Sleaford

Design Codes and Guidance

Final Report

December 2023

Delivering a better world

Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position	Comments /sign-off received	Approved by	Position
1	4 August 2023	Partial draft (s1-2) to the working group	John-Michael Chidwick	Consultant Urban Designer (AECOM)	10 August 2023	Wei Deng	Principal Urban Designer (AECOM)
2	26 September 2023	Full draft to the working group	John-Michael Chidwick	Consultant Urban Designer (AECOM)	27 October 2023	Wei Deng	Principal Urban Designer (AECOM)
3	30 October 2023	Revised full draft to the working group	John-Michael Chidwick	Consultant Urban Designer (AECOM)	17 November 2023	Sleaford Town Council Sub-Committee	N/A
4	4 December 2023	Final draft to Locality	John-Michael Chidwick	Consultant Urban Designer (AECOM)	12 December 2023	Nick Beedie	Urban Design Manager (AECOM)
5	12 December 2023	Final report to the working group	John-Michael Chidwick	Consultant Urban Designer (AECOM)	12 December 2023	Annabel Osborne	Neighbourhood Planning Officer (Locality)

Contents

Introduction

01

1. Introduction

Sleaford Town Council 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 town of Sleaford and the wider neighbourhood area.

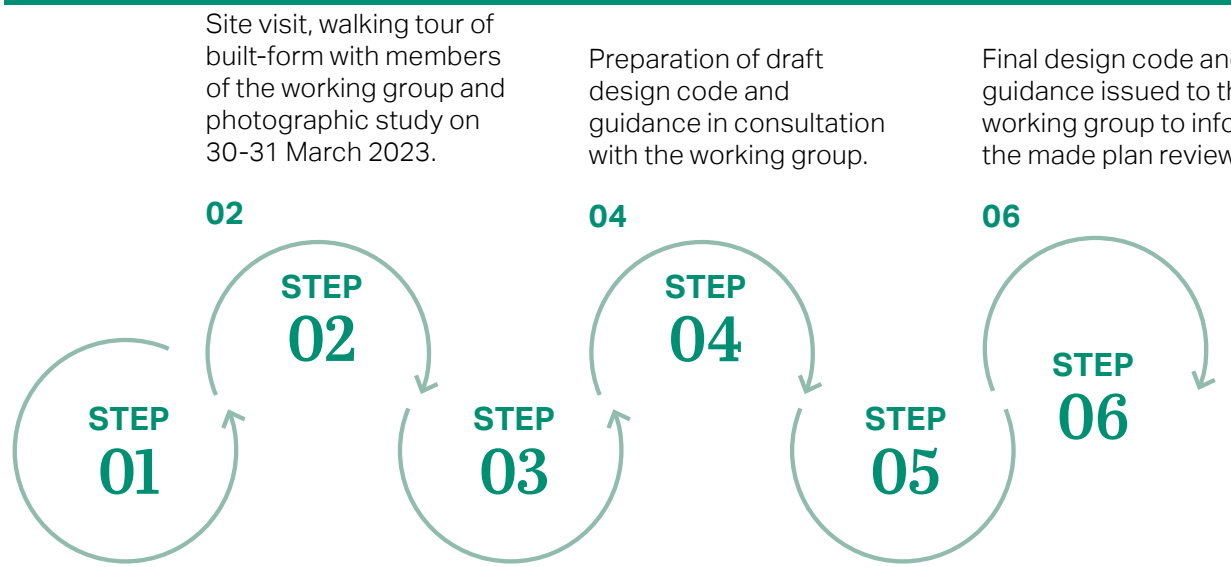
Sleaford is a market town in the North Kesteven district of Lincolnshire. With a population of 19,807 in the 2021 Census, the town has experienced rapid housing growth and an expanding population over the last two decades and is identified as a main focal point for growth under the Central Lincolnshire Local Plan 2023.

This document will help to unlock the development potential of Sleaford by setting out codes and guidance which meet the aspirations of all local stakeholders and supports the deliver of high-quality, sustainable development on site allocations within the development limit which might otherwise be highly contested.

The design codes and guidance are area wide and supplemented by specific codes relating to the different character areas where needed. This document is focused on ensuring development provides local distinctiveness, connections to green infrastructure, improvements to walking and cycling links and contributions to sustainability.

1.1 Aims

- To positively influence the character and design of new development within the neighbourhood area.
- To enhance the existing settlement pattern, sense of place and quality of the built and natural environments.
- To preserve the special character of the Conservation Area within Sleaford's historic town centre.
- To produce a detailed appraisal of the neighbourhood area's urban and landscape context.
- To provide design guidance and clarity to ensure the highest quality sustainable development.
- To protect and enhance the neighbourhood area's green routes and spaces.



01

Inception meeting between AECOM and members of the working group on 28 February 2023.

02

Site visit, walking tour of built-form with members of the working group and photographic study on 30-31 March 2023.

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 working group.

05

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

06

Final design code and guidance issued to the working 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:

- to understand the wider landscape character context of the neighbourhood area;
- to implement a place analysis approach to assess the settlement pattern and urban form across the neighbourhood area;
- to review planning policy and existing strategies and appraisals covering the neighbourhood area;
- to undertake characterisation work based on the analysis and the existing strategies and appraisals;
- to review the identity of the Sleaford Conservation Area and other local designations;
- to propose landscape and townscape character areas to which specific design codes can be applied; and
- to produce design codes relating to specific character areas, locations and all types of new development.

1.3 Study Area

The neighbourhood area is located approximately 18 miles south of Lincoln, 18 miles to the south east of Newark-on-Trent, 14 miles to the north east of Grantham and 17 miles to the west of Boston.

The neighbourhood area includes the main settlement of Sleaford along with the connected villages of Holdingham and Quarrington. The village of Greylees sits separate to the main urban area in the south west of the neighbourhood area. The remaining area is predominantly rural including open grassland and arable fields.

The neighbourhood area's northern, western and southern boundaries follow historic field patterns with open countryside on each side. The eastern boundary follows Mareham Lane from the south before cutting through the eastern part of the urban area.

Dominant features of the neighbourhood area include the A15 and A17 which contain the urban settlement within the south east of the area. Several railway lines converge in the town providing direct connections to Lincoln, Nottingham, Grantham, Peterborough and Skegness. The River Slea runs west to east and cuts through the centre of Sleaford.

Figure 01: The River Slea runs through the centre of Sleaford.

Figure 02: The Market Place - Sleaford's historic heart.

Figure 03: The rural nature of the surrounding Lincolnshire countryside.

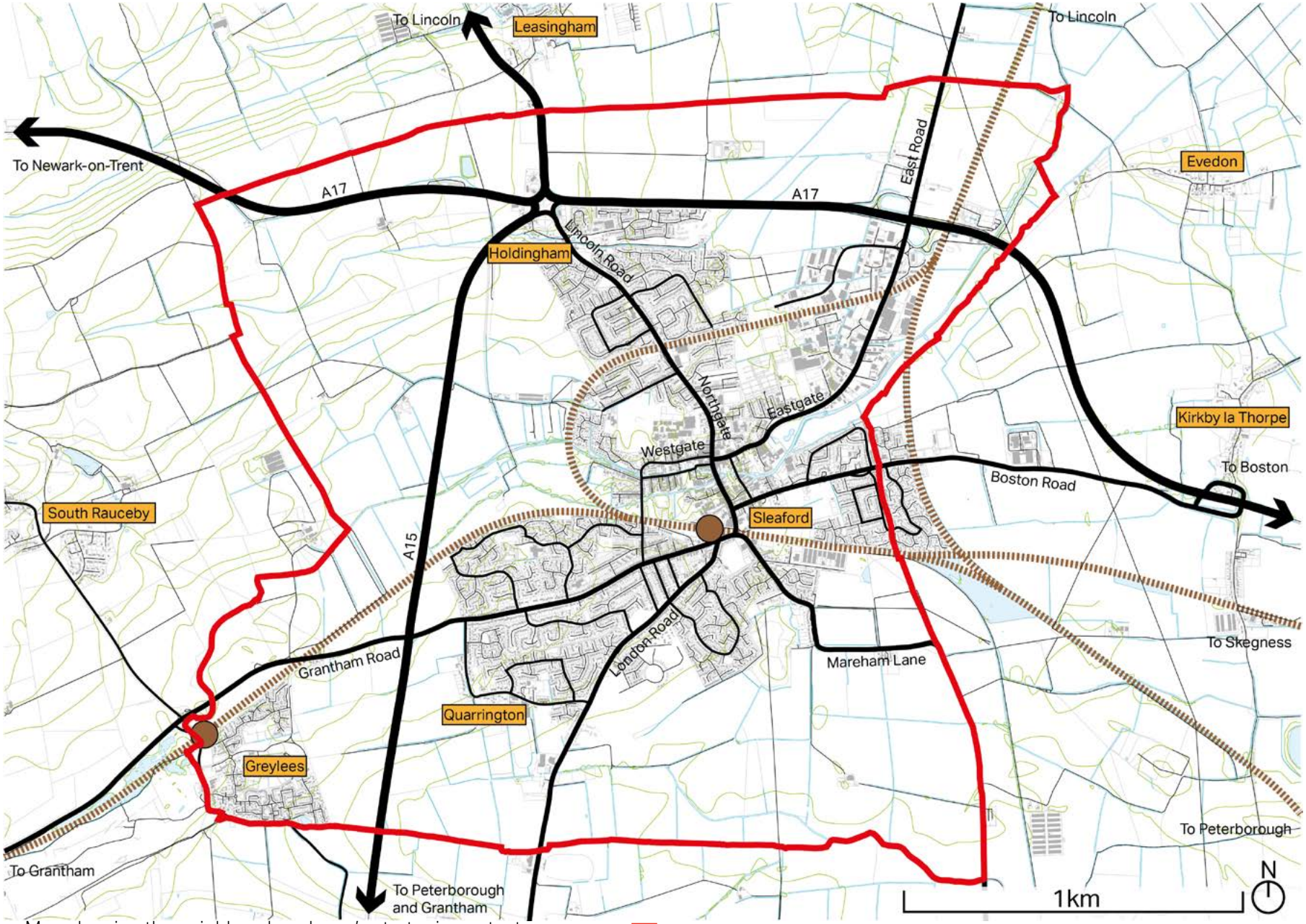


Figure 04: Map showing the neighbourhood area's strategic context.

1.4 Using the Design Codes and Guidance

The codes in this document are split between two sections. Section 3 of this document sets out 10 character areas based on various local attributes. That section contains specific design codes that apply to each character area. Section 4 contains area-wide design codes that apply across the entire neighbourhood area.

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.

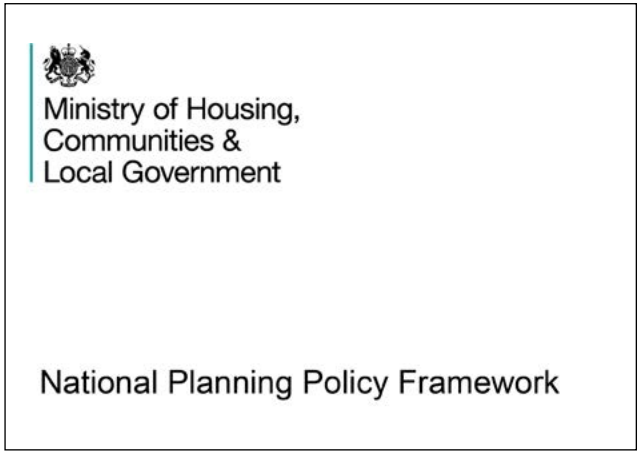
A design code and guidance alone will not automatically secure quality design outcomes, but it will help to prevent poor outcomes by creating a rigorous process that establishes expectations.

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 assess 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.

1.5 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.



1.5.1 National Planning Policy Framework (revised September 2023)

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

Part 12 (Achieving Well-designed Places) of the NPPF 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.

Paragraph 128 provides that "Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety".

Paragraph 129 provides that "Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes".

Paragraph 134 provides 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".

1.5.2 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.

1.5.3 National Model Design Code (2021)

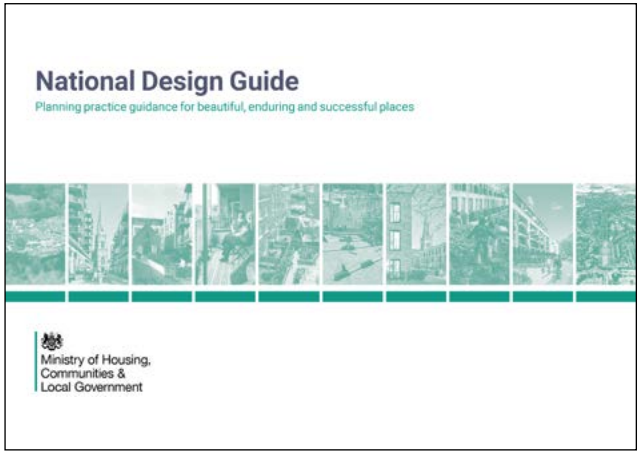
The National Model Design Code (NMDC) sets a baseline for quality and practice. It provides detailed guidance on the production of design codes and the outlining of character areas.

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.

1.5.4 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.



1.5.5 Manual for Streets (2007)

Manual for Streets aims to bring about a fundamental culture change in the way streets are designed and adopted. It comprises technical guidance focusing on lightly-trafficked residential streets. Many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas.

Manual for Streets is used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to redesign.

1.5.6 Central Lincolnshire Local Plan

The Central Lincolnshire Local Plan was formally adopted in April 2023, replacing the Central Lincolnshire Local Plan 2012-2036 (which itself replaced the previously separate Local Plans of the City of Lincoln, West Lindsey and North Kesteven). The Local Plan sets out the long term strategy in respect of new developments up to 2040. The Local Plan identifies Sleaford as a "Main Town" which is a focus for substantial housing development supported by appropriate levels of employment growth, retail growth and wider service provision. Sleaford is expected to provide around 12% of Central Lincolnshire's overall supply of 24,244 dwellings over the Local Plan period of 2018-2040.

1.5.7 Sleaford Neighbourhood Plan

The Sleaford Neighbourhood Plan is the neighbourhood area's statutory development plan used in determining planning applications up to 2040. The Neighbourhood Plan contains the views of the local community and reflects the topics identified as being of importance, in particular concerning Sleaford's town centre.

1.5.8 Sleaford Transport Strategy

An updated version of the Sleaford Transport Strategy was endorsed by North Kesteven District Council in June 2022. The strategy focuses on balancing the issues raised by climate change along with supporting growth, delivery of services and connectivity.

1.5.9 Preliminary Sleaford Cycling and Walking Network Plan

The Network Plan was adopted in January 2021 and aims to produce an evidence-based infrastructure plan for Sleaford in order to provide high-level feasibility for investment in the highest priority cycling and walking infrastructure.

1.5.10 Sleaford Masterplan - Town Centre Refresh

The Sleaford Masterplan was approved by North Kesteven District Council in June 2022. It contains six design themes including revealing the River Slea, creating public spaces, diversifying town centre uses, supporting sensitive development, celebrating nature and heritage and connecting people with places.

1.5.11 Sleaford Conservation Area Appraisal

The Conservation Area Appraisal was adopted in April 2016 and contains a comprehensive survey and photographic record of the Sleaford Conservation Area.

1.5.12 Lincolnshire Extensive Urban Survey (Sleaford 2022)

The primary objective of the Extensive Urban Survey is to create a record of the development and historic character of Sleaford. The project consists of a written report and GIS data, detailing the archaeological and historical background and development of the town.

The Extensive Urban Survey provides a snapshot of the development of Sleaford at the time of survey. As such, it is one of may data sets which could and should be consulted prior to development proposals within the towns. The Lincolnshire Historic Environment Record maintains an up to date record of all historical and archaeological data that is known within Lincolnshire and should be consulted as part of planning applications.

1.5.13 Other Relevant Documents

There are several other documents providing additional guidance covering both thematic and site-specific issues, including:

- Kesteven District Council Landscape (see page 30 for further details);
- Lincolnshire Local Transport Plan;
- Central Lincolnshire Developer Contributions SPD;
- Central Lincolnshire Housing Growth Delivery Plan;
- Central Lincolnshire Energy Efficiency Design Guide;
- Central Lincolnshire Biodiversity Net Gain Guidance Note;
- Central Lincolnshire Health Impact Assessment for Planning Applications;
- Central Lincolnshire Five Year Land Supply Report; and
- Sleaford Town Centre Regeneration SPD.

1.6 Site Visits and Engagement

An inception call between AECOM and representatives of Sleaford Town Council was undertaken on 28 February 2023 to introduce the teams, to explore the working group's key aims and objectives and to address any initial concerns.

A two-day site visit was then conducted between 30-31 March 2023 led by members of the working group along with the consultants working on the Neighbourhood Plan. The visit commenced at Sleaford Town Hall and covered the whole neighbourhood area.

The first day focused on Sleaford's town centre. The second day focused on the neighbourhood area's residential areas along with several green spaces and allocated sites. The visit allowed AECOM to gather an extensive photographic survey and undertake a comprehensive place analysis which have formed the basis of this document.

A series of working group meetings then allowed the working group to make comments and ask questions which helped shape the document into its current form.

Figure 05: The working group meeting outside Sleaford Town Hall.

Figure 06: The working group exploring Sleaford's town centre.

Figure 07: The working group exploring the neighbourhood area's green spaces.

Place Analysis

02


01529 413691
PIZZA DELIGHT & KEBAB HOUSE
OPEN 7 DAYS A WEEK
FREE DELIVERY
TO LET
Shop
Cafe
Restaurant
Lorraine's
07542
139865
SALE
SALE
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2. Place Analysis

Sleaford is a bustling market town surrounded by quintessential Lincolnshire countryside. This sensitive balance of urban activity and rural tranquility creates a unique identity of which its residents are justly proud.

2.1 Context and Identity

Sleaford's town centre is located at the heart of the neighbourhood area. Most commercial activity runs along the linear Northgate and Southgate and contains shops, restaurants and independent businesses occupying many of the town's most historic buildings. Several other commercial streets radiate from these roads, including the town's historic Market Place which is overlooked by the Grade I Listed Parish Church of St Denys and leads on to Eastgate to the east.

From this central historic core, several large 20th and 21st Century residential developments have radiated along the key thoroughfares of Grantham Road, London Road, Boston Road and Lincoln Road. The modern housing in this area reflects the town's rapid growth over the previous decades.

Much of Sleaford's positive character is found within its large Conservation Area. Buildings are a mix of limestone and red brick, mainly ranging between the 16th and 19th centuries. Several grand civic buildings were constructed during the Victorian period with ornate decorations. These are interspersed with more modest buildings creating a diverse set of streetscapes.

The northernmost point of the urban area contains the hamlet of Holdingham which feels rural in nature due to its surrounding farmland and detached cottages. The southernmost point of the urban area contains the village of Quarrington which is centred around the Grade II* Listed Church of St Botolph. Separate to the main urban area to the south west sits the village of Greylees which is centred around the former Victorian asylum of Rauceby Hospital.

The urban area is surrounded on all sides by open countryside, predominantly flat (as is characteristic for Lincolnshire) but with some gentle undulations to the west. The land is a combination of arable farmland and open meadows with some historic farmsteads dotted across the landscape. Some of this land has been allocated for development pursuant to the Central Lincolnshire Local Plan.

Figure 08: Ornate architectural styles built using characteristic limestone.

Figure 09: The Grade II* Listed Church of St Botolph in Quarrington.

Figure 10: A converted chapel: part of the former Rauceby Hospital site in Greylees.

Figure 11: Victorian terraced housing on Boston Road.

Figure 12: The surrounding countryside.

Figure 13: Sleaford's historic Market Place with a mixture of architectural styles and materials.

Figure 14: Sleaford's former Town Hall (Sessions House) on Northgate.

Figure 15: Limestone is the dominant building material on this row of commercial Georgian facing the Market Place.

Figure 16: The River Slea looking east from Sleaford.

2.2 Settlement Origins and Growth

Sleaford's current urban form has its origins surrounding the Parish Church of St Denys (with late 12th Century origins) and the site of Sleaford Castle (with early 12th Century origins). Sleaford Castle has now mostly been dismantled but the site remains an important public green space for the town. The medieval core of Sleaford includes Market Place, Southgate, Eastgate, Westgate and Northgate.

In the late 18th Century, parts of the River Slea were canalised which created a navigable waterway connecting with the River Witham and thereby to Lincoln and the River Trent, and Boston and the Wash. The decline of the waterway began with the arrival of the railway in the 1850s. These developments created rapid urban expansion in the Victorian period which has continued to the present day.

The Victorian and Edwardian periods saw the construction of several mills and factories. Many of these buildings have been repurposed for housing, commercial or cultural uses but a prominent example of one ripe for redevelopment is the Grade II* Listed Bass Maltings, a large group of eight disused malt houses to the south east of Sleaford's town centre. Although derelict, these buildings can be seen from across the surrounding countryside and form an important part of Sleaford's identity.

Figure 17: Historic buildings lining the River Slea.

Figure 20: The 19th Century Grade II Listed Carre's Charity almshouses.

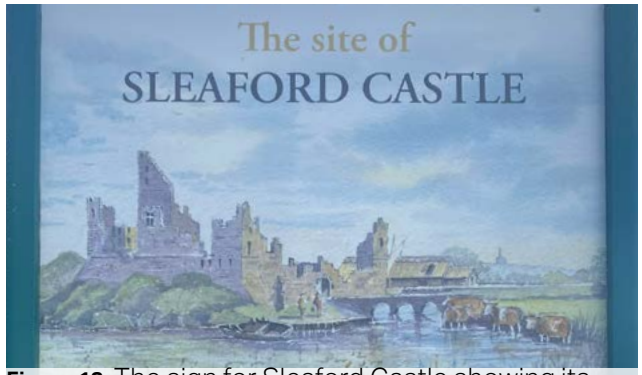


Figure 18: The sign for Sleaford Castle showing its historic situation on the River Slea.

Figure 21: The Grade I Listed Parish Church of St Denys with late 12th Century origins.

Figure 19: The Grade II* Listed Bass Maltings completed in 1907.

Figure 22: Kingston Terrace constructed during Sleaford's Victorian expansion.

2.2.1 Settlement Pattern Today

Much of Sleaford's 20th and 21st century expansion has been into the countryside surrounding the Conservation Area. Large suburban developments radiate from arterial routes running into the town usually in cul-de-sac formations. The houses are a mix of detached and semi-detached houses and bungalows built from a range of materials depending on their period of construction. The styles are largely consistent with housing developments built across the United Kingdom with few attempts to match the vernacular of Sleaford's historic core.

There have been several developments within Sleaford's town centre. The Riverside Centre is a 1960s shopping precinct connecting to the west of Southgate and built in a modernist style which contrasts with the town's more historic architecture. This connects with Millstream Square to the south, a recent development of apartments and retail units built in a pastiche style more reminiscent of its surrounding context. Some striking conversions have taken place alongside the River Slea including The Hub which holds a large exhibition space for craft and design along with a shop, café and numerous workshops.

Figure 23: Millstream Square built in a faux-Georgian style.

Figure 26: The Hub, a nationally recognised crafts centre, is a converted seed warehouse, formally opened in 2003.

Figure 24: 21st Century housing along Mareham Lane.

Figure 27: The 1960s Riverside Centre precinct built in a modernist style.

Figure 25: A retirement complex built in the centre of Sleaford in the 1980s.

Figure 28: The modern lifting bridge over the River Slea.

2.3 Layout and Urban Grain

The adjacent figure ground map shows the relationship between built and unbuilt space in the neighbourhood area. The layout of buildings can highlight interesting urban patterns and help to identify different elements of character. Using this method, the neighbourhood area's urban spaces can be roughly divided into the following categories.

Urban Core

This roughly outlines Sleaford's commercial heart with a dense pattern of varying sized buildings that have been rebuilt and extended over time. The dense layout indicates that this an area of high activity.

Linear Urban

This includes areas of dense terraced and semi-detached homes constructed in an orderly linear form. Many of these were built between the Victorian era and early 20th Century close to Sleaford's town centre.

