

Elkesley

Neighbourhood Plan
Backland Sites Options

March 2024

Quality information

Prepared by	Checked by	Approved by
Kat Haycock	Michael Holt	Nick Beedie
Graduate Urban Designer	Associate Director	Associate Director

Revision History

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Introduction

01

1. Introduction

1.1 Background

Through the Department of Levelling Up, Housing, and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide masterplanning support to The Elkesley Neighbourhood Development Plan (ENDP) Steering Group. This is in addition to a Design Code report which sets out guidance and codes within the Elkesley Development Boundary.

This Neighbourhood Masterplan provides high level guidance on two sites illustrated in the Study Area diagram (opposite), which are both brownfield backland sites, currently populated by off-plot garages that are no longer fit for purpose. This masterplan is intended to provide a framework for investment and action; attracting appropriate forms of development which will promote community cohesion.



Figure 01: Study area aerial view of the two garage sites.

1.2 Process, site visits, and engagement

The sites were visited on 10th November 2023 as part of the prior Design Code analysis, at which point a photographic study was undertaken.

Members of the group were consulted on potential uses for the sites, and a short survey was undertaken with a small selection of wider residents. The findings of this survey helped generate a brief for the options.

Following this, AECOM produced a set of 'sketch options' illustrating several potential uses. Once group members had indicated their preferred options, these were further developed into two illustrative masterplan layouts; one for each site.

This document has resulted from a collaborative effort reflecting the priorities of the Neighbourhood Planning Group. Following its completion, this document may be used to aid consultation with local residents, and decision makers on potential development options for the sites.



Figure 02: Neighbourhood Masterplan production process


1.3 Community survey

Garage site survey

Members of the Neighbourhood Plan Steering Group circulated a survey in early February 2024 to gather opinions from local residents regarding the two masterplan sites outlined in this document.

A small sample of 15 responses were recorded, with the results and a selection of comments highlighted on the following page. Options were produced to respond to these findings. However, due to the small sample size, the findings may not reflect the wider public opinion and as such AECOM produced alternate options for consideration.

The survey outlined the possible need for additional parking provision around the masterplan sites to meet local need. Residents also highlighted the poor state of repair of the current garages and concerns around safety (suggesting CCTV). One resident also mentioned that they would like to have an allotment if they were available.


Neighbourhood Plan

As part of the review of the Neighbourhood Plan, we are also looking at the garage sites that we have in the village. Your views are important in helping us address the things that matter.

We appreciate that the garages are not currently large enough or in good condition – for the sake of this questionnaire please assume that they suitable for larger modern cars and in good repair.

	Yes	No	I would
Do you rent a garage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do you think there is a parking issue where you live?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do you think having garages to rent are a good idea?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How many off-road parking spaces are there at your house?	(number)		
How many vehicles are there in your household?	(number)		

Comments

Possible Future Use

	Keep as garages	Housing	Parking bays	Allotments	Other
Lawnwood Avenue garages					
Garages near school					

Some suggestions for the 'school garages' have included extending the school car park and to create a turning point for the bus. These would require the agreement of Notts CC, Highways, Planning etc. If this idea appeals to you please write 'school' or 'bus' in the box marked 'Other'

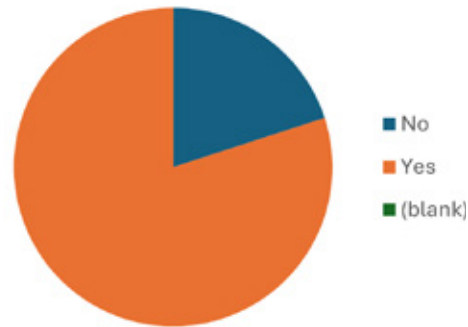
Figure 03: The questionnaire circulated to a selection of local residents by the Elkesley Neighbourhood Plan Steering Group.

Survey results

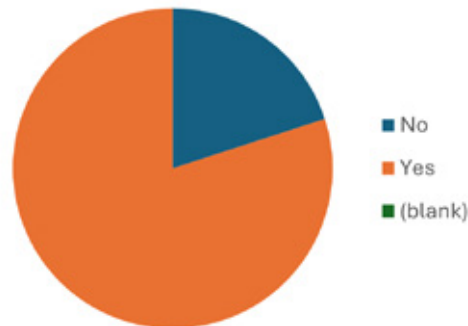
Selected comments

- Include CCTV. I would have an allotment if they were available.
- Poor public transport means cars are essential for residents. Families with older children may have 3-4 cars per household hence the parking issues.
- There is not enough car parking spaces to cater for all the business that are run in Headland Avenue. Sometimes up to 8 cars at the 1 property.
- Rental garages are an asset to the village if they are properly used.
- The garages are not big enough for modern vehicles.
- Been refused for a drive, very often boyfriend and son cant park close to the house, both have mobility issues. Some have drives and don't use them.
- I used to rent a garage but it was in that bad of state of repair that I gave it up.

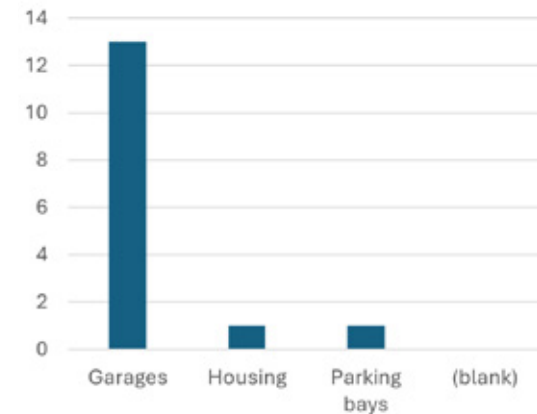
Is there a parking issue?



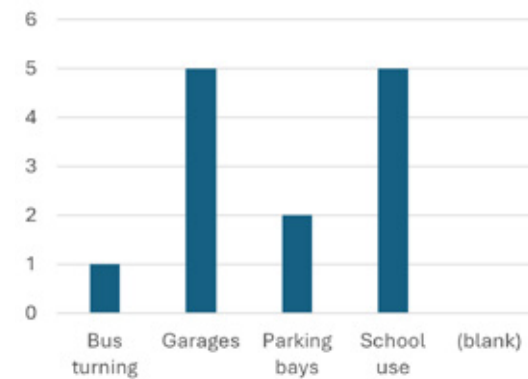
Are garages a good idea?



What should the Lawnwood Avenue garages be used for?



What should the garages near the school be used for?





Site analysis

02

2. Site analysis

Section 02 sets out a summary of the sites and an evaluation of their opportunities and constraints.

The emerging Bassetlaw Local Plan sets a minimum growth requirement of 5% or 18 homes within the Neighbourhood Plan Area. It is understood that this could be increased to 35 as part of a Housing Needs Assessment undertaken as part of the emerging Elkesley Neighbourhood Development Plan. The majority of this is currently fulfilled by the outlined Yew Tree Road development, although the two masterplan sites could provide further opportunity for residential development.

