# Rainbow Cottage

**1 Shenton Lane, Market Bosworth CV13 0LA**







# Design and Access/Planning Statement

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## 1.0 Introduction and General Description, Application Context

**1.1** No. 1, Shenton Lane, in the centre of Market Bosworth and included within the town's Conservation Area, is known as 'Rainbow Cottage'**.** This thatched, brick-walled cottage, which displays vestiges of timber framing externally and of cruck construction internally, has been grade II listed since 1986. It sits at the junction of four roads (Shenton Lane, Sutton Lane, Market Place and Rectory Road), with its entrance elevation accessed from Sutton Lane, although the principal 'public' elevation faces Shenton Lane. The water pump that still stands near the Sutton Lane entrance to the cottage is also separately listed (grade II, added 1986, dating from the early C19).

**1.2** The cottage is stated in the listing description to date from the late 17th century (1600s) to the early 18th century (1700s), although several other sources allege that it originated in the 16th century, presumably because of its cruck frame construction (visible internally). However, on a map of 1592 there is no cottage in this position, but rather a pinfold on approximately the same site.

**1.3** The cottage is now mostly of brick construction, resting on a Carlton stone plinth, with a Norfolk reed thatched roof, said to have been re-thatched in 1966 and again in 2014. Vestiges of the timber frame can be seen externally on the Shenton Lane elevation (actually the rear elevation) at a high level, consisting of part of a sill beam, wall plate and vestigial remnants of the top of several vertical posts. Internally, the ground floor rooms have beamed ceilings and parts of the roof structure and timber frame can be seen in the first-floor master bedroom and bathroom.

**1.4** The cottage has its north-west and north-east elevations directly fronting the road, but on the Shenton Lane side there are enclosed planting beds fronting the street in front of the single-storey outbuilding and the railings enclosing the private garden, and on the Sutton Lane side the garden is enclosed from the street by a low stone wall surmounted by ornamental iron railings, with a pedestrian gate adjacent to the cottage.

**1.5** The applicant had originally envisaged the creation of a vehicular access either from Shenton Lane or Sutton Lane, or both, but after due consideration this has been dismissed as impractical and undesirable. Any such driveway would have to be tightly squeezed in and would have involved the loss of ornamental railings and planting fronting the lanes, a sharp turn to the left for vehicles driving on to the property from Shenton Lane, no space for on-site turning or manoeuvring and potential adverse impacts upon the current setting of the cottage and various statutorily and locally listed buildings in the vicinity. On Sutton Lane, any vehicular access would again be constricted by the neighbouring property boundary to the south (left) side and the existing lamppost, finger signpost, listed water pump and pedestrian gate to the north (right).

**1.6** An alternative scheme has therefore been devised which we believe would be much less harmful to the setting of the listed building and the Conservation Area, whilst allowing the occupant's car to be parked off the road itself, reducing congestion on the narrow Shenton Lane and visual impact on the listed cottage itself. This involves relocating the existing ornamental railings, which currently sit at the top of a gently sloping planting bed facing the highway, around 1.2 to 1.3 metres back from the highway edge, to a position approximately 3.6 metres back, allowing a single parking bay and pull-in/out space around 9.8 metres long to be created directly off the highway. Most of the existing displaced planting could be transplanted or replicated in other parts of the garden or in the retained planting bed fronting the single-storey outbuilding on Shenton Lane.