Village

Mainly centred around Holdingham, this layout of dispersed detached houses surrounded by large gardens and open space is reminiscent of villages and hamlets in more rural locations.

Informal Suburban

Mainly constructed between the 1980s and the present day, the houses in these areas are laid out in a curvilinear cul-de-sac formation radiating from main arterial roads. These are often dead-end roads without direct links to each other.

Formal Suburban

Mainly constructed between the 1920s and the 1970s, the houses, usually of a matching style, follow a linear street pattern with numerous routes for cars and pedestrians. The houses often have generous front and back gardens.

Industrial

Large urban blocks mainly consisting of industrial warehouses often randomly spaced with inconsistent set-backs against the road. The buildings are separated by surface car parks and underused patches of green open space.

Bass Maltings

The unique footprint of these buildings warrants their own separate category. Each building is vast and laid out in an formal arrangement making an overall rectangle. Each building is separated by a narrow linear courtyard.

Figure 29: Urban core.

Figure 30: Linear urban.

Figure 31: Village.

Figure 32: Informal suburban.

Figure 33: Formal suburban.

Figure 34: Industrial.

Figure 35: Bass Maltings.

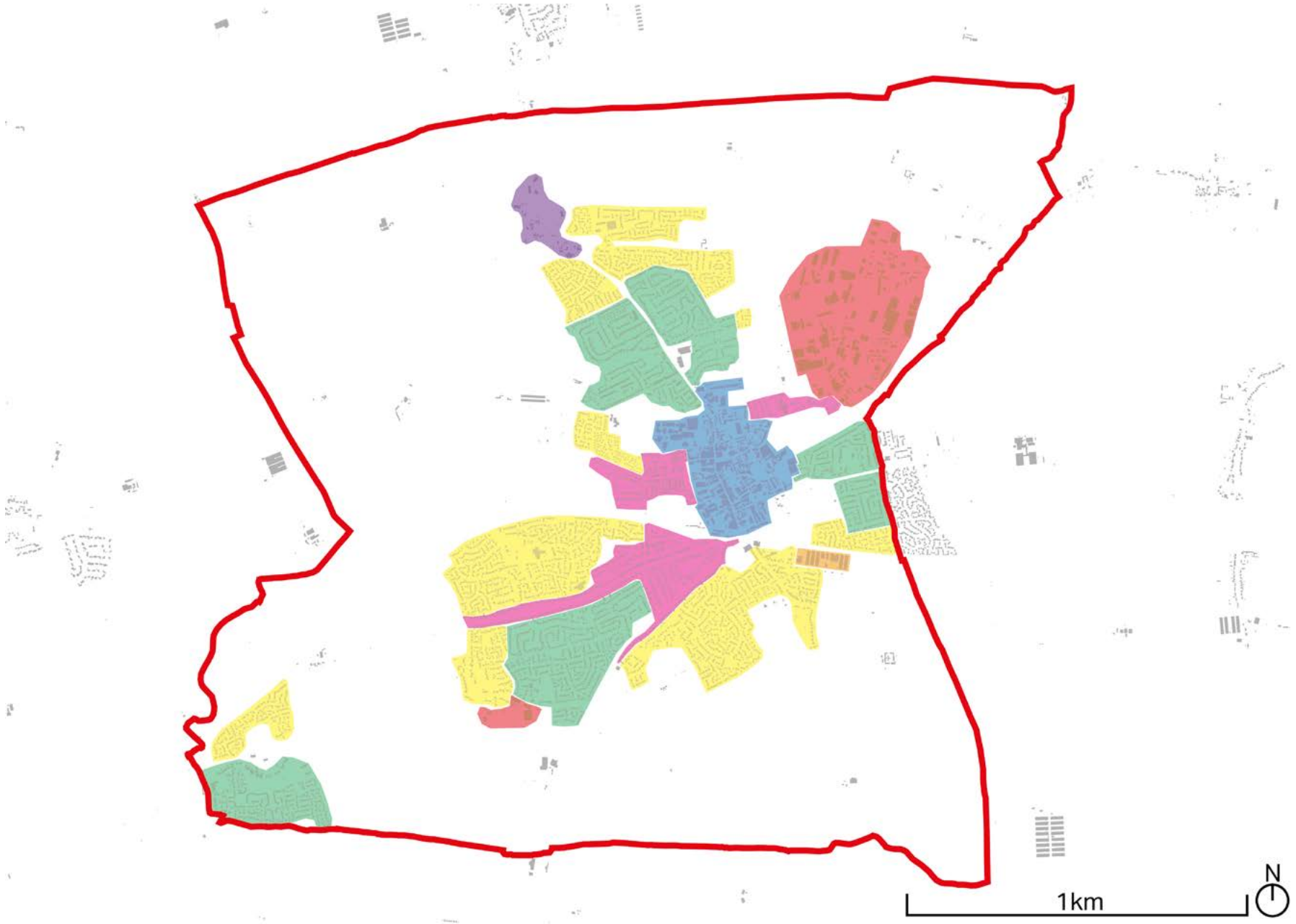


Figure 36: A figure ground map of the neighbourhood area showing urban grain typologies.

2.4 Built Form and Key Views

The buildings in Sleaford's historic core are typical of the market towns of Lincolnshire, usually between two and three storeys and representing a mix of neo-classical, neo-gothic and neo-Tudor styles. Limestone and red brick are the most common building materials and roof tiles include a mix of clay pantiles and natural grey slate. The Market Place contains several rare examples of mock Tudor timber cladding.

The neighbourhood area's listed buildings are explored in the following section. Many of these, along with numerous undesignated buildings of local interest form landmarks which ease legibility across the town. Examples of key landmarks include the Grade II Listed Lafford Terrace, which houses the North Kesteven District Council, and the non-designated William Alvey C of E School.

There are several tall landmarks of which there are key views from across the neighbourhood area. This includes the Grade II Listed windmill known locally as Money's Mill and built in the early 19th Century, the Grade II Listed Handley Memorial built in 1850, and the spire of the Grade I Listed Parish Church of St Denys, with origins in the late 12th Century.

Figure 37: The landmark Grade II Listed Lafford Terrace.

Figure 41: Neo-tudor stone window surrounds on a coursed limestone building.

Figure 38: The Grade II Listed Handley Memorial, the spire of which is a key view across Sleaford.

Figure 39: The Grade II Listed Money's Mill, a key view across Sleaford.

Figure 40: The landmark mock Tudor timber cladding facing the Market Place.

Figure 42: The spire of the Grade I Listed Parish Church of St Denys, a key view across Sleaford.

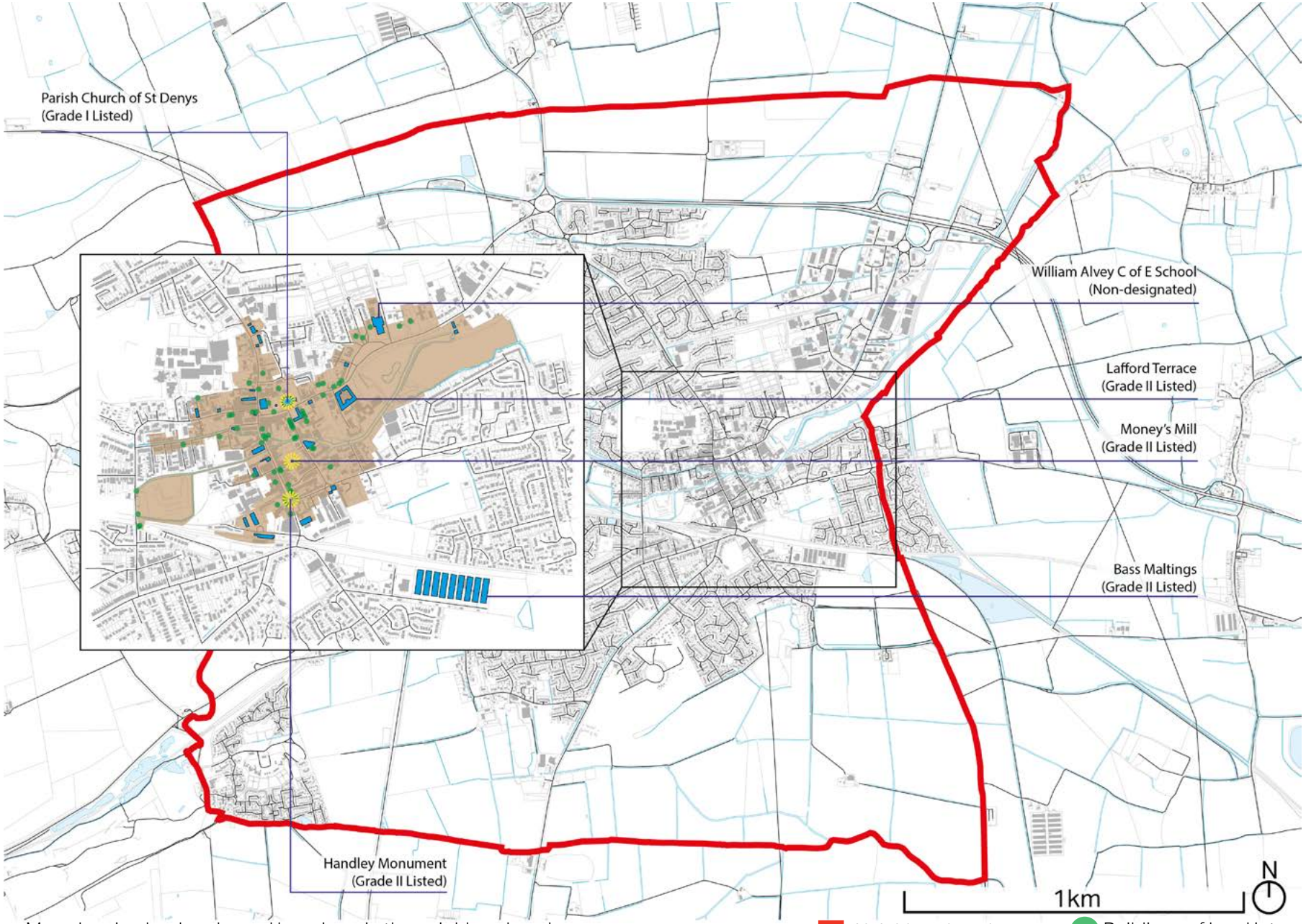


Figure 43: Map showing landmarks and key views in the neighbourhood area.

2.5 Historic Assets

There are 181 listed buildings in the neighbourhood area.

Grade I Listed (1)

- the Parish Church of St Denys (12th Century).

Grade II* Listed (6)

- the Church of St Botolph (14th Century);
- the (former) Vicarage (15th Century);
- Manor House (17th Century);
- the (former) Town Hall (Sessions House) (19th Century);
- Carre's Hospital (19th Century); and
- the Bass Maltings (20th Century).

Grade II Listed (174)

The site of Sleaford Castle is a Scheduled Monument, noted for its rarity as one of only three enclosure castles in Lincolnshire.

Most of the village of Greylees falls within the Registered Park and Garden of Rauceby Hospital, a former Victorian asylum. Numerous hospital buildings remain but some are in a poor state of neglect.

Figure 44: The Grade II Listed former office building (19th Century).

Figure 47: The Grade II Listed Carre's Charity (19th Century).

Figure 45: The Grade II* Listed (former) Town Hall (Sessions House) (19th Century).

Figure 48: The Grade II* Listed Manor House (17th Century).

Figure 46: The Grade II Listed Marquis of Granby Public House (18th Century).

Figure 49: The Grade II Listed 31 Northgate (19th Century).

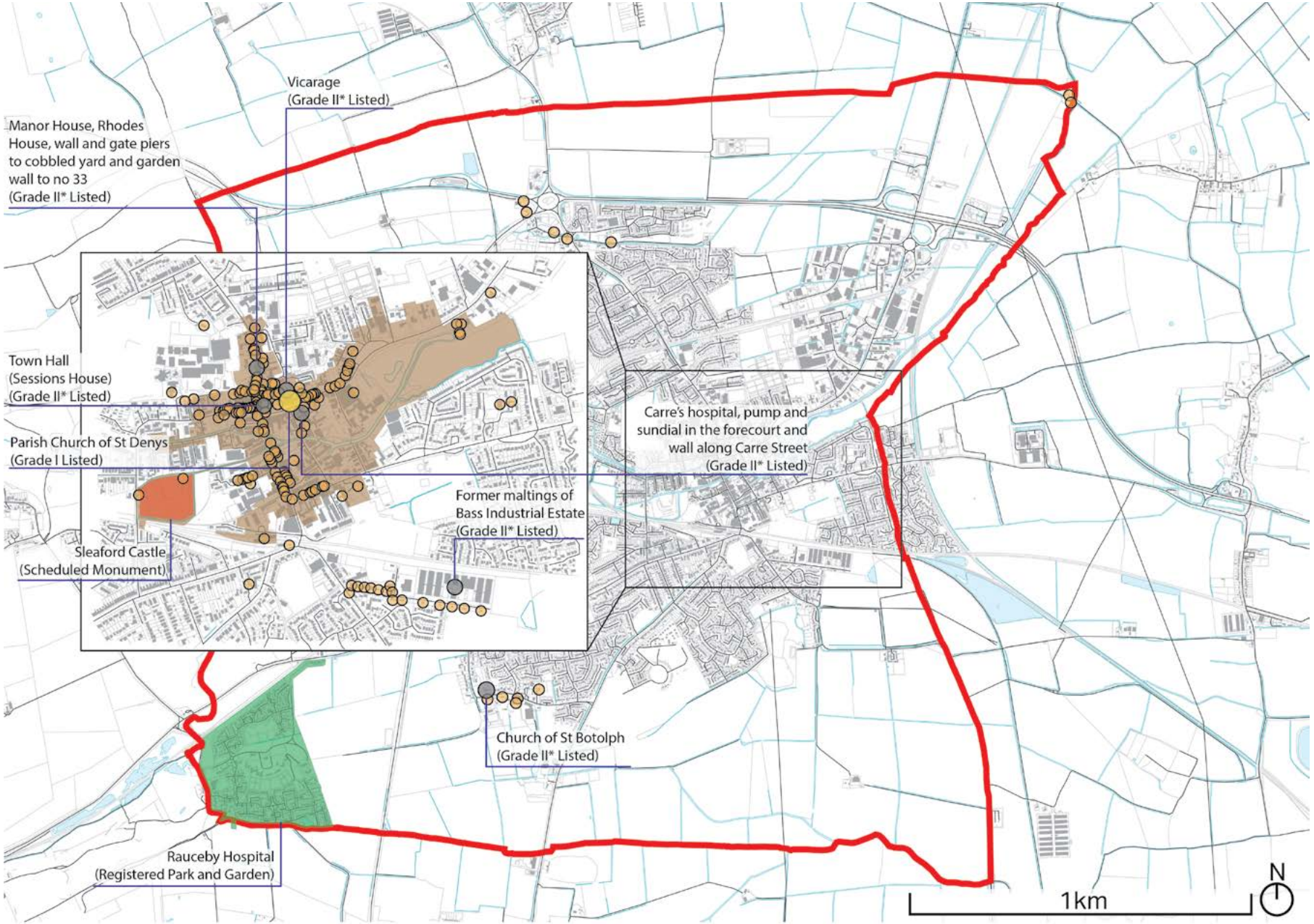


Figure 50: Map showing designated heritage assets in the neighbourhood area.

2.6 Movement Networks

2.6.1 Vehicular Movement

Sleaford is located south east of the junction of the A17 and A15 which together act as a bypass and partial ring road for the north and east of the town. Despite this, Sleaford's primary routes of Northgate, Southgate, Eastgate and Boston Road suffer from very heavy traffic which creates bottlenecks at the town centre's key junctions. This is a consequence of the primary routes merging at the centre of town with few orbital connections. There is also a one-way system in the town centre which forces traffic down narrow streets such as Carre Street, including many heavy goods vehicles.

2.6.2 Cyclist Movement

National Cycle Network Route 151 runs from the north of the neighbourhood area and down Lincoln Road. For much of Lincoln Road, as with London Road and Grantham Road, the cycle lane is shared with the pavement which creates numerous points of disruption for cyclists. There are designated cycle lanes on some sections of Boston Road. There is a lack of designated cycle lanes in Sleaford's town centre due to the narrow streets.

2.6.3 Pedestrian Movement

There are some small pedestrianised streets in Sleaford's town centre including Market Street and within the Riverside Centre. However, most streets are shared with busy traffic which hinders the pedestrian experience. As a result, the pavements on busy retail streets such as Southgate feel too narrow at times. Some streets, such as Carre Street, have pavement on only one side for much of their length which can be dangerous due to the heavy vehicular traffic.

Footpath provision is generally good in the residential areas. However, the cul-de-sacs often make journey times longer than they would be if more direct routes were available. Some footpaths are shared with cycle lanes which requires pedestrians and cyclists to be constantly alert.

2.6.4 Public Transport

Sleaford Train Station provides direct connections to Lincoln, Grantham and Skegness. Grantham in turn has direct connections to London and the North. There are regular bus services to Lincoln, Boston, Newark-on-Trent and other key towns with bus stops lining most of Sleaford's primary routes.

Figure 51: A heavy goods vehicle driving down a section of Carre Street with only one pavement.

Figure 52: Sleaford Train Station.

Figure 53: The small pedestrianised Market Street.

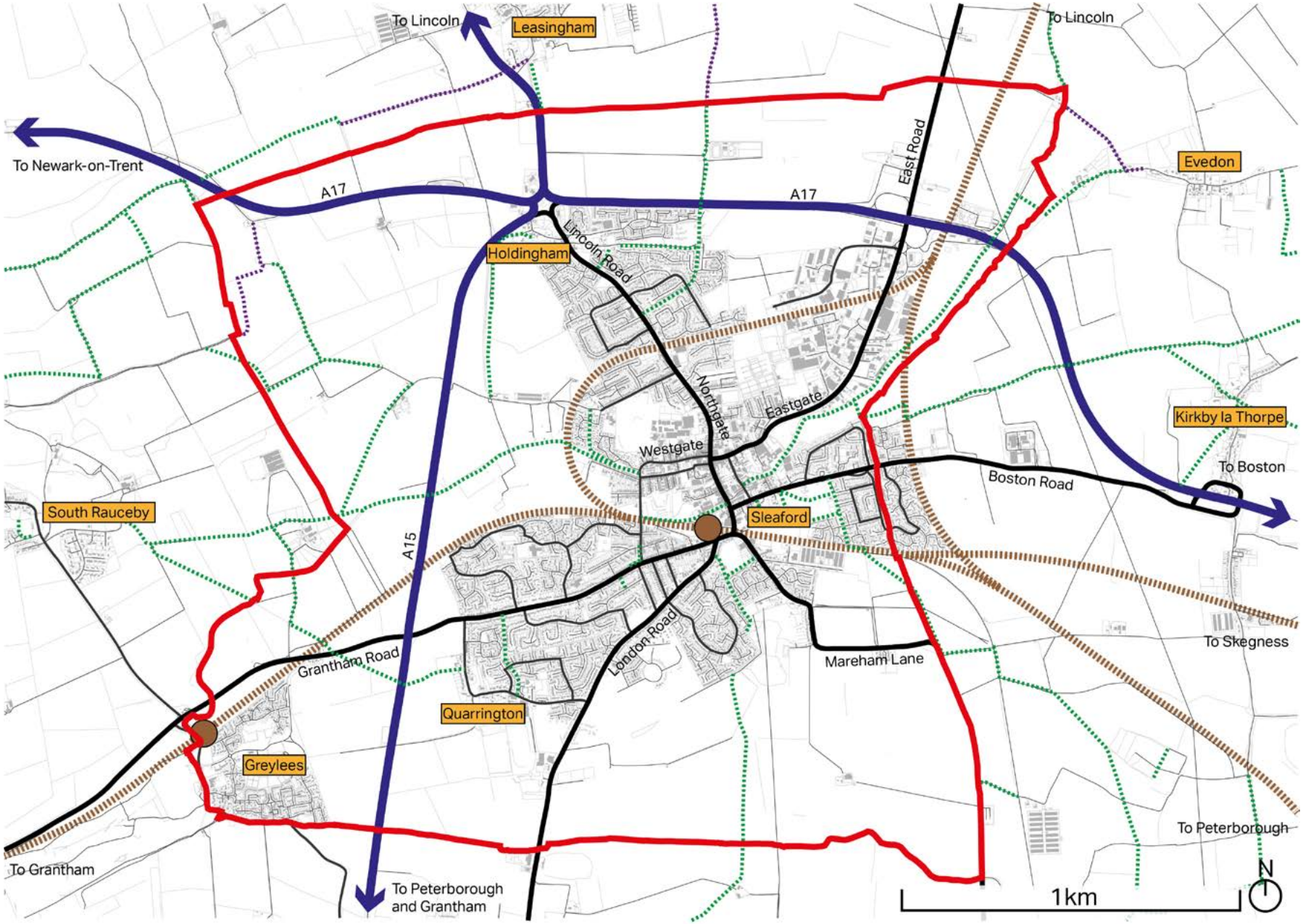


Figure 54: Map showing the route hierarchy in the neighbourhood area.

2.7 Landscape

2.7.1 Topography

The neighbourhood area's highest point is 45m above sea level at the north west and its lowest point is 10m above sea level at the east. The land to the west of the neighbourhood area undulates gently and the land to the east is generally flat. All of the surrounding countryside is predominantly used for agricultural purposes.

Within the urban area there are very few changes in elevation. However, there are some minor exceptions including the hamlet of Holdingham to the north which sits slightly higher than the rest of the urban area. The same applies to the residential areas north of Grantham Road (at the south west of Sleaford) which includes green spaces with views across the town.

Figure 55: The gently undulating landscape to the west of Sleaford.

Figure 56: Views across the town from the Sleaford's residential areas in the south west.

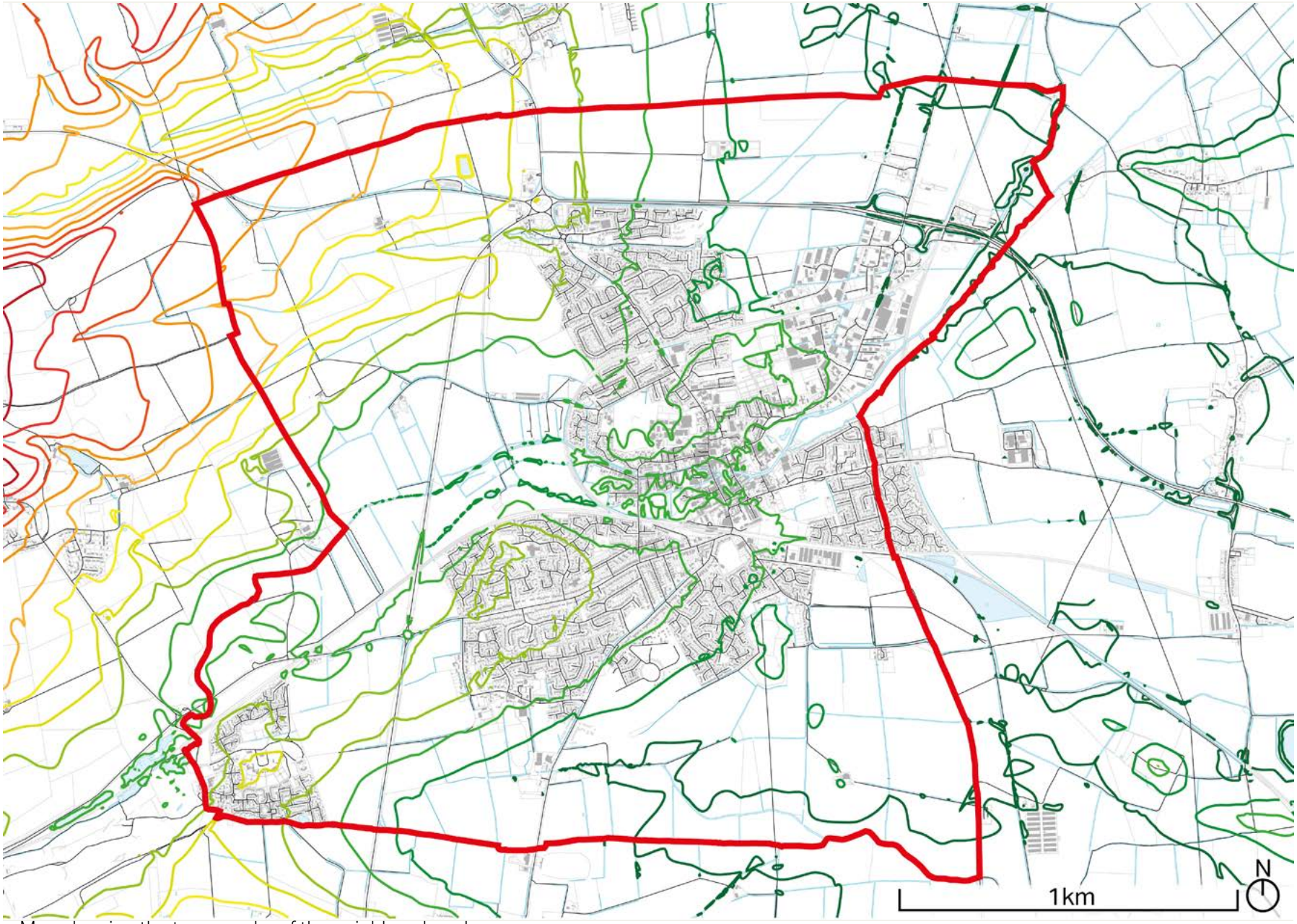


Figure 57: Map showing the topography of the neighbourhood area.