There are also as significant parking issues in the parish (see pg. 58 in the Design Code and Guidance report), particularly on Lawnwood Avenue due to the proximity to the primary school. The Elkesley Neighbourhood Development Plan Steering Group are interested in understanding if the two sites, one of which is close to the school entrance, could help them to:

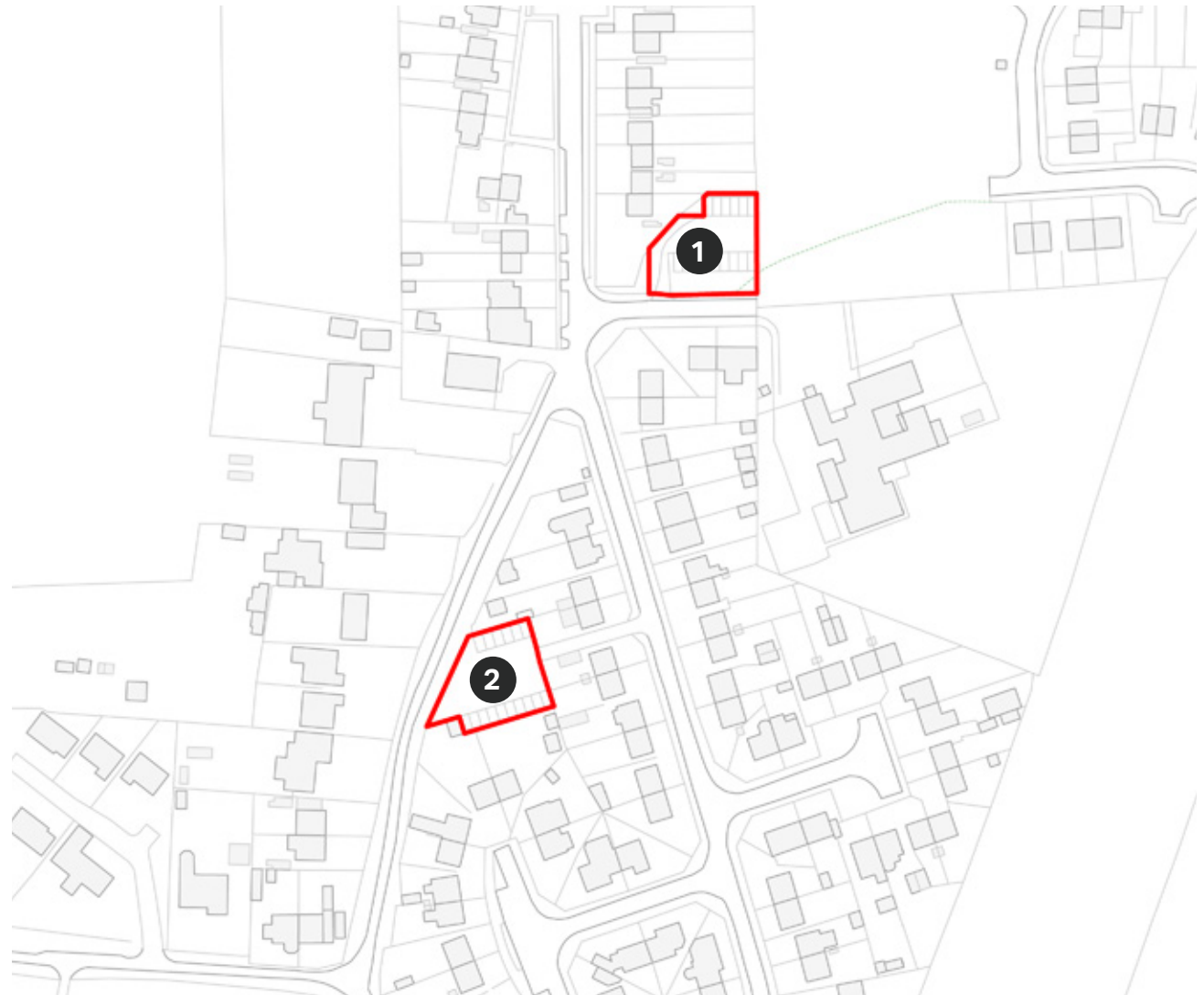


Figure 04: Site plan of both sites.



0 20m 40m 60m 80m 100m

- address the housing requirement;
- alleviate parking pressure (especially at peak times for school drop-off/pick-up);
- assess the suitability of existing garages; and,
- address the backland nature of the sites, alongside associated concerns with overlooking.

2.1 Site context

The following text sets out a written analysis of the opportunities and constraints of both sites.

Built form

As identified in CA2 from the Design Code, this area is a predominantly 20th Century residential area close to the rural edge, arranged along a north/south axis. It is characterised by low-density, 2-storey residential development (14-28 DpH, see page 32 in the Design Codes and Guidance Document). More formally arranged terraces and semi-detached dwellings are located along Headland Avenue, giving way to more informal arrangements along Lawn Wood Lane and Lawnwood Avenue.

Most dwellings have a main facade which faces the street, creating a unified building line, particularly along Headland Avenue. By contrast, extensive setbacks on Lawn Wood Lane lead to homes screened by planting. No dwellings front onto Lawn Wood Lane on its eastern side.

Many homes feature front gardens and on-plot parking is not common, although some properties have converted front gardens into hardstanding. This has led to significant parking pressures in the area, with parking often contained in separate courts. The parking demand outstrips the supply within such courts and in homes (survey respondents noted that sometimes 8 cars are at one property), leading to lots of vehicles parked on-street, restricting pedestrian movement in many areas. This is a particular issue on Lawnwood Avenue thanks to the proximity of the school.

Future Development











There is currently a notable gap in development between Headland Avenue and Yew Tree Road. This site was initially identified as a potential area for development in 2014 as part of the District Council's consultation on its Site Allocation Development Plan Document.

This has since been formalised as part of the Elkesley Neighbourhood Development Plan (ENDP), with Policy 6 formally setting out an allocation in the region of 30 dwellings, provided the following criteria area met:

- a. the provision of public open space to be used as a 'Village Green' with a minimum size of 0.37 hectares;
- b. the open space should be suitably located on the site where it can be accessed easily on foot by the whole village;
- c. a new single vehicular access point to the site off Coal Pit Lane;
- d. the existing hedges and trees along the boundary to be retained where possible;
- e. a comprehensive landscape scheme is submitted to show how the privacy of dwellings on Headland Avenue and Yew Tree Road will be protected; and,
- f. a footpath will be provided that links Headland Avenue with Cedar Tree View.

Although the masterplan sites in question do not sit within the boundary of this site allocation, their proximity means that points b., d. and f. are particularly relevant and should be considered.

KEY

-  Site boundaries
-  Elkesley Development boundary
-  Green infrastructure Network
-  PRoW (existing and proposed)
-  Future development sites with outline planning permission
-  Key community amenities
-  Surrounding frontages
-  Area of surface water flood risk - Low Risk
-  Area of surface water flood risk - High Risk
-  1 See photos on p.14

