

ARDEN

Design Guide

Final draft report
March 2025

Prepared by	Checked by	Approved by
Jimmy Lu Associate Urban Designer	Ben Castell Director	-
Grace Peckmore Graduate Urban Designer		

Issue no.	Issue date	Details	Issued by	Position
2	17/03/2025	Final draft Report	Jimmy Lu	Associate Urban Designer
1	04/02/2025	Draft Report	Jimmy Lu	Associate Urban Designer

Cover image: Arden Neighbourhood Forum

This document has been prepared by AECOM Limited ("AECOM") in accordance with its contract with Locality (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Contents

1. Introduction	5
1.1 Purpose and process	5
1.2 How to use this document	6
1.3 How this document relates to the other Market Harborough Neighbourhood Plan design guides	7
1.4 Policy context	8
1.5 Area of study	10
2. Baseline analysis	12
2.1 Settlement pattern and character	12
2.2 Green and blue infrastructure	18
2.3 Access and movement	20
3. Market Harborough-wide design guidance	23
3.1 Introduction	23
3.2 Settlement pattern	25
3.3 Green and blue infrastructure	29
3.4 Movement and connectivity	32
4. Townscape character assessment	36
4.1 Understanding place	36
4.2 Identifying Market Harborough's area types	37
4.3 Victorian and Edwardian terraces	40
4.4 Linear suburban development	43
4.5 Inter-war suburbs	46
4.6 Mid-20th century suburbs	49
4.7 Late 20th century/early 21st century development	52
4.8 Industrial/employment	55

5. Arden character area design guidance	59
5.1 Introduction	59
5.2 Victorian and Edwardian terraces	60
5.3 Linear suburban development	62
5.4 Inter-war suburbs	64
5.5 Mid-20th century development	66
5.6 Late 20th century/early 21st century development	68
5.7 Industrial/employment	70
6. Checklist	73



A photograph of a residential street with a large teal circle overlay in the center. The circle contains the text 'Introduction' and '01'. The background shows a row of houses with red-tiled roofs and a silver car parked on the right. A red car is driving on the road to the left.

Introduction

01

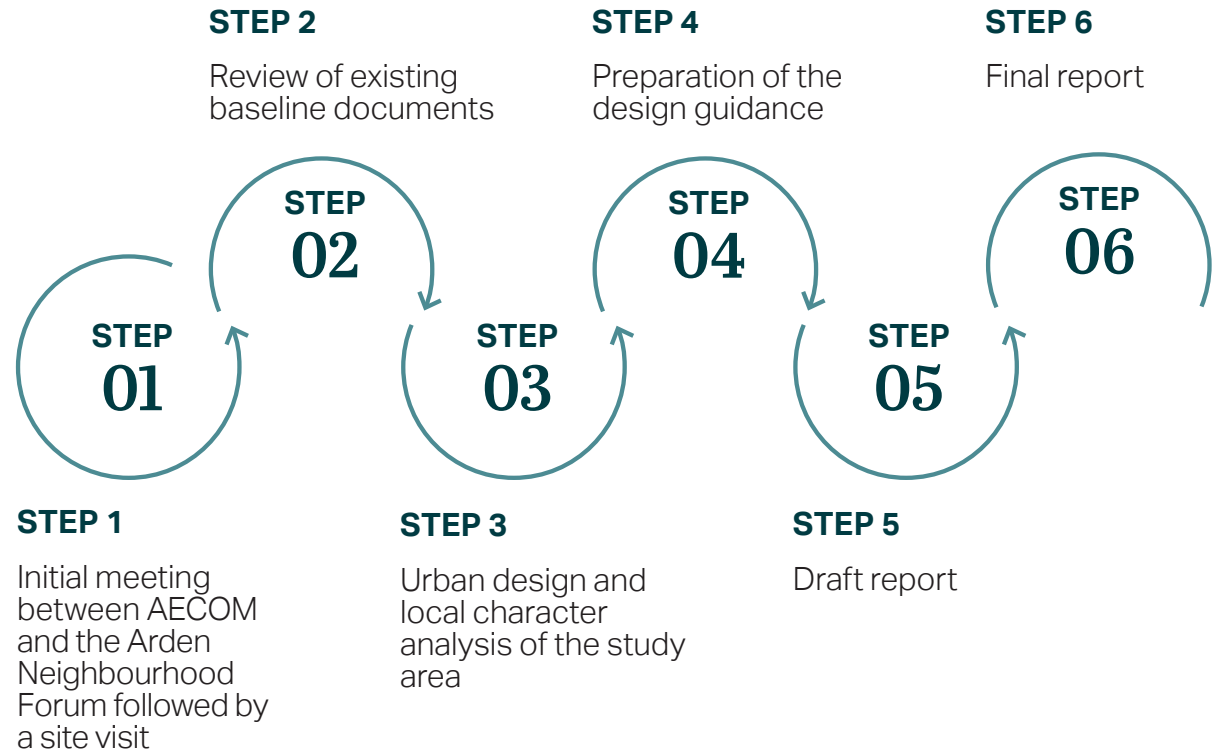
1. Introduction

1.1 Purpose and process

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

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

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



1.2 How to use this document

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

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

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

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

1.3 How this document relates to the other Market Harborough Neighbourhood Plan design guides

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

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

In addition, as part of the analysis undertaken for this exercise, Market Harborough was split into 10 different area types representing areas of the town

with similar characteristics. While certain area types appear in different wards, each of these areas do have opportunities, constraints and finer details which put them apart from places that fall within the same area type in a different part of the town. Given this, each design guide will contain guidance that is bespoke to its character and requirements in the fifth chapter of the documents.

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

1.4 Policy context

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



NATIONAL POLICY AND GUIDANCE

2025 - National Planning Policy Framework (NPPF)

The NPPF sets out the nationwide planning policies and government's expectations on how these should be applied.

The NPPF requires all local planning authorities to prepare design guides or codes consistent with the national guidance documents.

2021 - National Model Design Code

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

2021 - National Design Guide

The National Design Guide sets out the government's ten priorities for well-designed places and illustrates how well-designed places can be achieved in practice. The ten

characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources, and lifespan.

2020 - Building for a Healthy Life

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

2007 - Manual for Streets

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

REGIONAL POLICY AND GUIDANCE

Harborough Local Plan 2011 - 2031 - April 2019

Harborough District Council (HDC) is the Local Planning Authority (LPA) for Arden. HDC adopted the Local Plan in April 2019. In the adopted Local Plan, Market Harborough was considered a Sub-regional Centre, with commitments of 3,100 sqm of convenience retail space, 8,000 sqm of comparison retail space, with 1,500 homes committed through a Strategic Development to north-west of the town, alongside 9.5 hectares (ha) of employment uses allocated. Further development was allocated in the amount of 1,078 dwellings on three major housing sites, and an additional 13 ha employment allocation. The LPA does not allocate any new housing in Arden. Large industrial and employment areas to the east are covered by Policy BE3 Existing Employment Area. To the north of Arden is an Area of Separation (GD6) designed to prevent coalescence with neighbouring Great Bowden. The southern edge of Arden abuts the Town Centre (RT2) and the Conservation Area (HC1).

Harborough Emerging Local Plan

At the time of writing the Emerging Local Plan is at Regulation 19 stage. The latest version of the plan has been published ahead of a Cabinet meeting to decide whether to approve the document to go to

Council. If Council also approves the document, there will be an eight week public consultation in Spring 2025. The draft plan allocates 1,350 homes and 4.9ha of employment land in Market Harborough. The town is assigned the second tier in the settlement hierarchy as a Market Town. There will be a large scale urban extension to the north of the town.

Planning Obligations SPD - 2022

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

Development Management SPD - 2021

This SPD was adopted in December 2021 and provides guidance to assist with the interpretation and implementation of the Local Plan. It covers important guidance on the design of new residential housing estates, extensions to homes, conversions, shopfronts and advertisements. This design guidance should be consulted alongside this document. This document adds further detail specific to the NA.

Market Harborough Transport Strategy - 2016

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

Market Harborough Town Centre Masterplan - 2022

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

1.5 Area of study

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

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

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

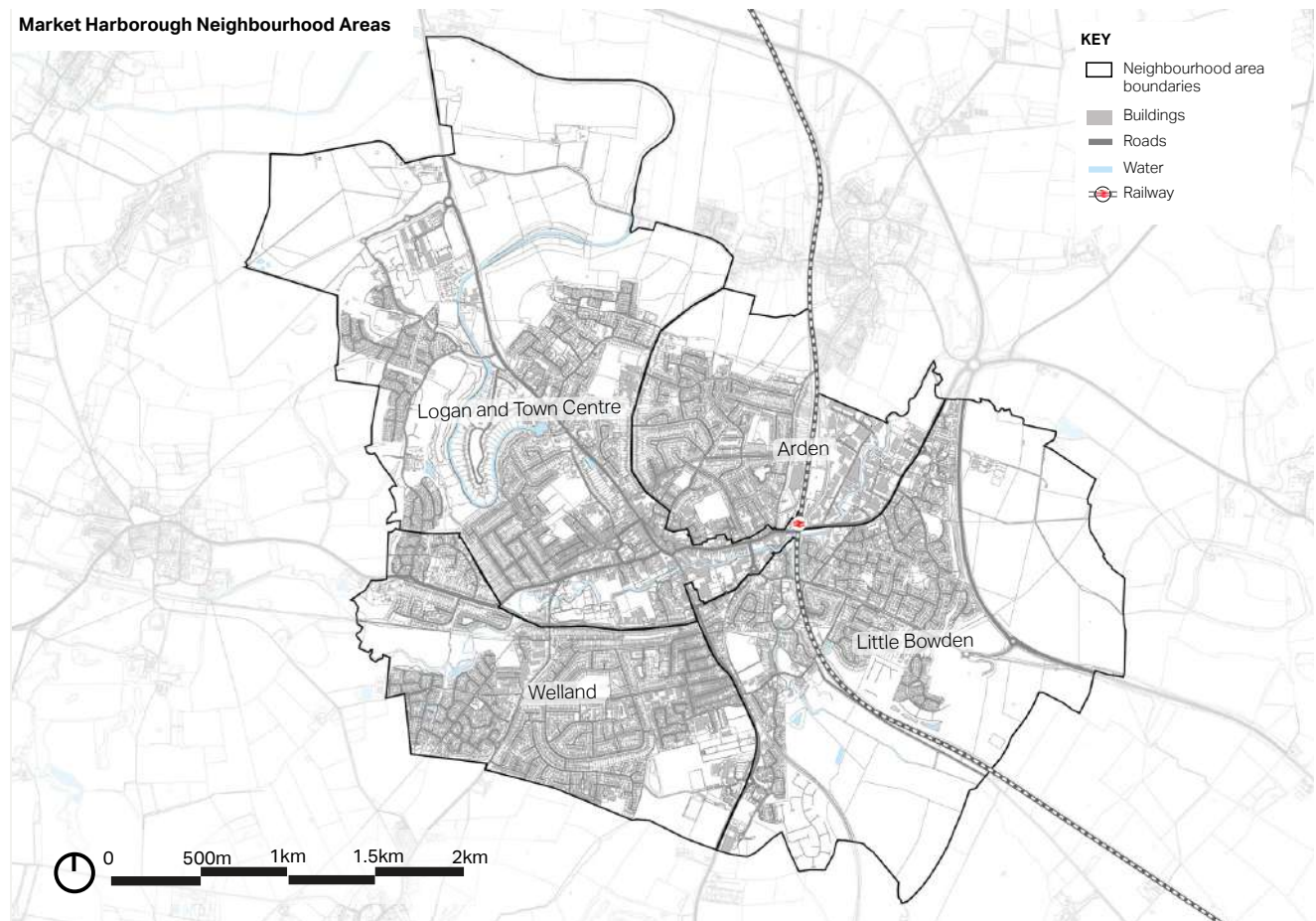


Figure 01: Area of study map (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)



