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Harworth

THORESBY VALE EDWINSTOWE

DESIGN CODE

MASTERPLAN, FRAMEWORK AND DESIGN PRINCIPLES

Issue 1

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Issue No.	Date of Issue	Notes
1	27.06.2018	FIRST ISSUE

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1.0 | Introduction

This Design Code provides a set of design rules and parameters which any detailed design proposal must adhere to. The Code provides a co-ordinated framework, giving certainty with regard to the quality of the residential development, as well as assisting in the detailed design and the decision making process at the Reserved matters stage.

The Design Code will: -

- Deliver a residential development of a high quality;
- Provide a level of detailed design guidance via written and graphic rules and parameters that are technical and precise enough for the designers of the reserved matters application, though which do not establish the overall outcome for the site;
- Provide instructions on the physical components of the development;
- Make positive statements about particular qualities of a place, firmly establishing the 'must have' design elements; and;
- Provide continuity and consistency in quality over time.

We are proposing a Design Code, which will contain a series of guiding principles to shape and inform the future residential development of the site. This will be supported through a series of character codes, which will address the specific elements required to deliver the elements that define each character area.

The rationale behind this approach is that the Site Design Code will cover the common elements across the site as outline in the condition including:

- Movement hierarchy and street types- the network of streets and car free routes and how these integrate into existing networks, using street sections and plans to illustrate the hierarchy,
- Green corridors, open space character and play areas, the function appearance and design principles for each key areas of open space,
- Vehicle and cycle parking, including details of allocated and visitor parking strategies in line with the Council's parking standards,

- Hard and soft landscape, including street surfacing, junction treatments, street furniture, signage, management and maintenance,
- Buffer zones and/or landscape features which may be necessary to ensure adequate amenity is maintained for residential occupiers.

The elements are set out in a structured way that reflects the scale and significance of each component, with key principles followed by more detailed components that facilitate the core place-making principles.

The Guide maintains a sense of cohesion across the development, while allowing architectural flexibility in detailed proposals which will be developed as detailed applications.

The Code is intended to be a mechanism to coordinate the implementation of different elements within the development and provide a coordinating framework for the residential elements of the entire site. The Code will therefore be relevant to a number of different groups and individuals during different phases of the development.

A number of design principles were established through the course of the outline application through the completion of the following documents: -

- Design and Access Statement (Prepared by Leonard Design Architects & Pegasus)
- Illustrative Layout (Prepared by STEN Architecture)

Those documents should therefore be reviewed in conjunction with this Design Code in addition to Newark & Sherwood District Council key policies.

This Design Code is to be read in conjunction with the *DLA DESIGN, LANDSCAPE DESIGN STRATEGY & RESIDENTIAL DESIGN CODE, 9017-009-SK001, 2018*

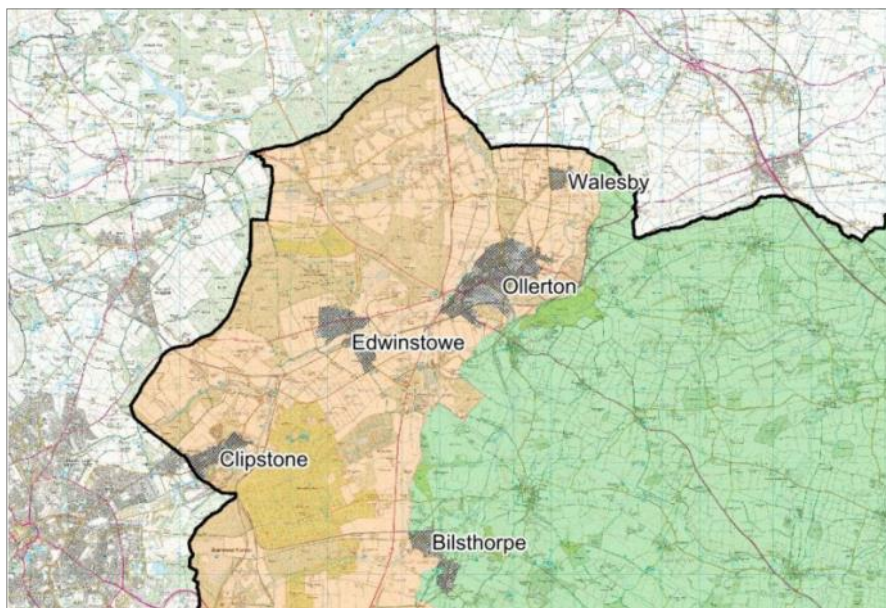
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2.0 | Development Context

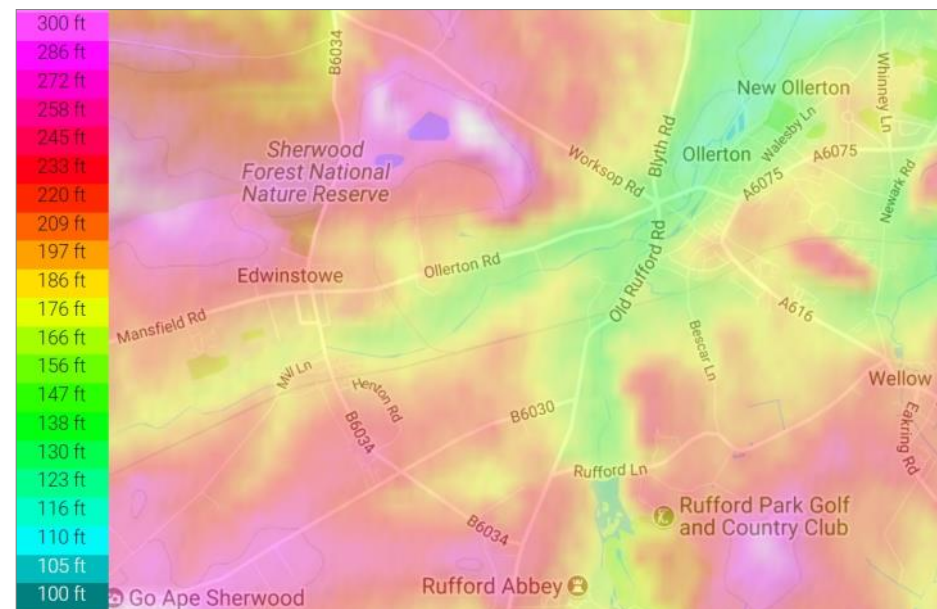
2.0 | LANDSCAPE CHARACTER

The site and surrounding villages are located in the 'Sherwood' landscape character area as defined by the Newark and Sherwood Landscape Character Assessment 2010. The Sherwood Sandstone typically gives rise to a markedly undulating topography, which, apart from a few larger rivers, is characterised by a general absence of surface drainage. These rivers, include the Meden and Maun, which rise on the Magnesian Limestone Ridge and flow across the region in a general south-west to north-east direction before turning northwards into the River Idle. The character of the Sherwood region is strongly influenced by a number of factors. The high level of woodland cover and strong heathy character provide a reminder of the formerly extensive areas of forest and "waste".

A range of features combine to produce a distinctive and sometimes unified landscape; these include rolling landform, scattered areas of grass, bracken and heather heathland, excellent examples of lowland oak/birch woodland, large mature coniferous forests, enclosed arable farmlands, narrow river corridors and ornamental parklands. The undulating landform ensures views of varying distance. Frequently these are of well wooded skylines; however, in the more open arable areas they are often confined to the crests of the dry valleys. The arable farmlands are, in places, totally devoid of tree cover with the geometric patterns of low hawthorn hedgerows imparting a distinctive, but rather uniform character to the landscape.



Extract from Landscape Character Assessment showing Edwinstowe and Ollerton



Topographic heat maps showing sub region (top) and villages (bottom)

The landscape character surrounding Ollerton and to the south of Edwinstowe is described as Estate Farmlands. The Estate Farmlands is characterised by discrete blocks of woodland ranging in size from small coverts to larger field-sized plantations. These woodlands are a dominant and unifying element, defining both the scale and pattern of the landscape. Most have been planted with a mixture of broad-leaved and coniferous species, including ash, oak, sycamore, Scots pine and larch. The larger plantations are linked by belts of trees which together with the associated areas of parkland, these trees have the effect of creating a sequence of large spaces framed by woodland edges. Middle-distance views are nearly everywhere enclosed by wooded skylines, an impression reinforced by the relatively subdued nature of the underlying topography.

The area to the north of Edwinstowe is described as Wooded Estate lands. The Wooded Estate lands have an undeveloped character with few roads and a very low resident population. Outside of the larger settlements such as Edwinstowe, and Rainworth the only built developments to be found are located at the estate villages of Perlethorpe and a number of scattered farm buildings and lodge houses. Extensive coniferous plantations, mixed woodlands and smaller-scale broad-leaved woodlands are distributed throughout the landscape. The woodlands are of variable size and structure, collectively producing a landscape with a well-wooded character. The woodlands often have long sinuous edges that enclose and frame the open farmland areas. The impact of the coal industry on the landscape cannot be over-emphasised. This is not only evident along the urban fringes of the larger towns but also throughout many of the more rural areas. The pit heaps are the most visible legacy of the coal industry with many pit heaps displaying unnatural and engineered landforms. The sheer size of many of the heaps means that they often loom over surrounding landscapes, dominating skylines for some distance.

Views of the surrounding landscape including the surrounding agricultural fields, undulating topography, pit tips and tree belts from Edwinstowe and Ollerton are limited to the edges of the settlements and along street vistas particularly in the higher ground either side of the river valley.



Views toward Ollerton from the north showing settlement within landscape setting



Views southward of surrounding landscape from within northern Edwinstowe



1900



Edwinstowe

Edwinstowe takes its name from the holy shrine or resting place – “stowe” of King Edwin, the Saxon king of Northumbria who was slain at the battle of Heathfield in 633AD. At the time of the Domesday Survey in 1086 a church and a priest are recorded and the church reputed to have been the site of the king’s temporary burial. Edwinstowe is referenced twice in the Domesday Book. It records that there were five households, in addition to one priest and his four borders, living in the hamlet in 1086. The earliest surviving fabric of the church building is 12th century in date with alterations over the following centuries. The early rural village of Edwinstowe developed in a number of key areas, on the high ground around the church with a central portion along the High Street down the hill and to the south on the River Maun. Legend has it that Robin Hood married Maid Marian in St Mary’s Church. Edwinstowe’s present-day popularity is due mainly to the presence near the village of the Major Oak, a feature in the folklore of Robin Hood.

Land and wood pasture in the village was an outlying part of the Royal Manor of Mansfield. The medieval parish of Edwinstowe also contained the villages Budby, Carburton, Ollerton, Perlethorpe with Thoresby and Wellow. Much of the area was heath and woodland in the medieval period and King Henry I built a royal hunting lodge at Clipstone. Under the Norman and Angevin Kings the area became the core of the great royal forest of Sherwood and remained so until the 17th century.

The 18th century saw many changes in Edwinstowe. This village seems always to have had a shifting population of gentry because of the proximity of the Royal Deer Park at Clipstone and the frequent visits of the court. When Charles II, and then Queen Anne, sold off Crown land, new estates were formed in this area so that it became known as ‘The Dukeries’.

During the 18th century a country residence called Cockglode House was built in 1724, on the edge of the Sherwood Heath. This house became derelict in the 1950s and now lies beneath the spoil tips of Thoresby Colliery. A number of farmsteads were established in the village hinterland during the 19th century including Carr Brecks Farm with its Grade II Listed farmhouse site and Black Hills Farm. Edwinstowe had a railway station between 1897 and 1955. A goods line remains. The nearest railway station today is at Mansfield.

The Nottinghamshire and South Yorkshire (Dukeries) coal measures lie at a depth of c. 900m and Thoresby Colliery was opened in 1928. It became the largest of 49 collieries in Nottinghamshire. Thoresby Colliery served as Edwinstowe’s main source of employment when. This resulted in the planned extension of Edwinstowe Village. The “Pit Village” was built to house the sinkers and later other miners at Thoresby Pit. This colliery was the last working pit in the Nottinghamshire coalfield and closed in July 2015. A programme of restoration of the coal tip is in progress and this includes demolition of many of the structures at the pit head. The pit head no. 1 and engine shop are to be retained and restored as part of the present proposals.