2.7.2 Landscape Character Assessment

Kesteven District Council commissioned a Landscape Character Assessment in September 2007. There are four landscape character areas relevant to the neighbourhood area.

Limestone Heath

A large landscape character area situated at the centre of North Kesteven, characterised by its elevation and openness and large intensively farmed fields.

Slea Valley

A narrow sub-area running east-west between Sleaford and Ancaster. It is defined by the narrow valley of the River Slea as it flows eastward through the centre of Sleaford.

Central Clays and Gravels

Gently undulating lowland, edged with areas of woodland in the north and elsewhere scattered throughout. It widens southward beyond Sleaford.

Rauceby Hills

A small landscape character area characterised by wooded copses and avenues of trees within an agricultural landscape.

Figure 58: The Limestone Heath landscape character area.

Figure 59: The Slea Valley landscape character area.

Figure 60: The Central Clays and Gravels landscape character area.

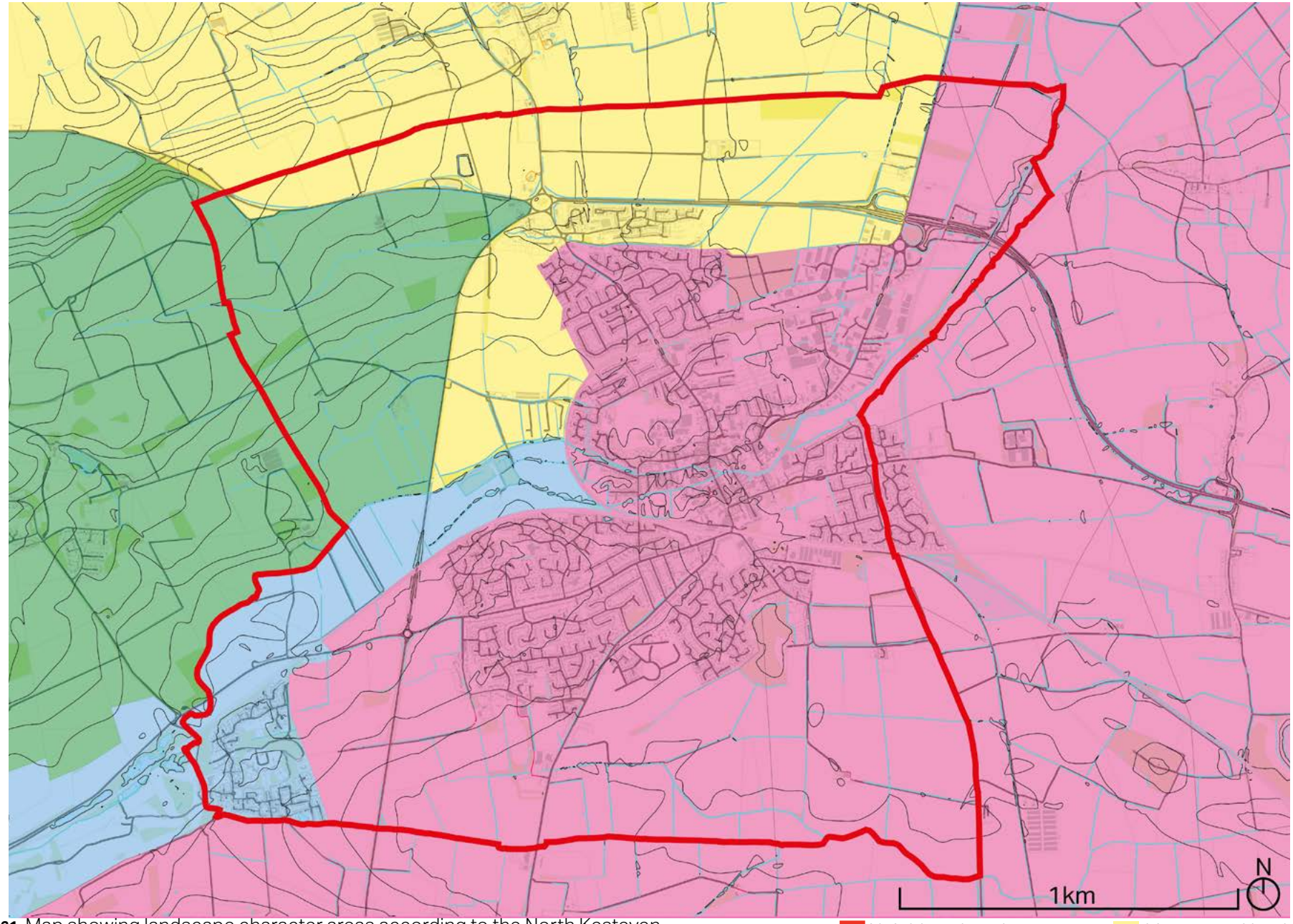


Figure 61: Map showing landscape character areas according to the North Kesteven Landscape Character Assessment.

2.7.3 Flooding

Much of the land surrounding the River Slea falls within Flood Zone 2 and Flood Zone 3. This affects a number of properties in Sleaford's historic core, in particular the properties that directly face the river.

There is a further area at risk of flooding to the north of the urban area along Field Beck. Most houses have been positioned around this.

A third flood risk area sits to the south of the neighbourhood area along Cross Beck but this falls outside of the urban area.

There are limited flood defences within the centre of Sleaford but certain new build developments have made efforts to incorporate sustainable drainage systems (SuDS) such as rain gardens, permeable services and swales in order to combat any risk.

Figure 62: The River Slea running alongside the Sleaford Leisure Centre and looking towards Sleaford.

Figure 63: Terraced houses directly facing the River Slea with a series of footbridges for access.

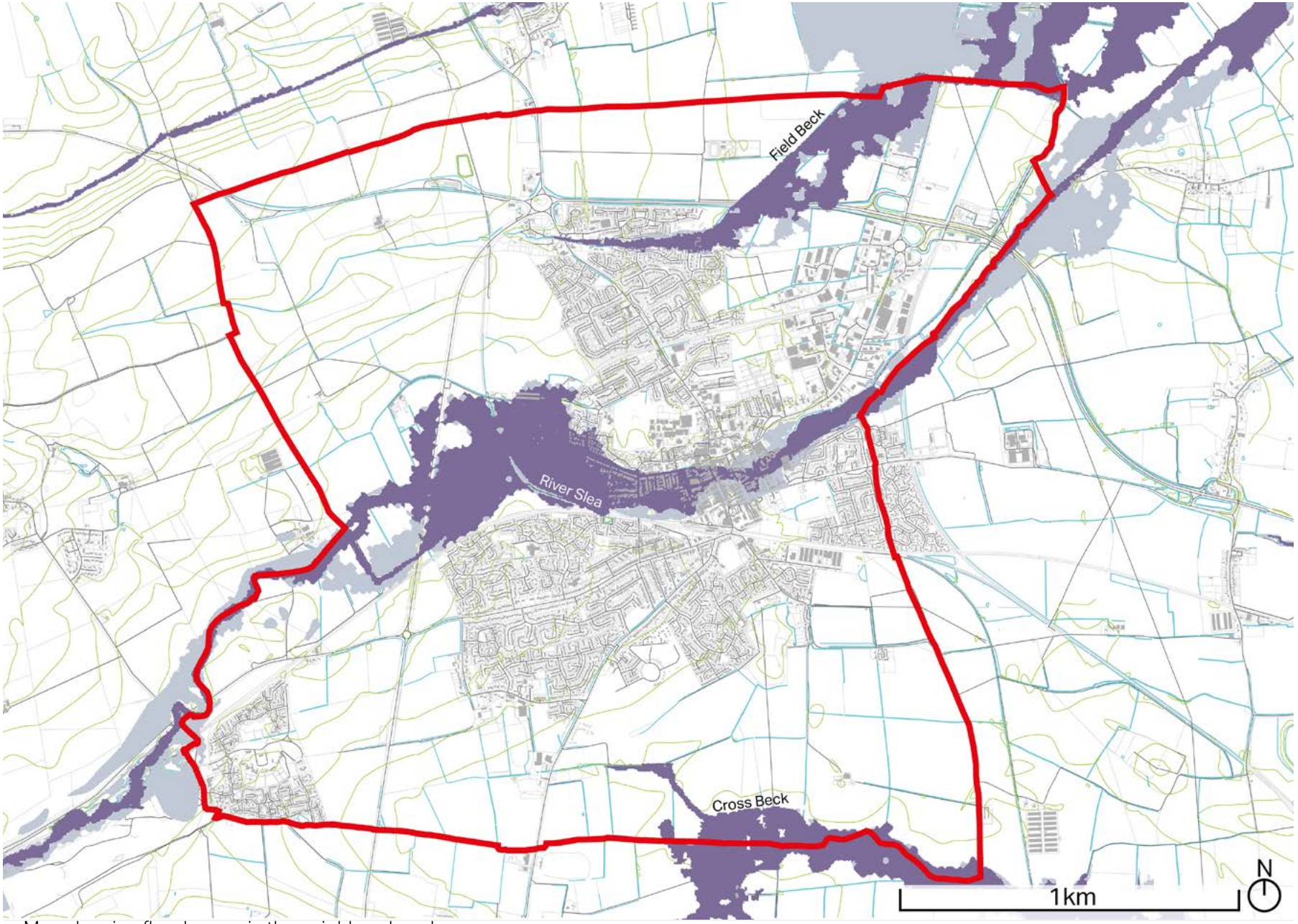


Figure 64: Map showing flood zones in the neighbourhood area.

2.8 Recreation and Open Space

There are numerous green spaces within the neighbourhood area. Areas of particular significance include the Boston Road Recreation Ground, a multi-use space including tennis courts, a skate park and a playground. This is designated as a Local Green Space pursuant to the Central Lincolnshire Local Plan.

Lollycocks Field is located to the east of Sleaford's town centre and contains mature trees and multiple ponds which are identified as areas of high biodiversity value.

The 11 hectare Mareham Pastures Local Nature Reserve is located to the south east of Sleaford and contains wide open spaces popular with joggers, walkers, cyclists and dog-walkers. The reserve consists of wildflower meadows, new woodland, hedges and open grassland.

Many of the neighbourhood area's residential streets are lined with mature trees and grass verges. Green infrastructure in the centre of Sleaford is limited due to the narrow historic streets. However, there are exceptions to this such as the Market Place which is lined by mature trees leading to the churchyard of the Parish Church of St Denys.

Figure 65: A public footpath and cycle lane running alongside the River Slea.

Figure 66: Green space on the site of Sleaford Castle.

Figure 67: Mareham Pastures Local Nature Reserve.

Figure 68: One of the ponds (an area of high biodiversity value) in Lollycocks Field.

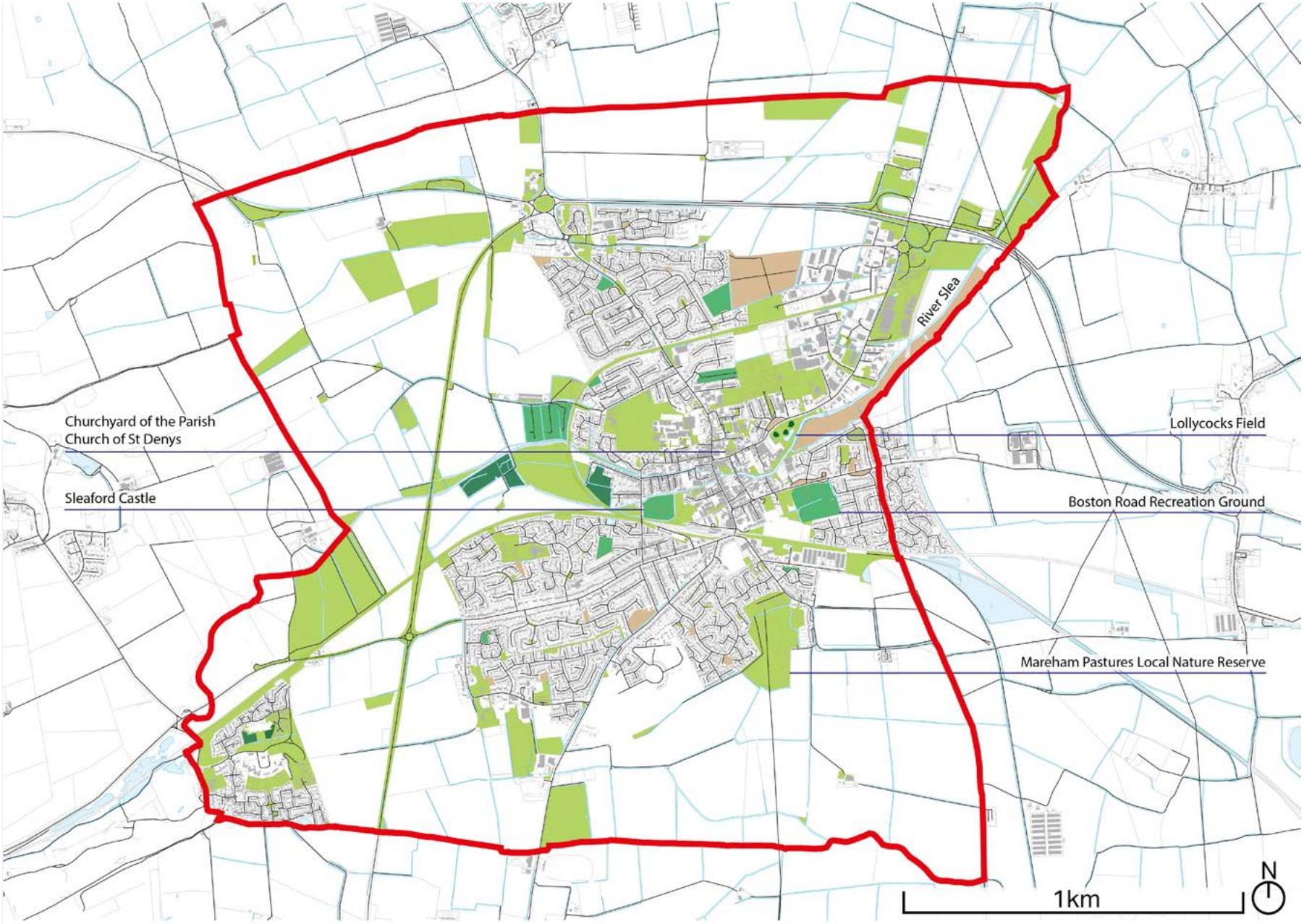


Figure 69: Map showing green space designations in the neighbourhood area.

2.9 Allocations

The Central Lincolnshire Local Plan identifies Sleaford as an area for substantial housing growth and the neighbourhood area's housing allocations are intended to accommodate 2,850 new homes.

Construction is underway at the allocated site of NK/SLEA/002 at the northernmost point of the town along the new Whittle Road. There are further allocated sites at the south west of Sleaford and in Greylees.

Two further large sites have been allocated as sustainable urban extensions. NK/SLEA/015 (Sleaford West Quadrant) is located to the north west of the town alongside the A15 and is allocated for 900 homes. NK/SLEA/014 (Sleaford South Quadrant) is allocated for 1,450 homes.

Each of these developments will increase the size and population of Sleaford significantly and it is therefore of the utmost importance that the design codes and guidance set out in this document are followed by developers, architects, designers and other key stakeholders.

Other important designations include the Primary Shopping Area running through the centre of Sleaford and the Important Established Employment Area to the north east.

Figure 70: The site of NK/SLEA/015 (Sleaford West Quadrant) allocated for 900 homes.

Figure 71: New homes at NK/SLEA/014 (Sleaford South Quadrant) allocated for 1,450 homes.

Figure 72: New homes along Whittle Road at NK/SLEA/002.

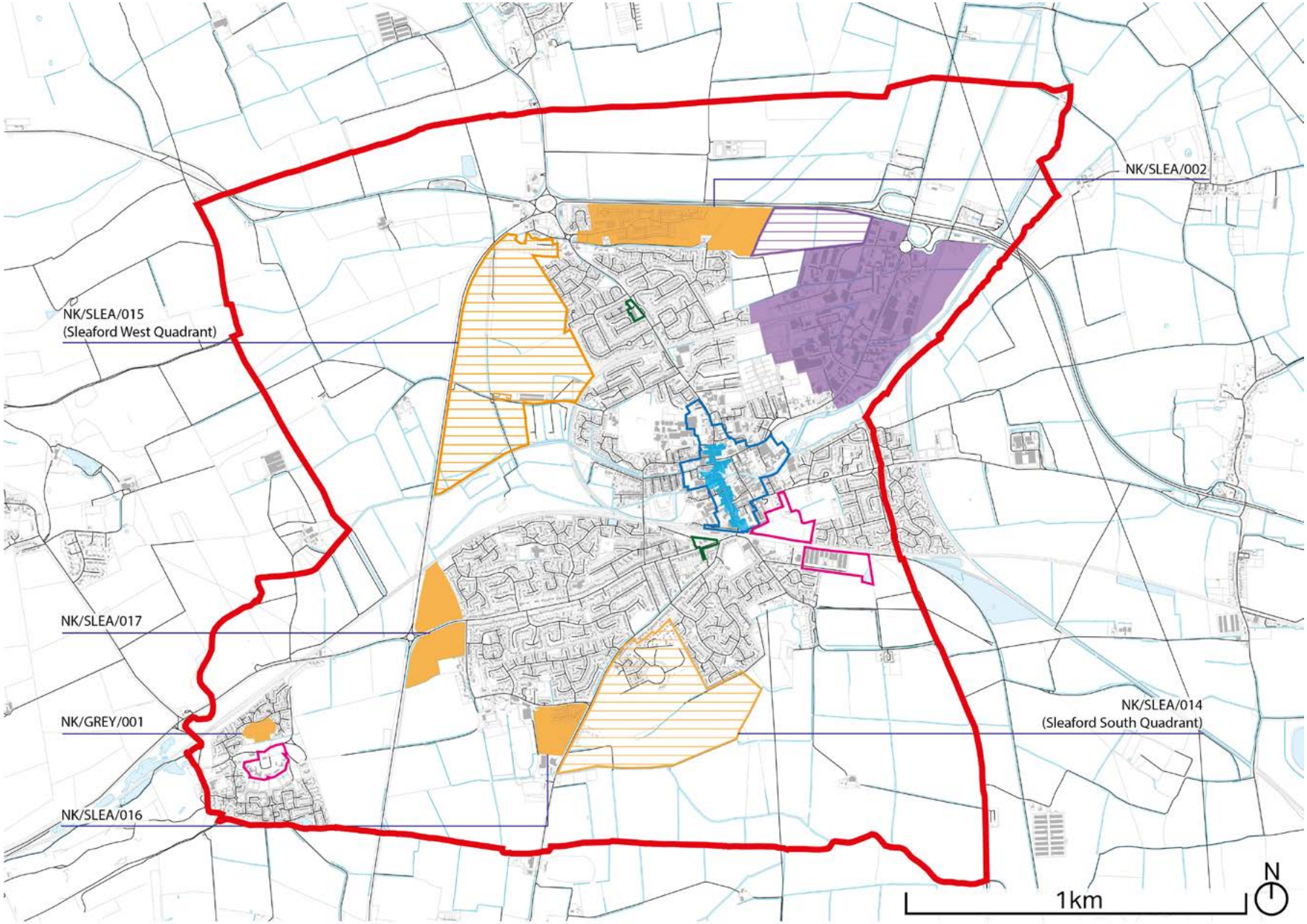


Figure 73: Map showing Local Plan designations in the neighbourhood area.

2.10 Development Period Timeline

17th Century

19th Century

Late 20th Century

Pre-17th Century

18th Century

Early 20th Century

21st Century


2
PUSH
OPEN
ART SHOP
OPEN
COLOURS

Character Area Design Codes

03

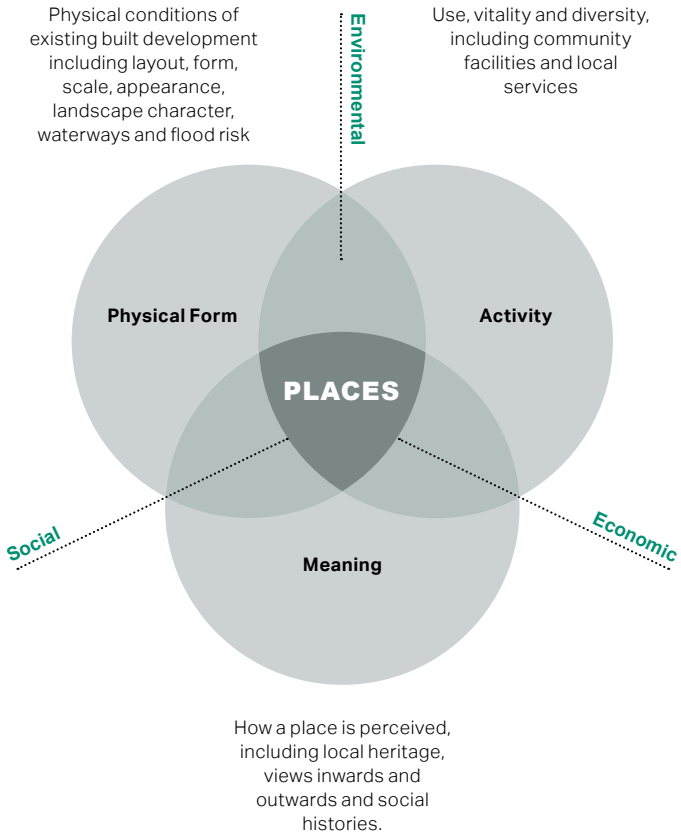
3. Character Area Design Codes

Achieving quality development starts with a comprehensive understanding of place. This section contains an analysis of Sleaford according to a series of character areas. Design guidance is set out for each character area.

Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people. The diagram opposite shows how these factors come together to create a successful place.

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.

The map on the following page illustrates Sleaford's character areas based on analysis of land use, urban form, building materials, roofing, windows and doorways, boundary treatments, routes, green infrastructure and landmarks.