Baseline analysis

02

2. Baseline analysis

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

2.1 Settlement pattern and character

2.1.1 Market Harborough historic evolution

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

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

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

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

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

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

Historic Timeline

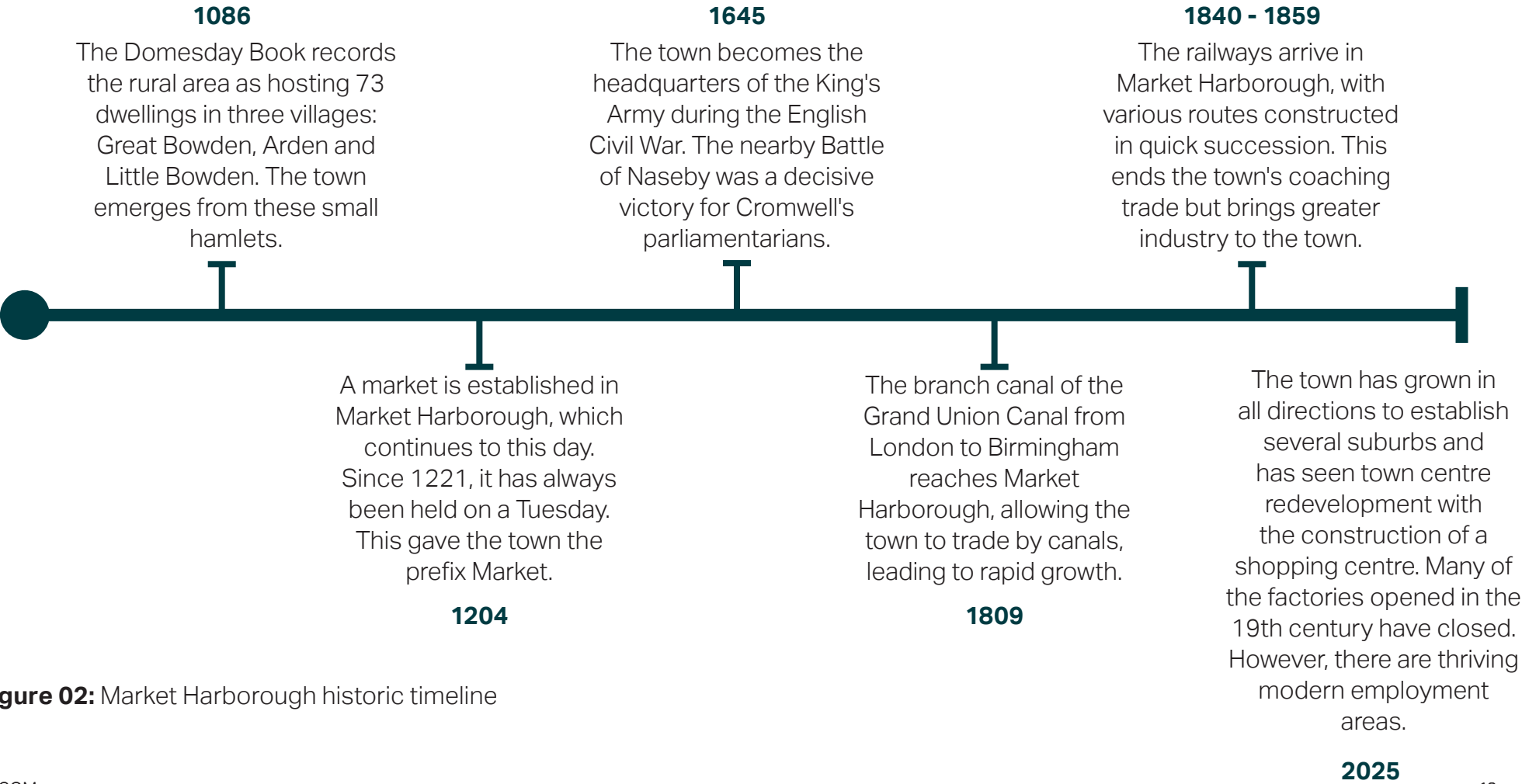


Figure 02: Market Harborough historic timeline

2.1.2 Arden's historic assets

Arden contains a variety of architectural styles that have succeeded each other and added to its diverse built character. In this aspect, it is a testimony of the evolution of domestic architectural styles from the 19th century to the present day. Most of Arden was developed in the 20th century as the town extended northward, therefore architectural styles from that century are dominant in the area's townscape. Because it does not contain large contiguous areas that feature a homogeneous style or construction period, new development should demonstrate an understanding of the area's diverse character.

The areas closest to the historic town centre to the south of Arden such as Heygate Street and Clarence Street contain some of Arden's oldest houses, mainly Victorian and Edwardian terraces.

Today the Neighbourhood Area contains 2 Listed Buildings:

- Church of St Mary in Arden – Grade II
- The Lodge – Grade II

In addition to its Grade II designation, the Church of St Mary in Arden is a Scheduled Monument.

Although Arden does not contain any Conservation Areas, it borders the Market Harborough Conservation Area to the south. Any development in this part of Arden would therefore affect the setting of the Conservation Area and should be designed to respect the historic character of neighbouring buildings.



Figure 03: Grade II listed The Lodge (source: Arden Neighbourhood Forum)



Figure 04: Grade II listed Church of St Mary in Arden (source: Arden Neighbourhood Forum)



Figure 05: Historic assets map (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

2.1.3 Land use

The entirety of Arden is built-up except its northern fringes, which are open spaces that are part of the area of separation between the built-up areas of Market Harborough and Great Bowden to the north.

The western part of Arden is mainly residential and contains a range of architectural styles and typologies that testify to the architectural evolution of Arden throughout the 20th and 21st centuries. These areas are interspersed with small areas of open space as well as public infrastructure such as schools. For example, Ridgeway Primary Academy is located in Arden, whereas Robert Smyth School is located immediately outside of its boundaries. Housing is mostly in the form of single-family buildings, mainly detached and semi-detached houses with front and back gardens. There are also smaller areas of terraces, flats, and sheltered housing.

There is a concentration of commercial properties along St Mary's Road in the form of small-scale ground-floor properties in mixed-use buildings outside of the southern boundary of Arden. Recessed from St Mary's Road are smaller clusters of industrial buildings that mostly cater to light industrial and logistical needs.

The area east of the railway is dominated by industrial and employment uses. Buildings in the Riverside Industrial Estate and Welland Business Park occupy larger footprints for a diversity of uses ranging from light industries, logistics, large-scale retail, and offices. Roads and surface car parks occupy a large proportion of the area, highlighting its emphasis on vehicle movement.



Figure 06: A mix of flats, terraces, and semi-detached houses on Middlebrook Green



Figure 07: Industrial uses in the Riverside Industrial Estate

2.1.4 Built form

There are a mix of building typologies in Arden which provide an indication of their age, as different eras of development have responded to different aspirations in terms of house types and design.

Most of Arden consists of low-rise housing dominated by 20th-century semi-detached and detached-properties with a large minority of terraces and pockets of contemporary multi-storey flats. Most single-family properties are equipped with front and back gardens as well as off-street car parking spaces in the form of garages or driveways.

Building materials on domestic architecture reflect Arden's diversity. While traditional ironstone is uncommon, widely used materials include off-white render, red brick, and roughcast. Sandstones, hung clay tiles, and mock-Tudor half-timbering are occasionally used for highlights. Post-war housing exhibits a wider array of construction materials, such as a wider variety of brick types. Welsh slate and clay

plain tiles are the most common roofing materials, although some have been replaced by concrete tiles in more later repairs.

The industrial buildings that dominate the east of Arden are taller and occupy much larger footprints. Metal sheets and brick are the dominant materials. Buildings are arranged in a way that facilitates the movement and parking of large vehicles, resulting in large expanses of paving.



Figure 08: Two-storey terraced housing on Heygate Street



Figure 09: Detached bungalows on The Ridgeway



Figure 10: Large industrial and retail buildings, Riverside Industrial Estate

2.2 Green and blue infrastructure

A green area of separation delineates the northern edge of Arden, containing its northward extension and maintaining Great Bowden as a settlement distinct from Market Harborough. This area represents a link with the open countryside that provides long-distance views and is accessible via by footpaths that link Arden and Great Bowden.

Small areas of open space consisting of green amenity spaces, play areas, and sports fields are dispersed across Arden. These include St Mary in Arden's churchyard, the Symingtons Recreation Ground, and the Headlands Recreation Ground. There are also allotment gardens located east of Douglass Drive.

Many streets are bordered by green verges with trees that contribute to the tranquil residential character. Most properties also feature front and back gardens with soft landscaping that soften the built character

of Arden and contribute to the local biodiversity. Some amenity green spaces are located at the junction between roads or as a focal point of some developments such as Middlebrook Green.

Although highly paved, the industrial areas to the east of Arden contain small areas of landscaping as well as a landscaped buffer along their edge with the A4304. They are also by the river Welland, which puts them in Flood Zones 2 and 3.