1950's



2000

Ollerton

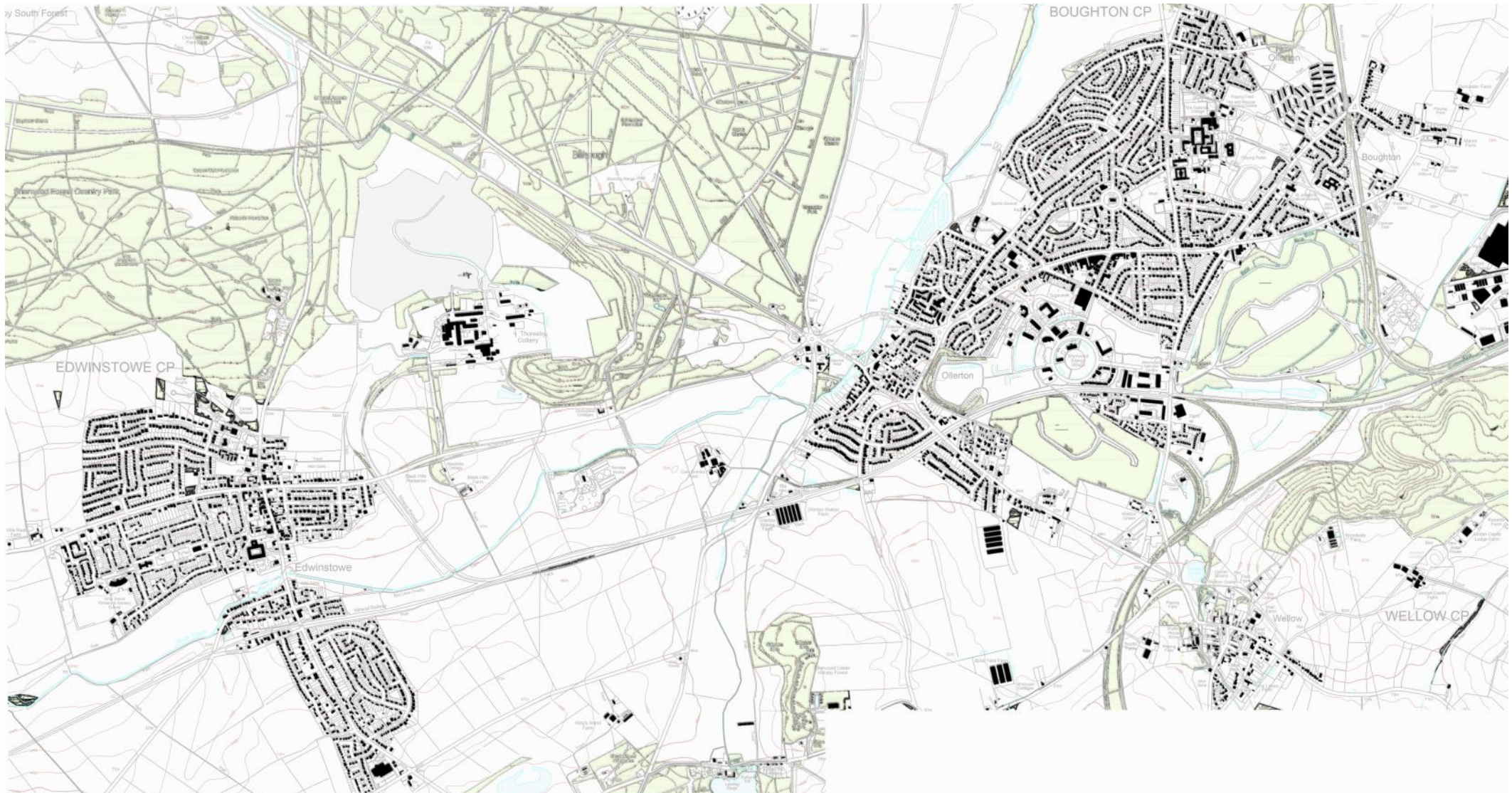
Formerly a rural village with a tradition of hop-growing, from the 1920s onwards the main industry was coal mining with Ollerton expanding further during the 1960s and 1970s. In 1870-72, John Marius Wilson's Imperial Gazetteer of England and Wales described Ollerton as: 'a small town and a township-chapelry, in Edwinstowe parish. The town stands on the River Mann, immediately below the influx of Rainworthwater, near the northern border of Sherwood forest, it is environed by fine scenery; is a polling-place, and a seat of Manorial courts; and has a post-office under Newark, a good inn, a neat church with a tower, a Wesleyan chapel, an endowed school with a national school built in 1842, a cemetery opened in 1863, a weekly market on Friday, and cattle fairs on 1 May and the last Friday of September'. In the old part of the original village, Ollerton Watermill was built in 1713 on the River Maun. It operated commercially producing flour until 1984.

New Ollerton owes its existence to the relatively recent discovery of coal in the area, and is essentially a mining community. In contrast, the adjacent villages of Ollerton and Boughton (and nearby Wellow) have existed for centuries - the former even having been recorded in the original Domesday Book. This difference in age greatly determines the present-day character of each place.

Ollerton Colliery first produced coal in 1926. Since that date both the pit and the village have expanded considerably. There were around 1240 people working at the colliery. Approximately 70% of the workforce lived within the local villages. Four-fifths of the coal produced went to Trent Valley power stations (mainly by rail), while the remainder went to industrial users some of them abroad. The mine closed in 1994. Subsequently, the land around the mine was reclaimed and redeveloped as an ecologically sustainable mixed use "village" of commercial offices, housing, employment, community uses and retail including a large nearby Tesco superstore.

In addition to the sinking of the pits and the development of large planned workers estates, further municipal housing estates and large private suburbs were built in both settlements in the latter third of the 20th century. This has been furthered through more recent suburban infill developments and new modern housing developments around the edges of the settlements.

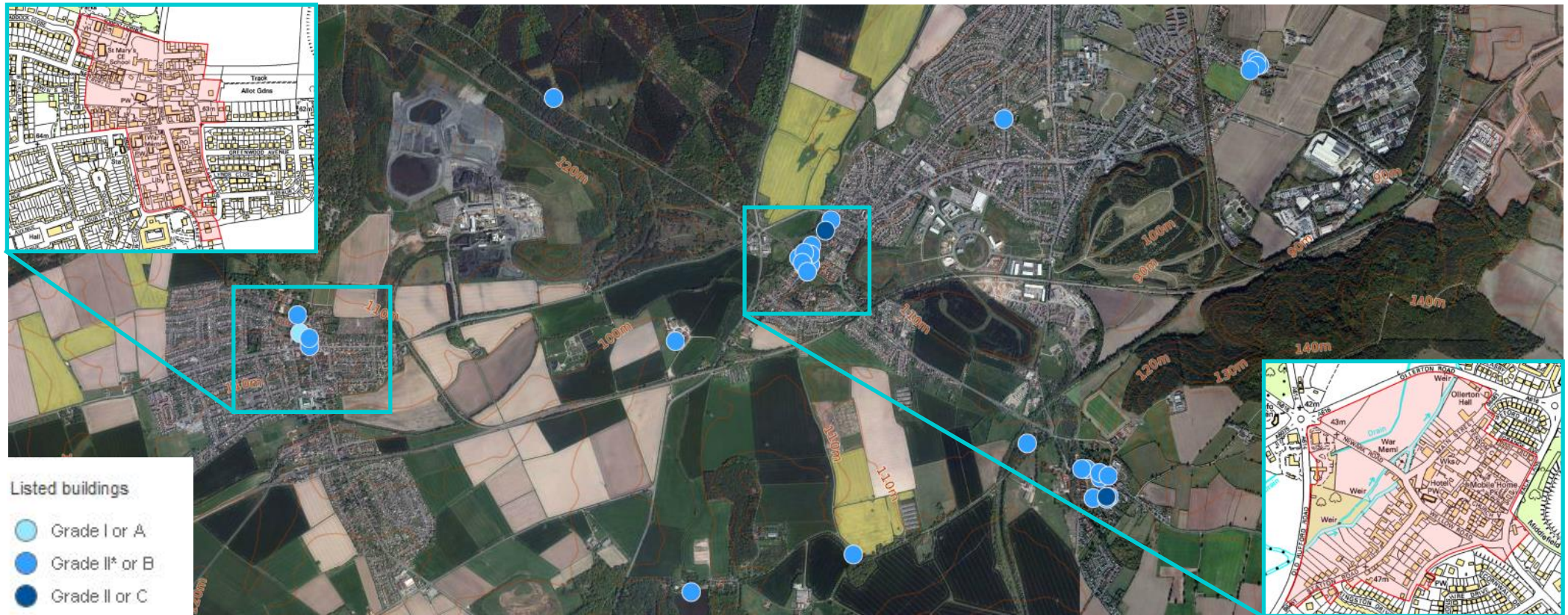
2.1 | HISTORICAL DEVELOPMENT



2015 figure ground plan showing the higher intensity of development within and around the historic village centres and along Forest Road / the village shops in Ollerton . Outside the centres a less dense suburban grain is apparent in the large planned private and municipal estates. The loosest urban grain is within the energy village which consists of larger free-standing buildings .

2.2 | HERITAGE ASSETS

The majority of listed buildings are located within the conservation areas (shown on insets below) at the historic centre of the of the two villages as shown on the map below. In Edwinstowe these include St Marys Church (grade I), Edwinstowe Hall and the Cottages at 1-5 Church Street (photo A) which are all grade II. In Ollerton it includes the following grade II listed buildings; Church of St Giles, White Hart Inn (photo B), the old post office and adjacent cottages (photo C), Ollerton watermill and millhouse, Hop Pole hotel (photo D), Forest House hotel, and the derelict Ollerton Hall.



Both settlements include common characteristics and a notable number of differences owing partly to their historic development and role. Both historic village cores (now conservation areas) have a traditional character of finer grain buildings which developed upon the major intersections and routes adjacent to the river. From the village centres piecemeal ribbon development is apparent with older properties and farmsteads dotted along these main routes. The sinking of the collieries in both settlements resulted in major expansion and the development of planned colliery workers housing estates to the east and west of Edwinstowe village centre, and to the west of Ollerton village in New Ollerton. The latter included the development of a local shopping parade along Forest Road.

In the latter half of the 20th century this was followed by suburban infilling along the approach roads to the villages and the development of private suburban estates and further municipal / council housing estates in both villages. More recently, suburban modern housing developments have taken place as infill and new planned estates at the village edges. Generally, this gives both villages a clearly different character between the historic cores and the surrounding suburban forms of housing around them. Whilst Ollerton and New Ollerton have gradually coalesced, there is a clear distinction between the older village and the much larger pit village in terms of character. The recent redevelopment of the former Ollerton Colliery site as the Sherwood Energy Village has introduced another clearly distinctive and modern character area with a contemporary business park feel, albeit including other uses to employment such as housing, community facilities and retail. This modern character is reflective of the new role being found for the former major colliery sites.

The newer estates in both settlements have taken place on the higher ground away from the river which in places allows views and vistas along streets to the countryside and woodland blocks which characterise the wider landscape. This is particularly apparent at the edges of the settlements where there is generally a stark transition from the suburban edges to the surrounding rural character with rear gardens backing onto the countryside with little landscape buffering.

Outside of the Conservation Areas the distinctive qualities of the villages are less prevalent, with character typologies common to many towns and cities. These areas are reflective of the gradual enlargement of the settlements and include large municipal estates and more modern post war and contemporary suburbs with less local distinctiveness. There are some more recent examples of suburban and inner urban developments which have sought to reflect the intrinsic qualities of the historic parts of the town as highlighted in the next sections.

There is a wide range of housing typologies, forms of housing and appearance of properties throughout the area. Whilst the historic village cores offer the strongest character, they are of their time and the traditional form and layout of these areas are less conducive to contemporary forms of housing which must cater for modern requirements in terms of space, amenity and motor vehicles. However there is some commonality in terms of characteristics, materials and detailing which can be used as a starting point in developing a complementary architectural vocabulary for new development on the Thoresby Colliery site.

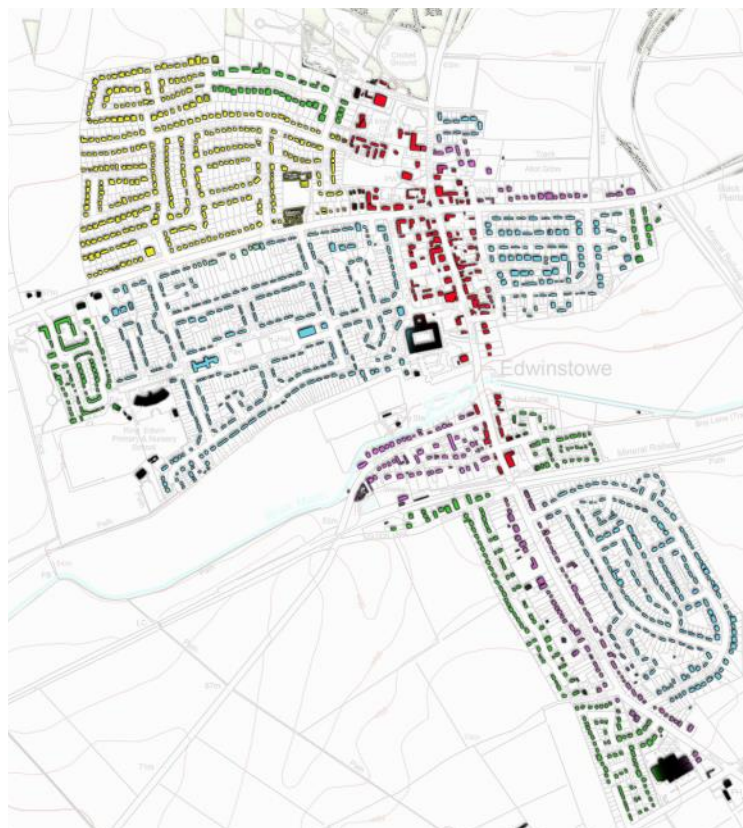
Character Areas and Key Characteristics

The following pages include an analytical overview of the key characteristics of surrounding areas to inform designers. Complementing this area based analysis is a thematic understanding of the key aspects of urban form and appearance to inform the development of a locally responsive architectural approach. This is not presented as a prescriptive set of rules, but as a series of common themes and guidelines to inform the design process.