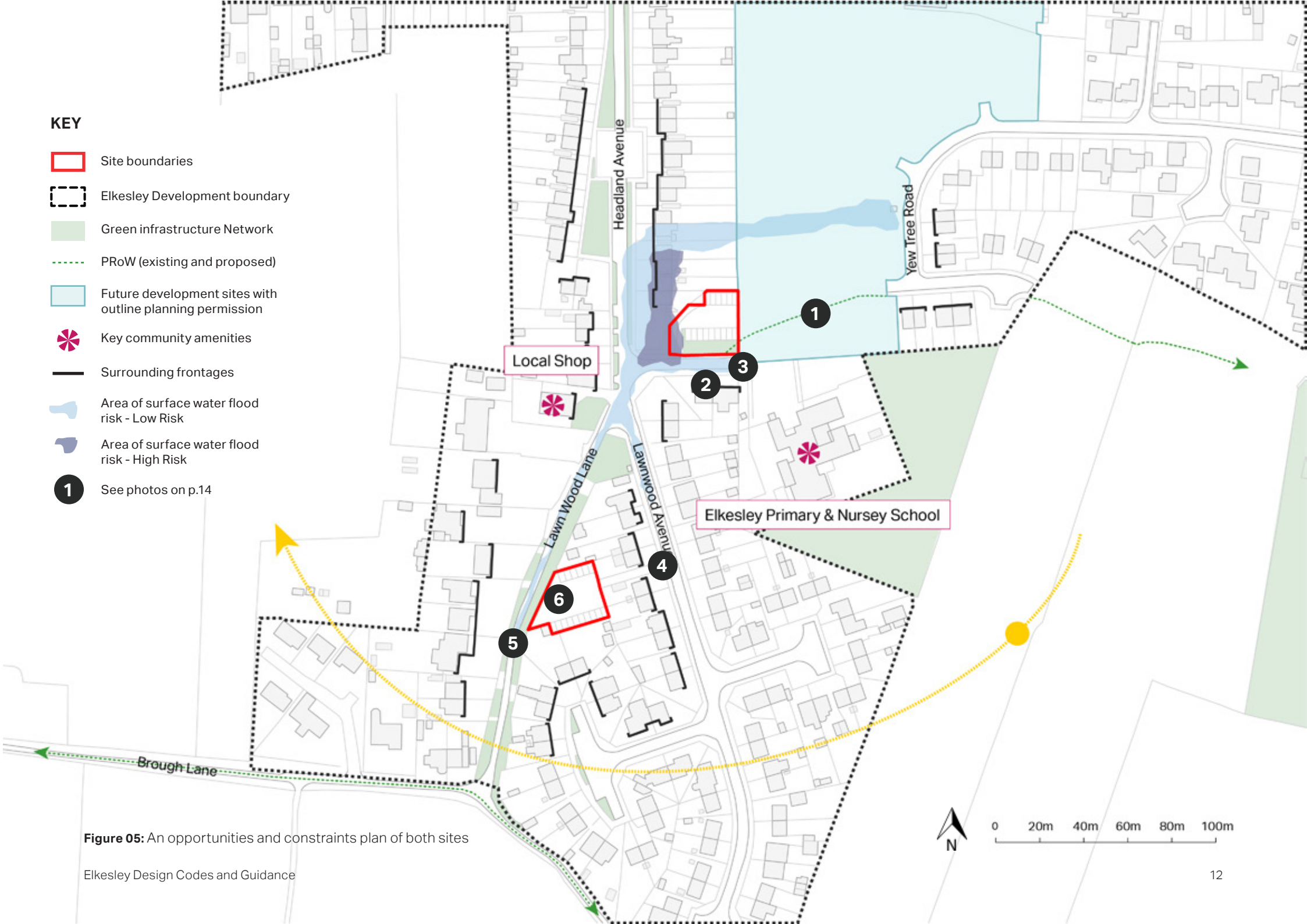


Figure 05: An opportunities and constraints plan of both sites

An outline planning application and associated Design & Access Statement has been produced by Fenton & Bromley Developments in 2020. This proposes 33 dwellings on the site as part of a 'new neighbourhood' which would also include retail space and a new 'village green' for the benefit of local residents. This new neighbourhood would be accessed off High Street (from the north) and proposes rerouting the existing footpath so that it no longer runs through masterplan Site 1 (Headland Avenue).

Designations and allocations

Both sites sit within the Elkesley Development Boundary as outlined in the Elkesley Neighbourhood Development Plan (ENDP), meaning that they could be considered suitable for development. Section 11: Community Facilities in the ENDP is particularly relevant, stating:

"The Neighbourhood Plan supports the provision of additional community facilities being developed within the Parish within or adjoining the development boundary in accordance with Bassetlaw District Council's Policy CS8 of the Core Strategy 'that they are of a scale appropriate to the village'."

Flood Risk

An area of surface water flood risk covers extends into the western edge of Site 1 (Headland Avenue). Although flooding from surface water is hard to predict, the dark blue area indicates High Risk: meaning that this area has a chance of flooding of greater than 3.3% each year. The lighter blue area indicates Medium to Low Risk: meaning that this area has a chance of flooding of between 0.1% and 3.3% each year.

Green Infrastructure Network

There are notable, publicly accessible grassed areas at the junction between Lawn Wood Lane and Lawnwood Avenue, as well as directly in front of the Local Shop. These are further connected to farmland, recreation fields and a BMX track to the east by an informal footpath which runs through Site 1 (Headland Avenue).

Headland Avenue also has grass verges and many front gardens feature hedgerow boundaries. Lawn Wood Lane has a rural feel, with wide grass verges, extensive setbacks and large areas of mature planting. However, these spaces feel underutilised and are not always maintained, leading to the feeling that they are not functioning to an optimised level. This further connects with Brough Lane to the south, a rural

lane which extends into the surrounding countryside.

There could be an opportunity to enhance these green spaces through the addition of community growing spaces; providing a chance for local residents to become involved in food production in the absence of allotments.

Community amenities

Elkesley Primary and Nursery School is adjacent to Site 1 (Headland Avenue) meaning access to the school needs to be considered as part of the masterplan options.

The Local Shop is currently located between the sites, at the junction between Headland Avenue and Lawn Wood Lane, although there is a possibility this could be relocated as part of the development on the land adjacent to Yew Tree Road.

There are concerns over community facility provision in the Neighbourhood Plan Area, and the sites could provide an opportunity to provide new facilities for the community. The proximity of the school could also provide an opportunity for new uses to have an educational element.



Figure 06: The footpath connecting Yew Tree Road with Headland Avenue is not currently a PRow but it is an important community asset which should be retained.



Figure 08: The main entrance to Elkesley Primary & Nursery School is directly to the east of site 1.



Figure 10: Looking down Lawn Wood Lane, a rural feeling road with wide grass verges and mature planting. Few dwellings front onto this lane, and the ones that do have large setbacks.



Figure 07: Mid-20th century homes face the site on its southern boundary. These are two-storey with low hedgerow boundaries.



Figure 09: The existing access to site 2 (from Lawnwood Avenue) is relatively narrow.



Figure 11: There is a large and unmanaged hedgerow/ band of trees which sits along the western boundary of site 2. This should be retained if possible.

2.2 Site 1 (Headland Avenue)

Location: East of Headland Avenue, adjacent to Elkesley Primary & Nursery School

Site area: approximately 0.76 hectares

Designations: Within the Elkesley Development Boundary

Physical character: A parking court with garages

Current use: Unused / Private resident parking



Figure 12: Site 1 (Headland Avenue)

Site description

The site is located at the end of Headland Avenue, adjacent to the entrance to Elkesley Primary & Nursery School. It is currently used as a private parking court, with two rows of single-storey garages.

There are currently 15 garages within this site but they are in very poor repair. It is understood that only 4 are currently in use, and the following restraints also restrict their future use:

- There is asbestos in the roofing material;
- The walls have significant cracks and are not stable;
- The concrete pads for the floor are broken in places;
- Modern vehicles will not fit in them.

A large, allocated site (currently an area of scrubland) sits to the east, with outline planning permission for the provision of 33 new dwellings.

As part of the Yew Tree Road development, the Elkesley Neighbourhood Development Plan (ENDP) Policy 6 stipulates that a minimum of 0.37 hectares of public open space must be provided. Early Design and Access statements propose that is split

between a 'Village Green' and a small area of green space in the southernmost part of the allocated site, directly to the east of the garage site.

Only covering 0.76 hectares, the small site provides opportunities for a small scale of infill development, upgraded parking, the provision of community green space, or school use.

Considerations

1. Provision of alternative/replacement parking for residents if required.
2. Maintaining existing privacy and amenity of new and existing residents (main frontages highlighted in adjacent map).
3. A footpath (not currently a designated Public Right of Way but proposed as one in the Elkesley Neighbourhood Development Plan) passes through the site and connects Headland Avenue with both Yew Tree Road and a recreation ground which sits to the south of Elkesley village. This is a key pedestrian link for residents and must be retained.
4. An area of surface water flood risk extends into the western edge of the site.