Figure 11: Deep front gardens extend to the back of the pavement on Burnmill Road



Figure 12: Landscaped buffer along Rockingham Road at the entrance to the Welland Business Park

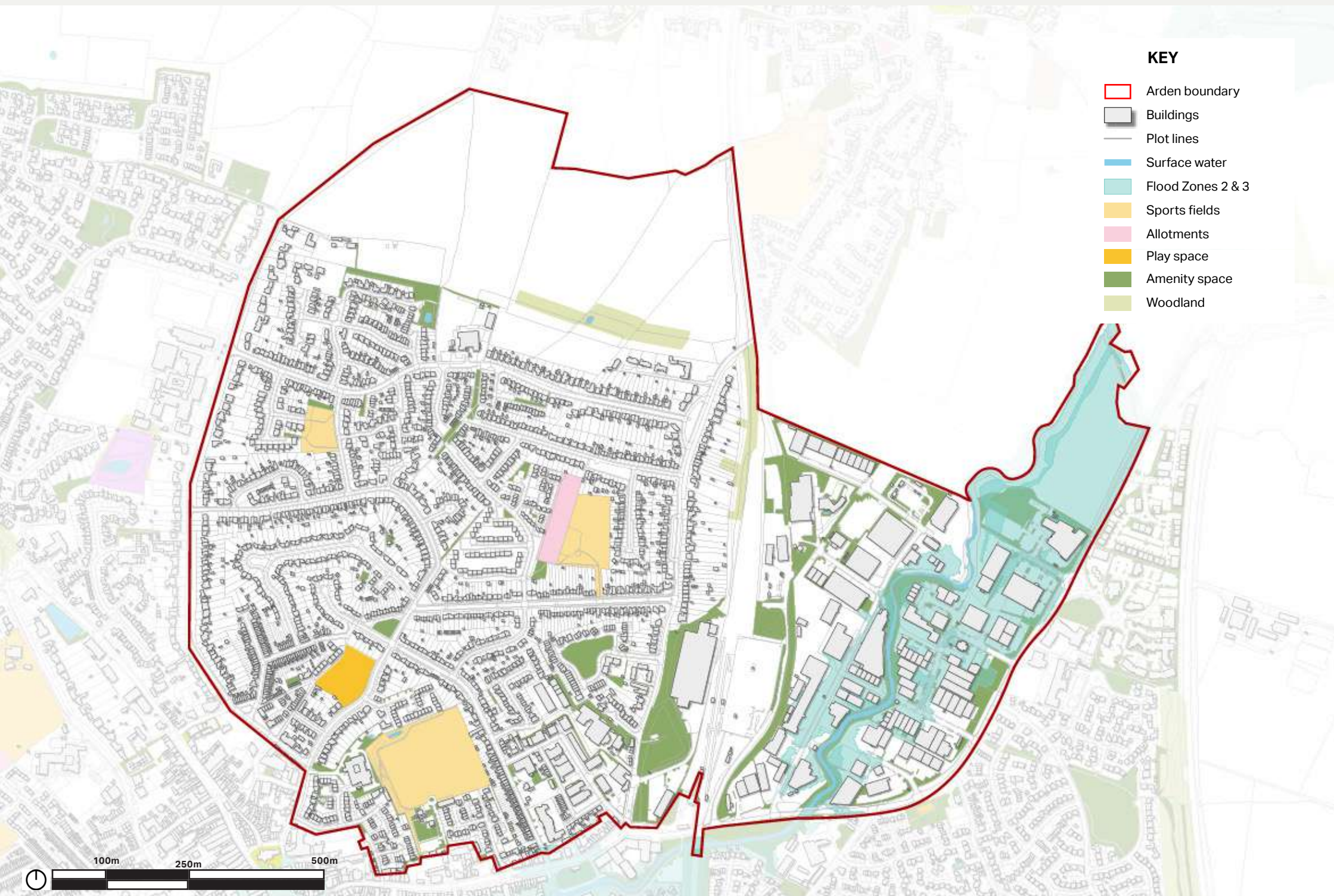


Figure 13: Green and blue infrastructure map (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

2.3 Access and movement

Arden occupies the northeast quadrant of the cross that meets at the centre of Market Harborough. Rockingham Road delineates the south-east of the neighbourhood area. It forms part of the A4304 which provides connections with the A6 trunk road leading to Leicester. Burnmill Road and Great Bowden Road are the few roads that connect to the wider built-up area. There are no other major roads in the neighbourhood area. The only east-west walking or vehicle routes across the railway are located on the northernmost and southern most edges of the area, via Great Bowden Road and the A4304 respectively.

Due to Arden's development mainly in the 20th century, many residential streets take the form of suburban loops and cul-de-sac roads, with only a few roads that can be used as through-routes. In contrast, the industrial estates to the east of Arden are more traffic-dominated, with wider carriageways and turning radii to accommodate the movement of lorries as well as larger vehicle parking areas.

A number of public footpaths allow for onward mid-block connections between residential streets, offering traffic-free pedestrian links between different residential areas. Others cross the green area of separation to the north of Arden, providing attractive walking routes to Great Bowden.

Designated cycle routes are limited to the A4304 and Great Bowden Road, however stretches of dedicated cycling infrastructure are disjointed, and the heavy traffic on the A4304 is an important deterrent to cycling.



Figure 14: Pavement along a residential street with green verges and street trees



Figure 15: Large volumes of fast-moving traffic on Rockingham Road (A4304)

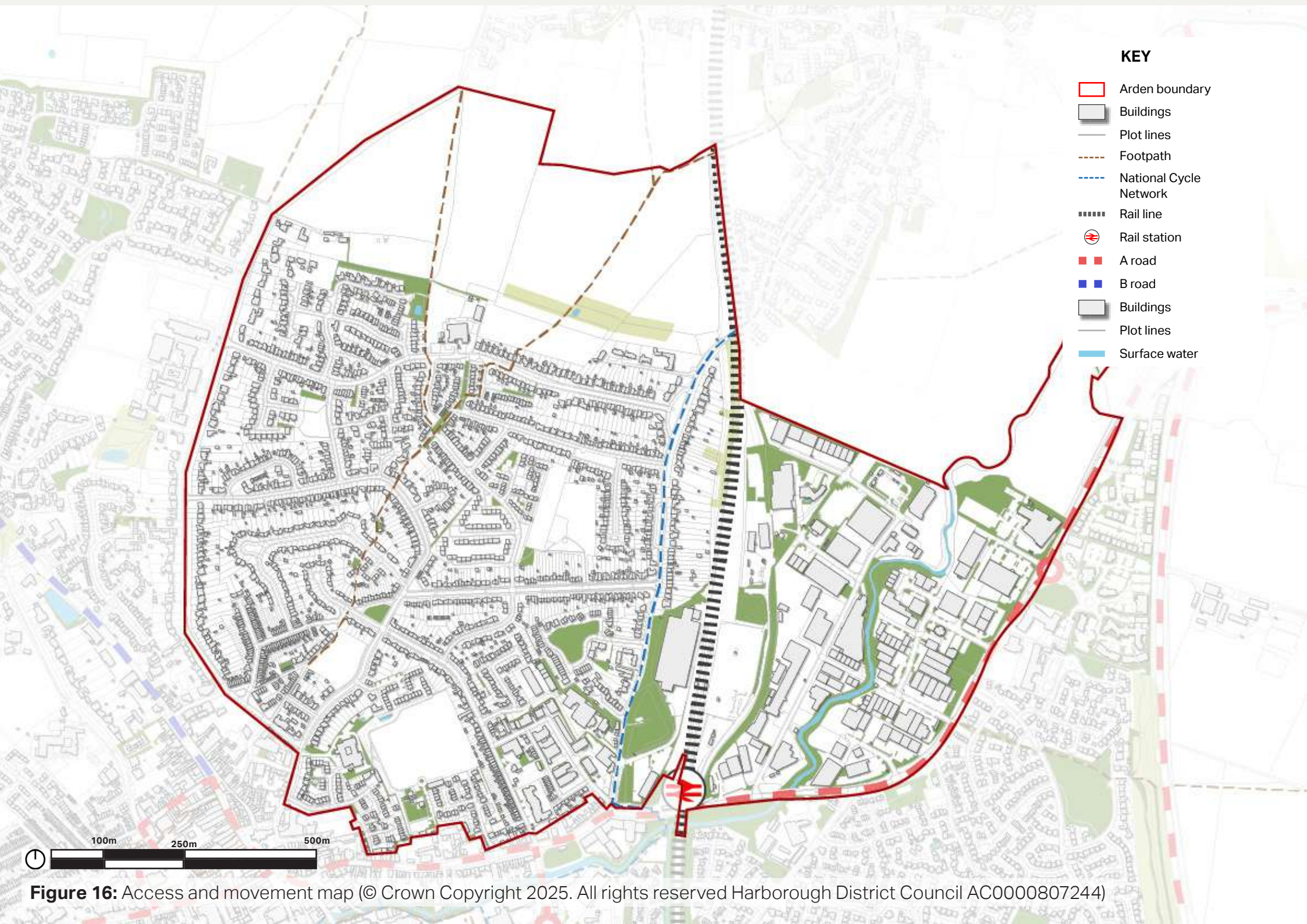


Figure 16: Access and movement map (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

**Market Harborough-wide
design guidance**

03

3. Market Harborough-wide design guidance

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

3.1 Introduction

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

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

Design guidance

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

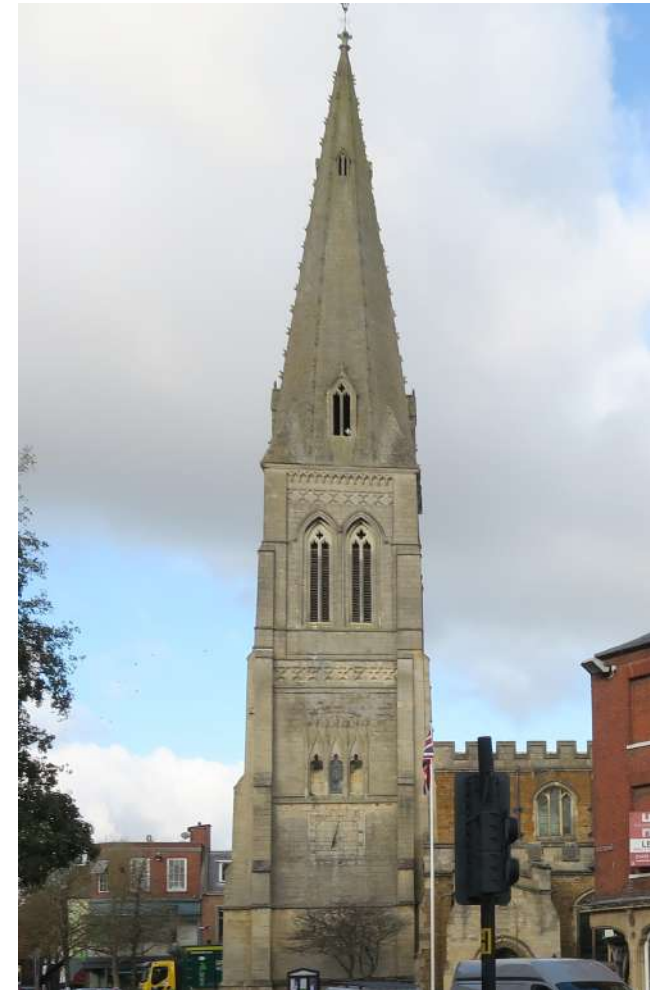


Figure 17: St Dionysius' Church, Market Harborough



Settlement pattern

3.2 Settlement pattern

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

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

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

A1 - Responding to context and pattern of development

The pattern of development is varied throughout the town of Market Harborough. Although many areas of the town have a nucleated development pattern, more recent development such as those in Arden splay outwards from the main core. There are also areas of linear development pattern particularly in Arden, Welland and Logan.

