Commercial centres - Main Street

Commercial centres such as the Main Street character area are facing unprecedented challenges due to changing markets and trends resulting in the closure of many shops.

Empty and poorly designed units in a village's commercial centre can degrade the overall attractiveness of the village. The Main Street character area also suffers from car dominance, a result of the large Co-op car park and few pedestrianised streets.

The following design codes are aimed at revitalising and improving the Main Street character area.

G1 - Frontages

Frontages contribute significantly to the character of a streetscape. They have a direct and strong relationship with the spaces they front, making their overall appeal an important design consideration within any proposal. Adhering to the following design codes will contribute to the enhancement, preservation, and creation of contextually responsive frontages:

- **Preserving traditional retail frontages**: Traditional timber shop fronts should be preserved and enhanced to uphold the historic character of the Main Street character area.
- **Proportional retail frontages**: Shop fronts applied to historic buildings should always consider the full building elevation and reference the vertical and horizontal architectural elements to create a strong relationship between the shop front and the host building.
- **Achieving contextual and modern retail frontages**: Modern shop fronts may be appropriate but should typically employ a 'less is more' approach to their design. Back-lit box signage will not be acceptable. Lettering should be clear and of a medium size to complement the fascia board, shop front and building. The colour, style, and materials used within shop frontages should be respectful of the host buildings character (particularly historic buildings).

Hanging baskets / plant boxes are encouraged to soften building frontages.

Proportionate depth of signage not more than 1/4th of the total height of the shop front.

Hanging signs are encouraged.

Clear windows should account for 2/3rds of the shop front apart from window frames and mullions forming part of the vertical separation.

Clear door access should account for at least 1/3rd of the shop front proportions. Provision of additional door access on wider shop fronts is acceptable.

Outdoor seating and displays are acceptable where pavement widths are 2m or more, can accommodate them and do not hinder pedestrian movement.

A-board signs are acceptable where pavement widths can accommodate them and do not hinder pedestrian movement.