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3.0 | Edwinstowe and Ollerton

EDWINSTOWE



- Traditional Village Centres
- Planned Workers and Municipal Estates
- Mixed Suburban
- Late 20th Century Private Suburban Estates
- Modern Private Suburban Estates
- Ollerton Contemporary Mixed Use Development

OLLERTON



3.1 | EDWINSTOWE TRADITIONAL VILLAGE CENTRE

The historic part of Edwinstowe village is focused upon Ollerton Road / Church St / High St intersection and southward along High Street toward the River. There is a closely packed grain of development consisting of narrow streets with traditional simple 1-2 storey rectangular plan buildings and gable roof forms with chimneys. Many properties are set immediately to the back of pavement, gables onto the street or behind small setbacks with brick and stone boundary walls some topped with metal railings. Properties are often joined to create short runs of cottages and shops along High St, or with minimal spacing. Many have rear outbuildings and projections into small treed yards and courtyards to the rear. Some properties to High St are set at higher level than the street with steps to the front. Keynote buildings along high street include a higher degree of architectural embellishment and decorative chimney stacks with contrasting buff brick corbelling, string courses and quoins. Red brick is the most common facing material but light coloured render and painted brick is also commonplace a number of stone cottages can be found but this is relatively uncommon material. Roofs tend to consist of small format dark flat tiles and red clay pantiles. There is a mix of stone and brick headers and sills to simple windows. Some soldier coursing and splayed brickwork to headers with minimal brick corbelling to eaves giving a restrained appearance to most traditional buildings.

A. *Key buildings along high street showing decorative features.*

B. *Narrow compact grain streetscape with high levels of building continuity and enclosure.*

C. *Simple building forms and detailing, mixture of light render and red brick.*

D. *Modern block of apartments on edge of Conservation Area attempting to reflect traditional forms, materials and detailing.*



3.2 | OLLERTON TRADITIONAL VILLAGE

The historic traditional village is focused upon Station Road / Market Place and Main Street with the Church as a main feature terminating the view along Station Road and dominating the northern side of Market Place. Like Edwinstowe the space created at these key intersections and the composition of buildings surrounding them are key distinctive determinants of the village character. The village shares similar characteristics with Edwinstowe in terms of siting of properties, building forms, materials and detailing, although perhaps having a less commercial character and appearance and has a few more taller 3 storey buildings including the Inn and hotel which have attractive proportions and fenestration. Ollerton village also includes some properties with arched windows, headers and carriage arches. The village is more open to the west and borders the river with a spur running through the old listed mill located on the intersection of Market Place and Main Street. Likewise the east of Station Road has suburban influences and in parts a more green and open edge of the street. The old chapel on Station Road has some distinctive arched brickwork interspersed with stone. Apart from the Church the dominant materials are red brick, painted brick and render.

- A. *View up Station Road terminating on the Church with strong building lines on the western side of the street.*
- B. *Traditional forms, materials and detailing along Station Road with the distinctive old chapel on the right.*
- C. *Cottage style properties with variations in eaves height and roof forms.*
- D. *The Inn and adjacent 3 storey properties defining the space at the key road intersection.*



3.3 | PLANNED WORKERS AND MUNICIPAL ESTATES

The large planned estates for colliery workers are very influential on the character of the settlements particularly Edwinstowe and New Ollerton. These estates are planned loosely on 'garden city' principles with geometric layouts in a block structure, the more substantive and older areas including village greens and community buildings at their heart. These workers housing areas share similar characteristics to the later municipal housing estates that adjoin them. There are some notable differences including late 20th century 'Radburn' municipal housing areas to the east of New Ollerton. Within these estates a limited number of 2 storey housetypes and bungalows can be found plotted mainly as semi-detached homes or short runs of 3-4 terraced properties. Streets tend to be of conventional design sometimes with incidental areas of open space at junctions, around crescents or as verges. Homes generally have medium sized front gardens with repetition and similarity in terms of property design and house-types along a street. Many front gardens are open plan or include a mixture of boundaries along a street— hedges, walling and timber fencing. Many front gardens have now been converted to include parking. There is a wide range of different property forms, detailing and materials between the different estates. The older pit homes are generally red brick, have less regular fenestration hipped roofs, small simple front door canopies, some gabled eaves and include some limited brick corbelling string courses and decorative brickwork around windows. More recent estates and municipal homes are simpler in form and detailing with some rendered and dash used to face.



3.4 | MIXED SUBURBAN

Both settlements contain sizeable estates and infill developments of private homes built in the 1960's-70's. These planned estates consist of conventional streets laid out in elongated blocks with loop roads and cul de sacs. These areas mainly consist of detached 2 storey houses, bungalows and dormer bungalows in common suburban house-types from the era. These tend to be square or rectangular in plan sometimes with projecting porches and garages and in the main have gabled roof forms. Whilst there is a relatively limited number of house-types used in each area, the variations in the application of the types create a sense of individual character for each street. There are in places more distinctive dormer bungalows with steep pitch roofs and timber clad gables facing the street. These areas are characterised by consistent building lines set behind regular sized front gardens and drives, with either open plan frontages or low walls or hedge / shrub planting defining front boundaries. This is complemented by sporadic ornamental and small trees planted in some front gardens. Properties tend to be faced with lighter colour brickwork in buff / orange tones and often include rendered or timber clad panels to prominent front elevations. Roofing materials vary between concrete interlocking slates and tiles with subdued grey / brown colours. The properties lack much ornamentation, subtle differences and individuality being introduced by homeowner changes. Facia boards and UPVC glazing are generally matt white.



3.5 | LATE 20TH CENTURY PRIVATE SUBURBAN ESTATES

There are a number of recent modern suburban residential developments on the edges of the settlements and under construction. These estates are characterised by large-medium volume developers standard housing products and often include a wide range of house-types and in a number of instances apartments. Whilst 2 storey homes predominate, there are a range of 2.5 storey dormer properties and some taller 3 storey town houses and apartment blocks, in detached, semi detached and terraced forms usually spaced close together. Conventional street types serve more intimate shared spaces and mews. Parking is generally accommodated to the front of properties on parking platforms, within small front gardens, or to the side where homes are more spacious detached types with garaging. Some parking courts serve apartment blocks. Front boundaries are mostly open plan with some shrub planting. There is a lack of tree planting due to limited space and the immature nature of the developments. The suburban developments in these areas have a collective and unifying character brought about by a limited palette of building elements and materials. Whilst there are some hipped roofs and chimneys on higher value suburban developments, gable roofs predominate elsewhere. Apart from the higher value modern suburban developments which incorporate porches, bay windows, brick details, chimneys, hung tiles and timber cladding, the volume built homes are more restrained and plain with limited brick corbelling to eaves, some brick quoins, and contrasting brick string courses. Artstone and brick soldier courses are common window surrounds to UPVC glazing. Red brick is common but these developments also introduce brick with buff and orange tones and some limited render. Red and grey concrete tiles are generally used on roofs.



3.6 | OLLERTON CONTEMPORARY MIXED USE DEVELOPMENT

The former colliery site at Ollerton has begun redevelopment for a range of uses. It is included in this analysis as it raises design considerations and themes for the non-residential areas of the proposed Thoresby Colliery redevelopment. Now named the Sherwood Energy Village, it is an environmental enterprise comprising industry, retail, housing, recreation, education and leisure. The development was constructed on environmental, ethical and sustainable principles, with on site developments complying to high environmental standards. The area is characterised by a radial layout of estate streets with large standalone buildings of contemporary architectural style situated in landscaped areas and car parks but sited to address these streets. These buildings tend to be 2-3 storeys in height, rectangular in plan and have flat or mono pitched roofs. Some more recent housing development is taking place on certain plots introducing a finer grain to the built form in a block structure. The area has a car dominated, 'business park' character albeit this is changing as new developments take place. There are a range of modern materials used giving buildings an individual but complementary appearance. This includes; brick, composite cladding, timber cladding, glazed curtain walling and aluminium windows. Landscaping is immature, with tree and shrub planting to edges of the plots.

- A. *Mix of modern buildings and uses addressing estate roads.*
- B. *Tesco large format retail store with glass curtain walling to principal frontage elevation.*
- C. *Modern building forms, details and materials.*
- D. *Buff coloured brickwork is common in the character area, image shows brick and timber clad office block with mono-pitched roof.*



3.7 | KEY CHARACTERISTICS: STREET TYPES AND BUILDING RELATIONSHIPS

Part of the character and charm of the historic parts of the villages derives from the close relationship between buildings and the street. However these widths generally do not meet modern aspirations for privacy, amenity and car parking requirements. There is widespread linearity of consistent building lines with frontages often located at the back edge of the pavement. Building heights, eaves lines and varying roof pitches provide variety as they step up and down along this consistent edge. Spatial enclosure is mostly formed by buildings, there is little greenery within traditional streets. Built form opens out at main junctions and key places to create more memorable urban spaces, which are often enclosed by slightly taller buildings.

In more suburban locations streets tend to be more spacious, as you would expect, with greater separation between built frontages, front gardens and more landscaping and greenery. The mixed suburbs and suburban villas along key routes have buildings set back from the roads with larger front gardens. More recent private suburban estates can be found with access drives to the front of properties set back from, but parallel to, the main roads behind established hedgerows. The pit workers estates share similar street proportions and levels of enclosure but tend to have wider gaps between properties than modern suburban developments. The private suburban developments generally have less width between buildings along streets and include conventional streets with footpaths either side and buildings set behind small front gardens or drives to the front, making them narrower in section than the mixed suburban streets. Modern private suburban developments also introduce shared space streets and private drives without footpath demarcation on lower order streets.

For all the existing street types continuity in building line is relatively consistent, it is the width of the street and level of enclosure which varies. In terms of hierarchy, street types include:

- 1– Historic routes through villages
- 2– Main roads with footpaths either side
- 3– Conventional estate roads with footpaths either side generally forming loops serving lower order streets and cul-de-sacs,
- 4– Shared spaces, private drives and lanes on modern estates with no footpath demarcation.



A & B—strong levels of enclosure by back of footway buildings and walling, C & D – key junction spaces framed by taller buildings, E– main roads with mixed villas set back from street, F–modern suburban development with access roads parallel to main road behind hedgerows, G– conventional estate streets, H– lower order shared space street on modern development

3.8 | KEY CHARACTERISTICS: BUILDING FORMS, HEIGHT AND MASSING

In general, within the older parts of the town building typologies and forms tend to be dominated by wide fronted narrow plan buildings joined together in terraces of varying lengths— sometimes the same property types sometimes varied. Most buildings have a simple rectangular form in the historic areas often with flat frontages and rear / side projections. Most commonly eaves are orientated to follow the street with the odd property at right angles and some with projecting gables to the street. The municipal and workers housing tends to also consist of simple forms with few projecting elements.

Gable roofs predominate in historic areas with a variety of roof pitches evident, similarly more recent suburban developments and workers housing tend to have gable roofs, whereas the older 'garden village' inspired pit workers housing some have hipped roofs, and there is a more varied roofscape to the mixed suburban areas. Key older buildings throughout the area tend to have more complex roof forms.

Outside the historic core, square plan suburban detached properties and semidetached units creating rectangular massing are more prevalent with a greater degree of variety in the form of buildings. More recent suburban development has introduced square floor plans to the traditional rectangular floor plates, and often include projections to the massing in the form of garages, porches bay windows, dormer windows and gabled eaves. The modern volume suburban developments also include terraced forms and runs of conjoined narrow fronted deep plan houses. In the modern estates the housing generally has a simple form, whereas executive modern suburban developments express a more complex form including projecting gables and bays.

Generally across the area 2 storey properties dominate, apart from the more recent suburban developments which include taller apartment blocks and a greater proportion of 2.5 storey 'town houses' with dormer windows. There are key 3 storey buildings within Edwinstowe high street and at the main junctions in the older parts of Ollerton. Within the workers estates and late 20th century areas there are a large number of bungalows and dormer bungalows which have a lower height, the latter often including steeper pitched roofs. Some bungalows are orientated with front facing gables to create a 'sawtooth' massing to the street edge.

Outside the more organic historic centres and mixed suburban areas, the planned nature of the suburban estates means there are relatively consistent forms and heights along and across the streets within these areas.



A—wide fronted 2 storey historic properties with variations in eaves height, B & C— hipped roof, simple form early workers and municipal housing, D & E— executive modern suburban developments with more complex and varied forms and roofs, F— front facing gabled dormer bungalows create a distinctive street-scene, G & H— late 20th c and modern suburban simple forms with limited projecting elements

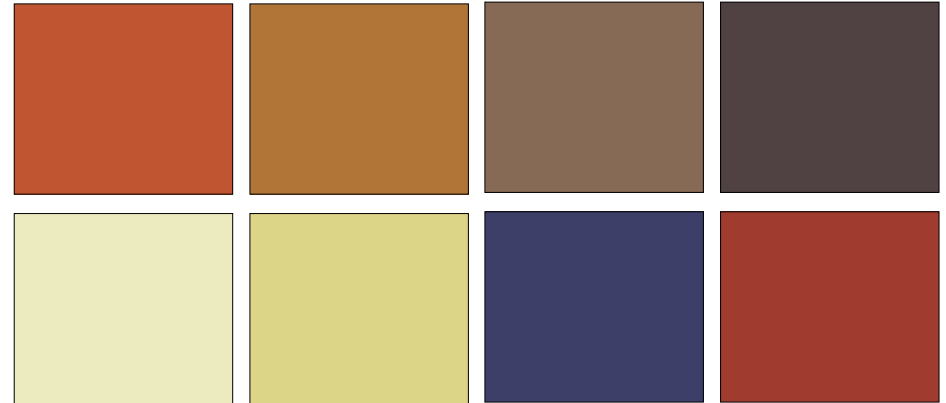
3.9 | KEY CHARACTERISTICS: MATERIALS

Red brick is the most dominant facing material across the settlements and particularly in the old village centre's and pit housing. There is very little stone apparent apart from the churches, a few cottages and within boundary walling in historic areas. The shade of red varies considerably between the estates and within different areas from true red and multi red to brown, orange and lighter hues. More recent late 20th century suburban estates and modern developments introduce buff brick to the palette of local materials.