New development proposals should consider the following principles when designing the layout of streets and plots:

- Be informed by the density and scale of development within its context;
- Respect the historic, landscape and other key features of the Neighbourhood Area;
- Maintain a positive aspect onto key spaces and features;

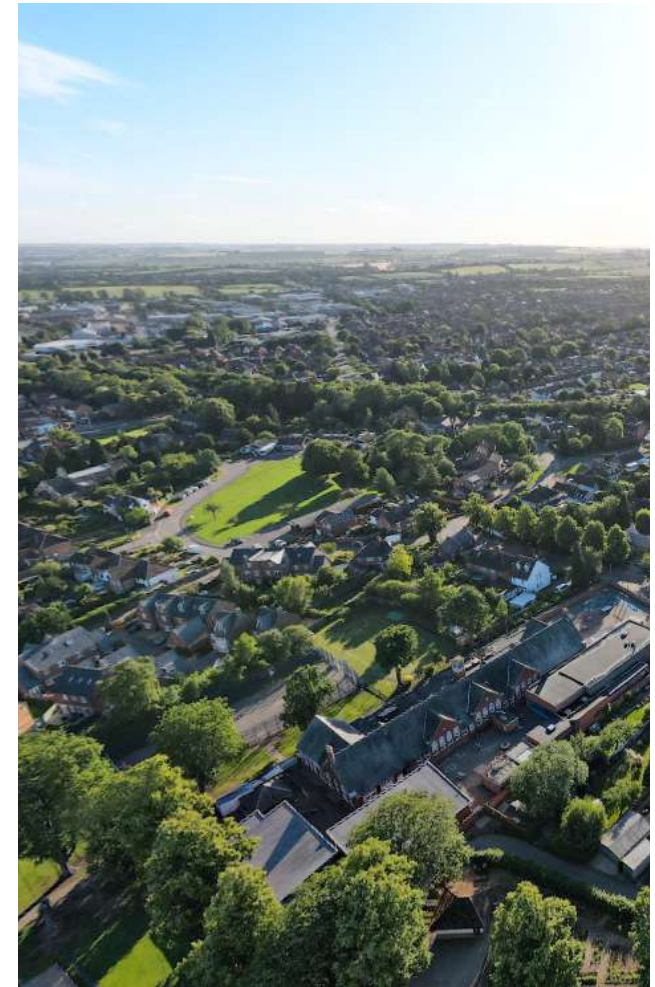


Figure 18: Drone shot of Market Harborough.

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

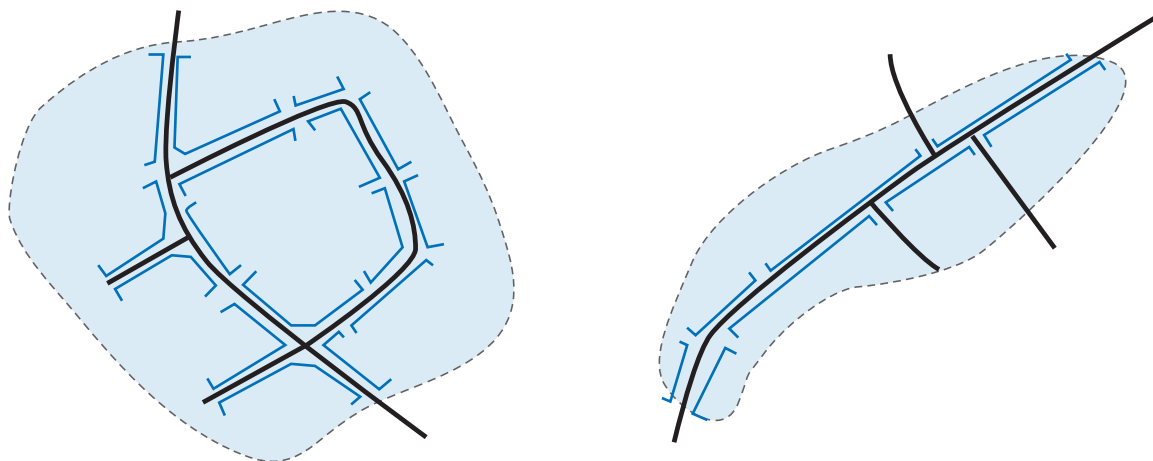


Figure 19: Diagram showing a nucleated development pattern (left) and a linear pattern development (right)



Figure 21: Nucleated pattern in Market Harborough



Figure 20: Linear pattern in Market Harborough

A2 - Infill and backland development

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

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

the privacy of existing and future residents and adequate means of access, and it should not extend beyond the limit of the settlements.

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

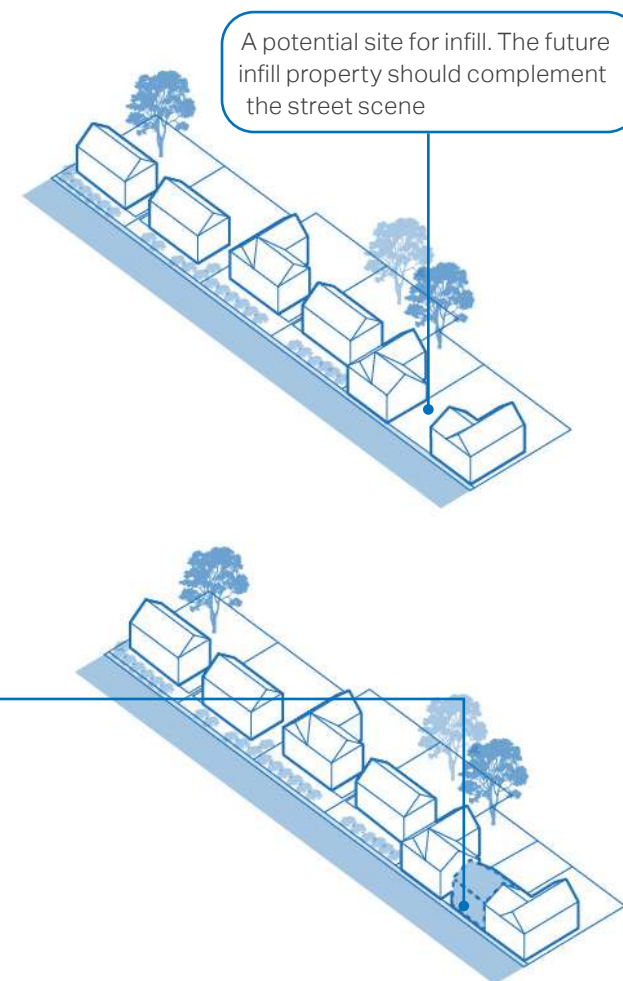


Figure 22: An indicative diagram showing a site before and after infill development with guidance attached in the annotations.

A3 - Recognition of local vernacular and materials

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

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

Walling



Red bricks



Painted render



Ironstone



Timber



Cream brick

Roofing



Grey slates



S-tiles



Red tiles



Thatch



Gables

Fenestration



Bay



Double hung



Sash



Dormer



Shop front

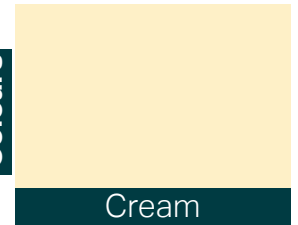
Colours



Red



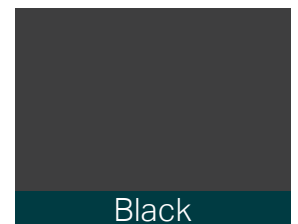
White



Cream



Grey



Black

B Green and blue infrastructure

3.3 Green and blue infrastructure

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

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

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

B1 - Open spaces, water courses and biodiversity

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

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

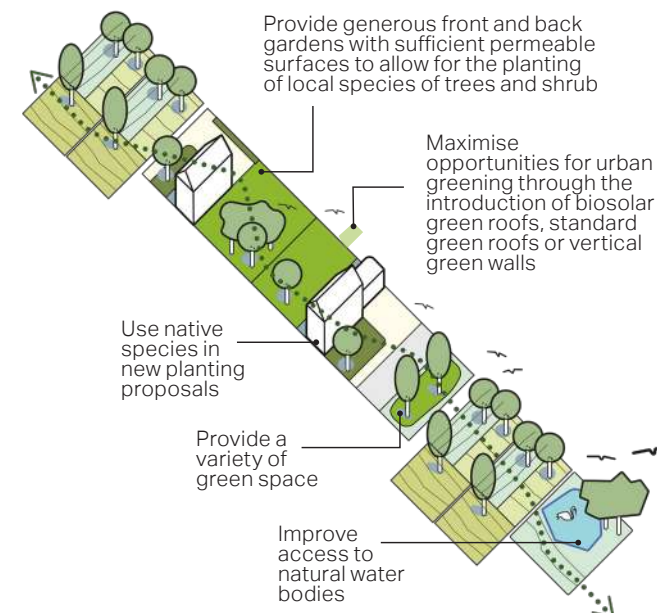


Figure 23: Illustrative example of design principles to enhance green infrastructure



Figure 24: Image along Market Harborough Arm of Grand Union Canal by Christine Johnstone

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



Figure 26: Example of a Swift brick under an eave



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



Figure 27: Example of a hedgehog corridor in a garden fence

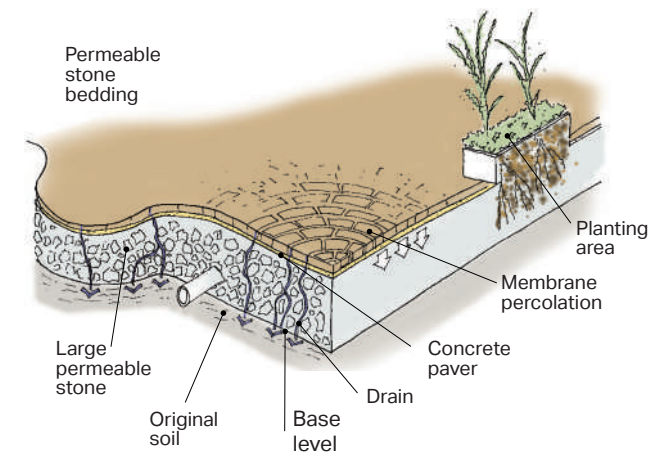


Figure 28: Section through permeable paving

B2 - Eco-design and sustainability (including SuDS)

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

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

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



Figure 29: Illustrative graph showing solar orientation of a room against the annual heating demand.