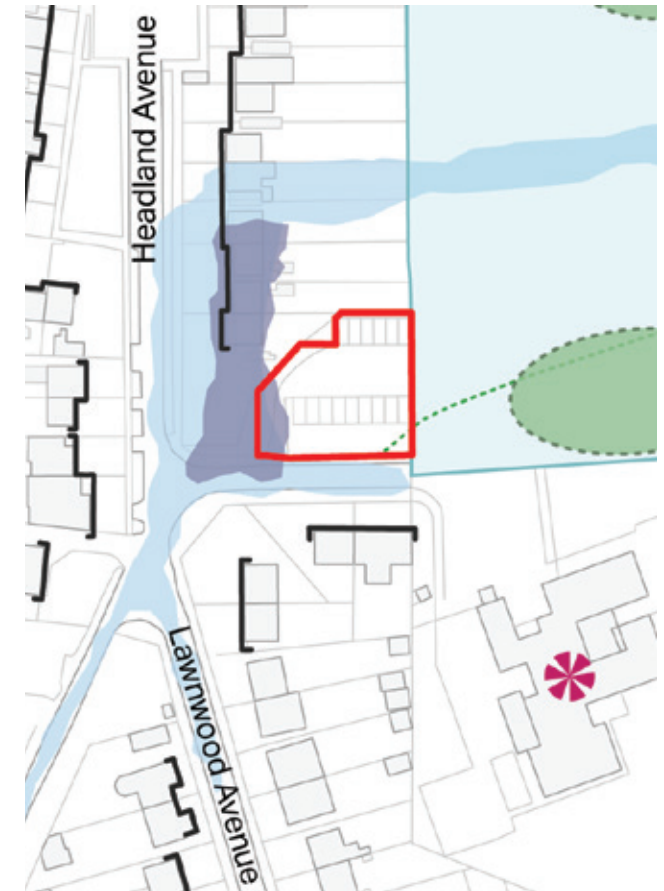
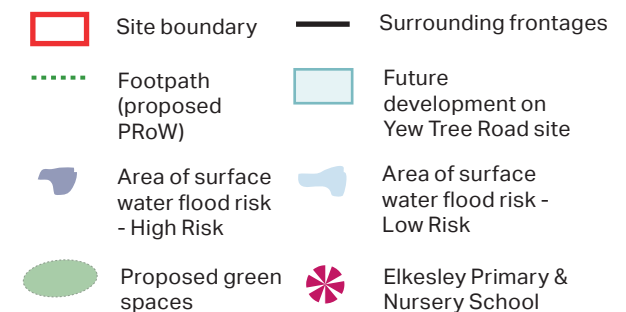


Figure 13: Site plan of site 1 (Headland Avenue)



2.3 Site 2 (Off Lawnwood Avenue)

Location: Off Lawnwood Avenue

Site area: approximately 0.72 hectares

Designations: None

Physical character: A backland parking court with garages

Current use: Unused / Private resident parking



Figure 14: Site 2 (Off Lawnwood Avenue)

Site description

The site is a backland site, accessed using a small lane off Lawnwood Avenue, and is currently used as a private parking court, with two rows of single-storey garages. There are currently 16 garages within this site but they are in very poor repair. It is understood that between 11-13 are currently in use, but the following restraints will restrict their future use:

- There is asbestos in the roofing material;
- The walls have significant cracks and are not stable;
- The concrete pads for the floor are broken in places;
- The drainage in the centre of the turning area regularly floods; and
- Modern vehicles will not fit in them.

Bassetlaw's Successful Places SPD comments on such backland parking courts - *"parking courts have often been neglected areas in the design process, being seen as functional backland areas rather than an integral part of the residential environment. The result is often a bleak, utilitarian and unappealing space."* pg. 66

They instead encourage the creation of parking courts which are attractive in design, featuring natural surveillance, the inclusion of planting and robust boundary treatments.

Only covering 0.72 hectares, this small site therefore provides opportunities for redevelopment of the existing garages, a small scale of infill development or the provision of community green space.

Considerations

1. Provision of alternative/replacement parking for residents if required.
2. Maintaining existing privacy and amenity of new and existing residents.
3. Maintaining rural feel and extensive grass verges on Lawn Wood Lane.
4. Hedgerow should be retained if possible as per Design Code item L1.
5. Although not a formal footpath, there is currently a pedestrian desire line which runs through the site, accessed from the southwest corner of the site. This connects Lawn Wood Avenue and Lawnwood Lane. Should this be retained?

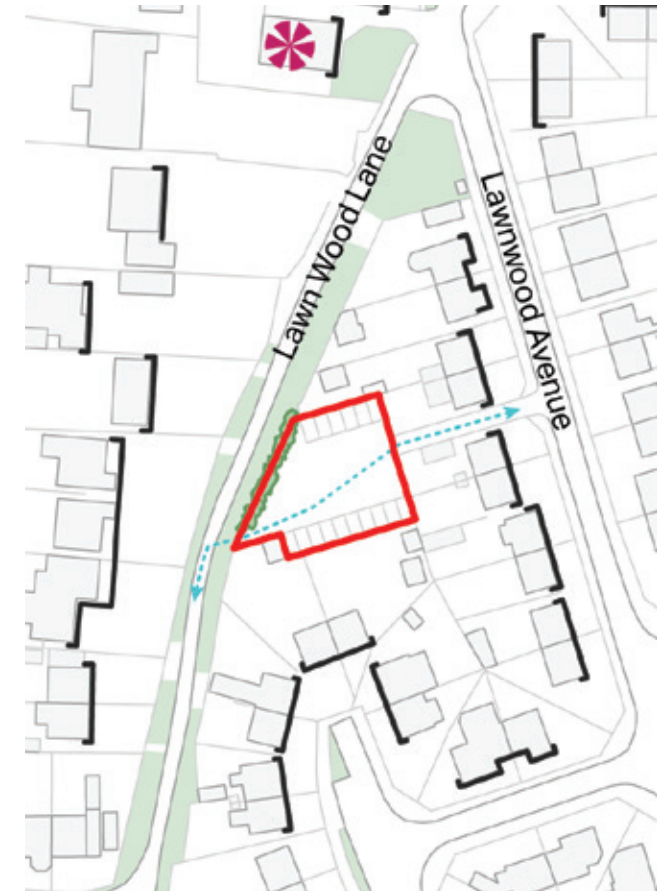
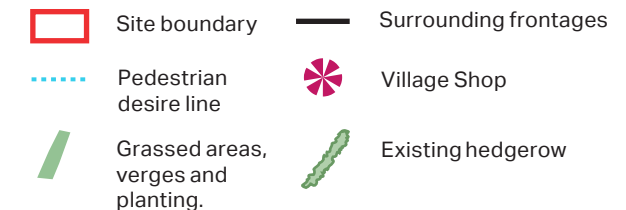


Figure 15: Site plan of site 2 (Off Lawnwood Avenue)





Vision and options testing

03

3. Vision and design options

Section 03 sets out a vision for the masterplan sites that balances practical parking provision with opportunities for community cohesion. How this could be achieved is then explored through a series of sketch options.

Whilst it is essential to consider community concerns such as parking provision and the redevelopment of garages within the masterplan options - there is an opportunity to explore what else could be possible on these sites. Both sites have been considered together; the need for a holistic approach is paramount to their optimisation.

It could be possible to provide community growing space or open green space alongside parking or garages; improving access to nature and providing opportunities for community interaction. Finding a middle ground between easing parking pressures and providing local residents with a resilient and attractive neighbourhood is key.