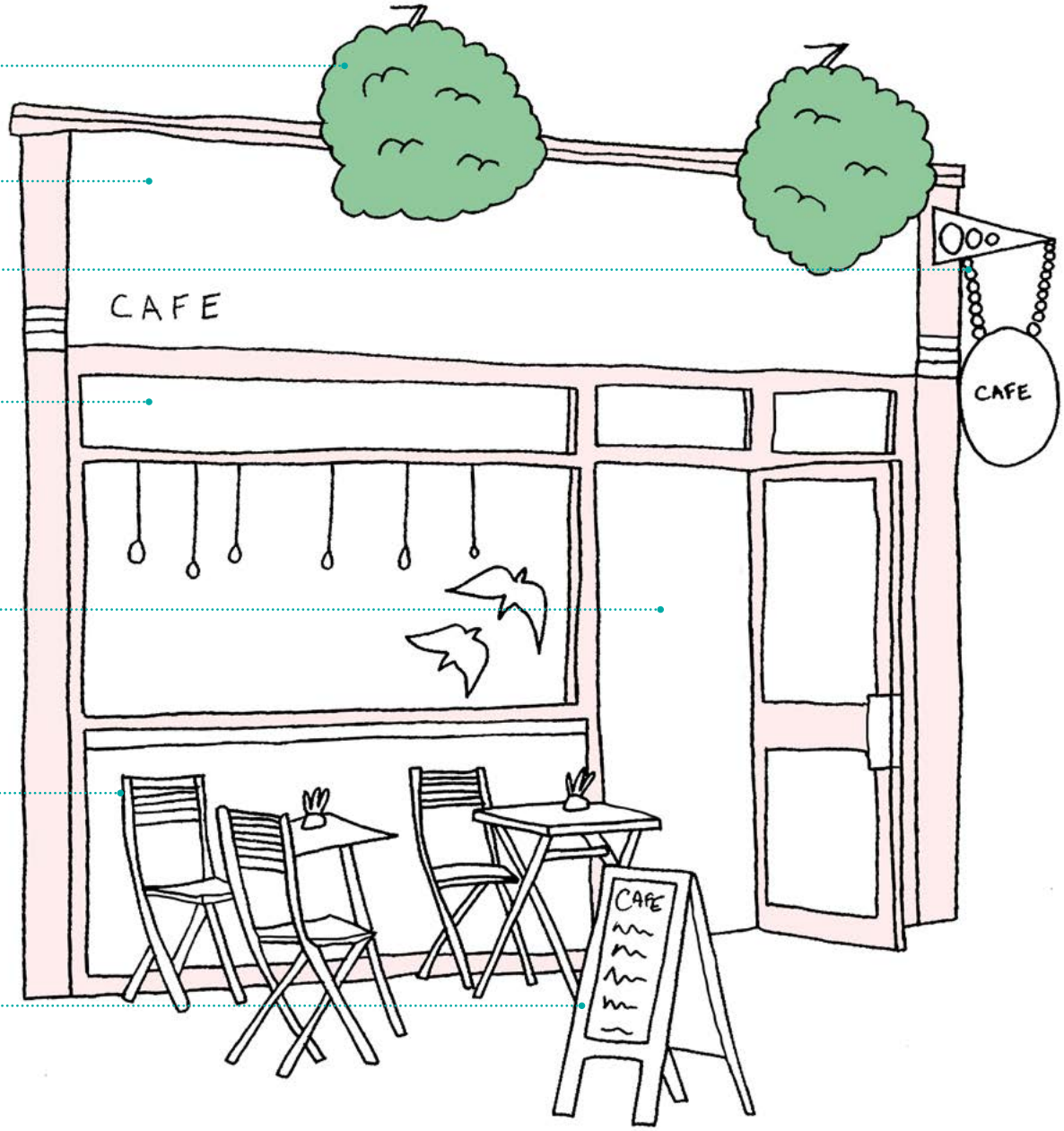


Figure 120: Features of a positive frontage.

F.120

G2 - Boundary treatments

Boundary treatments contribute significantly to the character of a streetscape. Adhering to the following design codes will contribute to the enhancement, preservation, and creation of contextually responsive boundary treatments:

- **Retail setbacks**: Several buildings in the town centre are positioned up against the edge of the pavement (i.e. no setback).
- **Residential setbacks**: Residential areas have buildings set back behind short front gardens. Residential setbacks should directly abut the pavement within the town centre, with setbacks then gradually increasing in size the further residential development is from the centre. This also depends on the surrounding context of the site, as historic plots may have unusually large setbacks/plots within some areas.
- **Boundary walls**: Red brick or boundary walls with brick / stone coping are seen across the Main Street character area and are appropriate for future development.
- **Boundary railings**: Metal railings are less frequently seen but may be suitable for front boundaries.
- **Car park boundaries**: Boundaries to car parks that are open to the street should include landscape buffers with tree planting to reduce the negative visual impact of cars.

G3 - Access

Design codes for enhancing commercial centre access include:

- **Transit gateways**: Foster a sense of arrival at the Main Street character area by providing attractive and legible public spaces. The Main Street character area could benefit from a greater visual and attractive connection to the rest of Broughton Astley by incorporating planting, architectural detailing, and public realm improvements.
- **Footpath and cycle infrastructure**: Enhance existing pedestrian and cycle networks by filling the gaps between cycle lanes, footpaths and shared spaces. Also provide appropriate infrastructure such as street furniture and cycle parking in safe and strategic positions across the Main Street character area.
- **Pedestrian permeability**: Enhance pedestrian connections to the Main Street character area by including more pedestrian crossings, widening pavements, and providing more shared spaces at key junctures and gateways.
- **Mobility hubs**: Encourage sustainable village centre travel through the provision of multi-modal transport hubs. This can be achieved by clustering electric vehicle (EV) charging points, car parks, public transport, and cycle parking all within close proximity to one another.

G4 - Public Realm

The Main Street character area should create a prominant focal point for Broughton Astley. Design codes for public realm improvements include:

- **Green streets and spaces:** Include street trees and planting within the Main Street character area's public realm. This can be achieved by shop front hanging baskets/boxes and street trees/planters, as well as more innovative planting installations such as plant walls.
- **Invoking a sense of place:** Incorporate public art (i.e. murals, statues) and visual references of local identity (i.e. heritage signs and community symbols/motifs), within streetscapes. For example, by utilising the 'blank' facades of the Co-op supermarket.
- **Extending shared spaces:** Extend the Main Street character area's shared, people-centric spaces to adjoining streets and spaces (such as Coventry Road, Green Road and Orchard Road). This will foster a more attractive, inclusive, and safe village centre.
- **Surfacing:** The retail streets in the Main Street character area should have a consistent paving scheme which ties the character area together. New paving schemes should be holistically designed to avoid fragmentation of the public realm. Areas that are surfaced with cobbles, sett paving or other natural stone paving should be protected to retain Broughton Astley's character. Development should be designed around these heritage features.