Movement and connectivity

3.4 Movement and connectivity

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

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

The train station is situated at the heart of the town, within a 10-minute walk from the town centre. At the time of writing,

bus service 44 stops directly outside the station, making it accessible from farther afield too. The station services East Midlands Railway (EMR), providing direct access to London St Pancras and Nottingham, both of which take an hour or less.

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

The National Cycle Network (NCN) Route 64 begins in the centre of the town and runs in mixed traffic along Great Bowden Road north to Lincoln, along with NCN 6. It is one of Britain's longest cycle routes, running south to northeast of the NA, and goes from London up to the Lake District.



Figure 30: Front view of Market Harborough train station



Figure 31: Example of pavement in Market Harborough

C1 - Active travel and interconnected neighbourhood

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

further encourage usage on a daily basis;

- Barriers to vehicle movement, gates to new development, or footpaths should all be accessible to other users; and
- New development should be designed with spaces for secure cycle parking and covered storage.

Traffic calming

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

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



Figure 32: Footpath integrated within residential development offering alternative walking and cycling routes to people, Great Kneighton, Cambridge.



Figure 33: Footpath linking the north of Arden with Great Bowden through the area of separation

C2 - Public realm enhancements

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

- **Street furniture** - these should be added in appropriate locations to provide people with places to stop and linger, distinctive street furniture can improve legibility and wayfinding whilst enhancing character of a place. Choice of materials should be of high quality that complements the surrounding area as well.
- **Pop-up installations to reclaim streets** - combination of planters

and street furniture can be used to activate the whole or parts of the street (e.g. parking spaces), allowing such spaces to be temporarily reclaimed to form a pop-up space for more informal social and lots of community engagement.



Figure 34: Central green space overlooked by neighbouring development, Middlebrook Green



Figure 35: Properties overlooking a public open space in Poundbury



Figure 36: Residential street with grass verges and trees, The Headlands

The background image shows a suburban street scene. On the left, there are large, mature trees with some autumn-colored leaves. A paved path runs alongside a grassy area. On the right, there are two-story houses with light-colored walls and dark roofs. A brick wall runs along the front of the houses. A dark car is parked in front of one of the houses. The sky is overcast.

**Townscape character
assessment**

04

4. Townscape character assessment

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

4.1 Understanding place

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

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

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

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

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

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

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

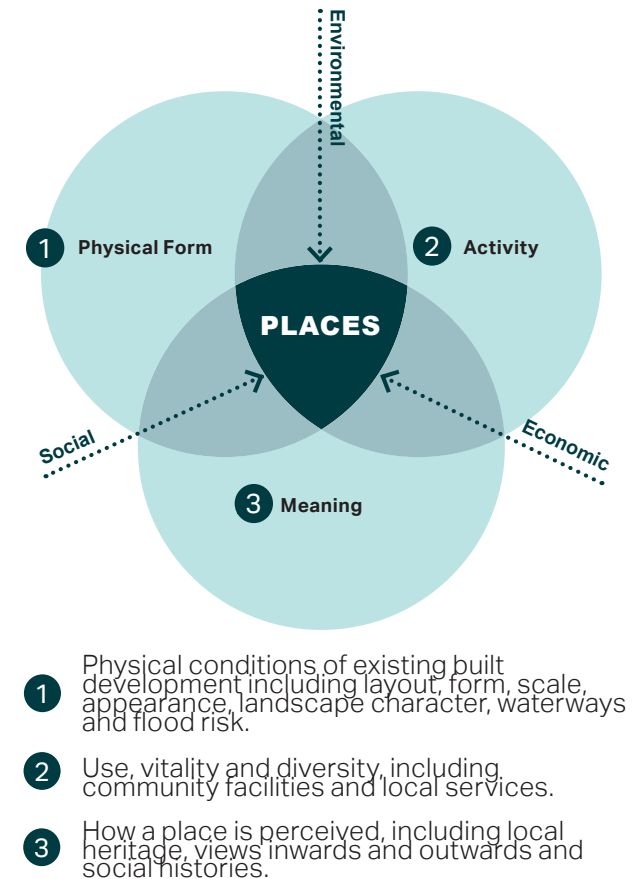


Figure 37: Exploring the features which come together to create a successful place.

4.2 Identifying Market Harborough's area types

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

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

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

However, considering factors like boundaries, street patterns, and scale, the overarching consistencies become apparent.

The 10 identified area types are illustrated on the map in [Figure 38](#):

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

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

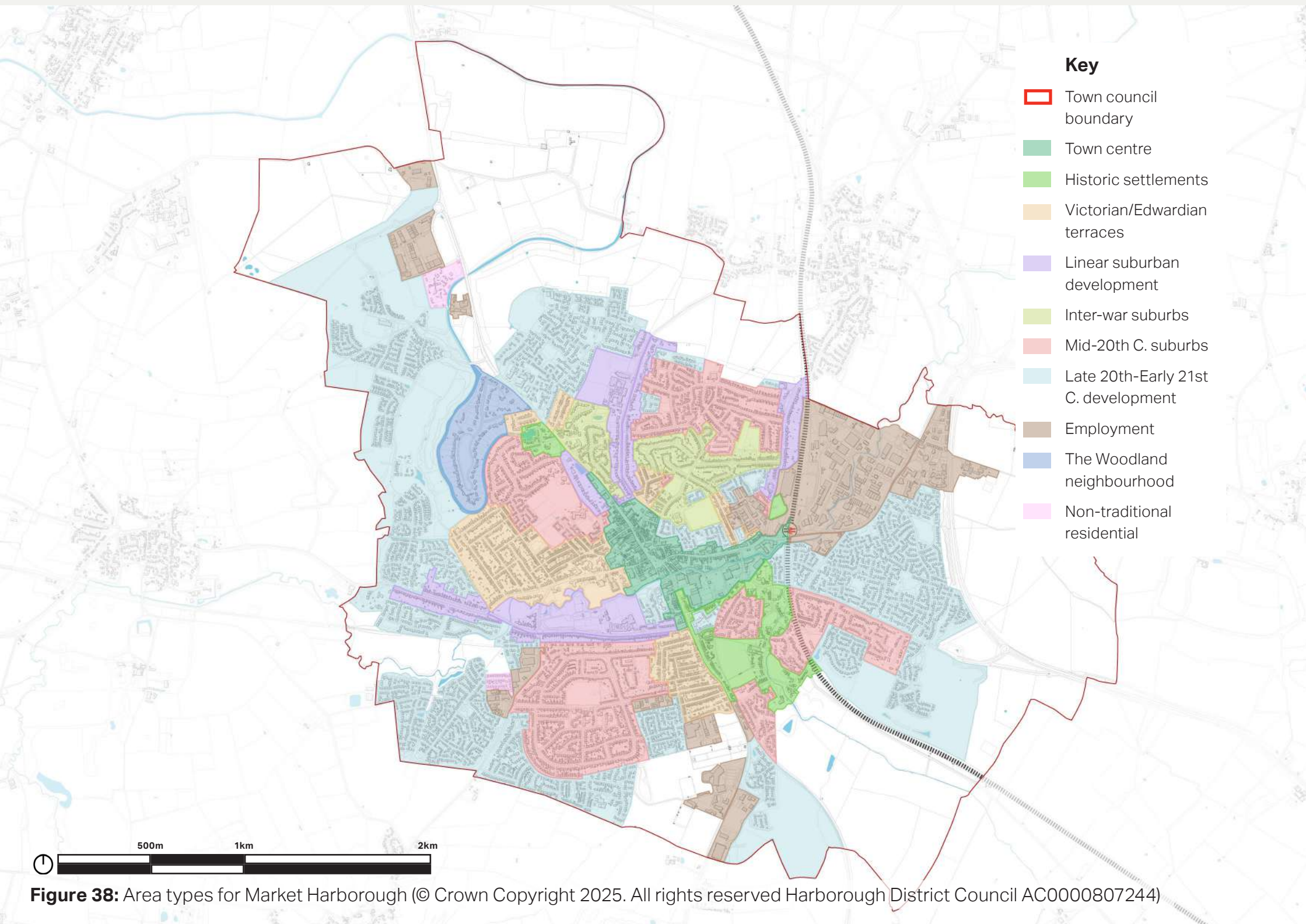
to each area, rather than the specific boundaries assigned to them.