Light coloured render and painted brick can also be found in traditional areas, and render is used throughout the different suburban typologies usually as fully rendered properties or as feature panels to prominent elevations. Some of the later workers / municipal estates have fully rendered / dash properties. Key higher profile older buildings in both settlements have some distinctive 'tudor' effect timber boarding, and some of the more recent suburban typologies incorporate boarding either as decorative effect or feature panels.

Red pantiles and slate grey / brown flat tiles are most common roofing materials, concrete interlocking tiles are generally used on more recent developments but with similar muted colours.

The contemporary mixed use development on the former Ollerton colliery / energy village site utilises modern materials. This includes; brick, composite cladding, timber cladding, glazed curtain walling and aluminium windows.



A detailed colour study can help to inform appropriate material selection



A—red brick and render in historic areas, B & C— timber boarding to key noteworthy buildings, D— modern infill with traditional red brick and pantile roof, E—render panels to late 20th century houses, often timber is also used as feature panels, F— executive suburban homes with timber, hung tiles and red brick, G— dark red brick pit houses, H— modern suburban estate using a muted and restrained palette.

3.10 | KEY CHARACTERISTICS: DETAILING

There is a wide range of detailing across the area reflective of the individual building's age and status. Many of the background cottages in the historic areas are relatively plain, regular and simply fenestrated with windows with a vertical emphasis, narrow stone sills, bracketed gutters, plain chimneys and cemented verges, with an absence of porches or canopies giving a simple traditional aesthetic. Slightly higher profile buildings include brick soldier headers and sills, splayed brick headers and shallow arched headers to windows. Many older buildings have simple projecting brick corbelling decoration at eaves level and sometimes projecting string courses at first floor. This tends to be in the same brickwork as the main facing material, although there are exceptions including contrasting stone banding to some higher profile buildings. Higher status historic buildings have a more ornate appearance with greater use of stonework decoration. Contrasting brick quoins are notable to some of these buildings.

As one would expect the municipal and pit workers housing tends to be quite plain in general with a lack of decoration and simple canopies to entrances. Traditionally these would have included boarded fascias which are being replaced with UPVC. However there are notable exceptions such as some of the miners housing in New Ollerton which includes projecting brick string courses, decorative dark contrasting brick to window surrounds and shallow curved headers.

The suburban typologies introduce a greater degree of variation in terms of window types with a higher proportion of windows with horizontal emphasis and a range of projecting bay windows. Likewise the suburban house-types and more recent contemporary developments include a higher proportion of UPVC fascias, windows, barge boards, soffits and rainwater goods although the colours vary considerably generally these are white. Older properties tend to have black rainwater goods. Some of the more executive recent suburban developments introduce a greater range of detailing, although this could be considered rather fussy and contrived for the context.

There are several examples of recent infill developments, including some of the volume builder estates under construction that have found a sympathetic balance in terms of creating an attractive modern aesthetic whilst reflecting the traditional restrained detailing of the older areas, some examples are given below. This includes the use of bracketed rainwater goods, cemented or narrow profile capped verges, simple stone or brick headers and sills, understated entrance canopies, decorative brick corbelling to eaves, restrained brick string courses and subdued rainwater goods, without the use of UPVC for fascias and soffits.



A & B— traditional detailing and ordered fenestration, C— brickwork decoration to older pit workers housing, D— modern homes with simple restrained detailing, corbelling and string courses, E & G—modern interpretation of traditional detailing creating an attractive simple traditional character, F— ornate decoration and contrasting details to key note buildings, H— quality but arbitrary detailing to suburban homes

3.11 | KEY CHARACTERISTICS: LANDSCAPE AND BOUNDARIES

The older parts of the villages tend to have less streetscape planting due to their traditional compact format and narrower streets. These areas do have some plantings where buildings are set back from the street and often include mature trees to the rear of properties in gardens, courtyards and yards, as well as incidental open spaces at junctions and grounds to religious buildings. Brick and stone walling tend to provide continuous enclosure to streets and there are examples of low brick walling to the front of set-back properties and spaces around junctions, sometimes topped with metal railings.

In the mixed suburban areas there is a greater degree of spacing across streets allowing more tree planting to plot frontages within gardens and at boundaries. Likewise there is space for more plantings within these gardens and often taller hedgerows or walls form boundary definition with front gates and gateposts / pillars being common. This leads to a softer and greener character and appearance particularly along main routes where these mixed suburbs can be found.

The municipal and workers estates tend to have the greatest variety with either open plan frontages, or front boundaries defined by low walls, hedges or fencing. They have some ornamental hedge and shrub plantings, but not many front garden trees within the streetscape. Likewise the late 20th century suburban areas are more open plan or have low walls with some ornamental shrub and tree planting. Modern suburban estates are almost always open plan with minimal hedge, shrub and tree plantings to the front of properties due to the lack of space.

Therefore higher order streets within the built up centre of the site should have a more urban character reflected in the boundary and landscaping treatment. Higher roads in the hierarchy a more spacious and green feel with a greater proportion of hedging and where modern suburban development is to take place front boundaries could have a more open feel with low hedge and shrub planting, to also include sporadic trees, be defined with low walls / fences or a combination thereof.

The mixed use development of the Ollerton Colliery site tends to have landscaped strips to the edges of plots and paladin fencing where required for security reflective of the 'business park' character. The more public uses do not tend to include boundary treatments.



A & B—lack of greenery within the village centres walling to frontages, C & D— low walls and ornamental plantings to private and municipal estates, E & F— tree planting, high hedges and walls to the front of more spacious suburban areas, G & H—modern suburban developments with either open plan frontages or low level shrub and hedge planting to fronts

Summary & Guidance

This study of neighbouring Edwinstowe and Ollerton has been carried out to understand the existing character, architecture and materials used to assist in guiding the new residential development at Thoresby Vale.

It was agreed verbally in a meeting with the planning officer (Bev Pearson) at Newark & Sherwood District Council that as the site is remote from both Edwinstowe and Ollerton that it shouldn't seek to directly copy the character and architectural styles and should instead create its own character and identity with some modern interpretations of the traditional form and detailing that can be found nearby.

Proposed materials should relate back to those that are common in both Edwinstowe & Ollerton such as the predominant use of red brick for walls.

In some of the key character areas (as identified later within this document) the planning officer liked the idea of keeping the traditional form of dwellings with the pitched roofs and some gables however thought the idea of having more contemporary features (that relate back to the traditional features found in Ollerton & Edwinstowe) on the elevations would create the unique identity that Harworth are looking to achieve.

Pages 40 and 41 of this document provide some examples of how this has been successfully achieved on other developments and serves as a precedent for this development.

A large, stylized graphic on the left side of the slide. It features a cloud-like shape with a scalloped border, containing several small, four-pointed star or spark-like shapes. Below the cloud is a larger, more complex star-like shape with multiple points and internal lines, resembling a stylized explosion or a large spark. The entire graphic is rendered in a lighter shade of blue against the dark blue background.

4.0 | Design Principles

INTRODUCTION

The Thoresby Colliery masterplan (THORESBY VALE) consists of a number of different land uses. These have been identified on the adjacent masterplan and on the aerial photograph on the following page.

- 1) MAIN ENTRANCE / GATEWAY FEATURE
- 2) NEW RESIDENTIAL DEVELOPMENT
- 3) PROPOSED NEW SCHOOL
- 4) APARTMENTS / COMMUNITY FACILITIES
- 5) COUNTRY PARK
- 6) COMMERCIAL AREA
- 7) POTENTIAL CONNECTION TO SHERWOOD FOREST VISITORS CENTRE










AERIAL PHOTOGRAPH OF THE THORESBY COLLIERY SITE (THORESBY VALE)



PHASING

The first phase of the Thoresby Vale development will consist of circa 150 dwellings to the east of the site. Construction traffic will take temporary access from Ollerton Road with the sales centre and new residents taking access from the existing colliery access 'The Gateway'.

Phase 2 will be to the west consisting of circa 215 dwellings with phases 3 and 4 to the north and consisting of circa 98 and 126 dwellings respectively.

-  INITIAL INFRASTRUCTURE WORKS
-  PHASE 1
-  PHASE 2
-  PHASE 3
-  PHASE 4
-  PROPOSED PHASE 1 SALES AREA AND ACCESS
-  TEMPORARY CONSTRUCTION ACCESS



ROAD HIERARCHY

- PRIMARY VEHICLE ROUTES
- SECONDARY VEHICLE ROUTES
- TERTIARY VEHICLE ROUTES






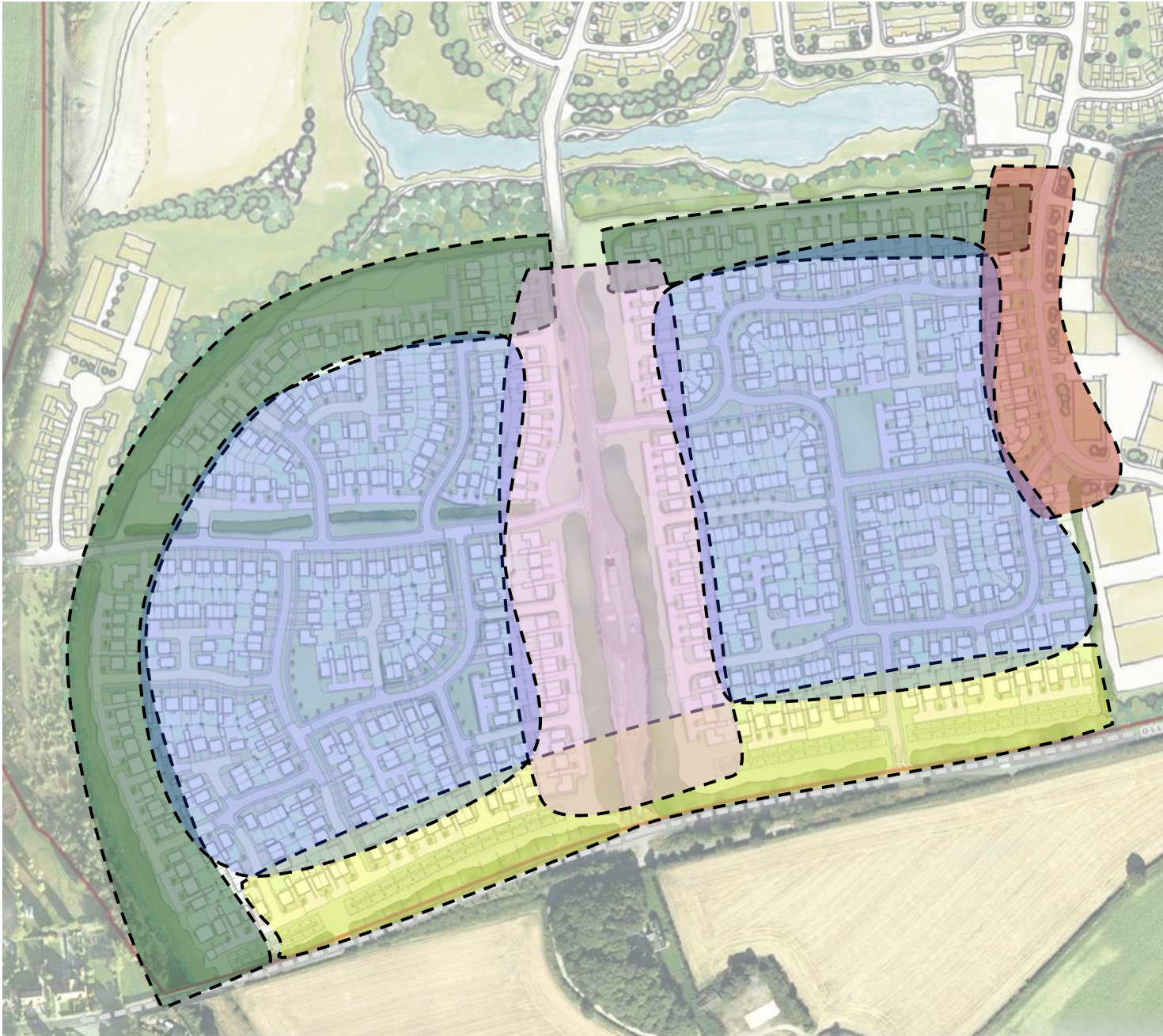
PEDESTRIAN ROUTES

- PEDESTRIAN ROUTES THROUGH NEW RESIDENTIAL DEVELOPMENT
- INFORMAL PEDESTRIAN ROUTES THROUGH THE EXISTING WOODLAND AND OPEN SPACE