1 Historic Core

2 River Slea

3 West Banks

4 Cogglesford

5 Industrial Sleaford

6 Bass Maltings

7 Holdingham

8 Greylees

9 Quarrington

10 Sleaford Suburbs

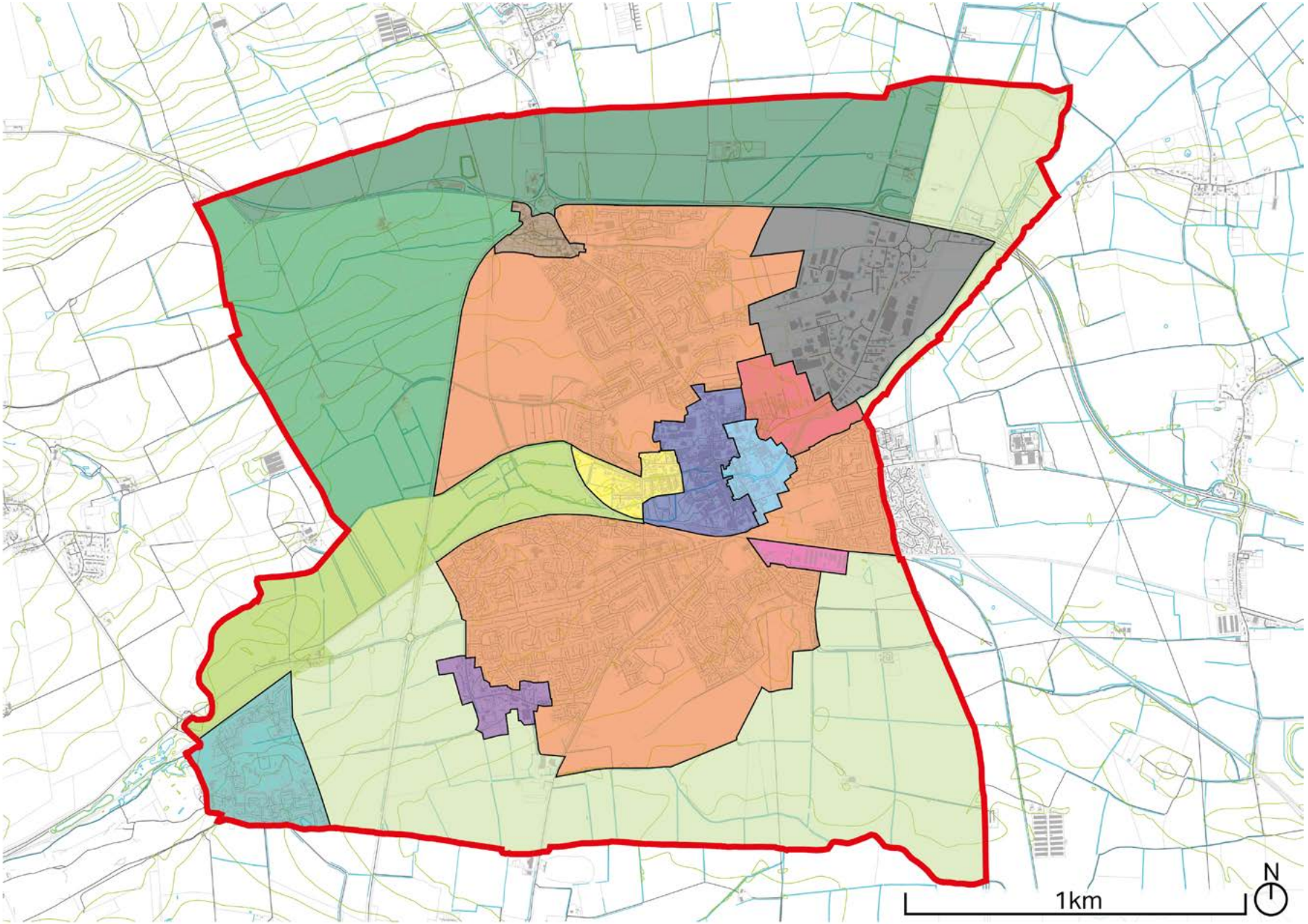


Figure 74: Map showing character areas.

3.1 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.

This section presents the variation in character across the neighbourhood area. Establishing what are key features or distinctive attributes in these areas helps to guide future development.

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

Figure 75: Neo-tudor stone window and door surrounds on Limestone terraced cottages.

Figure 78: A Victorian gatehouse with a mock Tudor timber frame and decorative gables.

Figure 76: Ornate door surrounds on a commercial building in Sleaford's town centre.

Figure 79: A limestone wall in Quarrington.

Figure 77: A traditional shop front within the Bristol Arcade.

Figure 80: A snicket connecting Southgate to a courtyard.

1 Historic Core

3.2 Character Area 1: Historic Core

Sleaford's commercial heart contains many of the town's historic buildings and sets the identity for the entire neighbourhood area. There is a dense cluster of restaurants, shops, small businesses and cultural venues centred around the bustling high streets of Northgate and Southgate.

Sleaford is one of Lincolnshire's quintessential market towns and this area has a strong aesthetic made up of Georgian and Victorian buildings constructed from coursed limestone rubble, limestone ashlar and red brick. Street-fronting and adjoined buildings line the area's historic streets.

A key focal point is Market Square which hosts markets and other public events and is framed by numerous landmark buildings, most notably the Parish Church of St Denys. Another focal point is the site of Sleaford Castle which is an important green space and an area of historical interest.

Land use	Predominantly commercial including independent and national shops, larger supermarkets, restaurants, cafés, pubs, banks, law firms, estate agents and hairdressers. There is also Sleaford Train Station, several schools and the open green space at the site of Sleaford Castle. There is some residential, most notably along Westgate, Watergate and Tamer Road.
Urban form	Mainly 2 and 3 storey buildings on high density historic layouts radiating from Northgate and Southgate. The buildings are generally terraced or tightly adjoined but there are some standalone units, notably the Church of St Denys, the large blocks of St George's academy and the several large supermarkets surrounded by surface car parks.
Building materials	A mix of materials, mainly red brick but with many dominant buildings built from limestone which makes this a key part of Sleaford's character. This is complemented by several buildings in buff brick and some brick buildings covered in light rendering. Mock-tudor timber framing is less common but its use on several key buildings surrounding Market Square makes it significant.
Roofing	The range of building styles and heights creates a characterful staggered roofline of pitches at varying gradients and chimney stacks at varying heights. Red clay pantiles and grey slate are the most common roofing materials. Several buildings, in particular the landmark Victorian buildings, have ornate gables and turrets with a strong visual impact.
Windows and doorways	Styles vary depending on the time of construction. Sash Georgian windows are common, particularly on the upper storeys of buildings (with shopfronts on the ground floor). Many of the Victorian buildings have imposing Tudor-style windows with stone surrounds which give the impression of being much older. Some commercial buildings have ornate classical and gothic doorways.
Boundary treatments	Buildings are generally street-fronting with no set-back although there are some examples of modest set-backs (usually surrounded by brick walls, stone walls or hedgerows). Exceptions include Carre's Charity which is set back some distance due to its ornate front garden. There are several snickets, for example Nags Head Passage, with entrances directly fronting the snickets.
Routes	Northgate and Southgate create Sleaford's most important north-south route making the area very busy with pedestrians and traffic. Other important routes, including Eastgate and Boston Road, connect to these and create key links to the suburbs. Smaller roads radiate to the east and west at intervals. Sleaford Train Station is located at the south of the area.
Green and blue infrastructure	The historic streets are narrow meaning that there is limited tree planting although there is a row of mature trees enclosing Market Square along Eastgate. The site of Sleaford Castle is an important open space and there is a graveyard surrounding the Church of St Denys. The River Slea crosses under Southgate at two points and runs along West Banks.
Landmarks	There are many listed buildings in this area, most notably the Grade I Listed Parish Church of St Denys and the Grade II* Listed former Town Hall (Sessions House), Manor House, Rhodes House and the Vicarage. The site of Sleaford Castle is also a Scheduled Monument.

Building materials

Figure 81: Limestone ashlar.

Figure 82: Buff brick.

Figure 83: Timber framing.

Figure 84: Red brick.

Roofing

Figure 85: Grey slate.

Figure 86: Red clay pantiles.

Figure 87: Staggered rooflines.

Figure 88: Ornate gables.

Windows and doorways

Figure 89: Stone surrounds.

Figure 90: Ornate entrances.

Figure 91: Sash windows.

Figure 92: Rhythmic fenestration.

Boundary treatments

Figure 93: Street fronting.

Figure 94: Modest set-back.

Figure 95: Limestone walls.

Figure 96: Snicket facing.

Figure 97: A pedestrian snicket lined with restaurants and cafés.

Figure 100: Timber-framed commercial units on the west side of Market Square.

Figure 98: Businesses on the busy commercial thoroughfare of Southgate.

Figure 101: Limestone buildings marking the entrance to Westgate.

Figure 99: Waterside buildings in red brick and limestone.

Figure 102: A historic sign evidencing Sleaford's history as a market town.

Design Codes

1. This area is the 'face' of Sleaford and requires traditional, high quality and characterful design approaches to boundaries and frontages in order to upkeep and enhance the strong sense of place and heritage value.
2. The commonly used materials of limestone, red brick, red clay pantiles and grey slate should be the default options for new materials for infill development.
3. Public art, historic interpretation and decorative features should be incorporated into development rather than being seen as additional costs. Arts and cultural activities can promote the identity of Sleaford and positively engage local communities and visitors.
4. Empty or underused buildings should be explored for community use or housing and refurbishment to avoid degradation of the built form. Boarded up windows and doors undermine the street scene.

2 River Slea

3.3 Character Area 2: River Slea

This character area is closely connected with the Historic Core character area but with more open space and a stronger relationship with the River Slea.

There is a diverse range of architectural styles from different periods. Red brick is the key aesthetic but there are also numerous limestone buildings as is typical across the neighbourhood area.

This is Sleaford's administrative core, containing offices for Sleaford Town Council, North Kesteven District Council and Lincolnshire County Council. There are also numerous restaurants, small businesses and sports facilities which are enjoyed by the area's resident population, as well as visitors from across the neighbourhood area.

There are key areas of green space along the River Slea. However, much space is taken up by surface car parks, notably at East Banks, Eastgate and Money's Yard.

Land use	This is a mixed use area including schools, care homes, restaurants, pubs, small businesses, a leisure centre, a bowling club and The Hub. This area also includes offices for Sleaford Town Council, North Kesteven District Council and Lincolnshire County Council. There is also a significant residential population across the area.
Urban form	Lower density with more open space and courtyard arrangements than the neighbouring Historic Core but still with numerous terraced and tightly adjoined buildings. Buildings range from 1 to 3 storeys on informal layouts based on historic street patterns and the formation of the River Slea. Larger standalone blocks include Church Lane Primary School, The Hub and Lafford Terrace.
Building materials	Generally red brick from the Georgian period onwards but with several examples of buff brick including on Eastgate and along New Street. Some brick buildings are covered in light rendering. There are prominent examples of coursed limestone rubble and limestone ashlar which create a similar identity to the neighbouring Historic Core.
Roofing	The range of building styles and heights creates a characterful staggered roofline of pitches at varying gradients and chimney stacks at varying heights. Red clay pantiles and grey slate are the most common roofing materials. Several buildings have ornate gables with a strong visual impact.
Windows and doorways	Styles vary depending on the time of construction. Georgian sash windows and Victorian bay windows are common. There are several traditional wooden shopfronts. Several of the 1 storey buildings are in a rustic stable-style with corresponding fittings. Some buildings, such as Berkeley Court and Mill Court (both on Carre Street) have arched entrances to their internal courtyards.
Boundary treatments	Many buildings are street-fronting with no set-back but there are examples of modest front yards, for example on New Street and along East Banks. There are some examples of limestone walls, brick walls and hedgerows. Several buildings have strong interactions with the River Slea, for example along East Banks and Wharfside Mews.
Routes	Eastgate and Boston Road are primary routes to the north and south respectively. Carre Street is a north-south secondary street which can get busy with traffic despite being relatively narrow. Radiating from these streets there are numerous small mews and courtyards that are inaccessible to vehicular traffic.
Green and blue infrastructure	The River Slea is a key character feature running west to east across this area. There are green walkways alongside the river and a patch of public green space outside The Hub. The historic streets are narrow meaning that there is limited tree planting but much of the green infrastructure comes from within private boundaries such as the garden of Carre's Hospital.
Landmarks	There are several listed buildings in this area notably the Grade II* Listed Carre's Hospital. The Grade II Listed Money's Mill is a former windmill which can be seen across Sleaford due to its height. The Grade II Listed Lafford Terrace houses North Kesteven District Council and is one of the largest buildings in Sleaford's town centre.

Building materials

Figure 103: Coursed limestone.

Figure 104: Victorian red brick.

Figure 105: Buff brick.

Figure 106: Modern red brick.

Roofing

Figure 107: Red clay pantile.

Figure 108: Grey slate.

Figure 109: Varied roof styles.

Figure 110: Varied roof styles.

Windows and doorways

Figure 111: Traditional shopfronts.

Figure 112: Stable-style.

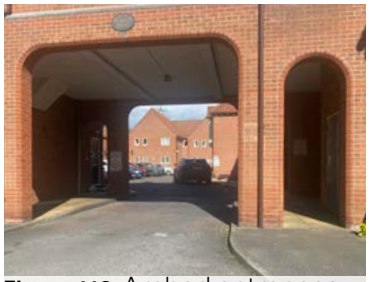


Figure 113: Arched entrances.

Figure 114: Bay windows.

Boundary treatments

Figure 115: Modest front yards.

Figure 116: Limestone walls.

Figure 117: River facing.

Figure 118: Street fronting.

Figure 119: Riverside green space alongside The Hub.

Figure 120: A rustic stable-style entrance on Carre Street.

Figure 121: Georgian townhouses containing a mix of commercial and residential units on Eastgate.

Figure 122: Open-air dining on Wharfside Mews.

Figure 123: The Grade II Listed Lafford Terrace.

Figure 124: The River Slea looking west from East Banks.

Design Codes

1. This area's relationship with the River Slea should be nurtured. Development should not turn its back to the river or block pedestrian routes. Safely overlooked public realm should be introduced to create a vibrant riverside for residents and visitors.
2. This area requires traditional, high quality and characterful design approaches to boundaries and frontages in order to upkeep and enhance the strong sense of place and heritage value.
3. The commonly used materials of red brick, limestone, red clay pantiles and grey slate should be the default options for new materials for infill development.
4. Public art, historic interpretation and decorative features should be incorporated into development rather than being seen as additional costs. Arts and cultural activities can promote the identity of Sleaford and positively engage local communities and visitors.

3 West Banks

3.4 Character Area 3: West Banks

This is Sleaford's highest density residential neighbourhood made up of well-maintained Victorian terraces. The attractive red brick houses serve as a reminder of the town's industrial past. Other house-styles include bungalows, blocks of flats and contemporary terraces, together creating a harmonious whole.

This character area generally surrounds the key routes of Castle Causeway and Westgate and is contained by the River Slea to the north, the railway to the south and west and the Historic Core character area to the east. There is a large designated area of high biodiversity value south of Electric Station Road and west of Alexandra Road.

The houses on West Banks have a unique relationship with the River Slea which separates them from the road and requires them to be accessed by way of a series of footbridges.

Land use	Predominantly residential other than some small businesses, some religious institutions and the Marquis of Granby pub.
Urban form	Predominantly linear layouts of 2 storey terraced Victorian and Edwardian homes along with some bungalows and a cluster of 1960s 3-storey blocks of flats between Westgate and West Banks. 20th and 21st Century infill development has generally attemped to complement these styles.
Building materials	Mainly red brick but with some examples of yellow and buff brick. There are also some houses, such as those along West Banks, with a patterned mix of red and yellow bricks.
Roofing	Mainly grey slate on the terraced houses but with some red clay pantiles on some detached and semi-detached houses. There are regular chimney stacks and pitches other than the flat-roofed blocks of flats. There are also examples of dormer windows and gables decorated with timber cladding.
Windows and doorways	Mainly bay and sash windows with stone capping on the terraced housing along with some more recent examples of casement windows.
Boundary treatments	Some houses are street fronting. Some have small front yards surrounded by brick walls, stone walls or low hedgerows. There are grass verges around the blocks of flats. The houses on West Banks face the River Slea with a series of pedestrian footbridges providing access to the front yards.
Routes	The residential streets run perpendicular from the secondary routes of Westgate, Castle Causeway and West Banks. Castle Causeway is one of Sleaford's few routes crossing the railway.
Green and blue infrastructure	The River Slea runs west to east behind Electric Station Road and along West Banks. There is limited street tree planting with most green infrastructure contained within private front gardens. There are grass verges surrounding the flats on Westgate. There is a designated area of high biodiversity value south of Electric Station Road and west of Alexandra Road.
Landmarks	The River Slea running along West Banks is the most significant landmark due to the unique arrangement of pedestrian footbridges providing access to the houses.

Building materials

Figure 125: Traditional red brick.

Figure 126: Modern red brick.

Figure 127: Yellow brick.

Figure 128: Patterned red brick.

Roofing

Figure 129: Grey slate.

Figure 130: Dormer windows.

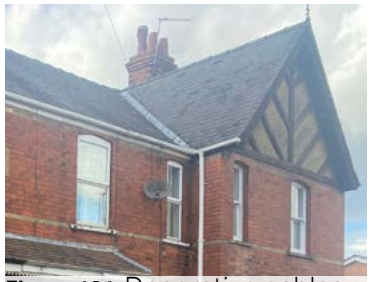


Figure 131: Decorative gables.

Figure 132: Chimney stacks.

Windows and doorways

Figure 133: Bay windows.

Figure 134: Wooden frames.

Figure 135: Arched doorways.

Figure 136: Stone capping.

Boundary treatments

Figure 137: Brick walls.

Figure 138: Grass verges.

Figure 139: River Slea.

Figure 140: Hedgerows.

Figure 141: Victorian housing on Castle Causeway.

Figure 142: Terraced housing on Electric Station Road.

Figure 143: Riverside properties on West Banks.

Figure 144: 3-storey blocks of flats between Westgate and West Banks.

Figure 145: Edwardian arts and crafts-style homes on Castle Causeway.

Figure 146: Houses accessed by a series of footbridges on West Banks.

Design Codes

1. The set-back of development from the street should generally be 0-3m to respect the area's tighter historic grain and retain the urban character of the streets. The exception is development on the River Slea side of West Banks where the set-back should generally be 0-2m from the dominant building line.
2. Terraces and adjoined buildings form a mostly continuous streetscene on most of the area's routes. Infill development should continue this pattern.
3. The commonly used materials of red brick and grey slate should be the default options for new materials for infill development.
4. The height of new residential buildings should be between 1.5 and 3 storeys to respect the area's existing building heights and to create a characteristic degree of enclosure.

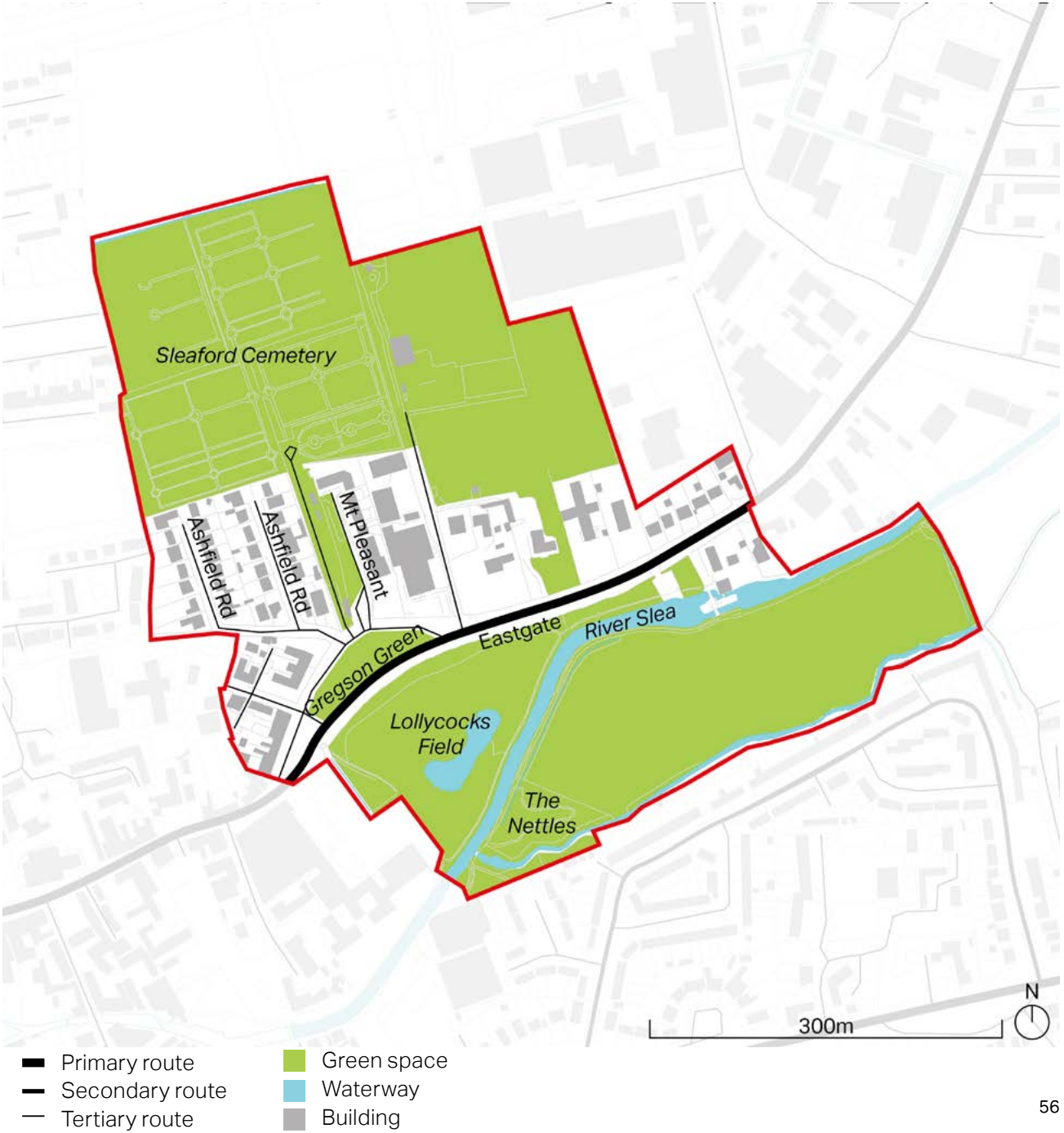
4 Cogglesford

3.5 Character Area 4: Cogglesford

This character area is most notable for its large houses surrounded by generous gardens and public green space, including Sleaford Cemetery to the north and Lollycocks Field to the south. Although located close to Sleaford's town centre, this residential area feels spacious and calm.

Eastgate is a primary route into Sleaford's town centre, but the area's houses are set back by Gregson Green. The houses on Ashfield Road are built from a mix of limestone, red brick and timber cladding. Behind these, there are several rows of detached houses and bungalows mainly dating from the 1930s.

The River Slea runs through Lollycocks Field along with several ponds that are important areas of biodiversity. The area's green spaces are popular with residents, as well as the town centre's workers and visitors.



Land use	Predominantly residential located between Sleaford Cemetery in the north and Lollycocks Field in the south.
Urban form	A relatively low density area generally made up of 2 storey detached 1930s arts and craft houses, large Victorian villas, grand Victorian limestone terraces and 20th Century terraces set amongst generous green space.
Building materials	There is a mix of materials including limestone ashlar, coursed limestone rubble, red and brown brick, pebbledash and light rendering. There is also timber framing on the gatehouse to Sleaford Cemetery.
Roofing	There is an eclectic mix of rosemary tiles, red clay pantiles and grey slate tiles depending on the style of building. Pitches are at varying gradients and chimney stacks are at varying heights. There is a mix of dormer windows and decorative gables.
Windows and doorways	Mixed depending on the style of building. There are examples of Victorian bay windows with stone surrounds, art deco bay windows and porches with patterned brick and hanging tiles, classical sash windows. gothic porches and grand Georgian doors.
Boundary treatments	With the exception of some street-fronting terraced properties on Eastgate and Duke Street, most properties have medium-to-large front gardens bordered by a mix of brick and stone walls, black metal railing and hedgerows of varying heights.
Routes	Eastgate is a primary route linking the Historic Core with Industrial Sleaford. This is separated from Ashfield Road by Gregson Green. All other residential streets run from Ashfield Road.
Green and blue infrastructure	There is an abundance of green space. The River Slea runs through Lollycocks Field to the south. This includes several ponds, open green space and mature trees. Gregson Green separates Eastgate and Ashfield Road and contains numerous mature trees. Sleaford Cemetery contains many mature trees and hedgerows.
Landmarks	Sleaford Cemetery and Lollycocks Fields are well-known green spaces for Sleaford's town centre. There are also two clusters of listed buildings to the west along Ashfield Road and to the east surrounding Cogglesford Watermill.