3.1 Design principles

In the development of this vision, a set of overarching design principles as set out in the Design Guidance and Codes document (Section 5, pg 75) were also considered. The inclusion of green spaces or access to community growing on these sites could help to:

- Bring people together through the promotion of a well connected and walkable neighbourhood;
- Promote a diverse and inclusive neighbourhood through the provision of safe places that encourage activity and play;
- Integrate development through the accommodation of multiple uses and maintaining flexibility;
- Prioritise the environment by ensuring that a cohesive network of green spaces is created, and that easy access to these is enabled.

This ensures that the vision for these sites aligns with design codes and guidance as previously set out for the village.

Relevant overarching design principles (See page 75 in the Design Codes and Guidance document):



Bringing people together



Promoting a diverse and inclusive neighbourhood



Integrating development



Prioritising the environment

3.2 Vision

Through their redevelopment, the masterplan sites could help to facilitate a local food network within Elkesley; encouraging community led growing , offering opportunities for learning, and improving access to locally grown food.

Learning from initiatives such as the 'Incredible Edible' network, there is potential to develop a local food growing and sharing network in Elkesley that takes advantage of both formal and informal food growing opportunities. The 'Incredible Edible' vision looks to create connected communities through the power of food - encouraging local people to live happy, healthy, and prosperous lives by encouraging a connection to nature.

The rise in local food production, be it allotments, community orchards, gardens for growing fruit and vegetables or edible landscapes, is a response to a number of factors including: the increasing cost of

food; a response to food safety concerns; and, a preference for food to be grown locally using more sustainable practices and without the long (and recently disrupted) supply chains.

Space for food production is important for wellbeing, as it also provides educational opportunities and reconnects residents to their surroundings, and each other. In this way, it boosts self-esteem, by providing a sense of purpose.

Initiatives such as allotments and community gardens which improve access to locally grown food are favoured by Bassetlaw District Council and directly supported by Policy ST44: *Promoting Healthy, Active Lifestyles* in the Bassetlaw Local Plan.

Allotments in Elkesley

There is currently no allotment provision within Elkesley, although the Elkesley Neighbourhood Development Plan suggests that residents have given their support for these kinds of facilities (Appendix B, pg. 45).



Figure 16: Space for food production is important for wellbeing, as it also provides educational opportunities and reconnects residents to their surroundings, and each other. In this way,



Figure 17: Raised beds offer an opportunity for growing on urban plots and brownfield sites, where the soil quality may not be suitable for allotment provision.

The National Society of Allotment and Leisure Gardeners (NSALG) suggest a national standard of 20 allotments per 1,000 households (i.e. 20 allotments per 2,000 people based on 2 people per house) or 1 allotment per 200 people. Elkesley has a population of around 800, meaning it should ideally have provision of at least 4 allotments.

NSALG suggests designing to 250 square meters as best practice for new allotments. According to the Bassetlaw Draft Allotment Strategy (2022), the average allotment plot size in the district is currently 264sqm.

Allotments may not be suitable on the masterplan sites in question, due to the fact they are brownfield sites with associated concerns around soil quality. This would need to be assessed by developers at a later date. As such, the sketch options set out in this masterplan suggest raised beds rather than allotments; to allow for flexibility in their design.

3.3 Green infrastructure concept

The following concept plan illustrates how the wider vision could be implemented within the context of Elkesley. This highlights the existing, proposed and potential green spaces in the western side of the village (surrounding Headland and Lawnwood Avenues), their uses, and the possible pedestrian connections between them.

If utilised in a multi-functional way, the two garage sites could provide an opportunity to both alleviate parking pressures for the local community (particularly relating to the school) whilst also contributing to this wider green network.



Figure 18: Existing publicly accessible green space at the junction of Headland Avenue, Lawn Wood Lane and Lawnwood Avenue. This has the potential to become part of local food network within Elkesley.



Figure 19: Existing publicly accessible green space in front of the village shop. This has the potential to become part of local food network within Elkesley.

Proposed 'Village Green' as part of new development.

Proposed green space as part of new development

Potential for a community growing space with links to the school.

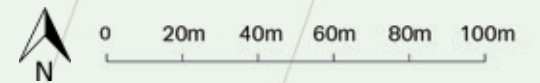
Existing publicly accessible green space in front of Village Shop.

Existing publicly accessible green space at the junction of Headland Avenue, Lawn Wood Lane and Lawnwood Avenue.

Potential for a combination of redeveloped garages and community growing space.



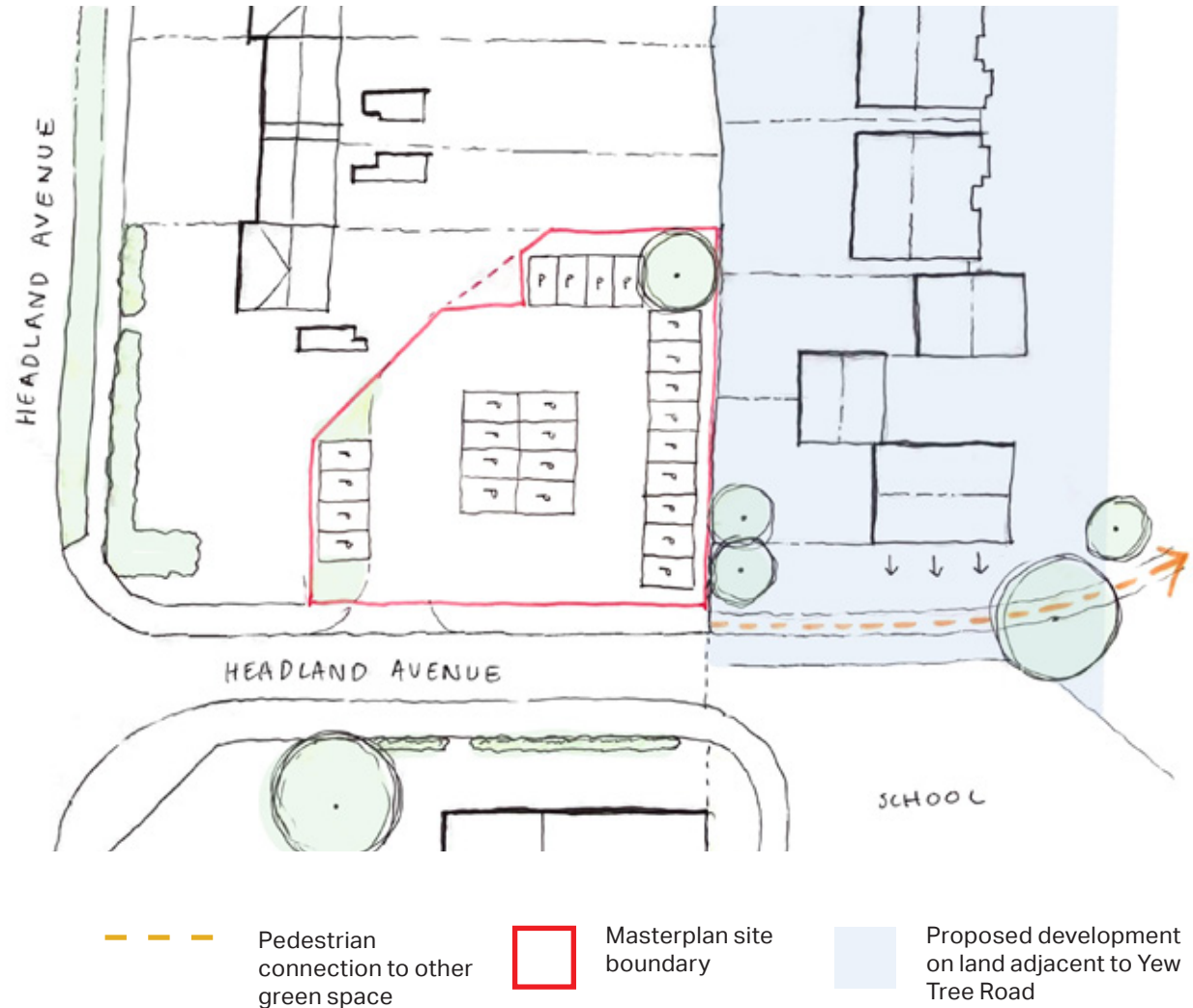
Figure 20: The western side of Elkesley Village has the potential to become part of a connected network of green spaces and community-led growing opportunities.