## 2.0 The Proposal in Detail

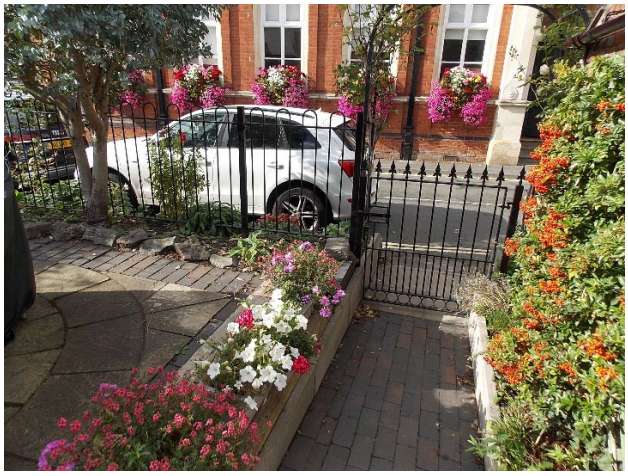
**2.1** The proposal is to remodel the area currently occupied by a gently sloping planting bed and elevated boundary railings, fronting the enclosed patio area at the western end of the garden facing Shenton Lane, to provide a single parking bay, of dimensions close to a disabled parking standard, with a short pull-out at the north-eastern end. The existing railings will be repositioned or replicated, as necessary, behind this parking area, on top of a retaining wall constructed using reclaimed imperial red bricks. This is necessary because the garden stands at around 900 mm above the street level. The existing character of the affected area can be seen in the second photograph on the title page and in the images below.





*Above left: existing paved patio with garden table; right: existing planting bed on the street side of the railings; below left: existing planting bed in front of the single-storey wing; right: existing entrance to garden from Shenton Lane (seen from inside the garden, looking towards the street); bottom row, left: relationship to No. 3's front garden; right: the garden frontage to Sutton Lane will remain completely unaffected by this proposal*










**2.2** The parking area itself would be a flat space paved with permeable paviours, set in a zigzag pattern edged by the retaining wall on the inner sides. The existing raised granite kerbstones that enclose the planting bed to the right of the pedestrian gate would be reused to create the roadside edge of this parking bay, but they would be partially sunk into the ground to create a 25 mm high 'lip'. The kerbstones that currently enclose the similar planting bed in front of the cottage's single-storey wing would remain in situ, but they would be realigned where they adjoin the parking space to form the edge of the angled pull-out area. The assumption is that cars would ideally approach from the south-west along Shenton Lane and pull out in a north-easterly direction, which affords the best visibility for exiting the bay.

**2.3** This parking area, including the pull-out strip, would be 9.8 metres long in total, of which 6.4 metres would be beyond the corner of the cottage's single-storey wing. The parking bay itself would be 3.6 metres wide. The retaining wall, an engineering necessity to stabilise the higher garden patio area behind it, would be constructed to a structural engineer's specification and would stand some 0.9 metres high, surmounted by iron railings around 1 metre high. The top of the wall would be capped by a tile crease topped with bricks placed on end in a soldier course pattern. A land drain would be placed on the inner side of the retaining wall with weep holes going through it, to prevent any damage to the wall caused by pooling water after heavy rainfall.

**2.4** Most of the existing patio area would be retained, but the circular paving, table and chairs would need to be shifted slightly further to the east to accommodate the repositioned retaining wall and railings. One young tree, currently sitting just behind the railings at the south-western end, would need to be transplanted further back.

**2.5** As much of the displaced planting as possible is to be retained and transplanted behind the repositioned railings in the patio area, in the planting bed fronting the Shenton Lane single-storey wing or elsewhere in the cottage's garden. The pedestrian entrance to the garden from Shenton Lane would remain in its current location but would be set back to align with the edge of the parking bay's pull-out triangle and provided with steps to access the higher patio level. The setback from the front corner of the cottage to the repositioned railings would be some 3.58 metres, with the return side of the railings going back another 1.68 metres. The entire red line site area for this application is 260 square metres, but the area affected by the proposed works is only around 35 square metres.

**2.6** Although the scheme will inevitably reduce some of the pleasant 'green' landscaping of the area required to create the off-road parking bay, this would be a lot less disruptive than creating a vehicular access at this point, and it requires the relocation rather than the loss of existing hard and soft landscaping features such as the railings, granite kerbstones and ornamental plants. In practical terms, it reduces on-street parking on this narrow road (Shenton Lane), and it provides Rainbow Cottage with a private parking space without destroying or significantly shrinking its existing garden amenity space.

**2.7** The question of the proposal's impact on the special character and setting of the listed building and the character of this part of the Conservation Area is considered in detail in the separate Heritage Statement, which also examines the historical and architectural significance of Rainbow Cottage and the Conservation Area.