G5 - High street activity

In response to shifts in high street trends and subsequent vacancy rates, the following design codes aim to aid the Main Street character area's revitalisation. Design codes for high street activity include:

- **Active frontages**: Proposals within the Main Street character area should provide ground-floor active uses such as retail, restaurants, cafes, and bars. This will activate the space to the front of businesses as well as provide natural surveillance over the street.
- **Mix of uses**: Create a sustainable village centre by providing a diverse mix of uses. Provide a mix of business units to accommodate a range of building uses of various sizes. Consider smaller ground-floor units within the village centre due to shifts in high street trends. When converting existing buildings (i.e. old retail developments) consider splitting the buildings into a collection of smaller units to cater for small-medium sizes businesses.
- **Converting existing buildings**: Consider the following when converting existing buildings within Main Street:

1. **Access** - a clear and well-defined entrance that fronts the street and is accessible to all user types.
2. **Landscaping** - provide planting in outdoor public spaces as well as within frontages to provide screening as well as softening the facade.
3. **Extensions** - extensions should be proportionate and subordinate to the original building
4. **Character** - refer to Design Code A (Character) for specific codes on character.
5. **Overlook** - enhance natural surveillance by orienting buildings to overlook public spaces.

Design Code H: Materials - Main Street

5.3 Materials - Main Street

H1 - Materials - Main Street

- Development must be harmonious with local character features such as red brick and white render walls, grey slate and rosemary roof tiles, wooden door and window surroundings and active commercial frontage.
- These local character features must be preserved and enhanced wherever possible within the character areas by responding to the development's landscape context, street relationship and building materials.

Roof

Grey slate and rosemary tiles are the most characteristic roof style for the neighbourhood area.



Facade

Red brick and white render are the most characteristic building materials for the neighbourhood area.



Boundary

Low red brick walls and metal railings are the most characteristic boundary treatment for the neighbourhood area.




F.121


F.122

F.123

Figure 121: High density terraced buildings with small front yards bordered by low metal railing.

Figure 122: Cobbled alleyways enclosed by red brick walls.

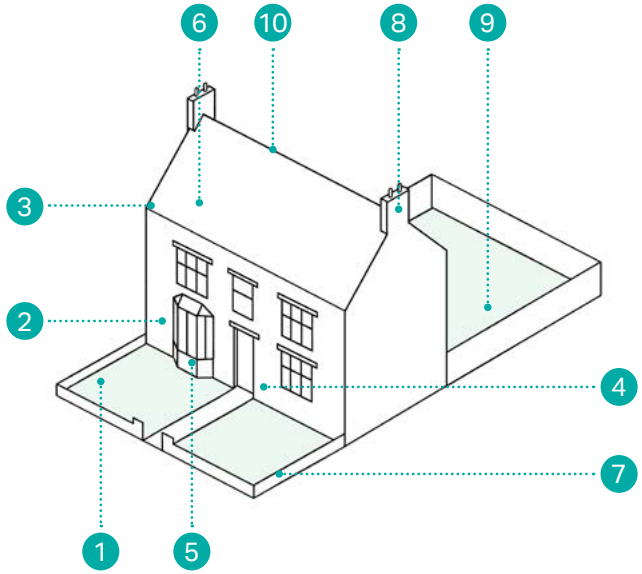
Figure 123: Street-facing commercial units on red brick buildings .

I Design Code I: Materials - Primethorpe, Station Road and Cottage Lane

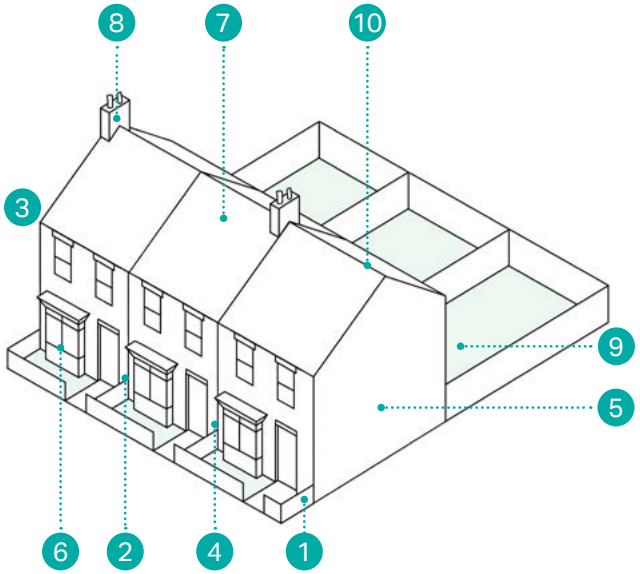
5.4 Materials - Primethorpe, Station Road and Cottage Lane