3.4 Design options evaluation - Site 1 (Headland Avenue)

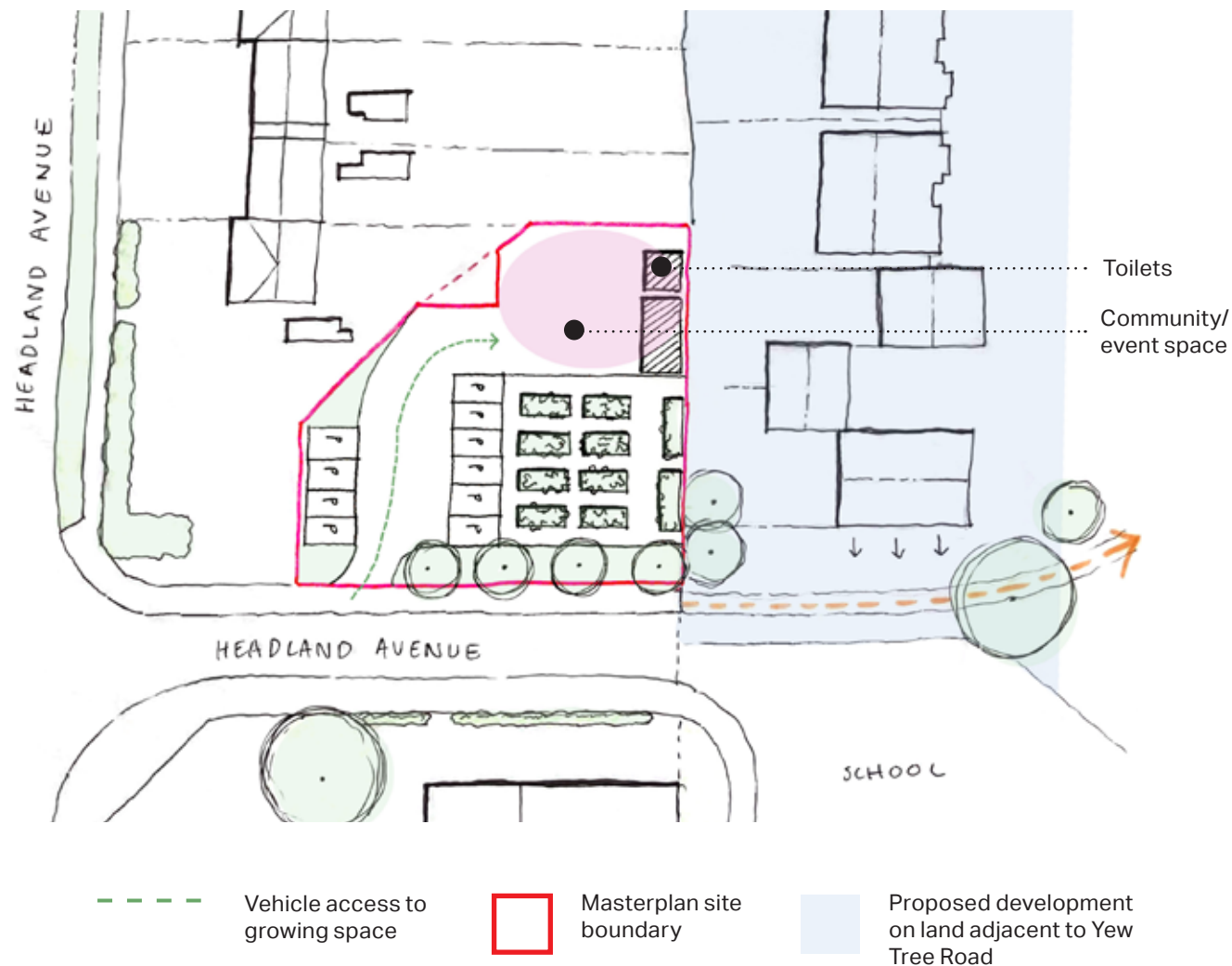
1 Option 1: Car parking

- Replaces poor-quality existing garages with a new parking court.
- Potential capacity of up to 25 car parking spaces (standard bays with dimensions of 2.4m x 4.2m and with 6m width access road for 90 degree turning access - Manual for Streets).
- Could help to alleviate parking pressures on Lawnwood Avenue at school pick up/drop off times thanks to location adjacent to school.
- Will not provide any additional community facilities or biodiversity net gain.
- The Successful Places SPD advises that “parking courts should be safe, convenient and attractive spaces in their own right so they form an integrated part of the residential environment.”



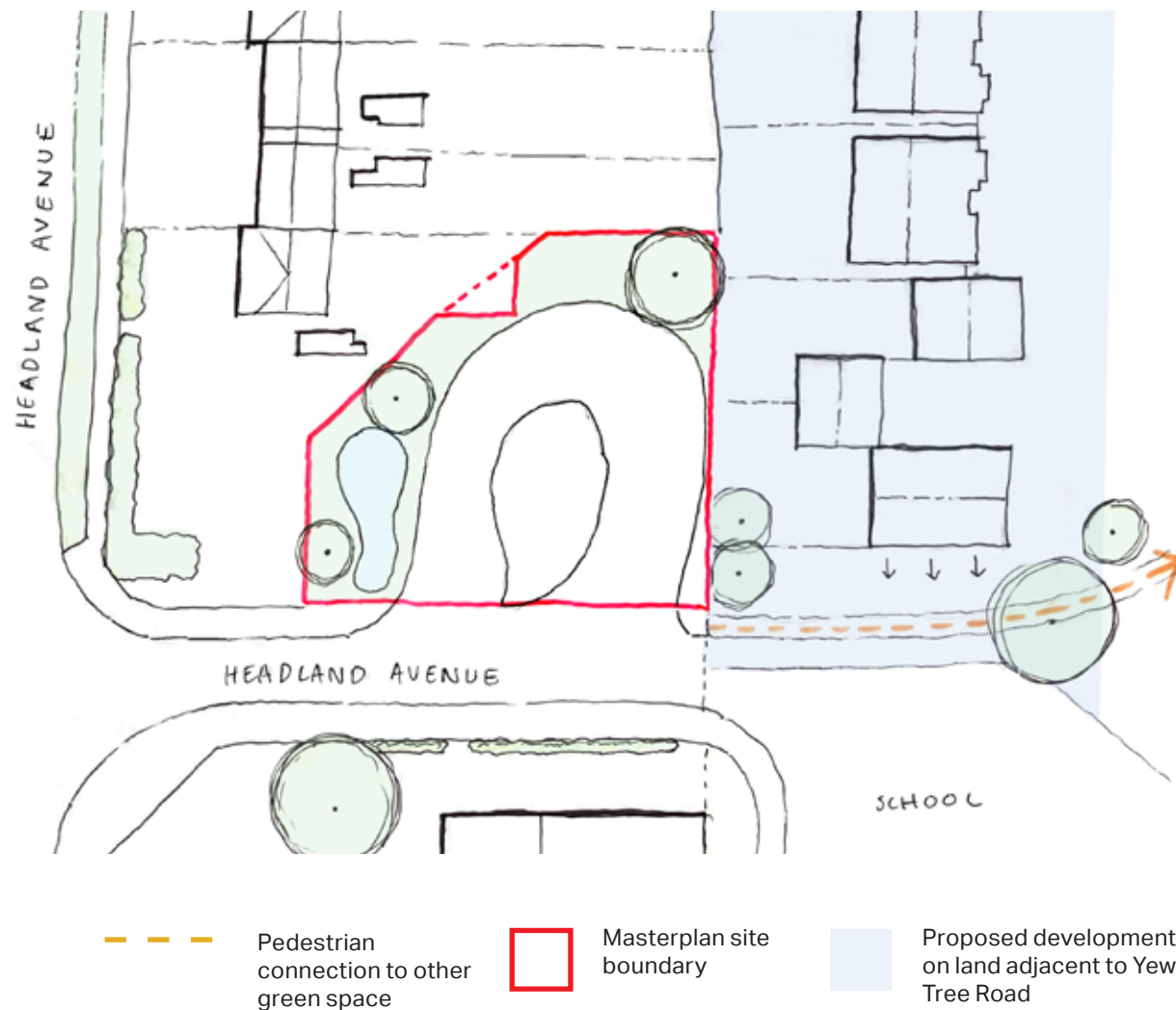
2 Option 2: Car parking and community growing