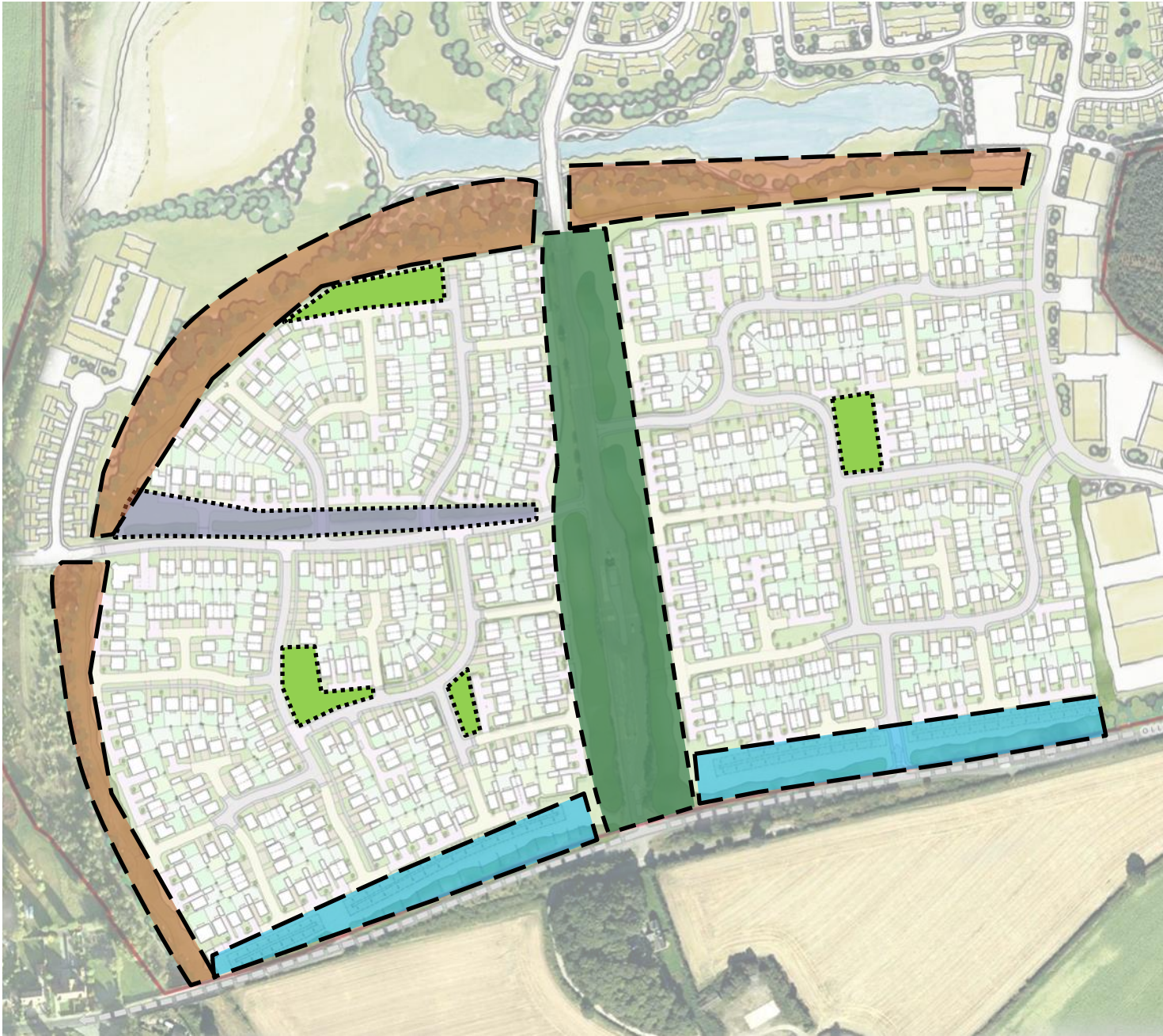
CHARACTER AREAS

-  OLLERTON ROAD FRONTAGE
-  THE GATEWAY
-  RURAL EDGE
-  THE AVENUE
-  CENTRAL (THORESBY VALE)










GREEN INFRASTRUCTURE

-  RETAINED ANCIENT HEDGEROW
-  PROPOSED POCKET GREENSPACES
-  SUDS FEATURES
-  WOODLAND WALK
-  GATEWAY ENTRANCE / EXISTING TREE LINE ROAD



BOUNDARY TREATMENTS

-  Trees & hedge + post and wire fence
-  Estate railing
-  1.8M total height of dwarf wall & pillars with horizontal solid timber fence
-  Knee rail
-  Dwarf wall + railings
-  Estate railing + hedge
-  Formal hedgerow

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DESIGN CODE,
9017-009-SK001, 2018



The information shown on this page is taken from the supporting Landscaping Design Strategy.

It indicates the proposed boundary treatments throughout the proposed development

THORESBY VALE 'SITE FRONTAGE'

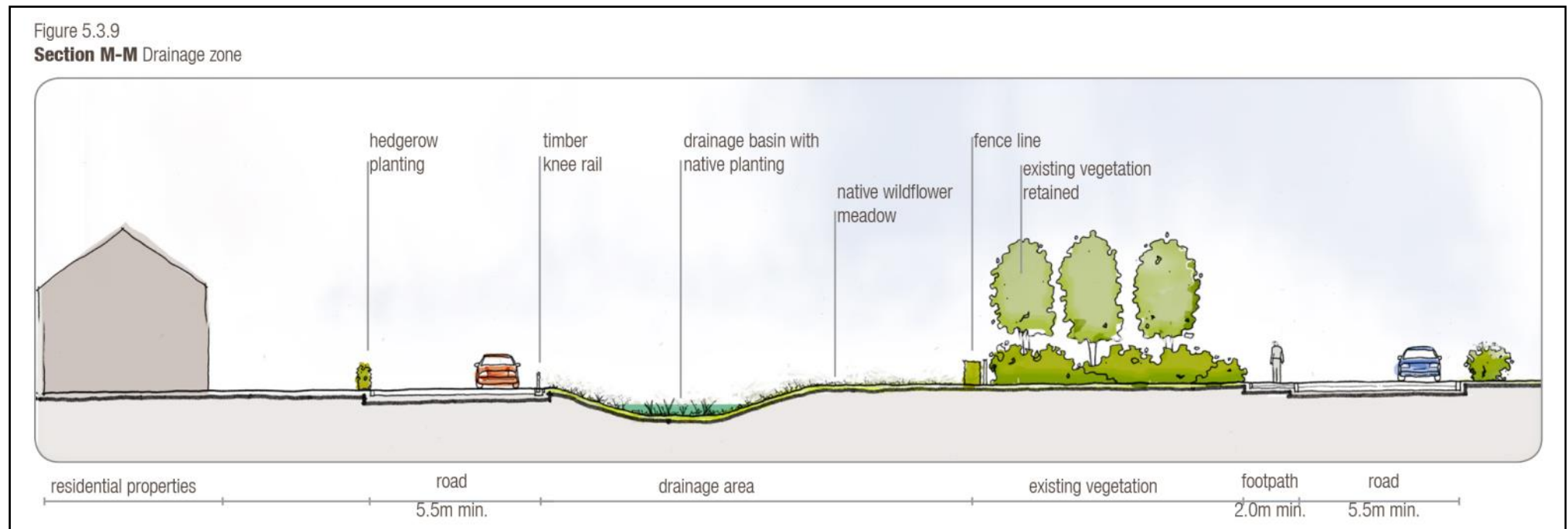
- 2 & 2.5 storey dwellings
- Semi detached & detached dwellings
- Selection of smooth faced red & buff brick with some feature off-white render fully rendered dwellings.
- Modern Concrete roof tiles in 'Smooth Grey', 'Anthracite', 'Old English Red' or 'Antique Brown'
- Front door colours to be black, grey, olive green or Cream.
- Modern white / grey window frames
- Black rainwater goods
- Meter boxes to be on gables, semi-recessed into ground and coloured coordinated if on front elevation.
- Block paved shared surfaces in 'Burnt Ochre' or 'Bracken'
- Tarmac finish to private drives
- Low level informal planting to front gardens with no boundary fences or railings.



SITE FRONTAGE

The section above is taken from the supporting Landscaping Design Strategy.

It indicates a typical section through the site frontage along Ollerton Road. The section demonstrates the interaction of proposed residential development with the existing highway and planting in between.



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THORESBY VALE 'GATEWAY'

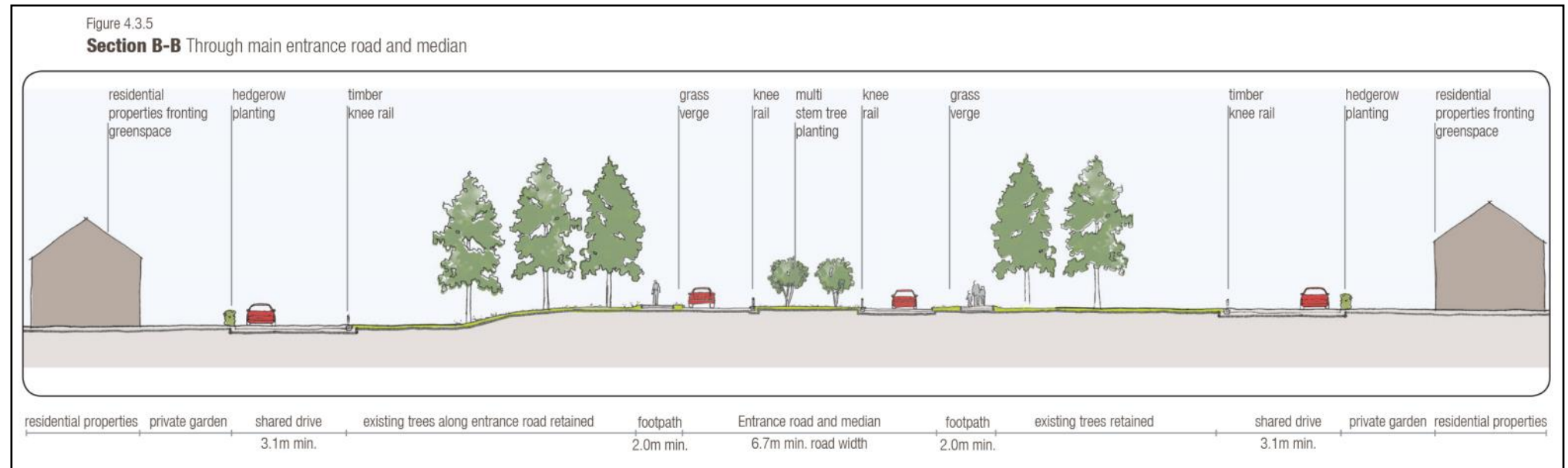
- 2 & 2.5 storey dwellings
- Semi detached & detached dwellings
- Selection of smooth faced red & buff brick with dwellings.
- Use of some feature modern timber boarding to front and dominant gables (see images on following page)
- Modern Concrete roof tiles in 'Smooth Grey', 'Anthracite' or 'Antique Brown'
- Front door colours to be black or grey.
- Larger contemporary style windows with grey frames
- Black rainwater goods
- Meter boxes to be on gables, semi-recessed into ground or black in colour.
- Tegula paved shared surfaces in 'Charcoal' or 'Natural'
- Tarmac finish to private drives
- Low level formal planting (ie. box hedges)
- Use of contemporary railings to fronts of some dwellings facing onto Thoresby Vale Gateway.



SITE FRONTAGE

The section above is taken from the supporting Landscaping Design Strategy.

It indicates a typical section through the Thoresby Vale 'Gateway' showing the relationship between the existing trees and the new dwellings.



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PRECEDENTS

This selection of images are examples of dwelling designs that have appropriate materials and features for the Thoresby Vale 'Gateway' Character Area.

The use of grey window frames, contemporary door styles, modern feature timber boarding and modern chimney designs combined with the red brick and traditional brick detailing make this architecture a good precedent for this area of the development.



HERITAGE QUARTER, HAMPSHIRE



HERITAGE QUARTER, HAMPSHIRE



GILLIES MEADOW, BASINGSTOKE



GILLIES MEADOW, BASINGSTOKE



HERITAGE QUARTER, HAMPSHIRE

PRECEDENTS

The planning officer liked the idea of keeping the traditional form of dwellings with the pitched roofs and some gables however thought the idea of having more contemporary features (that relate back to the traditional features found in Ollerton & Edwinstowe) such as chimneys, bay windows, timber cladding, etc on the elevations would create the unique identity that Harworth are looking to achieve.



LINDEN HOMES | BRISTOL



DAVID WILSON HOMES | CANE HILL PARK



GALIFORD TRY | MANCHESTER



LINDEN HOMES | BRISTOL



DAVID WILSON HOMES | CANE HILL PARK

THORESBY VALE 'CENTRAL'

- 2 & 2.5 storey dwellings
- Detached, semi-detached and mews style dwellings
- Selection of smooth faced red & buff brick with some feature off-white render fully rendered dwellings.
- Modern Concrete roof tiles in 'Smooth Grey', 'Anthracite', 'Old English Red' or 'Antique Brown'
- Front door colours to be black, grey, olive green or Cream.
- Modern white or cream window frames
- Black rainwater goods
- Meter boxes to be on gables, semi-recessed into ground and coloured coordinated if on front elevation.
- Block paved shared surfaces in 'Burnt Ochre' or 'Bracken'
- Tarmac finish to private drives
- Low level informal planting to front gardens with no boundary fences or railings.