Building materials

Figure 147: Limestone ashlar.

Figure 148: Red brick.

Figure 149: Timber framing.

Figure 150: Pebbledash.

Roofing

Figure 151: Decorative gables.

Figure 152: Red clay pantiles.

Figure 153: Dormer windows.

Figure 154: Rosemary tiles.

Windows and doorways

Figure 157: Bay windows.

Figure 155: Art deco features.

Figure 156: Classical proportions.

Figure 158: Stone surrounds.

Boundary treatments

Figure 159: Tall hedgerow.

Figure 160: Stone and hedge.

Figure 161: Street fronting.

Figure 162: Brick walls.

Figure 163: Sleaford Cemetery's arts and crafts-style gatehouse.

Figure 164: Victorian villas on Ashfield Road.

Figure 165: The Grade II Listed 63 and 65 Eastgate.

Figure 166: Gregson Green.

Figure 167: The Victorian limestone Kingston Terrace on Ashfield Road.

Figure 168: Lollycocks Field.

Design Codes

1. The River Slea, Lollycocks Field, Gregson Green and Sleaford Cemetery create a key green and blue infrastructure corridor for Sleaford as a whole. All development should take into account the key views and routes to and from this space which form a key part of the area's character.
2. This area contains numerous characteristic green verges, in particular Gregson Green which separates Eastgate and Ashfield Road. These should be retained and enhanced and not overrun with utilities, signage and clutter that negate their attractiveness.
3. The height of new residential buildings should be between 1.5 and 3 storeys to respect the area's existing building heights and to create a characteristic degree of enclosure.
4. Building materials and styles in this area vary. Infill development should complement the neighbouring buildings.

5 Industrial Sleaford

3.6 Character Area 5: Industrial Sleaford

This character area is designated as an Important Established Employment Area under the Central Lincolnshire Local Plan. It is an industrial and business area made up of numerous business parks.

This area is a typical example of the retail and business parks seen across the United Kingdom. This means that there are few architectural or design features specific to the neighbourhood area.

Buildings are generally functional and much space is taken up by surface car parks. There are, however, some positive features such as occasional cycle lanes and a relatively strong green infrastructure network.

The area's most recent expansion is the Sleaford Moor Enterprise Park at the north west along the A17. This development prioritises sustainability and there is a positive landscaping scheme in place.

Land use	Industrial and business uses including a mix of workshops, warehouses, factories and large retailers.
Urban form	Irregular blocks of large standalone buildings surrounded by open space and surface car parks dating from the mid-20th Century onwards.
Building materials	Mainly corrugated metal along with brick of varying colours.
Roofing	Mainly corrugated metal along with some concrete tiles.
Windows and doorways	Functional warehouse entrances. Few windows.
Boundary treatments	Protective metal fences. Hedgerows. Front-of-house surface parking.
Routes	The primary route of East Road connects the area with Sleaford's town centre (to the south west) and the arterial A17 (to the north). Other roads run perpendicular to East Road on cul-de-sac arrangements. Some pavements are shared use for pedestrians and cyclists, for example on Pride Parkway.
Green and blue infrastructure	Mature trees, grass verges and hedgerows line East Road. This network occasionally extends into individual business parks but not consistently and not always well maintained.
Landmarks	None of note.

Figure 169: An industrial unit in Sleaford Business Park.

Figure 172: Units on Pride Court.

Figure 170: Recent development at Sleaford Moor Enterprise Park.

Figure 173: Units on Pride Court.

Figure 171: Units in Royal Oak Business Park.

Existing development in the Industrial Sleaford character area

Considerations to improve design quality*

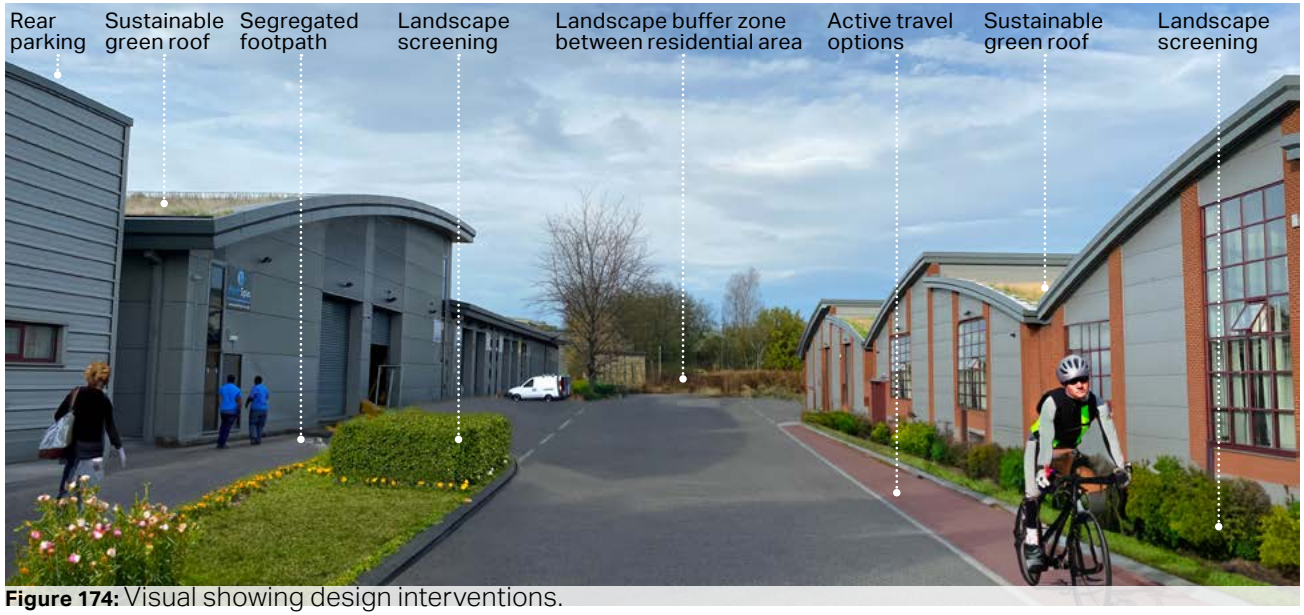


Figure 174: Visual showing design interventions.

Design Codes

1. Parking should not dominate the area and should be screened by vegetation and mature trees and, where possible, be located to the rear of buildings.
2. Industrial buildings are most responsive to local character when they take the form of agricultural buildings such as sheds, stables and barns.
3. Landscape buffer zones should be provided between this area and residential character areas to soften the visual impact of new developments.
4. Landscape screening and building orientation should be used to minimise the visual impact of new industrial development from other character areas and the surrounding countryside.
5. New development should be attractively designed, using high quality and sustainable building forms and materials and should promote active travel.

*For visual reference only. Industrial/retail guidelines relating to servicing and other requirements could have an impact on final appearance.

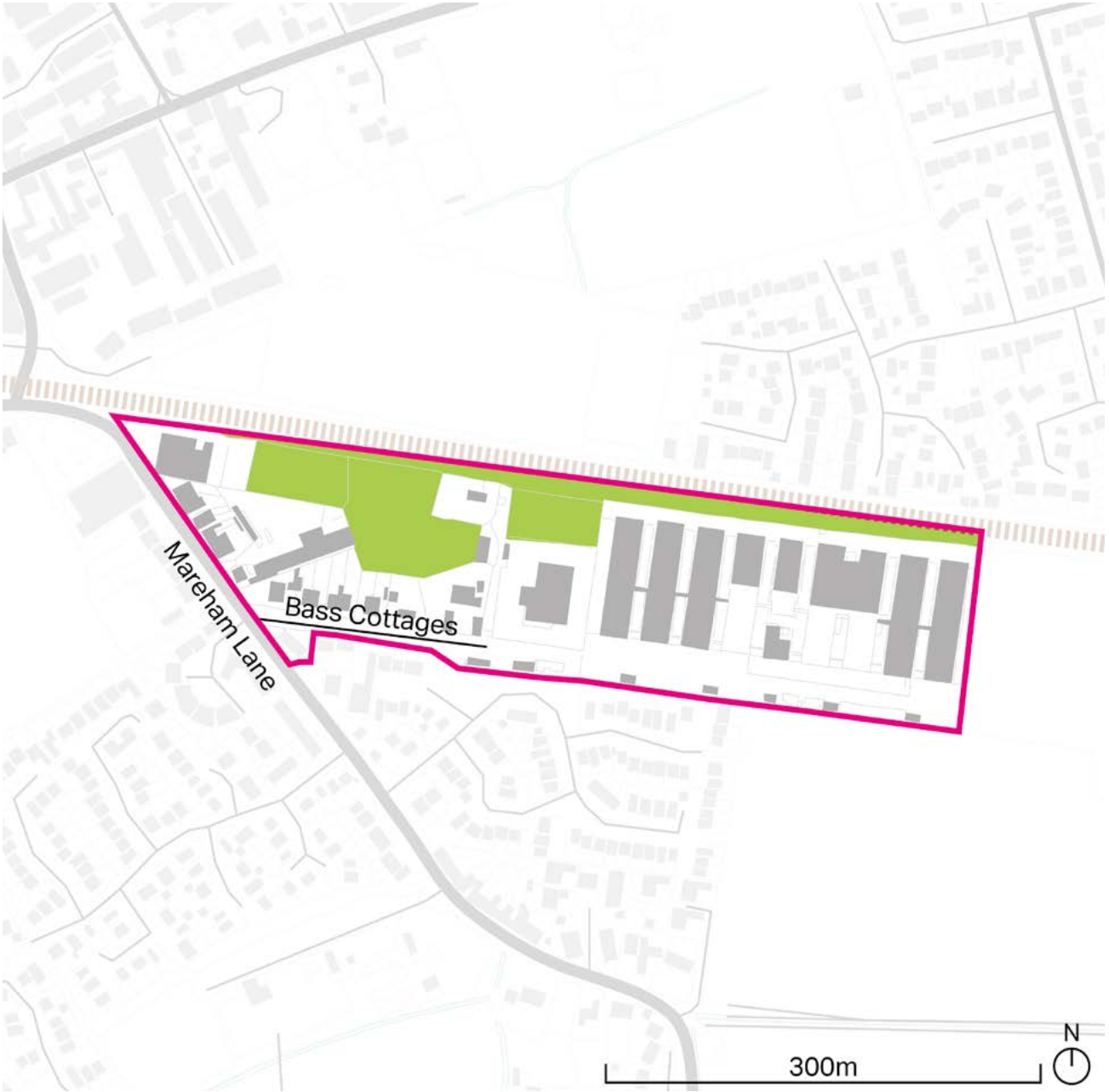
6 Bass Maltings

3.7 Character Area 6: Bass Maltings

This character area is set around the landmark Bass Maltings, a Grade II* Listed set of eight disused malt houses originally owned by the Bass Brewery. Constructed between 1901 and 1907, these are the largest group of malt houses in England. A fire caused serious damage to three of the malt houses in 1976 and all have been derelict and closed off to the public since the 1990s.

The area is located south of the railway and alongside parts of the Sleaford Suburbs character area. There are views of the Bass Maltings across Sleaford and the surrounding countryside.

The character area also includes the Grade II Listed set of workers' cottages (known as the Bass Cottages) built in a uniform style of red-brick and gabled wings. Several houses on Mareham Lane also fall within this character area due to similarities in building styles and materials.



Land use	Residential along Mareham Lane and Bass Cottages along with the Carre Arms hotel and restaurant and a New Life Church. The Bass Maltings site itself is a disused and derelict industrial site, formally malt houses for the Bass Brewery.
Urban form	The Bass Maltings complex is a unique symmetrical composition of nine parallel ranges aligned north-south and completed in 1907. The Bass Cottages consist of detached and semi-detached Edwardian homes. The houses on Mareham Lane are a mix of terraced and semi-detached Victorian homes. The Carre Arms is a large standalone Edwardian building on a corner plot.
Building materials	The Bass Maltings are constructed of red engineering brick with decorative brick detailing and ashlar stone dressings. The Carre Arms, some of the terraced houses on Mareham Lane and the Bass Cottages are built from vibrant red brick. Some houses on Mareham Lane are built from a buff brick with red brick patterns and window and door arches.
Roofing	The Bass Maltings have steep pitches with grey slate along with a series of integrated protruding wooden boxes. The Bass Cottages have steep pitches, plain tiled roofs and chimney stacks. The Carre Arms is of a similar design along with black timber framed gables. The houses on Mareham lane generally have grey slate roofs.
Windows and doorways	The Bass Maltings have rhythmic industrial style sash windows. The Bass Cottages have a series of cross casement windows, generally uniform across all of the listed buildings. The houses on Mareham Lane have ground floor bay windows.
Boundary treatments	The Bass Cottages and Bass Maltings fall within a semi-private area marked by ornate gothic entrance gates and surrounded by a tall brick wall with stone coping. The individual cottages have low brick walls, some with metal railings and some with planting. The houses on Mareham Road have small front yards with low brick walls.
Routes	Mareham Lane is a primary route linking the A52 with Sleaford's town centre. Bass Cottages is a semi-private road for resident access. The Bass Maltings are derelict and inaccessible.
Green and blue infrastructure	Green infrastructure is mainly contained within front yards, The Bass Maltings site is derelict and overgrown.
Landmarks	The Bass Maltings make up a unique Grade II* Listed site of national importance and a landmark for the whole neighbourhood area. The Bass Cottages are also Grade II Listed. The Carre Arms has a prominent corner position south of the railway.

Building materials

Figure 175: Red brick.

Figure 176: Industrial red brick.

Figure 177: Red brick.

Figure 178: Red brick.

Roofing

Figure 179: Tall pitched roofs.

Figure 180: Steep pitches.

Figure 181: Wooden gable.

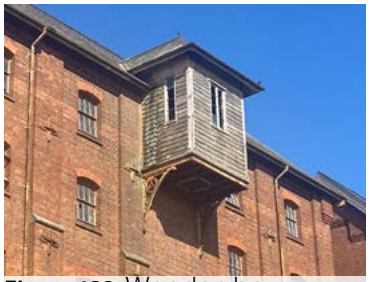


Figure 182: Wooden box.

Windows and doorways

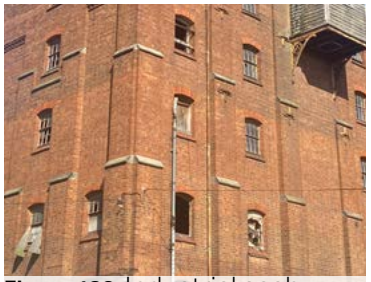


Figure 183: Industrial sash.

Figure 184: Bay windows.

Figure 185: Cross casement.

Figure 186: Traditional features.

Boundary treatments

Figure 187: Gothic gate.

Figure 188: Brick and railings.

Figure 189: Short brick wall.

Figure 190: Tall brick wall.

Figure 191: The ornate private entrance gate.

Figure 192: The Grade II* Listed former Bass Maltings.

Figure 193: Edwardian semi-detached homes.

Figure 194: The Carre Arms Hotel on Mareham Lane.

Figure 195: A detached Edwardian home.

Figure 196: The Bass Maltings' iconic gables and wooden boxes.

Design Codes

1. There is an unique opportunity to adapt the Bass Maltings into a high quality mixed-use development that restores the heritage of the buildings and represents the best principles of urban design including high quality public realm, walkable streets, active frontage, the incorporation of new green space and cutting edge sustainable interventions.
2. Infill development should complement this area's listed buildings. The commonly used materials of red brick and clay or grey slate tiles should be the default options for new materials.
3. The Bass Maltings is a site of national importance and a major landmark for the neighbourhood area. All development should take into account the key views and routes to and from these buildings which form a key part of the area's character.

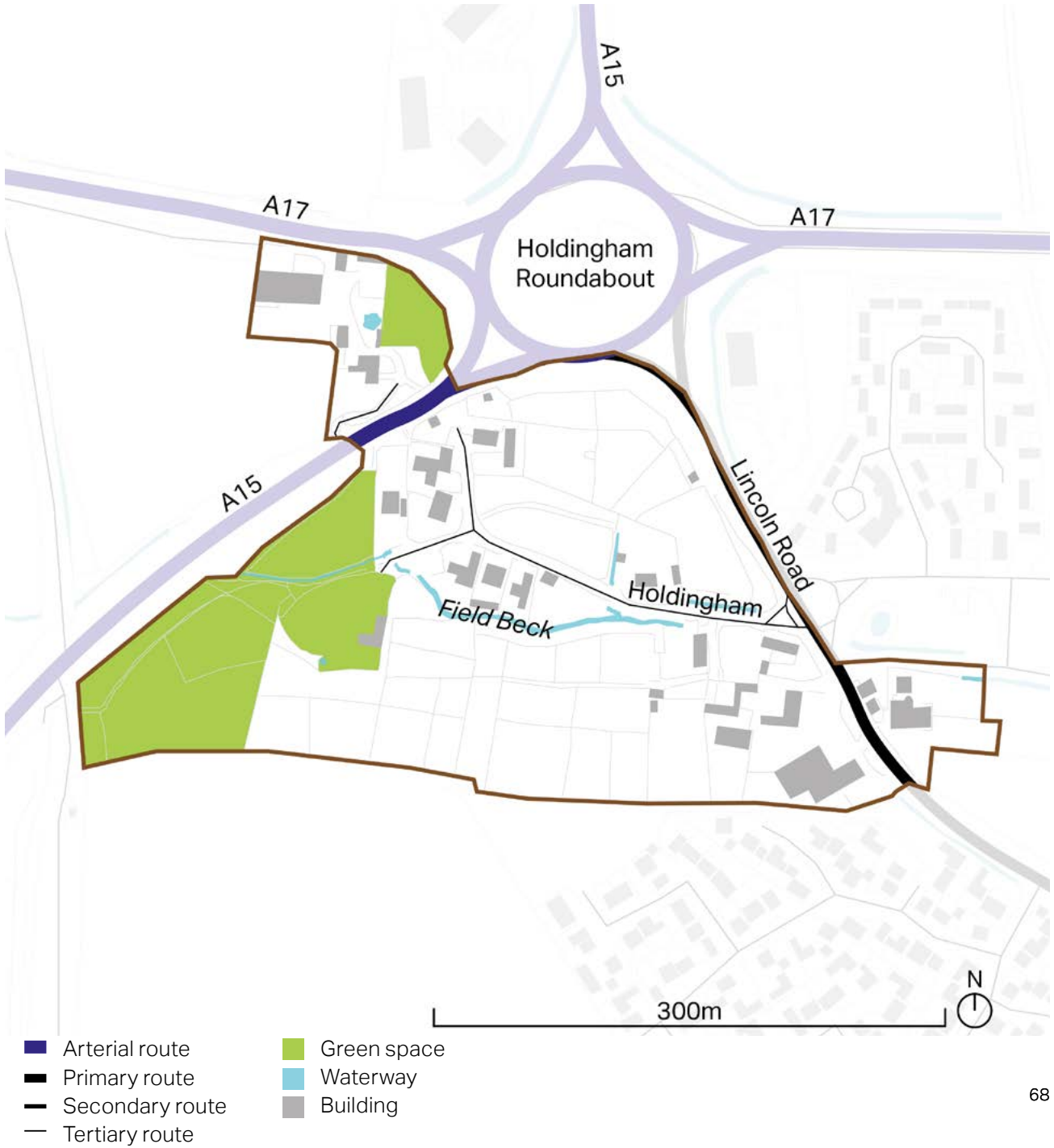
7 Holdingham

3.8 Character Area 7: Holdingham

Historically a separate hamlet, this character area is now connected to Sleaford's urban area but with a character that remains distinct. There is a village-like feel of rural tranquility and traditional agricultural uses enhanced by the area's open green spaces and the stream known as Field Beck.

Generally based to the south and west of Holdingham Roundabout and to the west of Lincoln Road, this area is mainly contained along the rural lane of Holdingham. Holdingham curves around an open green space which is the site of the former St Mary's Chapel.

The built environment includes several cottages and farmsteads in low density and spacious settings. The houses are generally surrounded by private gardens and many back onto open agricultural countryside. The countryside is accessed through the network of Public Rights of Way.



Land use	Residential with some working agricultural farms. There are also some commercial premises, a pub and petrol station on either side of Lincoln Road.
Urban form	A village style layout of generally detached cottages and bungalows informally arranged around the road named Holdingham. The houses were built between the 17th Century and the present day and are between 1 and 2 storeys. There are some large agricultural buildings between the A15 and A17 and standalone commercial premises alongside Lincoln Road.
Building materials	The historic cottages and one of the new houses are built from coursed limestone rubble which is the most characteristic of the area. Some of these have red brick quoins and window and door surrounds. The other more recent houses are built from rustic red brick.
Roofing	A mixture of red clay pantiles, rosemary tiles and grey slate tiles. Several with dormer windows.
Windows and doorways	There is a mix of styles. Some cottages have informal rural window layouts. Some limestone buildings have red brick wndow surrounds. There is a modern example of a casement window on a contemporary limestone house.
Boundary treatments	An informal mix due to the area's rural nature. Some front gardens have no boundary. Some have limestone walls and some have hedgerows. There is a historic limestone wall lining the road named Holdingham and surrounding the site of the former St Mary's Chapel.
Routes	The arterial A15 splits the area into two with the northern section contained also contained by the arterial A17. The primary route of Lincoln Road runs east of the area and is the busy main route into Sleaford from the motorway network. The road named Holdingham is quiet and rural in nature.
Green and blue infrastructure	The road named Holdingham orbits a large green field which is the site of the former St Mary's Chapel. There is a surrounding rural landscape of fields and open countrysides with Public Rights of Way lined by mature trees. There are grass verges along Holdingham and front gardens with mature trees, planting and hedgerows.
Landmarks	There are four Grade II Listed assets: the 17th Century 1 Holdingham, the 17th Century Anna House Farmhouse (plus its outbuildings) and the 18th Century 12 Holdingham.

Building materials

Figure 197: Rustic red brick.

Figure 199: Limestone rubble.

Figure 200: Varying brick.

Figure 198: Brick quoins.

Roofing

Figure 201: Dormer windows.

Figure 202: Rosemary tiles.

Figure 203: Red clay pantiles.

Figure 204: Clay pantiles.

Windows and doorways

Figure 205: Dormer windows.

Figure 206: Brick surrounds.

Figure 207: Irregular fenestration.

Figure 208: Contemporary.

Boundary treatments

Figure 209: Limestone and wood.

Figure 210: Traditional Limestone.

Figure 211: Hedgerow.

Figure 212: Modern limestone.

Figure 213: Holdingham's rural lanes.

Figure 214: The Grade II Listed 1 Holdingham (Orchard Cottage).

Figure 215: Stone boundaries on Holdingham.

Figure 216: Village green-style public realm.

Figure 217: Farmhouse buildings.

Design Codes

1. Several of this area's buildings back onto open countryside. It is important that development integrates within the landscape context and respects potential views from Public Rights of Way.
2. This area's low density rural character should be respected and maintained.
3. The height of any new residential buildings should be between 1 and 2 storeys to respect the area's existing building heights and rural character.
4. The commonly used materials of coursed limestone rubble and red clay pantiles should be the default options for new materials for infill development.