## 3.0 Relevant National and Local Planning Policies

**3.1** The National Planning Policy Framework (NPPF) has recently been substantially rewritten (2026). Relevant policies for the current proposal are considered to include S3 (presumption in favour of sustainable development), S4 (Principle of development within settlements), DP3 (Key principles for

well-designed places), TR4 (Street design, access and parking), HE6 (Proposals affecting designated heritage assets) and HE9 (Conservation areas). In the accompanying Heritage Statement, consideration has also been given to the relevance of Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**3.2** Although work continues towards the Hinckley & Bosworth Lical Development Scheme 2024-2045, the current Local Plan in force includes the Core Strategy document of 2009 and the Site Allocations and Development Management Policies DPD of 2016. Market Bosworth is defined in the Core Strategy as a 'Key Rural Centre Stand Alone' (4.31, 4.41). New development in Market Bosworth Conservation Area should respect its character and appearance by incorporating locally distinctive features into the development (page 49). The 2016 DPD discusses specific policies for Market Bosworth on pages 75 to 81. Relevant development management policies include DM1 (the presumption in favour of sustainable development), DM10 (development and Design), DM11 (Conserving and Protecting the Historic Environment), DM12 (Heritage Assets), DM17 (Highways) and DM18 (Parking Standards).

**3.3** The NPPF's Policy S3 states that decisions on development proposals should apply a presumption in favour of sustainable development. This means that Policy S4 should be applied when considering development proposals within settlements. Policy S4 states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the Framework.

**3.4** Policy DP3, section 1, states:

> *"Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets."*

Section 2 g. adds:

> *"Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting."*

**3.5** The car parking bay has been designed to re-use existing traditional features and materials of Rainbow Cottage's garden and boundary treatment, or to replicate them where necessary (railings, kerbstones, planting) and to use other sympathetic materials for the new elements (such as the paving). The choice of a roadside parking bay rather than the creation of a vehicular access and driveway allows most of the existing character of the cottage's setting to be maintained.

**3.6** NPPF Policy TR4 includes a requirement to *"ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users …This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to: i. Minimise the scope for conflict between pedestrians, cyclists and vehicles; ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and iii. Avoid unnecessary street clutter."*

**3.7** The current proposal aims to take Rainbow Cottage's car parking provision off the street and ensure this is generous enough in size to facilitate use by disabled drivers; it reduces physical and visual clutter caused by parked cars on Shenton Lane in this sensitive focal point in the Conservation Area.

**3.8** Policy HE6 states:

*"1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.*

*2. Development proposals which would have a positive effect on a designated heritage asset should be supported."*

The proposed recessed car parking bay is considered to have a neutral to positive impact on the setting of the listed building, insofar as whilst it reduces the natural landscaping at the roadside edge it does retain the garden's key characteristics in a new configuration and enhances views of Rainbow Cottage by setting back its car parking off the street, thereby making the car's presence less noticeable.

**3.9** Policy HE9 includes the following:

*"1. Development proposals within or affecting the significance of conservation areas should:*

*a. Retain and conserve buildings and other features which make a positive contribution to the character or appearance of the conservation area where possible; and*

*b. Consider the area's special architectural or historic interest (as identified as part of the designation of the conservation area) in the design of development. ...*

*3. Proposals which conserve those elements of a conservation area that make a positive contribution to the area (or which better reveal its significance) should be supported."*

**3.10** The proposal retains and conserves both the listed cottage and most of its garden area, together with the essential character elements of its garden; by recessing the current on-street parking to create a dedicated parking bay for the property, it allows more uninterrupted views of the cottage when looking into Shenton Lane. The special architectural and historic interest of the cottage and the Conservation Area within which it sits have been examined in detail in the accompanying Heritage Statement.