Figure 5.2.10
Detail Plan D Residential informal greenspace



Figure 5.2.11
Section J-J Residential informal greenspace

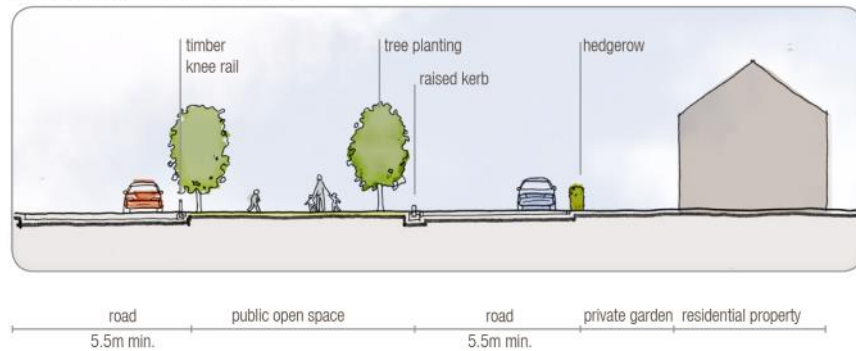
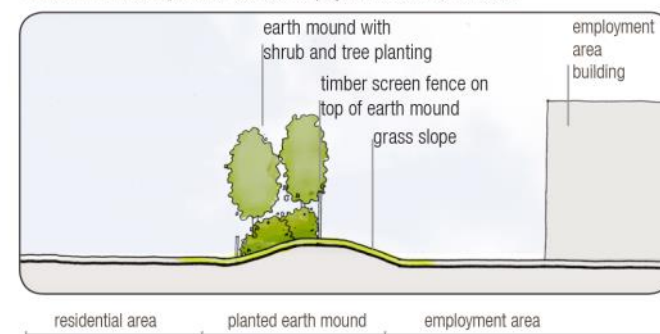


Figure 4.5.5
Detail Plan A Landscape buffer between employment and residential areas



Figure 4.5.7
Section E-E Landscape buffer between employment and residential areas



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DWELLINGS FACING POCKET GREEN SPACES

- 2 & 2.5 storey dwellings
- Detached, semi-detached and mews style dwellings
- Selection of smooth faced red & buff brick with some feature off-white render fully rendered dwellings.
- Modern Concrete roof tiles in 'Smooth Grey', 'Anthracite', 'Old English Red' or 'Antique Brown'
- Front door colours to be black, grey, olive green or Cream.
- Modern white or cream window frames
- Black rainwater goods
- Meter boxes to be on gables, semi-recessed into ground and coloured coordinated if on front elevation.
- Block paved shared surfaces in 'Burnt Ochre' or 'Bracken'
- Tarmac finish to private drives
- Formal planting such as hedgerows to provide defensible barrier from open spaces.
- Low level boundary fences or railings to front gardens.



Figure 5.2.5
Detail Plan A Local Equipped Area for Play (LEAP) as outlined within section 3.2



- pedestrian links between shared driveways
- residential properties fronting greenspace providing passive surveillance
- estate railings creating secure fence line
- tree planting creating a soft edge to the green space
- private drives
- grass mound with natural play elements, e.g. boulders
- min. 400m2 activity zone with play equipment
- 2 no. gated park entrances located on well used footpath routes
- shared driveway
- benches and litter bins
- planting to soften boundaries and provide visual interest and variety for children
- grass verge
- footpath

Figure 5.2.6
Detail Area B



- grass verge
- footpath
- residential properties fronting greenspace providing passive surveillance
- planting to soften boundaries and provide visual interest and variety for children
- estate railings with hedgerow planting
- grass mound with natural play elements, e.g. lying tree trunk or log seats obtained from retention of tree felling operations on site
- seating and litter bins
- min. 400m2 activity zone with play equipment
- dwarf wall with railings
- 2 no. gated park entrances located on well used footpath routes

Figure 5.2.7
Section H-H Residential area - public open space including Local Equipped Area for Play (LEAP)

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 & RESIDENTIAL DESIGN CODE,
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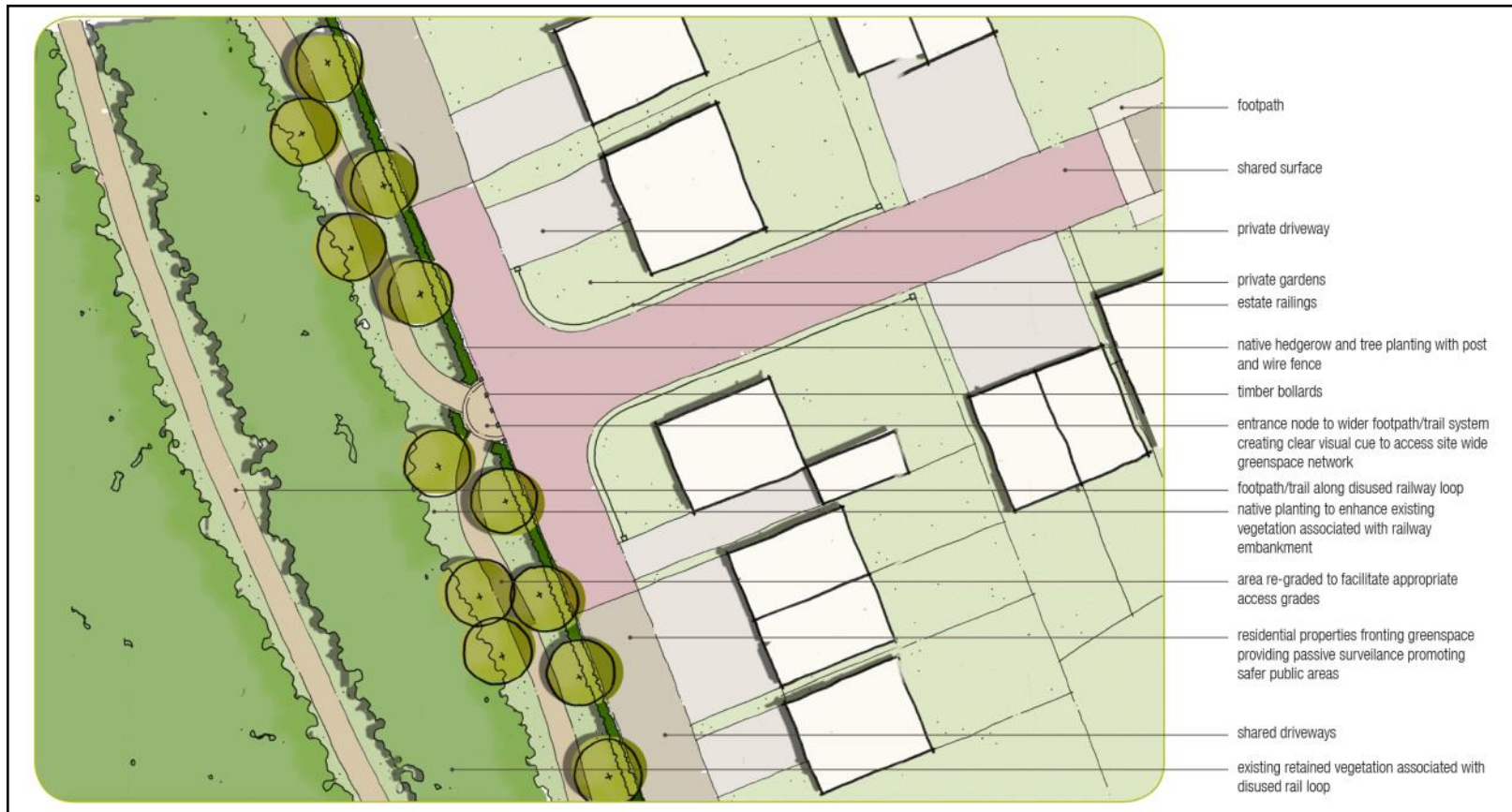


LOCATION PLAN

THORESBY VALE 'RURAL EDGE'

- 2 & 2.5 storey dwellings
- Detached, semi-detached and mews style dwellings
- Selection of smooth faced red & buff brick with some feature off-white render fully rendered dwellings.
- Modern Concrete roof tiles in 'Smooth Grey', 'Anthracite', 'Old English Red' or 'Antique Brown'
- Front door colours to be black, grey, olive green or Cream.
- Modern white or cream window frames
- Black rainwater goods
- Meter boxes to be on gables, semi-recessed into ground and coloured coordinated if on front elevation.
- Block paved shared surfaces in 'Burnt Ochre' or 'Bracken'
- Tarmac finish to private drives
- Low level informal planting to front gardens with no boundary fences or railings.
- Feature Gateway building (ie. Block of apartments) at entrance to site from road link to school / visitors centre.





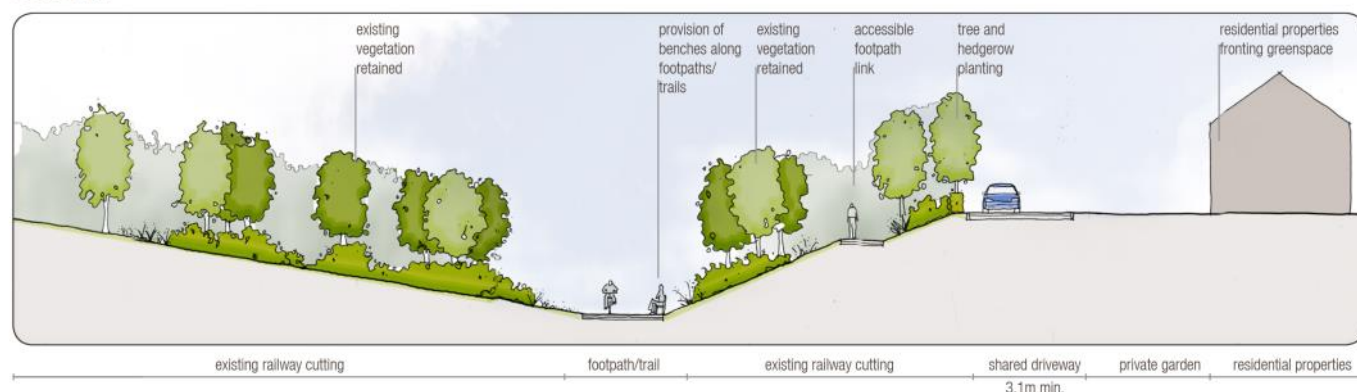
LOCATION PLAN

Figure 4.2.4
Detail Plan B
Pedestrian and cyclist entrance node to footpath/trail system

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9017-009-SK001, 2018



Figure 4.2.5
Section A-A



DWELLINGS FACING THORESBY VALE 'AVENUE'

- 2, 2.5 & 3 storey dwellings
- Semi detached & detached dwellings
- Selection of smooth faced red & buff brick with dwellings.
- Use of some feature modern timber boarding to front and dominant gables (see images on following page)
- Modern Concrete roof tiles in 'Smooth Grey', 'Anthracite' or 'Antique Brown'
- Front door colours to be black or grey.
- Larger contemporary style windows with grey frames
- Black rainwater goods
- Meter boxes to be on gables, semi-recessed into ground or black in colour.
- Tegula paved shared surfaces in 'Charcoal' or 'Natural'
- Tarmac finish to private drives
- Low level formal planting (ie. box hedges)
- Use of contemporary railings to fronts of some dwellings facing onto Thoresby Vale Avenue.



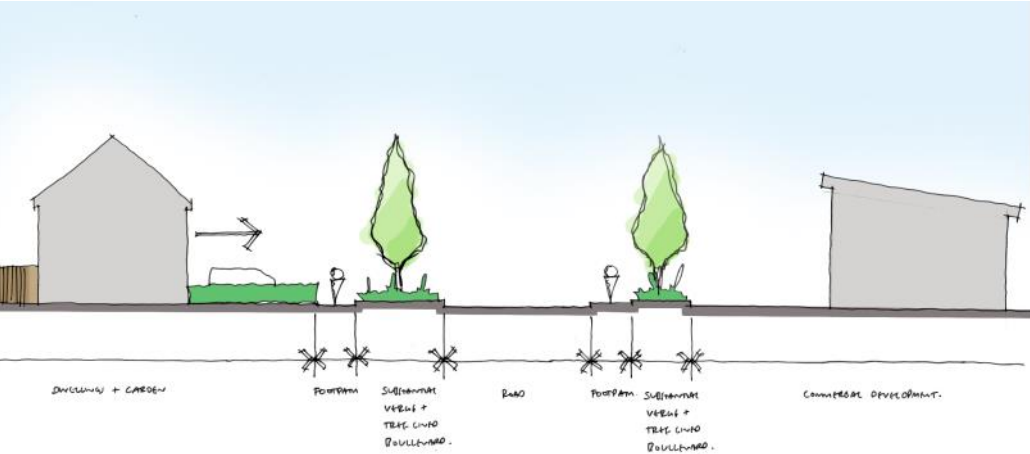
THE AVENUE

The primary eastern access off Ollerton Road connects into the development through the commercial part of the site and leads to the residential development to the north and west. This road has a separate classification from the Primary Streets.

This road type shares many characteristics with the Primary Street (see page 51). However, as this Primary Avenue sits adjacent to non-residential uses there will be opportunities for boulevard tree planting or other landscape treatment.

The additional landscape treatment will distinguish this road type from other primary streets, which will help with the legibility of the road hierarchy and aid with wayfinding.

Dwellings with side drives shall have sufficient setback from the footpath to ensure visibility is not compromised when reversing onto the main highway.