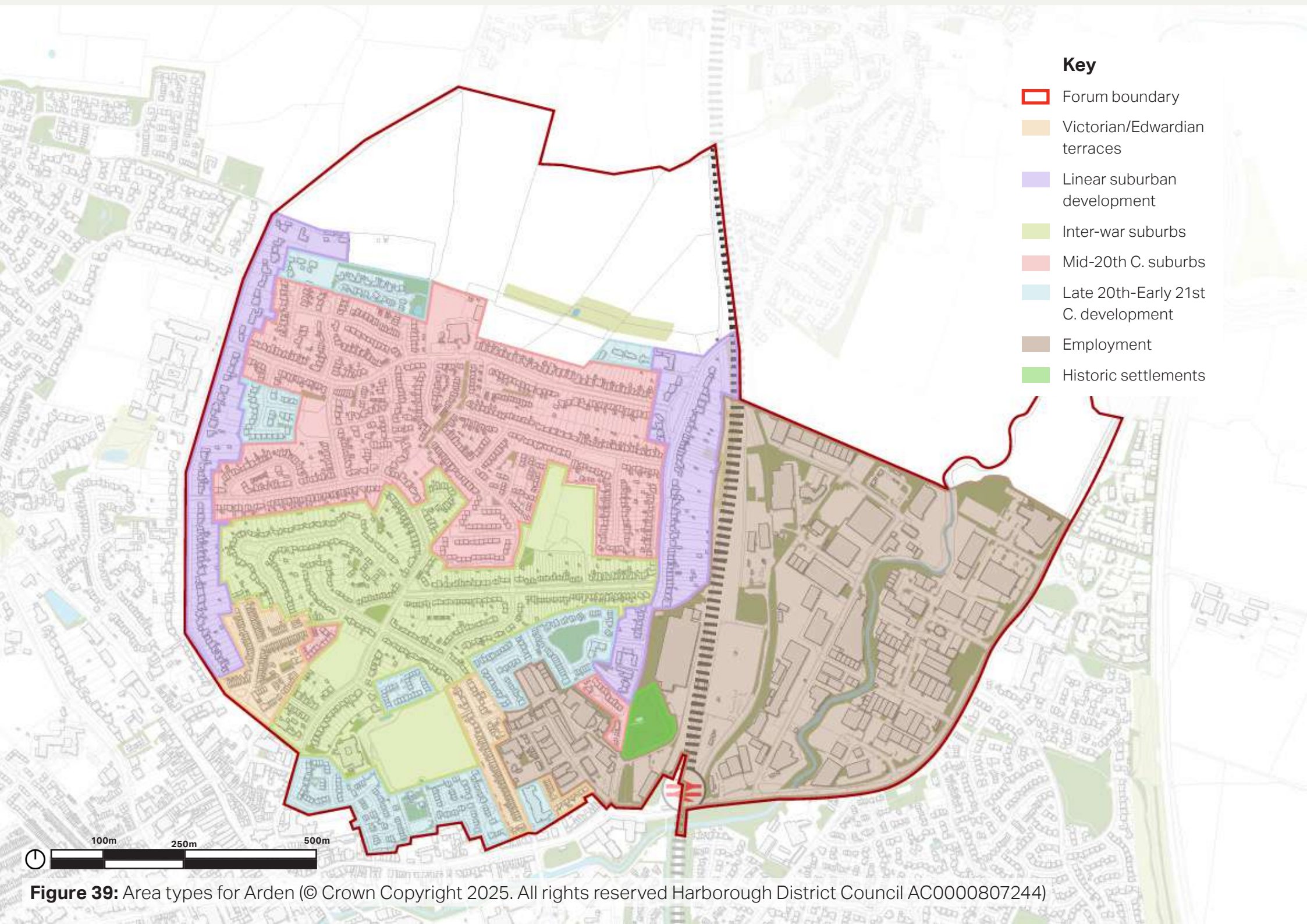
The area types allow for the development of guidelines that respect the existing character while accommodating future growth and changes.

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

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

These attributes are analysed for the area types that are within Arden.





Key

- Forum boundary
- Victorian/Edwardian terraces
- Linear suburban development
- Inter-war suburbs
- Mid-20th C. suburbs
- Late 20th-Early 21st C. development
- Employment
- Historic settlements

Figure 39: Area types for Arden (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

1

Victorian and Edwardian terraces

4.3 Victorian and Edwardian terraces

Victorian and Edwardian terraces are a typical historical form of housing development. The south of Arden contains pockets of Victorian and Edwardian terraces, where they were built as extensions of the historic town centre. This typology creates narrow streets following a generally rectilinear arrangement, with relatively higher density as compared to more modern housing developments.



Figure 40: Victorian terraces on Clarence Street



Figure 41: Map showing Victorian and Edwardian terraces in Arden (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

Topic	Sub-topic	Written analysis
Connections	-	Streets in this area are rectilinear local access roads that connect with both the town centre and residential areas farther north. Streets are generally narrow, usually with no street planting and little space for on-street parking. Most buildings abut the back of pavements with very small setbacks.
Built form	Urban form	This area is dominated by terraces composed of buildings with similar designs that form a near-continuous building line along the street. This creates a repetitive pattern of façades along the street frontage.
	Block and plot sizes	Block and plot sizes are relatively small with very small front gardens and no on-plot parking.
	Boundary treatments and setbacks	Setbacks are generally uniform and less than 2 metre deep. Boundary treatments are mixed, with a majority of low brick walls. Boundary alterations over time include replacements of the original features by timber or metal railings. Only a minority of front gardens are planted, and boundary hedges are uncommon.
	Building size, scale, and type	The area is dominated by 2-storey terraces. There is therefore a high level of uniformity in building sizes, creating a continuous building line.
Nature	Green and blue infrastructure	The area contains little green infrastructure due to the absence of street trees and the small size of front gardens, most of which are not planted. Dwellings are however only a short walk away from parks and other areas of open space.
	Public realm/open space	The tight urban grain of this area type restricts the integration of public realm and open space directly within the area type. The area is more so defined by its tight street pattern, with open spaces found outside of the area type.

Figure 42: Victorian and Edwardian terraces description

Victorian and Edwardian terraces



Figure 43: End of terrace on Heygate Street



Figure 44: Court Rooms on Kings Head Terrace



Figure 45: Parking-dominated public realm caused by the absence of on-plot residential parking

2

Linear suburban development

4.4 Linear suburban development

Linear suburban development is typical of early 20th century urban development, where development occurs in a linear fashion along a road. In Arden, this kind of development can be seen along Burnmill Road and Great Bowden Road. It creates a long continuous stretch of housing, with little through permeability.



Figure 47: Linear development on the east side of Great Bowden Road



Figure 46: Map showing linear suburban development in Arden (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

Topic	Sub-topic	Written analysis
Connections	-	This area type is characterised by low street connectivity. This is caused by the prevalence of long blocks along Great Bowden Road and Burnmill Road, the main north-south through-routes in the residential areas of Arden. Great Bowden Road lacks pavements along a long stretch of its eastern side.
Built form	Urban form	Urban forms are varied due to piecemeal development. Buildings feature different sizes, arrangements, and architectural features, although the main façades typically face the streets.
	Block and plot sizes	Blocks and plot sizes are relatively generous, with on-plot parking and back gardens commonly seen. Plot sizes are particularly large along some sections of Burnmill Road, which features large front gardens.
	Boundary treatments and setbacks	There is a variety of setbacks. Recesses are shallower along Great Bowden Road but can be very pronounced along Burnmill Road, although front-of-plot parking commonly seen along both roads. Boundary treatments often include hedges, vegetation, and low brick walls. On Burnmill Road, large front gardens are supplemented by wide grass verges located between the pavement and garden boundaries.
	Building size, scale, and type	Buildings are mostly 2-storey semi-detached and detached houses. Some short terraces can be found along Great Bowden Road, while the north of Burnmill Road feature a number of very large properties.
Nature	Green and blue infrastructure	Burnmill Road is flanked by wide grass verges that contain trees. These are supplemented by deep front gardens with additional trees and planting.
	Public realm/open space	Great Bowden Road contains small linear areas of green amenity space. Most properties are within a short distance from open spaces located in adjacent areas.

Figure 48: Linear suburban developments description

Linear suburban development



Figure 49: Houses with large front gardens fronted by wide grass verges, Burnmill Road



Figure 50: Photo illustrating the deep building setback and the varied roofline, Burnmill Road



Figure 51: Houses facing a narrow green space, Great Bowden Road



Figure 52: Front gardens screened by landscaped boundary hedges, Great Bowden Road

3

Inter-war suburbs

4.5 Inter-war suburbs

Inter-war suburbs are characterised by detached and semi-detached houses with some short terraces with front and back gardens. The layouts often reflect the influence of the Garden Village movement. In Arden, inter-war suburbs are mainly found along The Headlands, The Crescent, Meadow Street, The Broadway, and Roman Way.



Figure 53: Detached houses on Roman Way



Figure 54: Map showing inter-war suburbs in Arden (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

Topic	Sub-topic	Written analysis
Connections	-	Many roads are bordered by tree-lined grass verges. Although most are through-routes, there is a minority of loops and cul-de-sac roads that contribute to the tranquil residential character. Mid-block footpaths provide supplementary pedestrian connections.
Built form	Urban form	The same building style is usually repeated within the same development or along the same road, although alterations by successive occupants have decreased the original architectural uniformity. Houses are oriented to face either streets or small areas of open space.
	Block and plot sizes	Most plots are generously sized with a shorter front garden and a much longer back garden.
	Boundary treatments and setbacks	Houses are typically set behind a front garden. Boundary delineations vary, although landscaped hedges and low brick walls are the most common treatment. Many boundaries and gardens have been altered to accommodate vehicle parking. Gentle variations in setbacks are introduced in places for visual interest or to create small amenity green spaces.
	Building size, scale, and type	Two-storey buildings are dominant in the form of semi-detached and detached houses as well as short terraces. There is also a minority of bungalows.
Nature	Green and blue infrastructure	The prevalence of front and back gardens and the frequent tree-lined grass verges confer a green character to much of the area.
	Public realm/ open space	The area contains or borders several areas of green and open space containing play equipment and sports fields. Green verges and trees are common along streets. Some street corners along Meadow Street and The Crescent are punctuated by small areas of amenity green spaces.

Figure 55: Inter-war suburbs description

Inter-war suburbs



Figure 56: Houses facing a small area of amenity green space, Broadway Terrace



Figure 57: Green verges and trees along a row of identical semi-detached houses



Figure 58: Detached houses with front gardens altered to accommodate vehicle parking



Figure 59: Short terraces reflecting alterations to the buildings' original appearance through time

4

Mid-20th century suburbs

4.6 Mid-20th century suburbs

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



Figure 60: Short terraces and bungalows, Ridgeway West



Figure 61: Map showing mid-20th century suburbs in Arden (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

Topic	Sub-topic	Written analysis
Connections	-	Developments are articulated along winding roads, many of which are cul-de-sac roads. The Ridgeway is the only through-route. Due to this arrangement streets are relatively open and tranquil, which helps preserve their residential character. A few 'cut throughs' provide additional pedestrian connectivity. Footpaths create attractive pedestrian routes to Great Bowden to the north.
Built form	Urban form	This area is characterised by several housing developments arranged along sweeping crescents. Buildings follow similar layouts, most often facing onto the street and creating a relatively homogeneous street frontage. In some places, however, buildings face the street at an angle that follows the orientation of the plot rather than that of the street.
	Block and plot sizes	Blocks and plot sizes are typically generous, in line with mid-20th century size standards, with most homes featuring a front garden and front-of-plot or side-of-plot parking.
	Boundary treatments and setbacks	Boundary treatments generally include low brick walls, wooden fences, often with hedges or informal plantings. In some properties, the entire front garden is paved and occupied by on-plot vehicle parking.
	Building size, scale, and type	Buildings vary in size and type throughout this area type. In particular, some areas are characterized by single storey bungalows, while others are characterised by two storey semi-detached homes. There is also a minority of short one- and two-storey terraces.
Nature	Green and blue infrastructure	Green infrastructure is integrated into this area type, in particular through the use of hedges, street trees and grass verges along streets and pavements.
	Public realm/ open space	A small number of streets are lined with green verges containing street trees. A few smaller pocket parks and play spaces contributes to the presence of green infrastructure throughout the area. A belt of large fields bound by mature trees is located uphill on the northern edge of the built-up area, creating an area of separation between Market Harborough and Great Bowden.