- Replaces poor-quality existing garages with a new parking court, combined with a community growing space. Features raised beds, a flexible community/event space and accessible toilets (as recommended in *21st Century Allotments in New Developments* by the National Allotment Society).
- Potential capacity of up to 10 car parking spaces (standard bays with dimensions of 2.4m x 4.2m and with 6m width access road for 90 degree turning access - Manual for Streets).
- Could help to alleviate parking pressures on Lawnwood Avenue at school pick up/drop off times thanks to location adjacent to school.
- Part of a wider local food growing and sharing network, which could provide health and wellbeing benefits for the community. Potentially connected with the school?



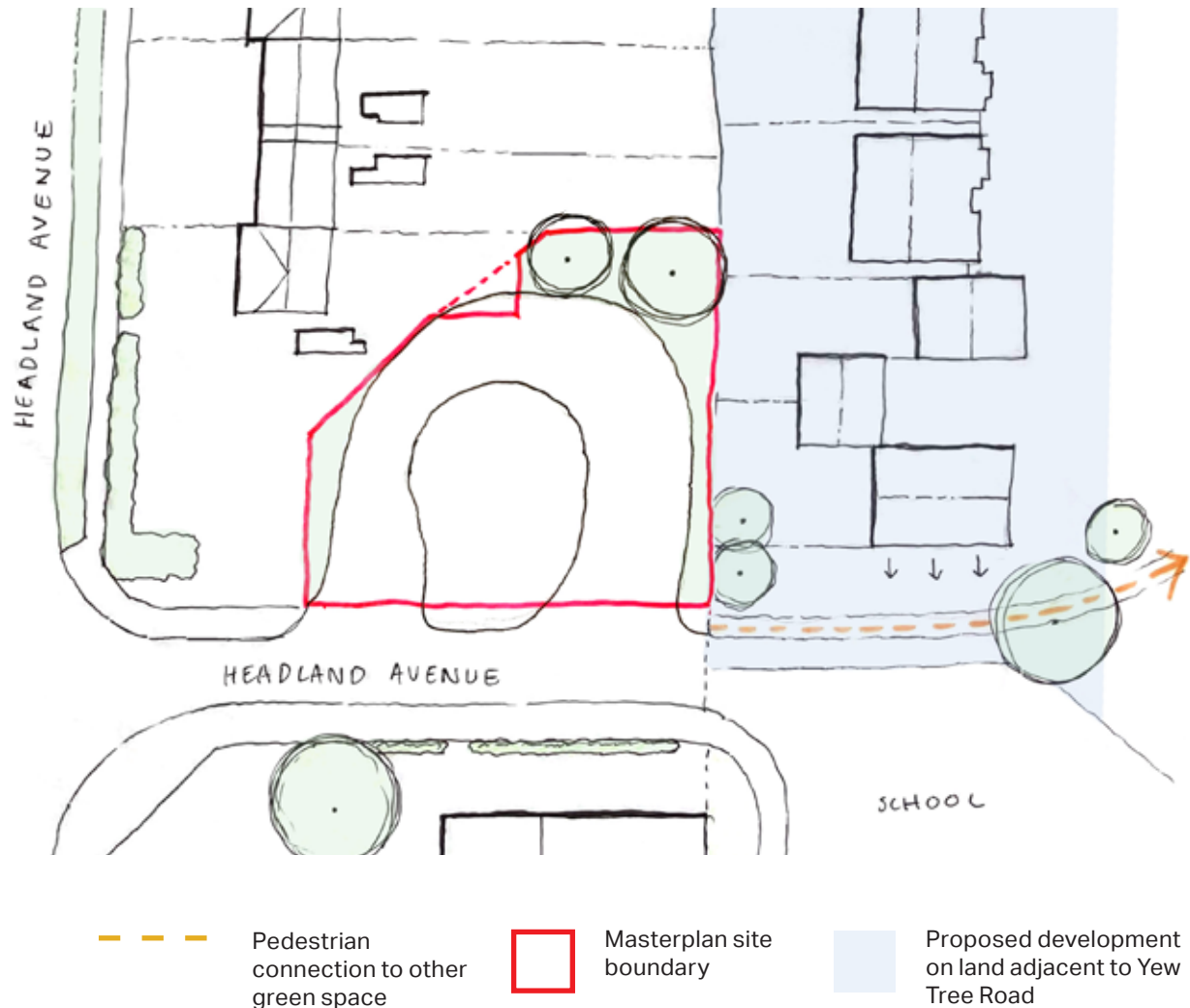
3 Option 3: Bus loop - version 1

- Replaces poor-quality existing garages with a bus turning loop for community/ school use. This could also be used by cars as a drop off point for school children at peak times by parents or carers.
- Both Elkesley Primary & Nursery School, the Local Council, and relevant highways agencies would need to be consulted and involved in the development of this option.
- Tracking analysis indicates that this is the smallest loop possible to accommodate bus movement.
- Provides no intermediate refuge island for crossing pedestrians, which impacts on safety.
- Leaves enough space to also introduce an area of green space or SuDS to help manage surface water flood risk on Headland Avenue. This could be in the form of a pond for school use.