**3.11** The Hinckley and Bosworth Local Plan's Core Strategy includes a similar policy to that in the NPPF regarding the presumption in favour of sustainable development proposals that satisfy or do not conflict with other relevant plan policies (DM1). Policy DM10 includes the following pertinent clauses:

*"Developments will be permitted providing that the following requirements are met:*

*a) It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion;*

*b) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;*

*c) It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;*

*d) The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally;*

*e) It incorporates a high standard of landscaping where this would add to the quality of the design and siting; …"*

**3.12** The proposal merely takes a car parking space off the narrow roadway edge and puts it within the context of the garden and landscaped areas to either side, retaining all the key characteristics of the existing landscaping, albeit in altered positions. It would, through the use of high-quality traditional materials and retention of surrounding features, enhance the character of its immediate surroundings, and it would reduce the distracting element of on-street car-parking on the available views of the listed building. There is no reason to suppose that this setting back of an existing car parking space would adversely affect neighbouring properties.

**3.13** Policy DM11 includes the following clauses:

*"All development proposals which have the potential to affect a heritage asset or its setting will be required to demonstrate: a) An understanding of the significance of the heritage asset and its setting; b) The impact of the proposal on the significance of the asset and its setting, including measures to minimise or avoid these impacts; c) How the benefits of the proposal will outweigh any harm caused…"*

**3.14** An understanding of Rainbow Cottage's significance has been demonstrated in the accompanying Heritage Statement, along with an assessment of the proposal's impact upon that asset and its setting and how the benefit of setting back the parking space off the narrow carriageway of Shenton Lane will reduce clutter and enhance views of the listed cottage.

**3.15** Policy DM12 includes the following relevant clauses:

*"All development proposals affecting the significance of heritage assets and their setting will be assessed in accordance with Policy DM11: Protecting and Enhancing the Historic Environment and will require justification as set out in this policy. All development proposals will need to accord with Policy DM10: Development and Design.*

***Listed Buildings***

*Proposals for … development affecting the setting of listed buildings will only be permitted where it is demonstrated that the proposals are compatible with the significance of the building and its setting.*

***Conservation Areas***

*Development proposals should ensure the significance of a conservation area is preserved and enhanced through the consideration and inclusion of important features (as identified in the Conservation Area Appraisal and Management Plan) including, but not limited to the following:*

*a) Appropriate boundary treatments which reflect the local style and materials which are characteristic of the conservation area;*

*b) The preservation and enhancement of key views and/or vistas in and out of the Conservation Area; …*

*f) The use of natural building materials, preferably locally sourced;*

***Heritage Assets***

*Proposals which seek to improve identified neutral and negative areas inside designated conservation areas, which also lead to the overall enhancement of the conservation area, will be supported and encouraged."*

**3.16** Compliance with policies DM10 and DM11 has already been considered above. As also discussed above, the proposal should enhance rather than detract from the setting of the listed cottage, will preserve and re-use its existing traditional boundary features (railings, kerbstones), use other sympathetic materials (reclaimed bricks for the wall, brick paviours for the parking bay) and enhance the view of this side of Rainbow Cottage by reducing car parking clutter on the Shenton Lane carriageway close to the listed building.

## 4.0 Conclusions

**4.1** Rainbow Cottage, as a prominently located thatched cottage at the junction of four roads in the heart of the Market Bosworth Conservation Area, currently enjoys a pleasantly landscaped garden setting and roadside planting beds on the Shenton Lane side, but this is marred by the presence of cars parked on the carriageway, which detract from views of the cottage on that side. The cottage as a dwelling is also without any vehicular access or dedicated parking spaces, and to try to provide this in the existing small garden would be both destructive of much of the existing landscaping and unsatisfactory from practical and safety standpoints.

**4.2** The current proposal seeks to provide a compromise solution by retaining but setting back or relocating the existing boundary's manmade features and planting over a 9.8-metre stretch on the Shenton Lane side, thereby both providing the property with a dedicated parking space (large enough to assist any future occupants with physical disabilities) without any major impact on the cottage's existing garden setting and also helping to improve the visual prominence of the cottage and reducing car clutter in this narrow street by setting the parking space back off the highway carriageway.

**4.3** The applicant therefore requests a favourable response to this proposal, subject to any layout or highway relationship adjustments or other conditions that may be considered necessary.

*Mark Singlehurst, for Alder Mill Enterprise Ltd., Atherstone*

*16th October 2026*