Figure 62: Mid-20th century suburbs description

Mid-20th century suburbs



Figure 63: Semi-detached houses on Marlborough Way



Figure 65: Semi-detached houses on Warwick Close



Figure 64: Bungalows on Chiltern Close



Figure 66: Small green space at the corner of Pochin Drive and Marlborough Way

5

Late 20th century/early 21st century development

4.7 Late 20th century/early 21st century development

Since the late 20th century, Market Harborough has experienced several housing developments. Development of this time period makes up small pockets scattered across Arden. These developments include many different typologies with some mock Georgian terraces, bungalows, and multi-storey apartment buildings.



Figure 67: Multi-storey retirement home on Clarence Street



Figure 68: Map showing late 20th century/early 21st century development in Arden (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

Topic	Sub-topic	Written analysis
Connections	-	Due to the modest size of the infill development sites, most streets within this area-type are short cul-de-sac roads. This creates quiet roads, generally only used for accessing dwellings. Some streets lack pavements and are instead designed to be travelled at low speed and shared between pedestrians and vehicles.
Built form	Urban form	This area type consists of modest infill development sites scattered across Arden and built across different time periods. Although featuring a variety of layouts, building types and architectural styles, there are consistencies within the overall design approach which result in these developments being grouped under one area type. Most dwellings have a main facade/primary frontage facing the street.
	Block and plot sizes	Blocks and plots are sized to allow for private gardens and on-plot car parking. Their size and layout vary to respond to the characteristics of the site and the housing typology.
	Boundary treatments and setbacks	Setbacks and boundary treatments vary greatly across the area type as a whole. Within pockets of homogeneous development, buildings are typically set back at similar distances from the streets with gentle variations, with front gardens and front-of-plot parking common. Boundary treatments are mixed, with hedgerows and informal planting most commonly seen.
	Building size, scale, and type	Building sizes, scales, and types vary. Most development contain one- and two-storey houses, usually detached and semi-detached. The area also contains a significant minority of short terraces as well as a large retirement apartment building.
Nature	Green and blue infrastructure	Landscaping in the form of trees, grass verges, and planting strips is integrated in the design of developments from the onset. This mitigates the presence of parked vehicles.
	Public realm/open space	Some developments integrate small pockets of amenity open spaces. The best example of this integration is Middlebrook Green, whose layout is articulated around a central green space.

Figure 69: Late 20th/early 21st century developments description

Late 20th /early 21st century development



Figure 70: Georgian-inspired terrace, Middlebrook Garden



Figure 72: Bungalows and two-storey house, Centenary Close



Figure 71: Two-storey houses backing onto Roman Way



Figure 73: Private cul-de-sac, Saxon Close

6

Industrial/employment

4.8 Industrial/employment

Industrial and employment areas have a very different character and layout residential areas. In Arden, they are the dominant form east of the railway line and around the railway station.



Figure 74: Entrance to the Welland Business Park



Figure 75: Map showing Industrial/employment areas in Arden (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

Topic	Sub-topic	Written analysis
Connections	-	Industrial areas are typically only accessible to vehicular traffic and offer no through connections for pedestrians or cyclists. The road layout is designed to prioritise the movement and parking of lorries and other large vehicles.
Built form	Urban form	The area is dominated by large warehousing units, car parks, office buildings and yards.
	Block and plot sizes	Plots are large, accommodating factories, warehouses and offices at a much greater scale to any of the neighbouring residential uses. The orientation of many buildings does not follow the street pattern.
	Boundary treatments and setbacks	Boundary treatments are often unattractive consisting of tall metal fences, ditches, and low brick walls. Setbacks from roads are typically large, often with car parking. The boundary of the industrial areas on Rockingham Road, however, contains a landscaped buffer with grass verges, shrubs, and trees.
	Building size, scale, and type	Buildings are mostly large warehousing units, office buildings, and big box stores.
Nature	Green and blue infrastructure	Many estates include considerable grass verges which help to soften the visual impression of the industrial uses. The river Welland flows through the area and constitutes the main blue corridor in the town.
	Public realm/open space	Industrial areas contain areas greenery with landscaping and trees, including a large green space with trees and recreational space bordering the river Welland.

Figure 76: Industrial/employment area description

Industrial/employment



Figure 77: Vehicle parking in the industrial area west of Great Bowden Road



Figure 78: Landscaped buffer on the perimeter of the Welland Business Park on Rockingham Road



Figure 79: Large one-storey industrial and commercial buildings



Figure 80: View of industrial buildings located along Fernie Road



Arden design guidance

05

5. Arden character area design guidance

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

5.1 Introduction

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

As displayed in the figure opposite, there are 6 area types under consideration in Arden. These are addressed individually in this chapter, with a brief description of their location, constraints and opportunities, followed by design guidance bespoke to the area type.

It must be noted that St Mary in Arden and its church yard constitute a small additional Historic Settlement area type west of the railway station. This area will however not be considered because it will be retained as a green open space and will therefore not be developed.

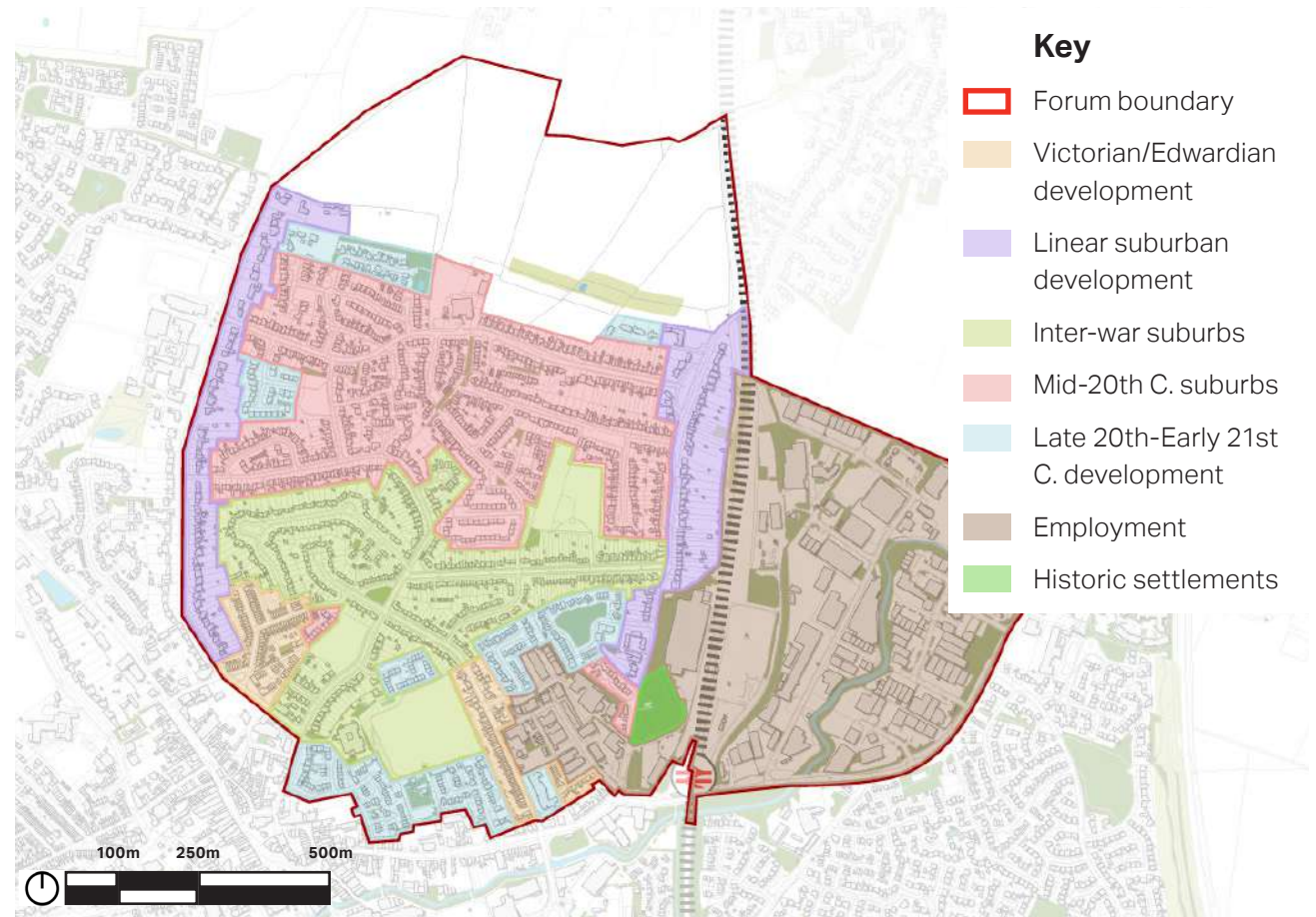


Figure 81: Arden area types (© Crown Copyright 2025. All rights reserved Harborough District Council AC0000807244)

5.2 Victorian and Edwardian terraces



Context

The Victorian and Edwardian terraces are located in the southern part of the neighbourhood area and are the first extensions to the Market Harborough town centre in Arden.

The formal, rectilinear layout of plots and narrow streets helps create a quiet, well-defined residential area. The buildings in the area are relatively homogeneous with strong architectural character that permeates the area.

Design guidance

The guidance below is applicable to the Victorian and Edwardian terraces in Arden. The rationale for this is based on the constraints and opportunities of the area as well as the content of [Table 01](#).

Public and green spaces

- Opportunities should be sought to incorporate street trees and vegetation in the public realm and along building frontages to increase the vegetation cover.

Materials and architecture

- New infill development should provide a sympathetic response to the existing character and architectural details;
- New development and renovations should utilise appropriate materials such as red brick and render to respect the original character of the buildings; and
- Windows renovations should be sympathetic to the original designs of sash or bay windows.

Boundary treatment

- Boundary treatments that are appropriate for the area such as low brick walls and front garden vegetation should be reinstated.



Figure 82: Photo illustrating the absence of vegetation in the public realm



Figure 83: Photo illustrating the uniformity of façade treatments

Constraints

- Small block and plot sizes, and already densely built up constraining opportunities;
- In some areas, on-street car parking leads to traffic issues which has a knock-on effect on any pedestrians trying to cross the road at those points; and
- Strong architectural uniformity to be maintained, constraining the style of new development.

Opportunities

- Preserve and enhance the historic character of the Victorian and Edwardian terraces;
- Retain the existing modest building scale and massing in the area; and
- Minor infill development only.

Heights and rooflines

- Rooflines should be pitched with the use of traditional slate; and
- Building heights should reflect the surrounding development (2 storeys) in order to retain the existing character of the area.

Plot layout

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

Parking

- Where possible, space should be provided for on-street parking. On-plot parking should not be incorporated as it goes against the existing character and design of plots.