ROAD WIDTH	6.7m WITH 2m FOOTWAYS TO BOTH SIDES
DWELLING FRONTAGE TO COMMERCIAL USE	23-25M
DWELLING SETBACK FROM FOOTPATH	4-6M
ON STREET PARKING	NONE
DWELLING PARKING	SIDE DRIVES WITH MINIMAL INTEGRAL GARAGE TYPES / FRONTAGE PARKING
BOUNDARY TREATMENTS	REFER TO LANDSCAPE SECTION
OTHER NOTES	

Figure 4.5.6

Detail Plan B Access road between employment and residential areas

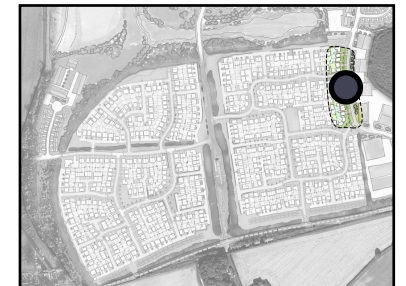


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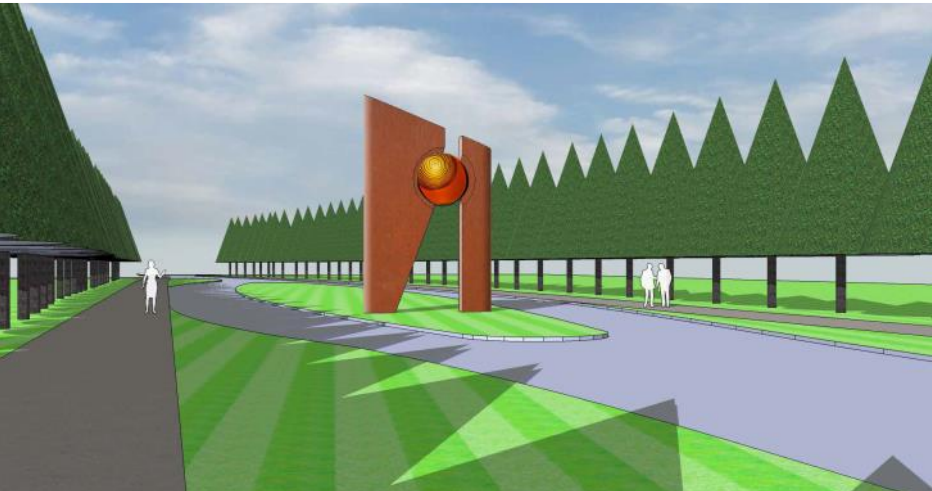
LOCATION PLAN



THE GATEWAY

The former colliery entrance to the site will form the gateway into the site from Ollerton Road. At the entrance will be located a large feature sculpture (see image below) within the island of the former Gate House.

The main feature of this ‘Gateway’ into the site are the mature tree lines that run for the entire length of the road through the first 4 residential phases of the development. This creates a unique route into the site which has new primary access roads that will punch through the trees and into the residential development parcels.



ROAD WIDTH	6.7m MIN WITH 2m SEGREGATED FOOTWAYS TO BOTH SIDES
DWELLING FRONTAGE	N/A AS DWELLINGS SET BACK BEHIND EXISTING TREES
DWELLING SETBACK FROM FOOTPATH	MIN 20M
ON STREET PARKING	NONE
DWELLING PARKING	SIDE DRIVES WITH MINIMAL INTEGRAL GARAGE TYPES / FRONTAGE PARKING
BOUNDARY TREATMENTS	REFER TO LANDSCAPE SECTION
OTHER NOTES	

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PRIMARY STREETS

Primary streets are defined as higher order streets. Within a given area, the most active and important street directly connected to main destinations would be considered the ‘Primary route’. In general, every turn away from the activity and connectivity is a drop in order to secondary, tertiary and lower order streets.

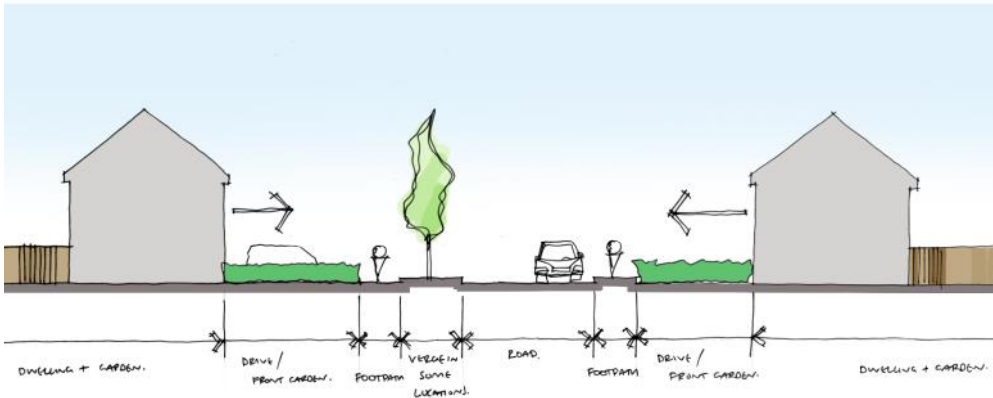
Primary streets sit at the upper end of the hierarchy because they connect places and destinations that have a high order of importance. Their associated plots and buildings should reflect this hierarchy.

The adjacent image shows how a primary street can work. The dwellings with frontage parking are broken up with dwellings with side parking to avoid long runs of hard-standing. This also ensures there are adequate opportunities for visitor parking.

Setbacks from the footpath are maintained to ensure more space between frontages of dwellings to give the street a different character. Dwellings with side drives shall have sufficient setback from the footpath to ensure visibility is not compromised when reversing onto the main highway.



ROAD WIDTH	5.5M WITH 2M FOOTWAYS
DWELLING FRONTAGE TO DWELLING FRONTAGE DISTANCE	18M MINIMUM
DWELLING SETBACK FROM FOOTPATH	2-6M
ON STREET PARKING	VISITOR ONLY
DWELLING PARKING	SIDE DRIVES AND DETACHED GARAGES, INTEGRAL GARAGES, FRONTAGE PARKING
BOUNDARY TREATMENTS	REFER TO CHAPTER 10
OTHER NOTES	



SECONDARY STREETS (SHARED SURFACES)

In general, every turn away from the Primary street is a drop in order to secondary, tertiary and lower order streets. There are 2 types of shared surface that will be suitable in different areas.

Shared Space Streets with a Protected Zone are limited to more lightly trafficked routes within predominantly residential areas. Shared Space Streets are those where the separation between carriageway and footway is reduced and the difference between the vehicle track, where vehicles are permitted, and the area set aside for pedestrians is less physically distinct than the standard footway and carriageway separated by a kerb.

Level surface streets are appropriate for relatively short stretches in locations with low to very low vehicle flows and speeds mean the vertical differentiation may be removed to provide a single shared surface.

The adjacent image shows an example of how this might work. Higher levels of frontage parking are expected, visitor parking bays are integrated into the design.

Street trees and planting should be designed in order to work holistically with CCTV, lighting and utilities, whilst also providing a structural element to the street. Below is a design guidance table for this street type:

ROAD WIDTH	7.5M TOTAL CORRIDOR WITH 2M SERVICE MARGINS, WITHIN THIS ZONE
DWELLING FRONTAGE TO DWELLING FRONTAGE DISTANCE	15M MINIMUM
DWELLING SETBACK FROM FOOTPATH	2-6M
ON STREET PARKING	VISITOR ONLY
DWELLING PARKING	SIDE DRIVES AND DETACHED GARAGES, INTEGRAL GARAGES, FRONTAGE PARKING
BOUNDARY TREATMENTS	REFER TO CHAPTER 10
OTHER NOTES	DESIGN SPEED 10MPH

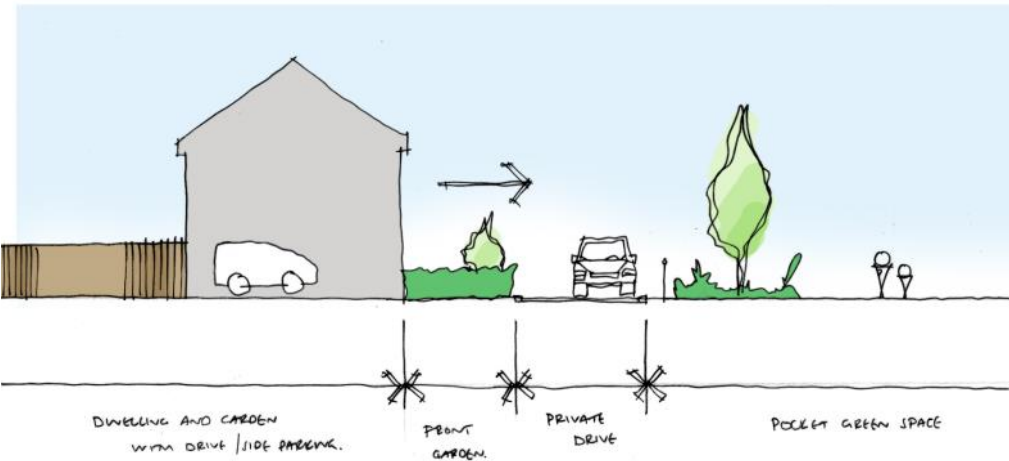


PRIVATE DRIVES

Lower order streets such as the private drive can be defined as those that are several turns away from a primary route.

Shared Private Drives are unadopted and may give access up to a maximum of 5 dwellings. They are to have a maximum length of 20 metres without a turning facility suitable for a fire appliance. Although they have a minimum carriageway width of 3.1 metres widening may be needed at the entrance to the private drive to allow two cars to pass. This widening will need to be between 4.5 metres and 4.8 metres for a minimum length of 10 metres. Other widening may be required to accommodate visitor parking.

Bottom right is a design guidance table for the this street type.



TYPICAL SECTION THROUGH A PRIVATE DRIVE



ROAD WIDTH	3.1M MINIMUM
DWELLING FRONTAGE TO DWELLING FRONTAGE DISTANCE	12M MINIMUM
DWELLING SETBACK FROM FOOTPATH	2-6M
ON STREET PARKING	VISITOR ONLY
DWELLING PARKING	SIDE DRIVES AND DETACHED GARAGES, INTEGRAL GARAGES, FRONTAGE PARKING
BOUNDARY TREATMENTS	REFER TO CHAPTER 10
OTHER NOTES	MAX LENGTH 20M WITHOUT TURNING FACILITY SUITABLE FOR FIRE APPLIANCE. REFUSE COLLECTION AREAS REQUIRED. MINIMUM CARRYING CAPACITY TO BE 26 TONNES

PRIMARY FOOTPATHS

These footpaths are the primary pedestrian and cycle routes through the development. They offer an alternative car-free route to pavements adjacent to roads. There is also a secondary function of these footpaths; they are surfaced as such that they serve as maintenance roads for the SUDs, ditches and public open space that they pass.

Primary footpaths within the development will be suitable for wheelchair users and those with limited mobility. This means that they should have gentle gradients (maximum 1:15, but 1:20 or less preferred), a firm and well-maintained surface—for example asphalt—and benches should be provided at regular intervals to allow for rest stops.

Footpaths which are on primary routes will be a minimum of 2m wide, to allow both for accessibility for wheelchair users (allowing 2 wheelchairs side-by-side), and for access by maintenance vehicles. The surfaces of the footpaths also need to be sufficiently load-bearing to allow occasional passage by maintenance vehicles.

The image to the right demonstrates how these primary footpaths may look within the development.

Below is a design guidance table for this footpath type:

FOOTPATH WIDTH	2M MINIMUM
GRADIENT	1:15 MAXIMUM, 1:20 OR LESS PREFERABLE
CAMBER	1:50 MAXIMUM, 1:100 OR LESS PREFERABLE
SURFACING	ASPHALT OR SIMILAR, PREFERABLY PERMEABLE. ALLOWS ACCESS BY MAINTENANCE VEHICLES
ACCESSIBLE BY	PEDESTRIANS, CYCLISTS, HORSE-RIDERS, WHEELCHAIR USERS, MAINTENANCE VEHICLES
STREET FURNITURE	BENCHES, BINS FOR WASTE AND DOG FOULING, BOLLARDS OR BARRIERS TO PREVENT UNAUTHORISED VEHICLE ACCESS
OTHER NOTES	



SECONDARY FOOTPATHS

Within the development, secondary footpaths will be less well used than primary footpaths, and will cater to a narrower demographic—namely pedestrians and wheelchair users. As with primary footpaths, they offer a car-free alternative to pavements, but also act as shortcuts and link between various parts of the development.

Suitability for wheelchair users and those with limited mobility will be built in wherever possible, but it is recognised that there may be the need for steps in limited locations. Gradients should be a maximum of 1:12 to comply with the Disability Discrimination Act, but in most places needs to be 1:15 or shallower. Surfacing needs to be well-maintained, but will be more informal than that of the primary footpaths—i.e. hoggin or similar. Benches may occasionally be provided to allow for rest stops.

Secondary footpaths will be a minimum of 1m wide but not longer than 6m (in accordance with DFT Inclusive Mobility Document) to allow passage by a wheelchair and a 1.5m width path is preferable where possible. Vehicular access will be prohibited except in emergencies.

The image to the right demonstrates how these secondary footpaths may look within the development.



FOOTPATH WIDTH	1.5M PREFERRED WITH PASSING PLACES—ABSOLUTE MINIMUM 1M FOR LENGTHS UNDER 6M
GRADIENT	1:12 MAXIMUM, 1:15 OR LESS PREFERABLE—LIMITED AREAS
CAMBER	1:50 MAXIMUM, 1:100 OR LESS PREFERABLE
SURFACING	INFORMAL FINISH SUCH AS HOGGIN OR SIMILAR, PREFERABLY
ACCESSIBLE BY	PEDESTRIANS, WHEELCHAIR USERS
STREET FURNITURE	BENCHES, BINS FOR WASTE AND DOG FOULING, BOLLARDS OR BARRIERS TO PREVENT UNAUTHORISED VEHICLE ACCESS
OTHER NOTES	

GENERAL LAYOUT AND DESIGN

In drawing up reserved matters applications the following principles from Section 1 of SBD should be given particularly careful consideration:

- Layout of Road and Footpaths – should be designed to ensure they are visually open, direct and well used and should not undermine the defensible space of neighbourhoods;
- Footpath Design – public footpaths should not run to the rear of, and provide access to gardens, rear yards or dwellings as these have been proven to generate crime;
- Communal Areas – should be designed to allow supervision from nearby dwellings with boundaries between public and private space clearly defined;
- Dwelling Boundaries – the boundary between public and private areas needs to be clearly indicated and a clear front onto public space and a back where most private activities take
- Walls or fencing to a minimum of 1.8 metres high shall be provided to side and rear boundaries;
- Layout and Orientation – Dwellings should be positioned facing each other and incorporate a mix of types to enhance the opportunity for homes to be occupied throughout the day;
- Windowless or blank gable walls should be avoided adjacent to public spaces

- Car Parking – should be provided within garages or on a hard standing within the plot boundary in the first instance.
- Communal parking should be provided in small groups, close to and adjacent to homes and within view of the active rooms within these homes;
- Dual-fronted dwellings turn corners and provide good natural surveillance

- Additional height to dwellings at strategic points act as vista stops, and can aid with legibility and way finding.
- Strong build lines help establish a cohesive street scene
- Breaks in frontage parking allow opportunities for meaningful landscape treatment



LEGIBILITY & MOVEMENT

A variation in street types has been developed which respond to:

- The character and role of the streets and spaces in the development;
- The movement function;
- Built form; and
- Landscape character and public realm.