I1 - Materials - Primethorpe, Station Road and Cottage Lane

- Development must be harmonious with local character features such as brick walls, grey slate and red pantile roofs, pitched gables and chimney stacks.
- These local character features must be preserved and enhanced wherever possible within the character areas by responding to the development's landscape context, street relationship and building materials.



1. Small to medium setback / front garden.
2. Red brick frontage.
3. Two-storey detached house.
4. Symmetrical fenestration / facade.
5. Sash or bay windows.
6. Grey slate tiles.
7. Low brick wall boundary.
8. Chimney stack on both ends.
9. Medium back garden.
10. Pitched gable roof.



1. Small setback or front yard.
2. Red brick frontage.
3. Two-storey terraced houses.
4. Repetitive fenestration / facade.
5. Rows of 3-8 houses.
6. Sash or bay windows.
7. Grey slate tiles.
8. Chimney stack per house.
9. Small to medium back gardens.
10. Pitched gable roof.

Figure 124: Good quality new development in light brick and symmetrical proportions.

Figure 125: A Victorian villa with grey slate roof tiles and characteristic chimney stacks is representative of existing building stock that is characterful.

Roof

Grey slate and red pantile tiles are the most characteristic roof style for the neighbourhood area.



Facade

Brick of varying colours are the most characteristic building materials for the neighbourhood area.



Boundary

Low red brick walls and hedgerows are the most characteristic boundary treatment for the neighbourhood area.



J Design Code J: Materials - St Mary's Church

5.5 Materials - St Mary's Church

J1 - Materials - St Mary's Church

- Development must be harmonious with local character features such as red brick walls, red brick and stone boundaries, hedgerows, grey slate roofs, pitched gables and chimney stacks.
- These local character features must be preserved and enhanced wherever possible within the character areas by responding to the development's landscape context, street relationship and building materials.

Roof

Grey slate is the most characteristic roof style for the neighbourhood area.



Facade

Red brick and light render are the most characteristic building materials for the neighbourhood area.



Boundary

Stone walls hedgerows and low red brick walls are the most characteristic boundary treatments for the neighbourhood area.



Figure 126: The Church of St Mary built with granite rubble and grey slate roof.

Figure 127: Stone walls and mature greenery bordering roads and streams are indicative of the area's local character.

Figure 128: Red brick cottages facing the character area's rural lanes create a sense of identity and address the street positively.

Design Code K: Materials - Sutton in the Elms

5.6 Materials - Sutton in the Elms

K1 - Materials - Sutton in the Elms

- Development must be harmonious with local character features such as granite rubble and red brick walls, grey slate and thatched roofs, pitched gables and chimney stacks.
- These local character features must be preserved and enhanced wherever possible within the character areas by responding to the development's landscape context, street relationship and building materials.
- Less common materials such as granite rubble and thatch do not need to be replicated but should be considered in relation to an appropriate design response.

Roof

Grey slate tiles and thatch are the most characteristic roof style for the neighbourhood area.



Facade

Granite rubble and red brick are the most characteristic building materials for the neighbourhood area.



Boundary

Low red brick walls and tall hedgerows are the most characteristic boundary treatment for the neighbourhood area.



F.129


F.130


F.131

Figure 129: The granite rubble facade of the Grade II Listed Stone House.

Figure 130: One of several thatched cottages in the character area.

Figure 131: A large detached house built from granite rubble.

Checklist

06

6. Checklist

This section sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

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.
- 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.
- Positively integrate energy efficient technologies.
- 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.
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind.
- Seek to implement passive 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?

3

Local green spaces, views and 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?
- 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?

3 (continued)

Local green spaces, views and character

- 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?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

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 are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the villagescape?
- 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?

5 (continued)

Buildings layout and grouping

- 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?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

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 roof-line

- What are the characteristics of the roof-line?
- 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 impact?
- 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?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used 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?

9 (continued)

Building materials & surface treatment

- 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.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

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 bio-diverse roof in its design?

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