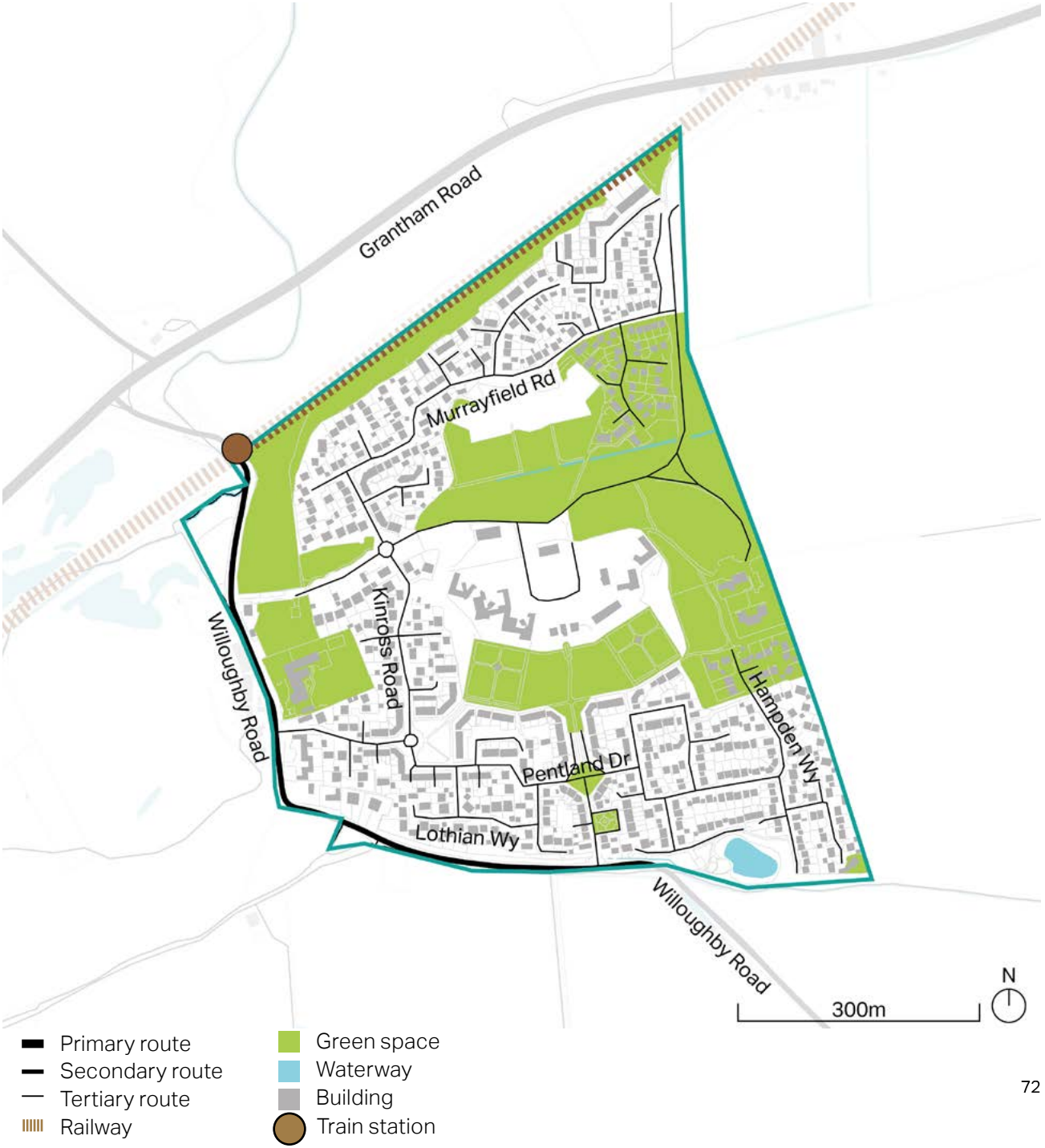
8 Greylees

3.9 Character Area 8: Greylees

This character area is located separate to Sleaford's main urban area at the south west of the neighbourhood area. It is bordered by railway to the north, Willoughby Road to the south and west and open countryside to the east.

This is the site of Rauceby Hospital (originally known as Kesteven County Asylum), a defunct Victorian psychiatric hospital. In 1940, the complex was taken over by the Royal Air Force and functioned as a crash and burns unit for nearby RAF Cranwell. Several of Rauceby Hospital's buildings are derelict but some, including the chapel, have recently been brought back into use.

The wider area was redeveloped into a residential area from the late 20th Century onwards. The houses have been built in traditional styles amongst generous green spaces and landscaping. The area has railway connections to Sleaford from Rauceby Train Station.



Land use	Predominantly residential along with a golf club and some small businesses. Rauceby Train Station is located at the north west of the area. Most of the former Rauceby Hospital is currently derelict and disused.
Urban form	A radial layout surrounding the former Rauceby Hospital (itself arranged in echelon formations of 2 storey Victorian blocks). From the orbital routes, houses are arranged in high density cul-de-sacs and include a range of detached, semi-detached and terraced houses built from the late 20th Century onwards. The houses are generally 2-3 storeys in neo-Georgian and neo-Victorian styles.
Building materials	The Rauceby Hospital buildings are red brick with stone surrounds. The modern houses are built from brick in varying shades of red, yellow and buff. Some houses are covered in light rendering.
Roofing	The Rauceby Hospital buildings generally have grey slate. Some have ornate Gothic Victorian gables and spires. The modern houses include a mix of grey slate tiles and red clay pantiles. Some have dormer windows.
Windows and doorways	The Rauceby Hospital buildings contain a mix of boarded up sash and bay windows in Georgian proportions. The modern houses attempt to replicate Georgian and Victorian styles with neo-classical features.
Boundary treatments	Front yards are generally bordered by a mix of black metal railings, hedgerows and open front yards. Back yards are generally bordered by taller brick walls.
Routes	Rauceby Train Station is located at the west of the area and provides direct links into Sleaford. Willoughby Road is a main route giving access into the area from Grantham Road (the direct route to Sleaford). Other roads are generally for resident access.
Green and blue infrastructure	The area is a Grade II Registered Park and Garden located separate to Sleaford in a countryside setting. There are two large green spaces with bandstands at their centre. There are also green spaces at key corners and roundabouts. There are mature trees clustered around the urban edges and alongside the Rauceby Hospital site. Sleaford Golf Club is located to the west of the area.
Landmarks	Although sadly derelict, the former Rauceby Hospital is a local landmark due to its grand and uniform Victorian architecture and colourful history,

Building materials

Figure 218: Restored red brick.

Figure 219: Modern red brick.

Figure 220: Alternative shades.

Figure 221: Traditional red brick.

Roofing

Figure 222: Stepped pitches.

Figure 223: Gothic Victorian.

Figure 224: Grey slate.

Figure 225: Red clay pantiles.

Windows and doorways

Figure 226: Classical features.

Figure 227: Stone surrounds.

Figure 228: Gothic features.

Figure 229: Symmetry.

Boundary treatments

Figure 230: Metal railings.

Figure 231: Brick walls.

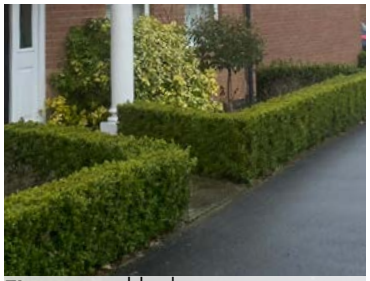


Figure 232: Hedgerows.

Figure 233: Narrow open yards.

Figure 234: Neo-Georgian and Victorian features.

Figure 237: Red brick and stone surrounds are characteristic of the area.

Figure 235: The chapel of the former Rauceby Hospital, restored and converted into a tearoom and event venue.

Figure 238: Modern housing in a traditional style.

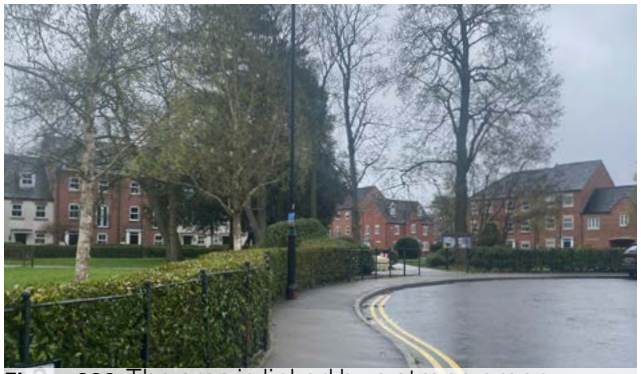


Figure 236: The area is linked by a strong green infrastructure network.

Figure 239: The traditional railway signal box.

Design Codes

1. There are continued opportunities to adapt the Rauceby Hospital buildings into high quality mixed-use developments that restore the heritage of the buildings and represents the best principles of urban design including high quality public realm, walkable streets, active frontage, the incorporation of new green space and cutting edge sustainable interventions.
2. The Rauceby Hospital buildings are a major part of this area's character. All development should take into account the key views and routes to and from these buildings.
3. This area contains numerous characteristic green spaces, both large and small, which should be retained and enhanced and not overrun with utilities, signage and clutter that negate their attractiveness.

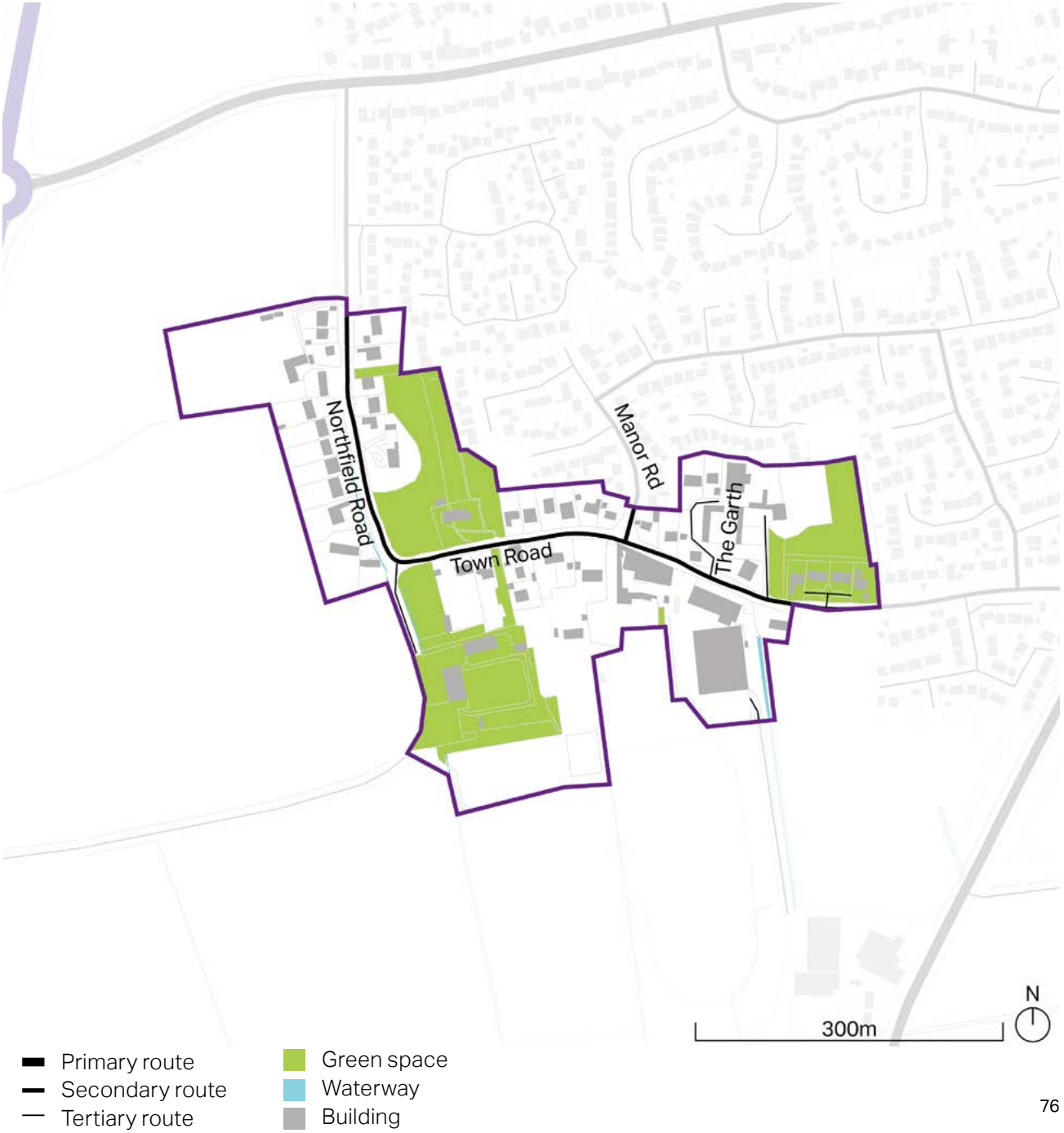
9 Quarrington

3.10 Character Area 9: Quarrington

Historically a separate village, this character area is located at the south west of Sleaford's urban area. The area is centred around the Grade II* Listed Parish Church of St Botolph and roughly follows Northfield Road and Town Road in an L shape.

Although directly connected to the Sleaford Suburbs character area, this area feels distinct and semi-rural. There are several large agricultural buildings and many of the houses back directly onto open countryside. There is a strong green network of grass verges, mature trees and hedgerows lining the main streets.

Although house styles vary, there is a common use of coursed limestone rubble in many of the area's buildings and walls. The numerous listed buildings give a strong sense of place that is closely linked to the area's rural history.



Land use	Residential with some working agricultural farms.
Urban form	A village style layout of generally detached cottages and bungalows informally centred around the Parish Church of St Botolph. The houses were built between the 17th Century and the present day and are generally between 1 and 2 storeys. There are several large agricultural buildings.
Building materials	There is a mix of building materials but much of the character comes from the coursed limestone rubble and buff brick which is in harmony with the limestone ashlar Parish Church of St Botolph and the area's oldest cottages.
Roofing	There is a mix of roof styles and pitch heights amongst the area's newer buildings. The historic buildings are characterised by grey slate roofs and tall stone chimney stacks. Newer developments have enthusiastically embraced solar panels.
Windows and doorways	Traditional windows and doors are common including informal farmhouse and barn layouts and Tudor-style windows with stone surrounds.
Boundary treatments	As with many of the area's buildings, coursed limestone rubble with stone coping is a common building material for walls (of varying heights). There are also examples of hedgerows and brick walls.
Routes	Northfield Road and Town Road form an L shape around the Parish Church of St Botolph with other residential streets including Manor Road and the Garth running parallel to these roads.
Green and blue infrastructure	This area is on the edge of the urban area so is adjacent to open countryside to the south and west. There are grass verges, mature trees and hedgerows on Northfield Road and Town Road.
Landmarks	There are six listed buildings most notably the Grade II* Listed Church of St Botolph whose spire can be seen from across the area and from the surrounding countryside.

Building materials

Figure 240: Limestone rubble.

Figure 241: Limestone ashlar.

Figure 243: Limestone rubble.

Figure 244: Buff brick.

Roofing

Figure 245: Solar panels.

Figure 246: Agricultural.

Figure 247: Tall chimney stacks.

Figure 248: Grey slate.

Windows and doorways

Figure 249: Agricultural.

Figure 250: Stone surrounds.

Figure 251: Wooden features.

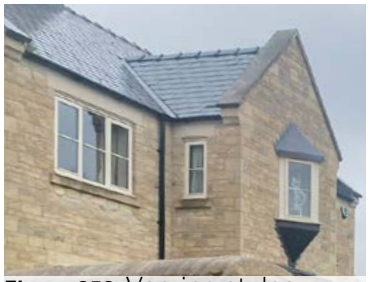


Figure 252: Varying styles.

Boundary treatments

Figure 253: Limestone walls.

Figure 254: Stone coping.

Figure 255: Hedgerows.

Figure 256: Limestone walls.

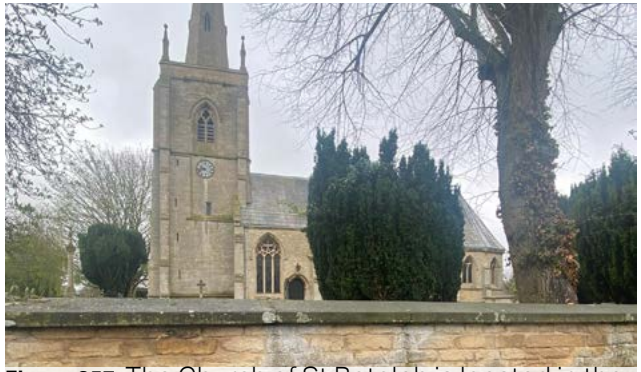


Figure 257: The Church of St Botolph is located in the heart of Quarrington.

Figure 258: Neo-tudor houses built from coursed limestone rubble.

Figure 259: Coursed limestone rubble is characteristic of the area.

Figure 260: The area has an agricultural history.

Figure 261: Historic and contemporary buildings in harmony.

Figure 262: Contemporary housing taking design cues from the surrounding area.

Design Codes

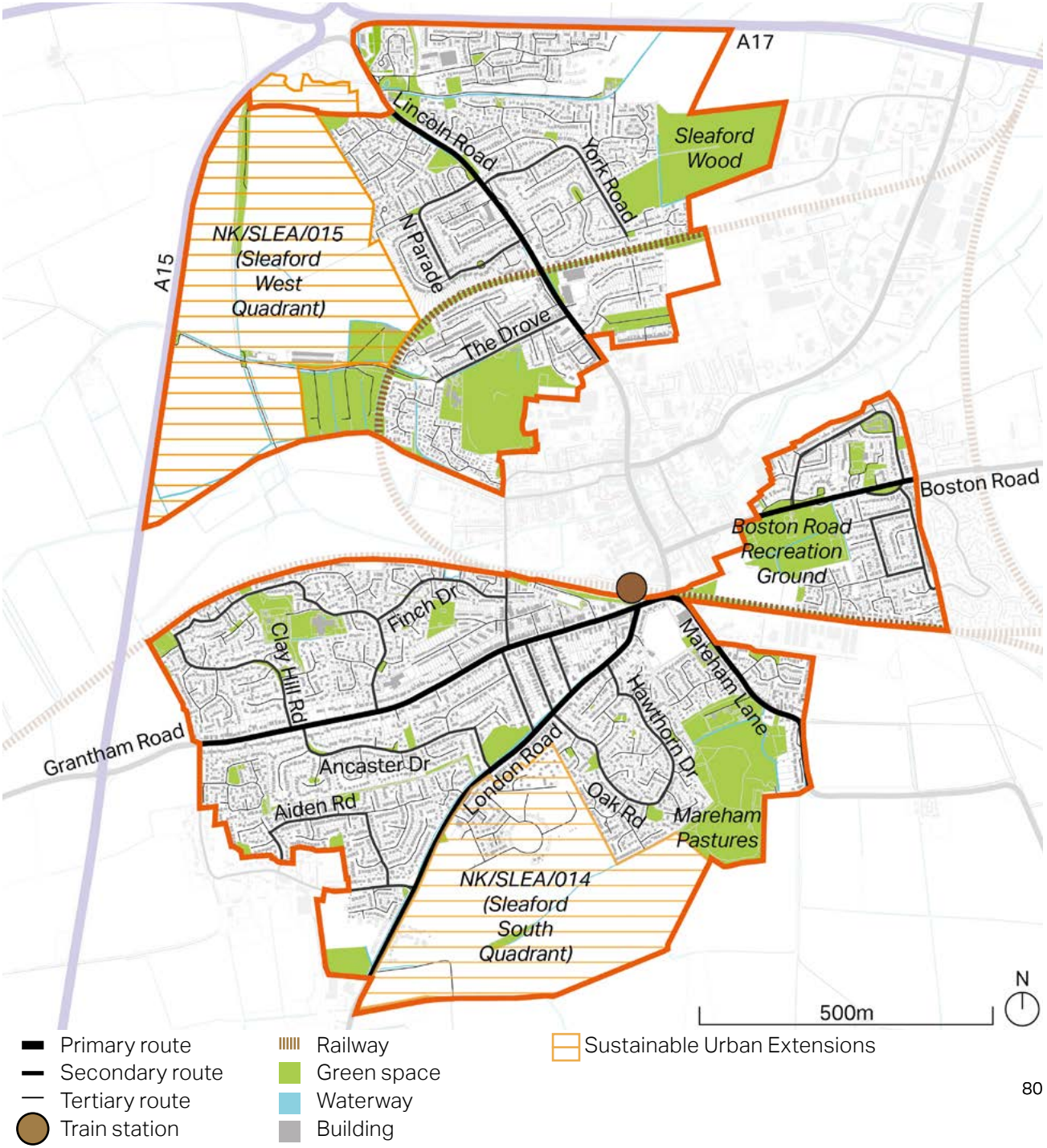
1. Several of this area's buildings back onto open countryside. It is important that development integrates within the landscape context and respects potential views from Public Rights of Way.
2. The height of any new residential buildings should be between 1.5 and 2.5 storeys to respect the area's existing building heights and rural character.
3. The commonly used materials of coursed limestone rubble, grey slate and red clay pantiles should be the default options for new materials for infill development.
4. The Church of St Botolph is a key landmark for the neighbourhood area. Development should take into account the key views and routes to and from this building as it forms a key part of the area's character.

10 Sleaford Suburbs

3.11 Character Area 10: Sleaford Suburbs

This character area covers the residential parts of Sleaford that don't fall within the other character areas. Although there is a wide variety of building styles, sizes and materials, there are many positive design attributes that tie the area together. These attributes should be considered best practice for future residential development including the Sustainable Urban Extensions of Sleaford West Quadrant and Sleaford South Quadrant.

The most successful parts of the area are those with generous green space and public realm such as tree-lined streets, decorative planting and grass verges that create a network between the area's parks and open green spaces. The best developments are those that prioritise pedestrians and cyclists over cars and those that use sustainable building materials that complement the neighbourhood area's heritage. Gentle variations of density can help to meet the neighbourhood area's housing needs.



Land use	Predominantly residential but with the local amenities commonly found in suburban areas such as schools, parks, sports centres, pubs, takeaways, hairdressers, small retail units and supermarkets.
Urban form	Varying development styles and periods but generally clustered around Mareham Lane, London Road, Grantham Road, Boston Road and Lincoln Road (all primary routes leading into Sleaford). Houses are grouped into orbital or cul-de-sac arrangements. Most houses are 1 or 2 storeys and generally date from the 20th Century onwards but with some Victorian and Edwardian examples.
Building materials	Mainly brick of varying colours including red, yellow and buff but with some modern developments built from imitation limestone rubble to reflect the character of Sleaford's historic areas.
Roofing	Varying materials including grey slate, red clay pantiles, rosemary tiles and other more modern tiles. Chimney stacks are common and there is a general consistency in the gradient of pitches even if the building heights are staggered and laid out at different angles.
Windows and doorways	Varying styles including traditional and art deco bay windows, sash windows and casement windows. There are general attempts to replicate Georgian and Victorian styles.
Boundary treatments	Hedgerows, stone walls and brick walls are common.
Routes	The primary routes of Mareham Lane, London Road, Grantham Road, Boston Road and Lincoln Road link the wider area with Sleaford's town centre. These routes are often poorly connected to each other which forces traffic into the centre of town. Residential streets are usually orbital or laid out as cul-de-sacs. Some primary routes have cycle lanes.
Green and blue infrastructure	Varying depending on the period of development but there is a generally good network of grass verges and mature trees along with extensive planting within private front gardens. There are numerous large parks and sports grounds including Boston Road Recreation Ground, Mareham Pastures and Sleaford Wood.
Landmarks	The main landmarks are the public parks. However, there are views towards several of Sleaford's historic assets from various points including Money's Mill and the Church of St Denys.

Building materials

Figure 263: Imitation limestone.

Figure 264: Timber framing.

Figure 265: Buff brick.

Figure 266: Red brick.

Roofing

Figure 267: Chimney stacks.

Figure 268: Staggered heights.

Figure 269: Grey slate.

Figure 270: Varying styles.

Windows and doorways

Figure 271: Gothic arches.

Figure 272: Curved bays.

Figure 273: Georgian style.

Figure 274: Victorian style.

Boundary treatments

Figure 275: Short hedgerows.

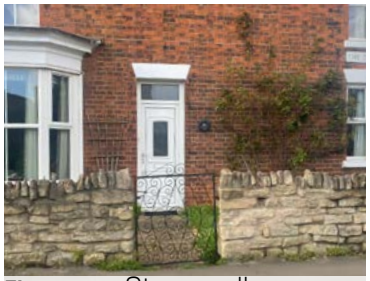


Figure 276: Stone walls.