Figure 84: Photo illustrating the uniformity of the roofline

5.3 Linear suburban development



Context

Early 20th century suburban development occurred in a piecemeal, linear fashion along Burnmill Road and Great Bowden Road. This resulted in a diversity of building styles, arrangements, and sizes. Development is characterised by properties arranged in a one-plot deep configuration along the roads. Most properties are equipped with large back and front gardens.

Design guidance

The guidance below is applicable to the Linear suburban development in Arden. The rationale for this is based on the constraints and opportunities of the area as well as the content of [Table 02](#).

Public and green spaces

- Grass verges and vegetation should be maintained and reinforced in the public realm and along property boundaries.

Materials and architecture

- New development should provide a sympathetic response to the existing character and architectural details;
- New development should utilise the typical materials, red brick, smooth render, painted in light colours which contribute to the local vernacular; and
- Triple casement windows and bay windows should be used wherever possible to match existing fenestration in the area.



Figure 85: Wide grass verges along Burnmill Road



Figure 86: Opportunities to reinforce or reinstate boundary treatments along Great Bowden Road

Constraints

- Historic character and architectural features to be respected; and
- Few east-west through routes, creating a barrier between this area and the rest of Arden.

Opportunities

- Large areas occupied by vegetation allow for opportunities to enhance biodiversity and sustainable drainage;
- Improve connectivity to other parts of the neighbourhood area; and
- Retain the diversity of building styles, scales, and massing in the area.

Boundary treatment

- Appropriate boundary treatments in the form of landscaped hedges and low brick walls should be retained or reinstated to screen parked vehicles and maintain privacy.

Heights and rooflines

- The design and materials of roofs should respect the character of existing buildings; and
- Building heights should reflect the surrounding development (1-2 storeys) in order to retain the existing character of the area.

Plot layout

- Façades should face the street and reinforce the existing building line; and
- New developments could have subtle variations in setbacks but should follow the building line to retain the linear arrangement of the area.

Parking

- Parking should be provided front-of-plot wherever possible without overwhelming front gardens; and
- Permeable materials should be used to decrease the risk of surface water run-off.



Figure 87: Photo illustrating the variety in roof shapes and materials



Figure 88: Boundary treatments in the form of low brick walls and landscaped hedges

5.4 Inter-war suburbs



Context

Inter-war suburbs are located in the central part of the residential part of Arden. Properties typically have front and back gardens. The overall regularity of plot layouts and built forms within a development is counterbalanced by occasional variations in building setbacks, the placement of small amenity spaces, and the looping layout of streets.

Design guidance

The guidance below is applicable to the Inter-war suburbs in Arden. The rationale for this is based on the constraints and opportunities of the area as well as the content of [Table 03](#).

Public green spaces

- Grass verges and vegetation should be maintained and reinforced in the public realm and along property boundaries.

Materials and architecture

- New development should provide a sympathetic response to the existing character and architectural details;
- New development should utilise materials sympathetic to the original design such as red brick, off-white render, and slate tiles; and
- Triple casement windows and bay windows should be used wherever possible to match existing fenestration in the area.



Figure 89: Developments are often punctuated by small green amenity spaces



Figure 90: Opportunities to reinforce the vegetation along green verges

Constraints

- Gradual erosion of the regularity of the original architectural features; and
- Loss of boundary hedges to vehicle parking.

Opportunities

- Restoration of the original built forms and boundary treatments by encouraging the adoption of the original materials and architectural features; and
- Large areas occupied by vegetation allow for opportunities to enhance biodiversity and sustainable drainage.

Boundary treatment

- Appropriate boundary treatments in the form of landscaped hedges and low brick walls should be retained or reinstated to screen parked vehicles and maintain privacy.

Heights and rooflines

- Building heights should reflect the surrounding development (1-2 storeys) in order to retain the suburban character of the area.

Plot layout

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

Parking

- On-plot car parking should be provided and located to the side of the property where possible in order to minimise the visual impact on the streetscape; and
- Opportunities to install permeable pavement in parking areas and driveways should be sought.



Figure 91: Photo showing a building frontage with a high degree of uniformity



Figure 92: Opportunities to install permeable paving in parking areas

5.5 Mid-20th century development



Context

Significant areas of mid-20th century housing estates are located to the north of Arden, with two small pockets to the south. These are mostly detached and semi-detached track development with a mix of two-storey houses and bungalows. The area of separation between Market Harborough and Great Bowden is located on the northern edge of the area.

Design guidance

The guidance below is applicable to the mid-20th century development areas in Arden. The rationale for this is based on the constraints and opportunities of the area as well as the content of [Table 04](#).

Public green spaces

- New development should provide landscaped front gardens and grass verges in order to increase the vegetation cover;
- Connectivity to small public green spaces and the fields that constitute the area of separation to the north of Arden should be enhanced where possible; and
- Existing footpaths should be better maintained to link up with rural settlements and countryside to create a network of green walking routes and promote biodiversity.

Materials and architecture

- New development should provide a sympathetic response to the scale and design of the existing development; and
- New development should utilise the existing materials, red brick, white weatherboarding, pebbledash render, painted in pale hues of colour which contribute to the local vernacular.



Figure 93: Houses with roof heights sitting below the canopy of mature trees (background)



Figure 94: Belt of mature trees located near the crest of the hill to the north of the area

Constraints

- There is a lack of variety in the building styles; and
- Lack of public realm animation and street vegetation can create a monotone environment at times.

Opportunities

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

Boundary treatment

- Vegetation in the form of front lawns and low-level shrubs should be reflected in any form of development in order to mitigate the presence of parked vehicles.

Heights and rooflines

- Building heights should be sympathetic to the surrounding development (1-2 storeys) and the sloping topography; and
- The height of buildings on the northern edge of the built-up area must remain below the tree canopy.

Plot layout

- Generally, façades must face the street to reinforce the existing building line and preserve natural surveillance;
- Any development at the edge of the area of separation must provide a green buffer to ensure a sympathetic transition with the fields to the north; and
- Plot layouts should consider the sloping topography.

Parking

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



Figure 95: Long-distance view created by the area's uneven terrain



Figure 96: Two-storey detached houses with garages

5.6 Late 20th century/ early 21st century development



Context

Small pockets of housing built from the late 20th century onward are scattered throughout the Neighbourhood Area, mostly in the form of infill or brownfield development. Site layouts and building typologies are varied to respond to the design characteristics of their immediate physical context. Some sites contain small areas of amenity green space and landscaping.

Design guidance

The guidance below is applicable to the late 20th century and early 21st century development areas in Arden. The rationale for this is based on the constraints and opportunities of the area as well as the content of [Table 05](#).

Public green spaces

- Any future development should be encouraged to provide front gardens and grass verges to increase the vegetation cover; and
- Green amenity spaces should be designed into any development to create a well joined up green network.

Typology and form

- New development proposals should reflect the variety in the existing typologies of the area.



Figure 97: Development layout centred around a green space, Middlebrook Green



Figure 98: Apartment buildings, short terraces, and semi-detached buildings, Middlebrook Green

Constraints

- Some cul-de-sac developments lack onward pedestrian connections.

Opportunities

- Sustainable building design should be prioritised where possible to help tackle climate change; and
- Sufficient on-plot and visitor parking will help ensure that the streets of new housing developments are clear of clutter.

Connections and movement

- New development proposals should have connected layouts that are linked to the rest of Arden; and
- Opportunities to provide pedestrian connections at cul-de-sac ends should be sought.

Heights and rooflines

- Building heights should reflect the surrounding development (1-3 storeys); and
- Building heights should take into account the topography of the site.

Plot layout

- Primary building façades should generally face the street, with subtle variations to create interest in the streetscape.

Parking

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



Figure 99: The height of houses located near to the hill crest (left) is reduced to one storey, Centenary Close



Figure 100: Short cul-de-sac with landscaped areas, Andrew Macdonald Close

5.7 Industrial/employment



Context

The east of Arden contains large employment zones. These are characterised by large plots which host buildings that are a range of sizes as a result of their different uses. The Fernie Road industrial cluster is smaller and more enclosed. The Riverside Industrial Estate contains larger industrial buildings, big box retail, and office parks set in a more open setting.

Design guidance

The guidance below is applicable to the Employment development areas in Arden. The rationale for this is based on the constraints and opportunities of the area as well as the content of [Table 06](#).

Public green spaces

- Any future development should be encouraged to provide amenity space for workers;
- Where possible, enhancements to the walking and cycling environment should be sought; and
- Additional landscaping should be used to screen industrial buildings and reduce heat island effects.

Materials and architecture

- New development should provide a sympathetic response to the scale of the existing development and be somewhat relatable to the existing architectural details, however contemporary takes on this architectural design can be acceptable; and
- Opportunities to retrofit large industrial buildings with green roofs and/or photovoltaic panels should be sought.



Figure 101: View along the A4304 showing large employment buildings partially screened by trees



Figure 102: Renovated Victorian building on Great Bowden Road

Constraints

- Lack of open space for workers to use; and
- The streetscape and overall public realm are very vehicle-oriented.

Opportunities

- To provide further jobs for local people;
- To encourage the development of open spaces to allow residents and workers to have outdoor amenity when they are on their break; and
- To retrofit large industrial buildings with green roofs to manage stormwater, reduce heat island effects, and promote biodiversity.

Connections and movement

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

Parking

- Parking and service yards should be to the rear or side of employment buildings, allowing active frontages to directly address the public realm; and
- Opportunities to replace impervious road and parking surfaces with permeable paving and sustainable drainage solutions should be sought to reduce heat island effects and manage stormwater runoffs.



Figure 103: Opportunities to soften surface car parks with soft landscaping and sustainable drainage.



Figure 104: Large commercial and industrial buildings present opportunities for green roofs or photovoltaic panels

The background of the slide is a photograph of a natural landscape. A narrow dirt path leads from the bottom right towards the center of the image. The path is flanked by tall, dry grass and some green foliage. In the background, there is a line of trees with autumn-colored leaves in shades of orange, yellow, and brown. The sky is overcast and grey.

Checklist

06

6. Checklist

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

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

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

1

General design guidelines for new development:

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

1 continued

General design guidelines for new development:

- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Positively integrate green infrastructure in accordance with national design guidance to positively contribute to liveability, biodiversity and climate change resilience;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- 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

Open environmental areas, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?

4

Gateway and access features:

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

5

Buildings layout and grouping:

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

5 continued

Buildings layout and grouping:

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

6

Building line and boundary treatment:

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

7

Building heights and roofline:

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

8

Household extensions:

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

9

Building materials & surface treatment:

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

10

Car parking:

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

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of \$13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and [@AECOM](https://twitter.com/AECOM).