The proposed street layout should ensure legibility and variety within the development whilst relating the design of the space to adjacent land uses. The width between buildings is critical to how well streets work and their aesthetic qualities.

Widths should relate to building heights and the proposed characteristics of the streets. The backs and fronts of buildings need to be treated differently. The basic tenet is ‘public fronts and private backs’, and it is important to get this right in order to make streets work as places.

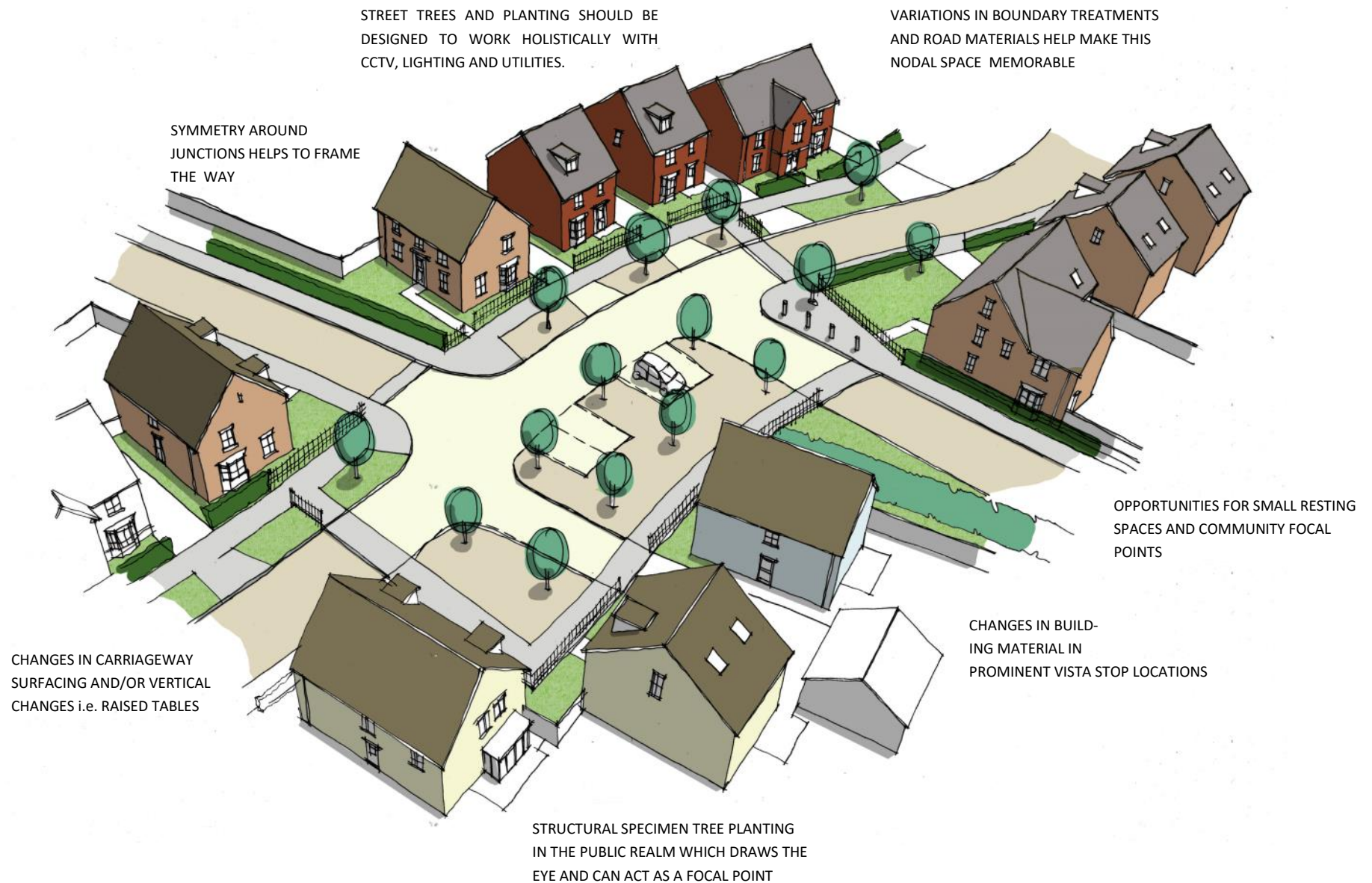
The need to manoeuvre should be avoided where possible, by the use of a well connected street network, cul-de-sacs in excess of 20 metres will require a manoeuvring facility capable of accommodating the largest anticipated vehicle (normally a refuse vehicle).

Reserved matters applications should be designed to minimise the frequency of car journeys and provide safe and attractive alternatives to cars for residents

CHANGES IN BUILDING MATERIAL IN PROMINENT VISTA STOP LOCATIONS AND THE INCREASE IN BUILDING HEIGHT HELPS WITH WAY-FINDING



DRAWING TO SHOW HOW DWELLING DESIGN CAN AID WITH LEGIBILITY



DRAWING TO SHOW HOW A NODAL SPACE CAN AID WITH LEGIBILITY

AFFORDABLE HOUSING

It has been agreed with the local planning authority that 7.5% affordable housing will be required and that this provision should be clearly identified in the reserved matters application drawings and schedules.

Affordable Housing contained within reserved matters applications shall also accord with the following provisions:

- Dwellings shall be tenure blind, ensuring that there is no difference in the architectural appearance from the equivalent market housing to help create an inclusive, mixed and sustainable community for the future;
- Parking shall be carefully designed and integrated with soft landscaping to ensure that it is not overly dominant in the street scene.

MATERIALS

Where possible, developers should source building materials for basic building elements and finishing elements from responsible sources.

DRAINAGE & SURFACE WATER STRATEGY

The proposed development will be undertaken in accordance with the SCP site wide drainage strategy. Please refer to the drainage designs and constraints plans.

WASTE

Developers should provide waste storage space which is accessible to disabled people and sited on a hard, level surface.

A Site Waste Management Plan should be developed and implemented where required in line with legal requirements and best practice for the development as part of the Reserved Matters applications.

TRANSPORT

Reserved matters applications should be designed to minimise the frequency of car journeys and provide safe and attractive alternatives to cars for residents.

PUBLIC REALM AND OPEN SPACE

It is important to ensure that consideration is given to biodiversity gain, the maintenance, extension and enhancement of green infrastructure and planning for climate change with regard to the public realm and open spaces,

A successful scheme will:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot;

- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which should be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention.

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that

the areas allocated for planting or other treatments are fit for purpose.

LIGHTING AND SIGNAGE

External lighting should be kept to a minimum with light fittings that minimise intrusive light spillage beyond the intended area of public realm to be lit.

Open spaces should be lit only if necessary, to provide safe identifiable routes or to provide feature lighting with lighting columns located on the edges next to pathways.

Lighting levels should be to adoptable standard or as agreed with the Planning Authority. Street Lighting, for both adopted highways and footpaths, private estate roads and footpaths and car parks must comply with BS 5489:2013.

An integrated approach should be adopted to the design and positioning of trees, lighting columns and other street furniture in order to coordinate these items with the installed utility services and to minimise street clutter. For example, signage should be fixed to existing poles / posts such as lighting columns where possible.

Litter bins can be similarly attached.

BOUNDARY TREATMENTS

Boundary treatments provide the transition between the private and public realm. In addition to the boundaries, the privacy strip is also an important part of the front boundary to a property, with this being the area between the boundary and the building line. They are important in defining perceptions of public, semi-private and private space. They can help to create an attractive setting for the development and local street scene, and are important in integrating the development with its surroundings. The design and detailing of the boundary

treatments should complement the materials used in the development and be appropriate for the area. They should be integrated with the proposed planting scheme.

Key plots with front boundaries viewed from the public realm to be defined with no open plan frontages. This solution ensures a clear definition is created between the public and private realm.

Dwelling frontages should remain open to view and therefore the boundary treatments proposed should remain low, i.e. 900mm or less to enable full view of the front of the house from the road and of the house from the road. Good quality and differentiated boundary treatments for clear boundary definition, privacy and security whilst allowing visibility between neighbouring properties.

It is the challenge of the developer to develop an appropriate boundary treatment scheme which emphasises the street scenes being created.

Rear gardens must be defensible and ensure that the space is private for the occupiers. In this situation, a higher boundary is considered to be appropriate such as 1.8m high timber fencing to rear boundaries and more robust walls adjacent to the public realm e.g at corner plots.

PARKING

A strategy for the provision of car parking within the development needs to be established as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if

treated with care.

Key principles to be taken into account in the design of car parking areas include:

- ensure car parking is usable, safe and secure
- avoid car parking dominating street scenes
- use discreet and innovative solutions for car parking
- ensure parked cars are unobtrusive
- set car parking behind the front of the dwellings

Designated parking locations must be convenient for residents, within easy reach and ideally visible from their homes. This should ensure that residents do not find it more convenient to park on-street adjacent to their dwelling rather than use their dedicated space.

The appearance of parking areas (both in the street and in parking courts) should be enhanced by the provision of shrub and tree planting, with consideration given to the angle of viewing, to reduce the visual impact of the vehicles. The detailed design and specification should avoid compromising personal safety or facilitating car crime.

The images opposite provide details of various car parking solutions and provides an indication of where these types of parking solutions would be considered appropriate.

Where we park our cars influence the quality of the street and our experience of the place. To create successful streets a balance must be achieved between convenience, safety and security, cost, quality of the streetscape and accommodating the car whilst providing alternatives. These important factors must be carefully considered as part of any detailed design moving forward.

As part of a wider strategy including a range of different types of parking there should be a general presumption in favour of

some on street parking, in particular for visitor parking and to avoid footway parking.

Shared Surface streets should identify designated visitor parking bays within the highway. Spaces would be limited to defined spaces outside of the protected zone but with access directly to them.

Parking would usually be parallel along conventional streets. Detailed design in would dictate visitors in a courtyard settings. Softer materials, houses which overlook, changes in material should be used to define parking areas.

CYCLE PROVISION

Safe on-carriageway conditions for cyclists are to be provided on all streets. This is to be achieved by careful traffic calming rather than the provision of specific facilities for cyclists. Cyclists in particular benefit from the use of deflection devices rather than the creation of narrowing's. If the latter are not designed appropriately, cyclists can be squeezed or intimidated. High quality cycle routes are identified within the illustrative masterplan.

The solution for cycle storage will be dictated by the style of properties being development at the detailed planning stage. Garages would accommodate storage for cycles or alternatively, appropriately sized gardens would permit storage within sheds as an option for future residents.

Appropriate cycle storage should be considered fully as part of any detailed scheme.

SECURITY PRINCIPLES

Delivering sustainable communities is central to the NPPF

(paragraphs 58 and 69) and reducing opportunities for crime and anti-social behaviour can make an important contribution to achieving this objective.

The Secured By Design New Homes 2014 guidance sets out its own list of requirements for addressing community safety and security requirements of new housing developments with reference to 3 sections:

Section 1 – Layout and Design;
Section 2 – Security of Dwelling; and
Section 3 – Ancillary Storage Requirements.

This new development will embrace the principles relating to Layout and Design and Security of Dwelling contained in SBD 2014 in reserved matters applications to reduce the opportunity for crime and the fear of crime as part of creating a sustainable community for the future.

A stylized graphic on the left side of the slide. It features a large, dark blue cloud with a white outline. Inside the cloud, there are several white, diamond-shaped patterns. Below the cloud, there is a white outline of a tree with a thick trunk and several branches.

5.0 | Building For Life 12

Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.

The 12 questions reflect the vision of what new housing developments should be: attractive, functional and sustainable places.

Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

Any detailed proposal should be designed with this in mind and should also be scored against the 12 questions.



INTEGRATING INTO THE NEIGHBOURHOOD

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2 Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

CREATING A PLACE

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

STREET & HOME

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12 External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

A large, stylized graphic on the left side of the slide. It features a dark blue cloud-like shape with a lighter blue outline. Inside the cloud, there are several small, white, four-pointed star-like shapes. Below the cloud, there is a white, jagged, star-like shape that looks like a stylized explosion or a starburst.

6.0 | Summary

This document expands on the work undertaken by **Leonard Design Architects and Pegasus Planning** in the preparation of the Design and Access Statement, Illustrative masterplan and parameter plans that accompanied the outline application for the whole of the site.

It has provided more specific detail on the design aspirations for the residential development parcels that should help guide developers when preparing the reserved matters applications.

Extracts have been taken from the initial Design and Access Statement, previous Harworth Design Codes, national guidance and local guidance.

Early consultation with Newark & Sherwood District Council is recommended.

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