Figure 277: Brick walls.

Figure 278: Tall hedgerows.

Figure 279: Terraced housing on North Road.

Figure 282: Contemporary housing on Mareham Lane.

Figure 285: Mature trees lining Grantham Road.

Figure 280: Detached houses on Chapel Hill Court overlooked by the Bass Maltings.

Figure 283: Variations in size, layout and materials.

Figure 286: Variations in style and materials but overall harmony of set-backs and heights.

Figure 281: Generous green infrastructure is an important feature across the residential areas.

Figure 284: A timber-framed porch - a nod to the timber-framed buildings of the town centre.

Figure 287: Contemporary housing on Park Hill.

Area-wide Design Codes

04

4. Area-wide Design Codes

This section prioritises the character and quality of new development, sustainable design approaches and several key topics of community importance. The design codes in this section should be read in conjunction with the character area design guidelines in section 3.

4.1 Introduction

This section supports developers and development managers when producing or reviewing planning applications in the neighbourhood area. The codes apply to the whole neighbourhood area including major development sites or allocated sites, infill development and windfall development.

Whilst there is not always agreement on aesthetic issues and architectural taste, these codes are focused on topics that help designers and decision makers objectively respond to context, character and community priorities.

Development proposals can apply these codes as part of 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:

- **Design Code A: Sustainability**
- **Design Code B: Responsive Design**
- **Design Code C: Infill Development**
- **Design Code D: Settlement Edges**
- **Design Code E: Natural Features**
- **Design Code F: Frontages and Boundaries**
- **Design Code G: Public Realm**
- **Design Code H: Connectivity**
- **Design Code I: Extensions**

A

4.2 Design Code A: Sustainability

The climate emergency has created the need to decrease our carbon footprint to 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 288: Solar panels on a house in Sleaford.

A1 – 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 and flooding with sustainable drainage systems (SuDS). 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-climates for streets and spaces.

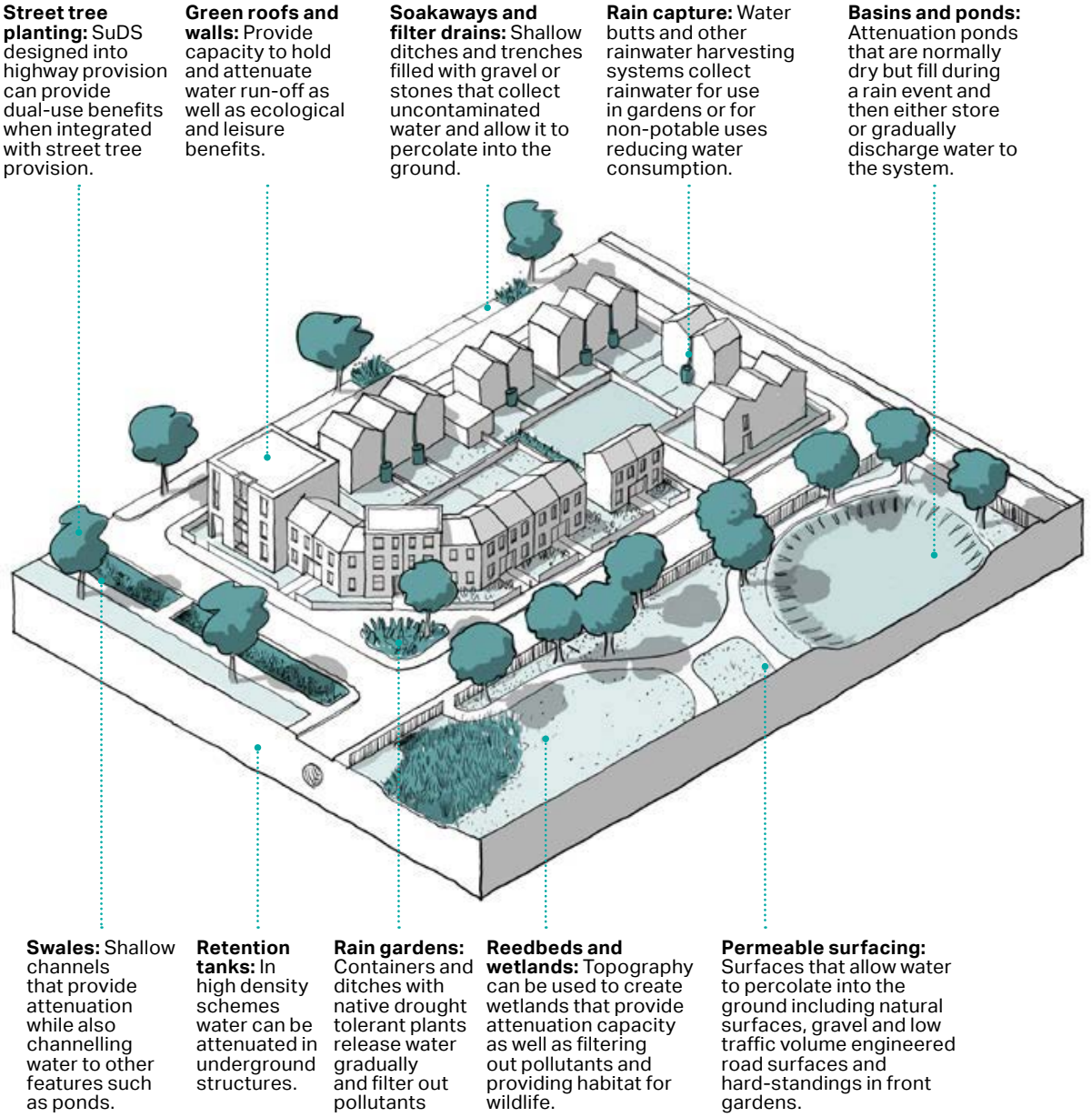


Figure 289: Sustainable drainage systems (SuDS) as set out in the National Model Design Code.

A2 - Assessing Renewable Energy Sources

Key considerations in the assessment of renewable 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.

Figure 290: Contemporary solar panel design integrated within a traditional roofscape.

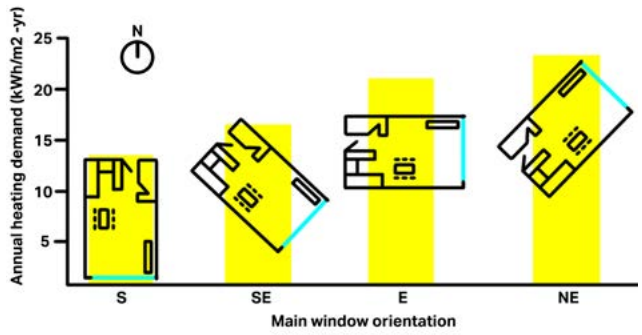


Figure 291: Building orientation influences the annual heating demand.

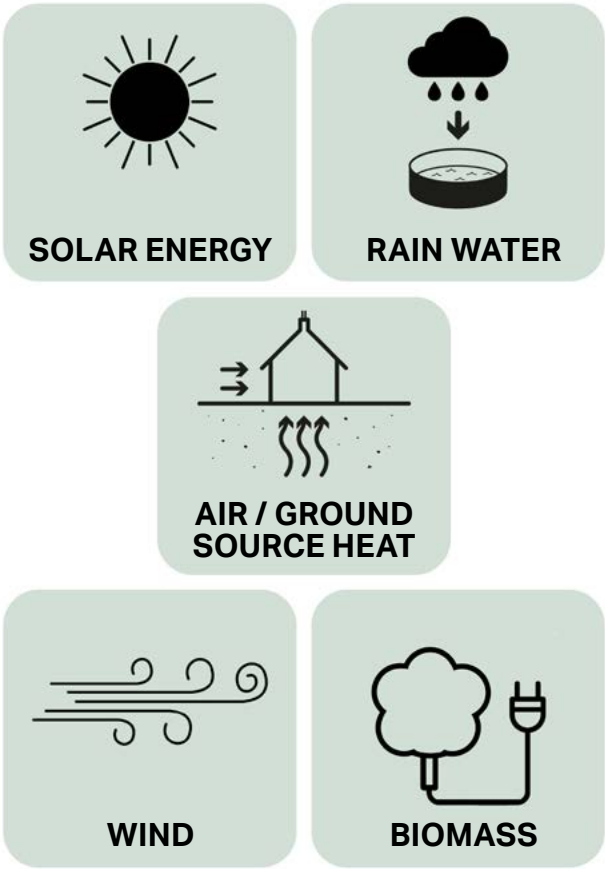


Figure 292: Some key alternative natural energy resources.

A3 - 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 (e.g. in rural areas).
- 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 the Conservation Area.

Design issues to address for parking at the home

- Convenient on-plot parking, 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.
- Consider potential to adapt existing infrastructure (e.g. lamp posts) for charging connections.

Figure 293: Public electric vehicle charging point.

Figure 294: Home electric vehicle charging point.

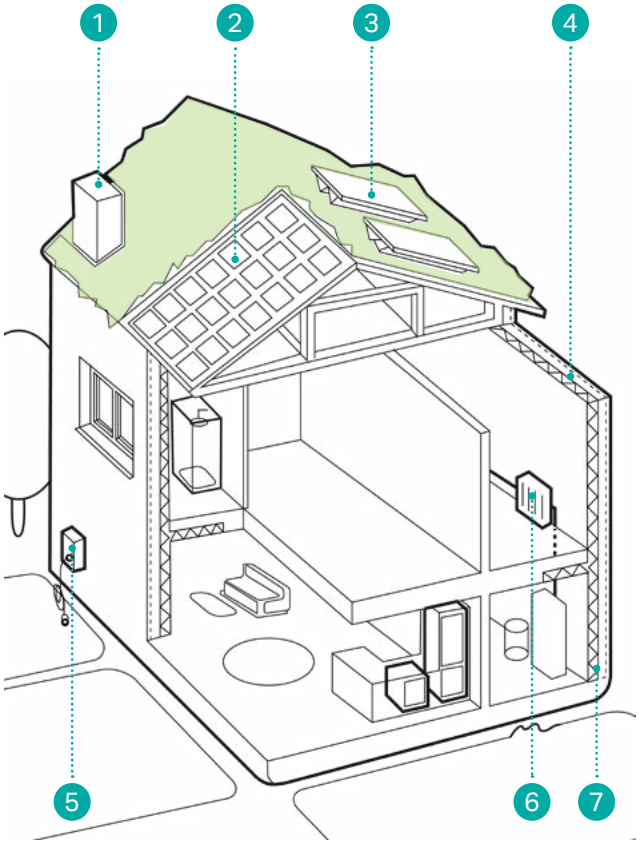
A4 - Energy Efficiency Measures Towards Net-zero Carbon

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.

Figure 295: Air source heat pump unit.

Figure 296: Air source heat pump housing covers the unit and harmonises with the building aesthetic.



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.

Figure 297: Cut-through diagram of an energy efficient home and its features.

B

4.3 Design Code B: Responsive Design

Lincolnshire is one of England's most traditional counties and, as such, the preservation of Sleaford's character is of the utmost importance. 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 admiration for their hometown.

The design codes in this section set out how to respond to the analysis set out in section 2 and section 3 of this document. These responses help formulate and review design proposals in line with other local policy.

B1 - Response to local context

- Reinterpreting or complementing existing styles such as Georgian and Victorian architecture is a way to add to the story and richness of Sleaford whilst giving a nod to its heritage.
- However, designers should not always attempt to mimic the design of dwellings according to the predominant design period of an identified character area in the form of pastiche, as this can have negative results, particularly if cheap materials and inauthentic proportions are used.
- It is expected that echoing certain elements of layout and built-form in a street or area (scale, form, storey heights, facade proportions, fenestration and materials) whilst using current building technologies can update and continue the design evolution without being incongruous.
- The default position (particularly outside the Conservation Area) is that buildings should be of their time and place whilst adding to local character. Looking forward with modern technology and innovating with purpose to meet the climate emergency is also of paramount importance.
- There are certain features that are particularly associated with the neighbourhood area and form a key part of its character. This includes coursed limestone rubble, limestone ashlar, red brick, red clay pantile or grey slate roofs, pitched gables and chimney stacks.
- The images on the following page show some of the character features commonly seen across Sleaford.

Figure 298: Limestone ashlar.

Figure 299: Coursed limestone rubble.

Figure 300: Red brick.

Figure 301: Traditional shop-fronts.

Figure 302: Red clay pantiles and staggered roof heights.

Figure 303: Grey slate and chimney stacks.

B2 - Design response

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

1. **Harmonise** - clearly respond to existing characteristics within the neighbourhood 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 new house in the forefront mimics the features of the listed cottages to the left. The brick colour and roof tiles are matching. The roof pitches are set at the same gradiant. The roof and chimney stacks are at similar heights.

2

The new house to the left complements the historic barn's coursed limestone building materials and is of a similar height. The limestone wall is also in keeping. The house's architectural style is different but there is overall harmony.

3

This new house has some striking modern features such as the windows on the gabled end. However, the use of limestone and the overall height and proportions means this fits into its surroundings whilst being unique and interesting.

C

4.4 Design Code C: Infill Development

Infill development is smaller scale development (generally fewer than 10 homes) within an existing urban and developed context. This type of development commonly consists of three main types:

- Gap site development within a street frontage;
- Backland development (the sub-division of large plots); and
- Site redevelopment (for example, replacement of existing building/s).

The overarching aim of these design codes is to promote context-sensitive infill housing of a high quality. This should help reinforce local character and create sustainable growth in Sleaford.

C1 - Infill Development

- **Scale and massing**: 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 overlooking or overshadowing of both windows and amenity space.
- **Enclosure**: Building scale and position 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).
- **Fenestration (window pattern)**: The positioning of windows should be in keeping with the predominant positive building character on the street or harmonise with adjacent buildings of good character.
- **Access**: Building entrances should address the street with a main access and main frontage. Corner buildings should address both streets with frontages but the main entrance could be on either subject to access requirements.
- **Building heights**: Building heights should depend on the development's character area. 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.
- **Refuse and cycle storage**: Access for bin and cycle storage should be provided with stores being integrated within plot boundaries. Snickets / alleyways should be considered for terraced buildings with four or more units in order to allow access to the rear of properties for cycle and bin storage.
- **Parking provision**: Parking should be integrated on plot where possible with parking spaces set behind the building line, generally to the side of plot being preferable. For narrow dwellings it is preferred 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 afforded sufficient space and utilise hedgerows to screen cars laterally from the street.

- **Proportionate backland development**: Where backland development shall be permitted by the planning authority, proposals should ensure that the density, scale and appearance reflect the immediate context (i.e. the original dwelling). Additional buildings/dwellings should not be larger in height, massing or scale than the existing dwelling. The privacy, integrity and amenity of the existing dwelling must be protected from that proposed on the backland. Only on exceptionally large plots would it be deemed acceptable for any backland proposal to be larger or vary in character to that of the original dwelling.
- **Access and spacing within backland development**: Backland development must avoid tandem development by ensuring appropriate spacing, access and the overall configuration does not adversely affect the amenity of the original (or surrounding dwelling(s). Backland access should minimise the removal or alteration of existing boundary treatments within the original plot where feasible.

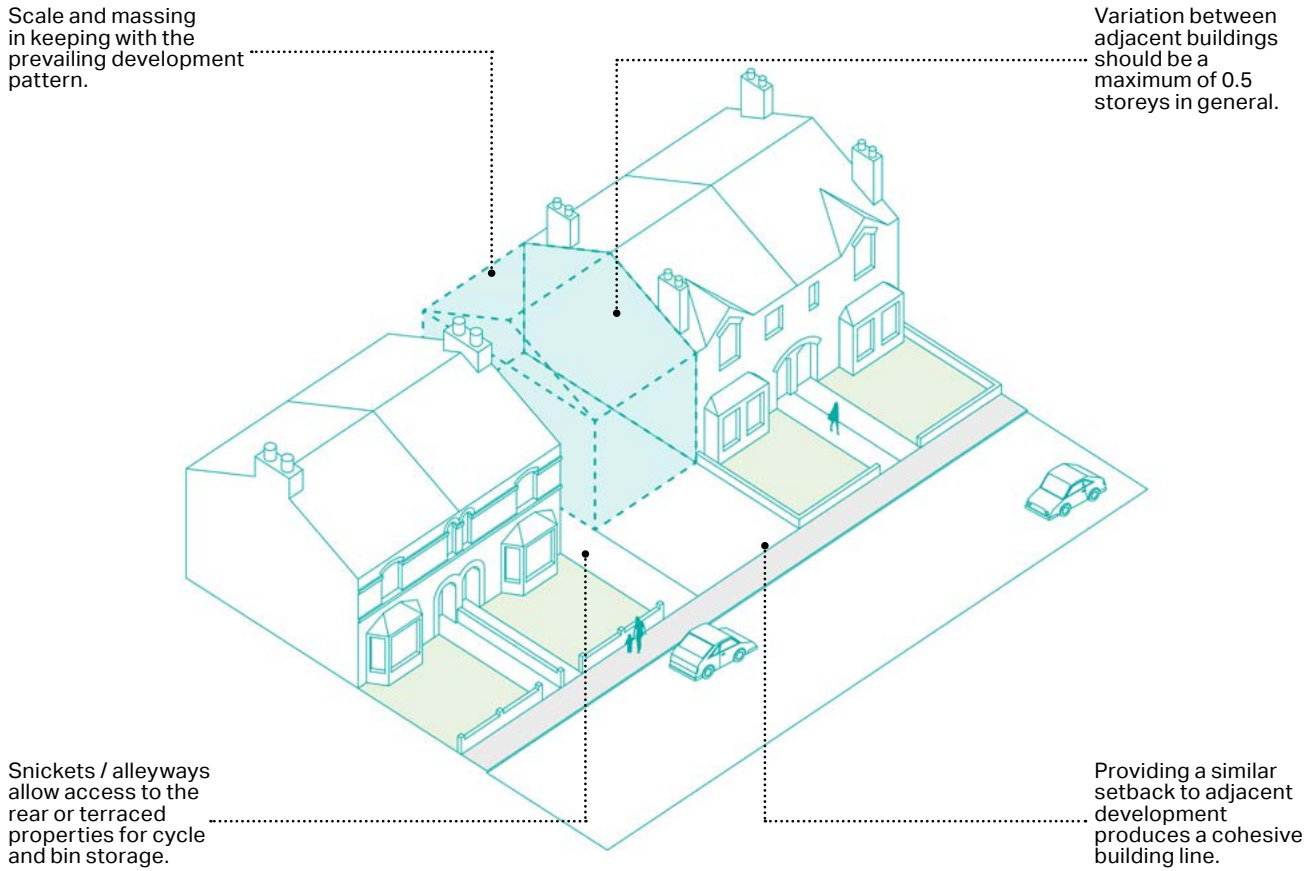


Figure 304: Contextual infill development diagram.

D

4.5 Design Code D: Settlement Edges

Sleaford's urban area is surrounded by countryside on all sides. Both the urban and rural environments of the neighbourhood area provide a series of key views. Such views should be protected from within and outside of Sleaford's urban area.

The following design codes respond to the contrast in character between the urban character areas and the landscape character areas. This contrast requires a sensitive and considered design response so as not to adversely impact either environment.

D1 – Landscape, views and the settlement edge

- **Sensitive peripheral development**: Integrate development sensitively with the surrounding landscape, particularly on the periphery of Sleaford's urban area. Lower building heights and smaller scale development are most appropriate for peripheral locations such as these.
- **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 urban area. This can be achieved via a mixture of lower height development and using natural screening (e.g. hedgerows, tree cover, green roofs etc) to mitigate a development's visual impact.
- **Protecting views at the settlement edge**: Proposals on the settlement edge should not obstruct key views looking both inwards and outwards of the urban area. Views of the neighbourhood area's landscape and built form are a locally defining feature that contribute to the legibility and wayfinding of the area.
- **Protecting and creating views**: Buildings should be oriented to maintain existing key views or to create new views or vistas to contribute to local wayfinding. Views of both landmark buildings within Sleaford's townscape (e.g. Money's Mill, the Handley Memorial and the Parish Church of St Denys) as well as landscape features should be utilised to promote legibility across the neighbourhood area. Such views also contribute to the character and overall attractiveness of the area and should therefore be considered within proposals.

- **Settlement edge gateways**: Sleaford has a number of gateways primarily located along its strategic roads which are located at the settlement edge where the landscape abuts the urban area. Gateways into Sleaford should maintain a sense of visual prominence by fostering a sense of arrival. This can be achieved through the use of landmark features, utilising key views and vistas, large setbacks and public realm.

Figure 305: Poor interaction and transition between the built environment and surrounding countryside.

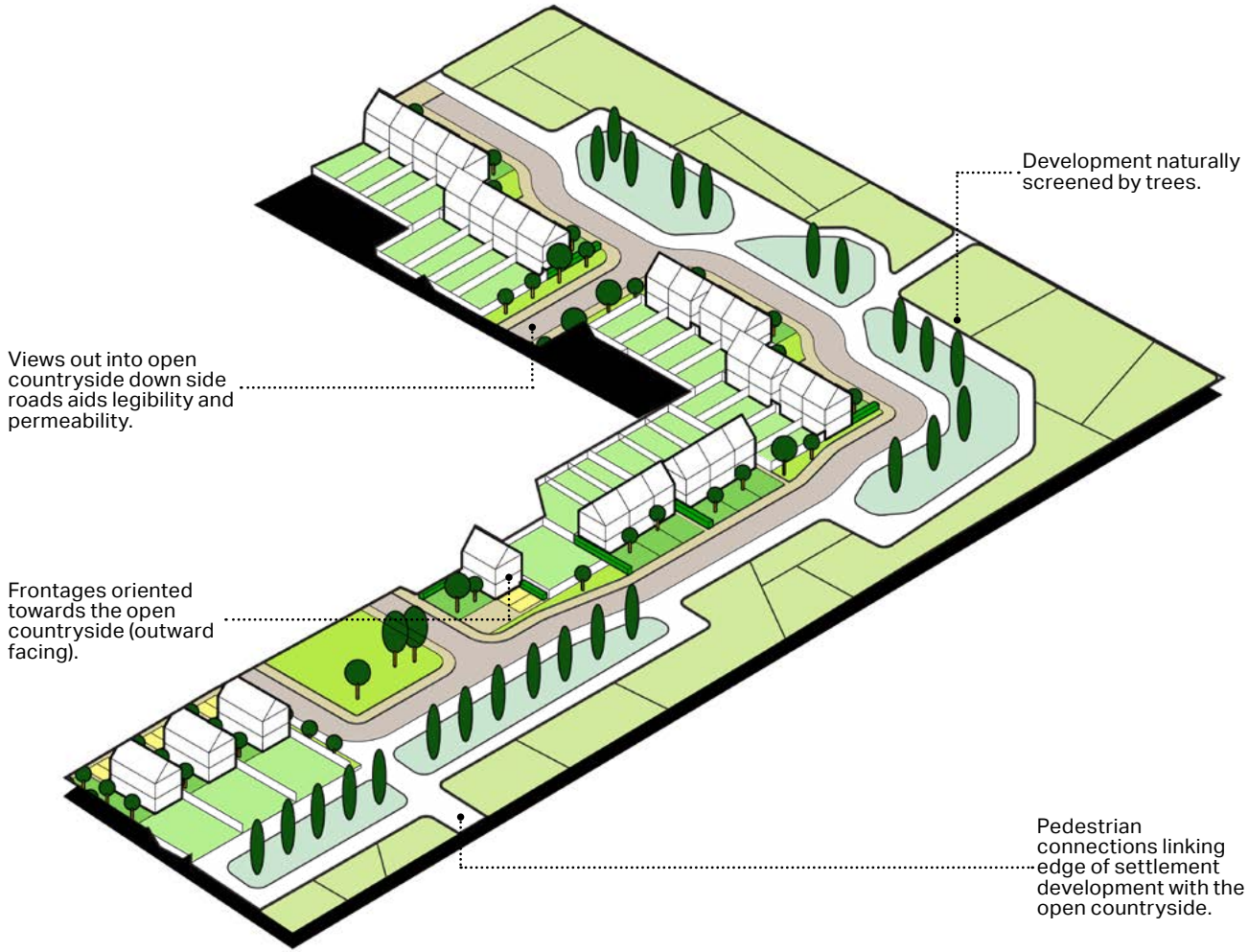


Figure 306: Landscape sensitive edge of settlement development diagram.

E

4.6 Design Code E: Natural Features

Sleaford contains high quality natural space such as Boston Road Recreation Ground, Lollycocks Field and Mareham Pastures Local Nature Reserve. It is important that these spaces are connected across the urban area via a green infrastructure network.

Sleaford's parks, playing fields, tree-lined streets and grass verges all contribute to this network. New development should create and integrate new networks which add to the aesthetic appeal of the neighbourhood area whilst also addressing sustainability concerns. The following codes set out how to consider the retention, provision, amount, type and locations for trees and other planting as a critical part of new developments.

E1 – Extending and Maintaining the Green Infrastructure Network

- Maintain Sleaford's green infrastructure by protecting important and valued existing open spaces.
- Create new public open spaces that contribute to the development of a comprehensive green infrastructure network including walkways, cycleways, open spaces and natural and water-based corridors.
- Promote multi-functional green spaces and networks by implementing sustainable drainage systems (SuDS) alongside public spaces that will serve a dual purpose of promoting mental and physical wellbeing whilst mitigating flood damage.
- Promote nature positive green spaces, gardens and views by maintaining, strengthening and creating green spaces that will enhance biodiversity by attracting local wildlife. This can be achieved by incorporating wildlife boxes and shelters into developments or by maintaining naturally green spaces such as meadows or ponds.

E2 - Tree Planting

Urban trees can improve air quality, moderate micro-climate and help transform public spaces into attractive places for meeting, resting and socialising. A variety of appropriately scaled native tree types, correctly planted in appropriate space should be considered to add quality to public areas and improve their attractiveness for public use.

Figure 307: Tree planting along Gregson Green.

E3 – Retain, Replace, Improve

The National Design Guide (NDG) 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.

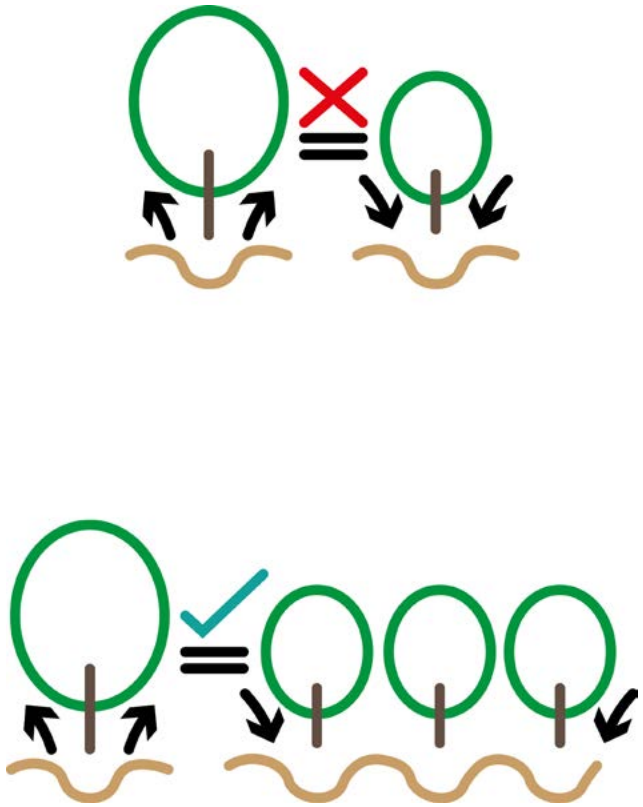


Figure 308: Replacing trees on a 1-for-1 basis is not proportional because of the reduction in the canopy cover, habitat and public amenity.

E4 – 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.

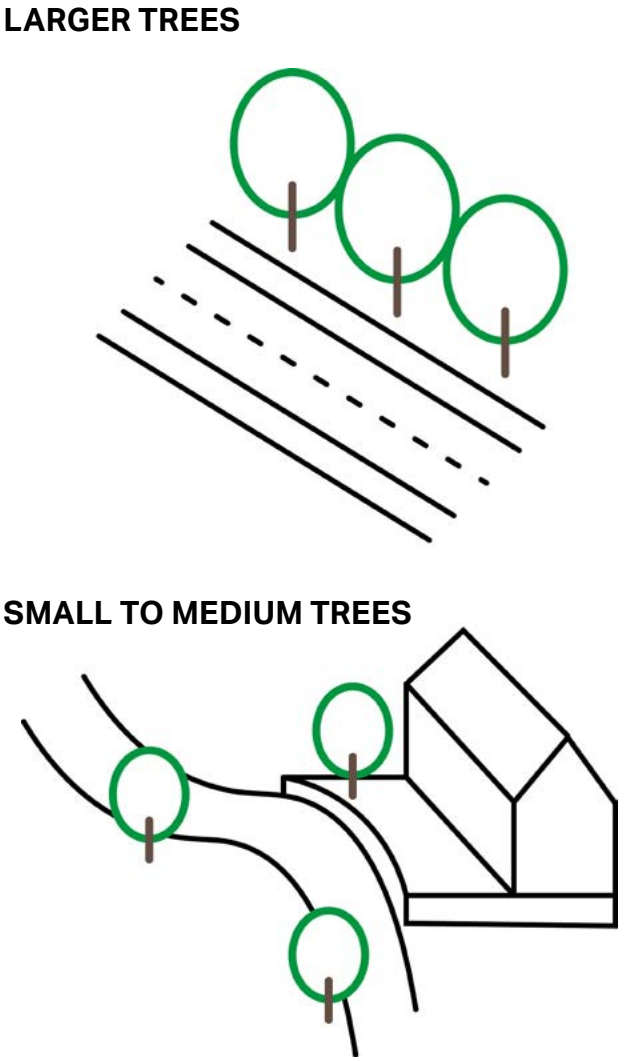


Figure 309: Infographic about tree positioning depending on size.

E5 – Waterfront Design

- Waterside development should be approached with high quality public realm to maximise their potential as an amenity for people.
- Lighting is essential to enhance the quality and safety of waterfronts.
- Towpaths should run along watercourses. Appropriate lighting should be designed to make towpaths safe and accessible during the night.
- Buildings in new developments should make efforts to face the water in order to provide active surveillance and to create attractive spaces that interact well with their blue surroundings.
- The River Slea is a key amenity and the views of it, as well as routes to and along it, should be created, enhanced and maintained.

Figure 310: Active frontage and riverside routes in Sleaford.

Figure 311: Waterfront facing new development in Manchester.

F

4.7 Design Code F: Frontages and Boundaries

Both frontages and boundary treatments significantly contribute 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.

Sleaford's commercial centre includes shops adorned with traditional timber frontages and stone fittings. They have a distinct and attractive character and contribute significantly to the neighbourhood area's placemaking.

Adhering to the following design codes will contribute to the enhancement, preservation and creation of contextually responsive frontages and boundary treatments.

F1 – Residential frontages and boundary treatments

- **Boundary walls**: Red brick limestone boundary walls with brick or stone coping are seen across the neighbourhood area and are appropriate for future development depending on the surrounding context.
- **Boundary railings**: Metal railings may also be suitable depending on the neighbouring buildings. These can be seen, for example, outside the limestone terraces of Ashfield Road.
- **Native hedgerows**: should be incorporated at every opportunity with walls and railings, or instead of.
- **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.

E2 – Retail frontages and boundary treatments

- **Preserving traditional retail frontages**: Traditional timber shop fronts should be preserved and enhanced to uphold the historic character of Sleaford's commercial centre.
- **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. 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 building's character.
- **Retail setbacks**: Typically, buildings in Sleaford's commercial centre are positioned up against the edge of the pavement (i.e. no set-back).

Figure 312: A traditional shop frontage in the Bristol Arcade.

Figure 313: A traditional shop frontage on Northgate.

Figure 314: Traditional style frontage on a 21st Century building.

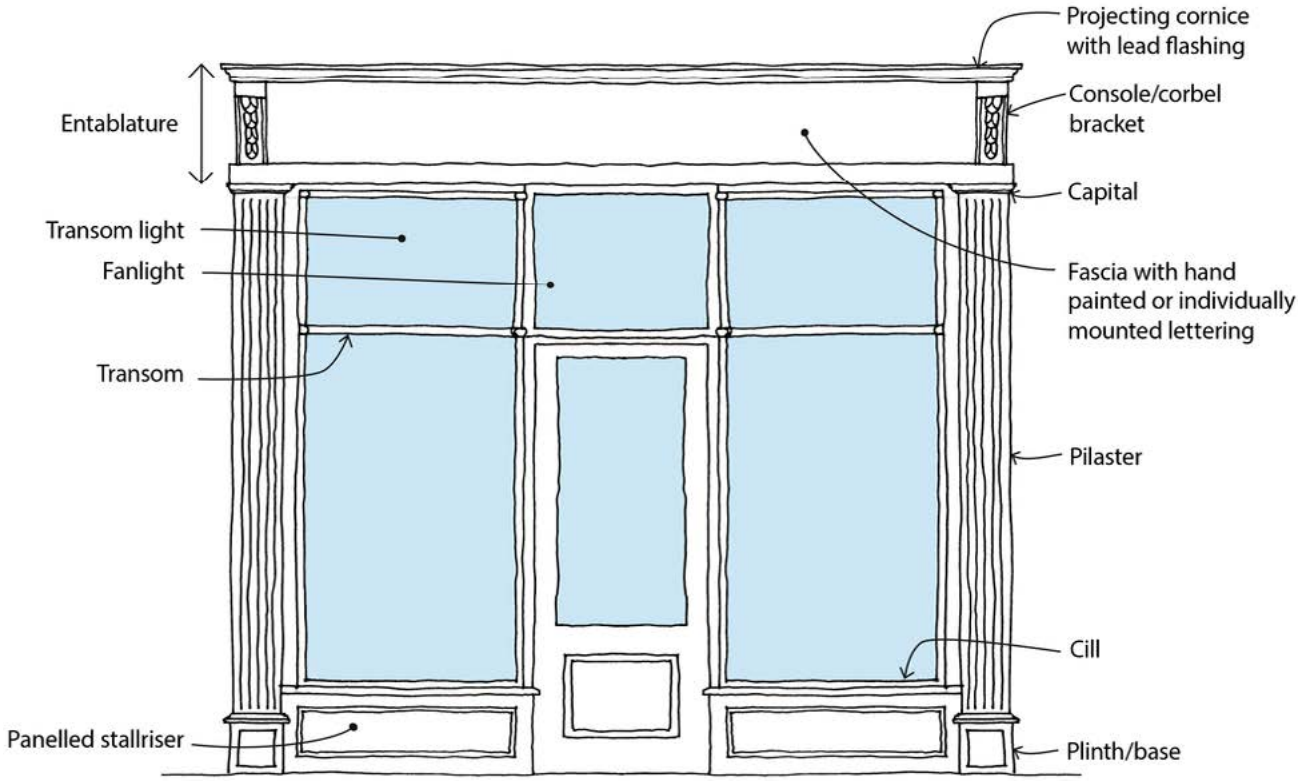


Figure 315: Features of a positive retail frontage.

G

4.8 Design Code G: Public Realm

As an important market town, Sleaford is key a focal point for both the neighbourhood area and the wider region. People visit the town centre for work, recreation, shopping and culture.

High quality public realm can increase safety and permeability and reduce car dependence. Relatively small interventions can make a place feel attractive and welcoming.

Ensuring that the public realm is of the highest standard will improve the experience of both residents and visitors and will enhance Sleaford's unique sense of place.

G1 – Public realm improvements

- **Increasing paved spaces and at level junctions**: Extending Sleaford's paved and people-centric spaces and crossing points will foster a more safe, accessible, and inclusive centre that attracts footfall for business.
- **Contribute to a sense of place**: Incorporate public art (e.g. murals and statues) and visual references of local identity (e.g. heritage signs and community symbols and motifs) within streetscapes.
- **Surfacing**: The key thoroughfare of Northgate and Southgate should have a consistent paving scheme which ties the area together. New hard-landscaping should be holistically designed to avoid fragmentation of the public realm. Areas that are surfaced with sett paving or other natural stone paving should be protected to retain the area's character.
- **Green streets and spaces**: Add street trees and planting within the public realm. There may not always be spaces for trees on narrower historic streets but this could be offset by hanging baskets, boxes, planters, and innovative planting installations such as 'green walls'.

Figure 316: Much of Market Square is taken up by surface parking - there is an opportunity for high quality pedestrian-focused public realm.

Figure 317: A shared surface precedent scheme on a busy junction in Poynton, Cheshire.

Figure 318: A mural in North Lincolnshire which highlights that area's local identity.


Dance
Craft
Design
Creative Arts
at the
hub
Shop
CaféBar

H

4.9 Design Code H: Connectivity

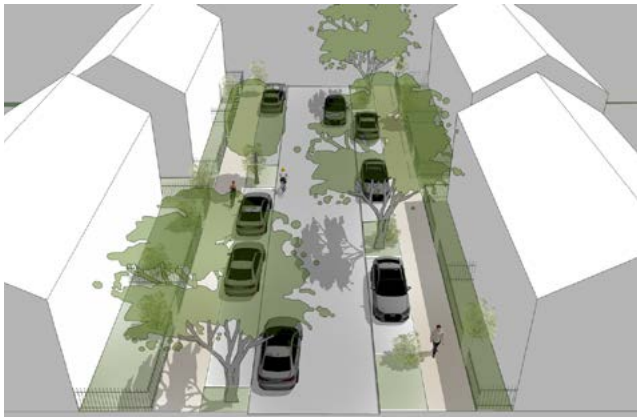
Sleaford's town centre suffers from congestion, particular at the junction of Northgate, Southgate and Eastgate.

This is partly a result of the town's primary routes of Lincoln Road, East Road, Boston Road, Mareham Lane, London Road and Grantham Road converging at the town centre with few connections between them. There are also many cul-de-sacs in the residential areas which increases both pedestrian and vehicular journey times due to the lack of connections.

There are opportunities to improve active travel in the neighbourhood area which will also ease pressure on the roads. Many routes are already located in the neighbourhood area, such as Public Rights of Way and pavements. Green areas and public spaces also represent focal points that could be included in a new active travel network as activity nodes

H1 – Streets

- **Hierarchy**: Streets should follow a simple well-defined hierarchy that creates a visual character distinction for more and less busy streets. Key elements of street hierarchy can be defined with a narrowing of street width, use of materials and planting strategies.
- **Slow-speeds**: Change in materials, raised tables at junctions and variations in width can moderate vehicle speeds as well as improve legibility and permeability within development.
- **Inclusive design**: Consciously discharge the duty of care to all street users particularly the most vulnerable, such as prioritising design from a wheelchair, pedestrian and cyclist perspective first, over and above less vulnerable vehicle users.
- **Accessible and safe design:** Route design should take account of various abilities such as hearing and sight impaired pedestrians with guide dogs or young children who may not be able to judge traffic speed above 20mph accurately when out playing.
- **Permeability**: The arrangement of streets, routes and spaces should be permeable for pedestrians and cyclists with a focus on access to services and facilities, public transport and existing routes. Proposed development must promote connectivity and access to adjacent urban and landscape areas.
- **Gateway features**: Legibility can be improved through the use of landmark buildings, tree planting and way-marking features (e.g. public art) and signage.



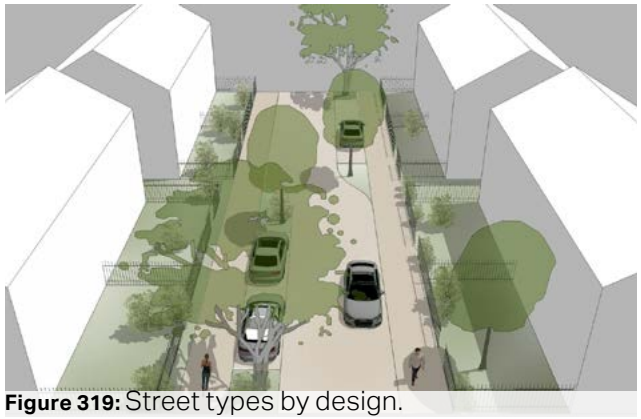


Figure 319: Street types by design.

Primary Streets

- Building height 2.5 storey
- Street trees and grass verges
- Cycle lanes
- Street-building enclosure ratio < 4:1
- Greater building setback (2-5m)

Secondary Streets

- Building height < 2.5 storey
- Street trees and verges with inset parking bays
- Street-building enclosure ratio < 3:1
- Medium building setback (1.5-4m)

Tertiary Streets

- Building height < 2 storey
- Informal street surfacing with protected areas for people / parking
- Street-building enclosure ratio < 2:1
- Lesser building setback (1-3m)

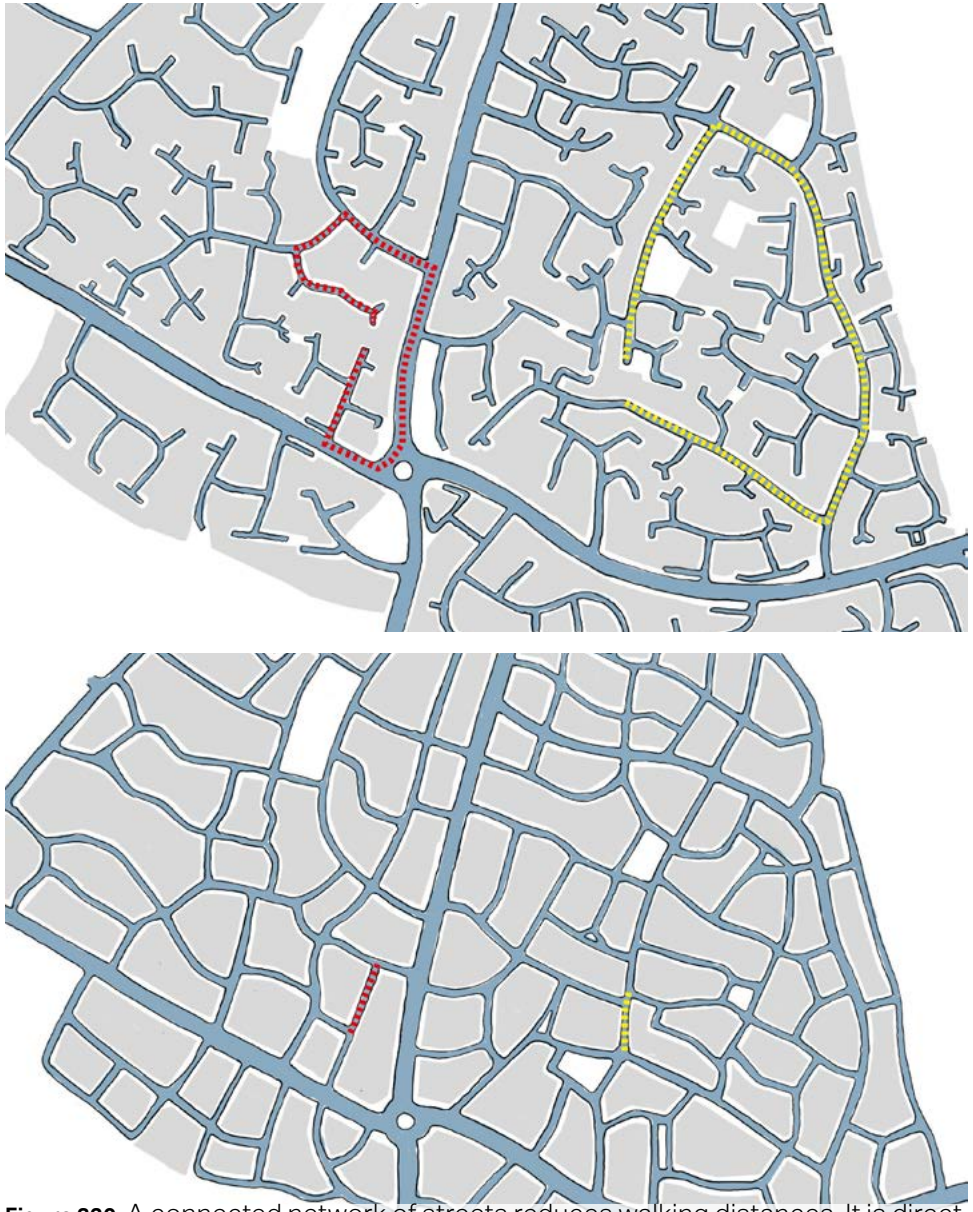


Figure 320: A connected network of streets reduces walking distances. It is direct, allowing people to make efficient journeys. Direct routes make walking and cycling more attractive and increase activity, making the streets feel safer.

H2 – Active Travel

The following codes provide guidance for the creation of new active travel networks in the neighbourhood area:

- Using high-quality surfaces and defining a specific material and colour palette to create a safe, attractive and legible network.
- Active travel routes on main streets should be off-carriageway and should be separated to provide a safe and continuous network for pedestrians, wheelchairs and cyclists.
- Crossings should be raised and highlighted with appropriate signs.
- Existing green areas, public spaces and local amenities should be integrated as focal points. For example, schools should be included in the network to provide safe connection.
- The active travel network should aim to strategically connect different character areas.

Figure 321: A cycle lane in Manchester in a defined colour and material, segregated from the carriageway by planting and not disrupted by the location of the bus shelter.

I

4.10 Design Code I: Extensions

Many planning applications in the neighbourhood area relate to conversions and extensions and it is therefore paramount that they adhere to the neighbourhood area's sensitive landscape and historic context.

Outbuildings are typically separate from primary dwellings and comprise a number of uses including garages, storage sheds and stables. The demand for external home offices that are detached from the primary dwelling has seen a significant increase due to the shift towards home-working since the COVID-19 pandemic. Given their scale and impact on surroundings, it is vital that they too adhere to design guidance.

I1 - Conversions, Extensions and Outbuildings

- **Quality and durable construction**: Conversions, extensions and outbuildings should be made from high-quality and durable materials so as to maintain their integrity and aesthetics over time. They should use both the high-quality construction methods of nearby development as well as the latest sustainable construction techniques on the market at the time. The lifespan of any new construction should be maximised wherever possible.
- **Matching the existing dwelling**: Conversions, extensions and outbuildings should emulate or reference the architectural detailing and character of the primary dwelling. The architectural details (i.e. finials, coping, string courses, and window and door surrounds) of the existing dwelling should be carefully considered in any new construction within the plot.
- **Dormers**: Dormer windows should be modest in size and either match, complement or reference the existing building.
- **Doors and windows**: New windows and doors should reflect the character area in which the development is situated along with the original dwelling. Both the material and colour of doors and windows are an important design consideration and should complement both plot and setting.
- **Chimneys**: Chimneys contribute to the local roofscape and overall character of the area. They should therefore be retained, referenced or emulated.

Figure 322: An extension in Leicestershire (right) that matches the existing dwelling in proportions, style and building materials with a slight difference in set-back to indicate the separate elements.

I2 - Outbuildings

- **Screening outbuildings**: Outbuildings should ideally be positioned behind screening so as to be out of public view (e.g. trees, planting and existing buildings).
- **Positioning outbuildings**: Outbuildings should be positioned alongside, or close to, the primary dwelling. This will help to minimise the visual impact of any outbuilding due to screening provided by the dwelling.
- **Aesthetic quality of outbuildings**: Where screening is not possible, the aesthetic quality of the structure should be of a higher quality, so as to positively contribute to the character and context of the surrounding area.
- **Outbuildings as secondary tier buildings**: There should be a clear building hierarchy with outbuildings being secondary to the primary dwelling within a plot.
- **Office conversions and outbuildings**: Offices can be housed within outbuildings, whether it be a converted building or new construction.

Figure 323: An outbuilding in the Quarrington character area (right) that is screened by trees and hedgerow, built from sustainable and attractive materials and is secondary in size and positioning to the main house.


Checklist
05

5. 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 considerations 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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