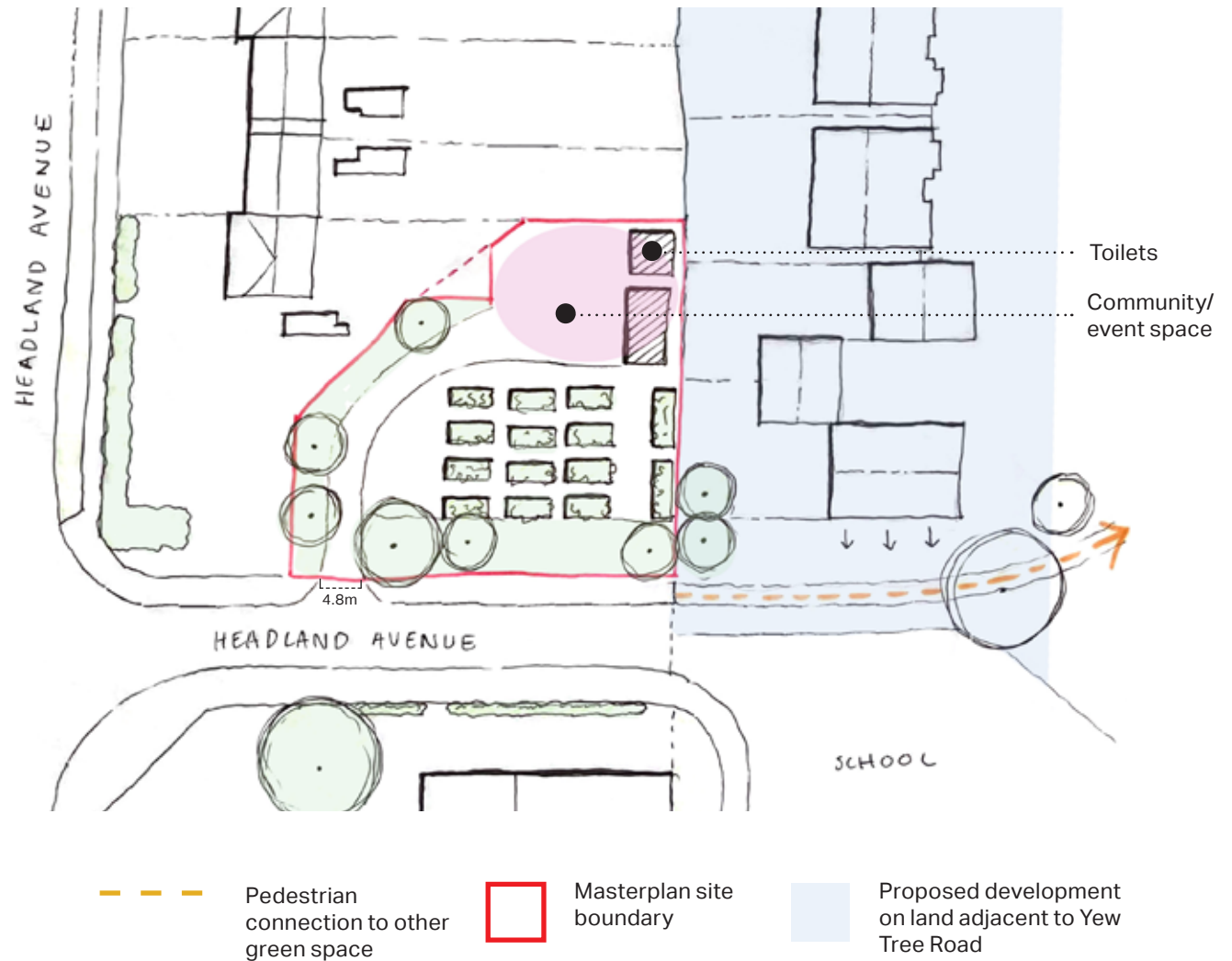
4 Option 4: Bus loop - version 2

- Replaces poor-quality existing garages with a bus turning loop for community/school use. This could also be used by cars as a drop off point for school children at peak times by parents or carers.
- Option 1 provides a generous scenario in providing room for bus movement. Would accommodate both a 'Standard Rigid Bus' (Single decker ADL Enviro 200) and ADL Enviro 400 (Double decker).
- Would possibly encroach into neighbourhood property boundary (red line site boundary would need to be confirmed).
- Would allow buses to run without having to reverse out of Headland Avenue (as currently happens).



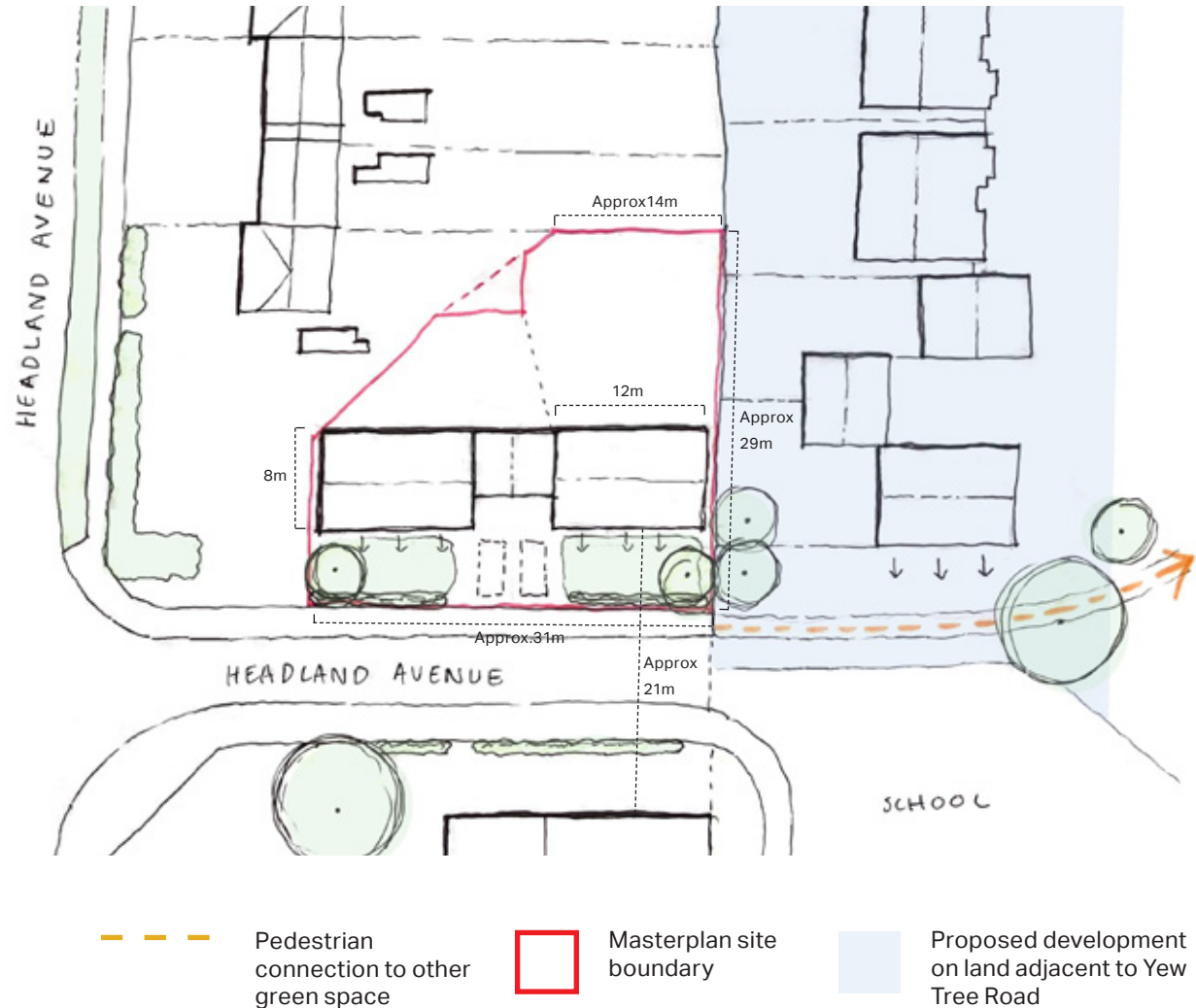
5 Option 5: A community focused growing space

- Replaces poor-quality existing garages with a new community focused growing space, featuring raised beds, a flexible community/event space and accessible toilets (as recommended in *21st Century Allotments in New Developments* by the National Allotment Society).
- Part of a wider local food growing and sharing network, which could provide health and wellbeing benefits for the community.
- Raised beds recommended due to uncertainty about soil quality for allotments (recommended size 1.2m x 2.4m).
- Existing access to be retained.
- Could be connected with the school in some capacity - providing learning opportunities around growing.



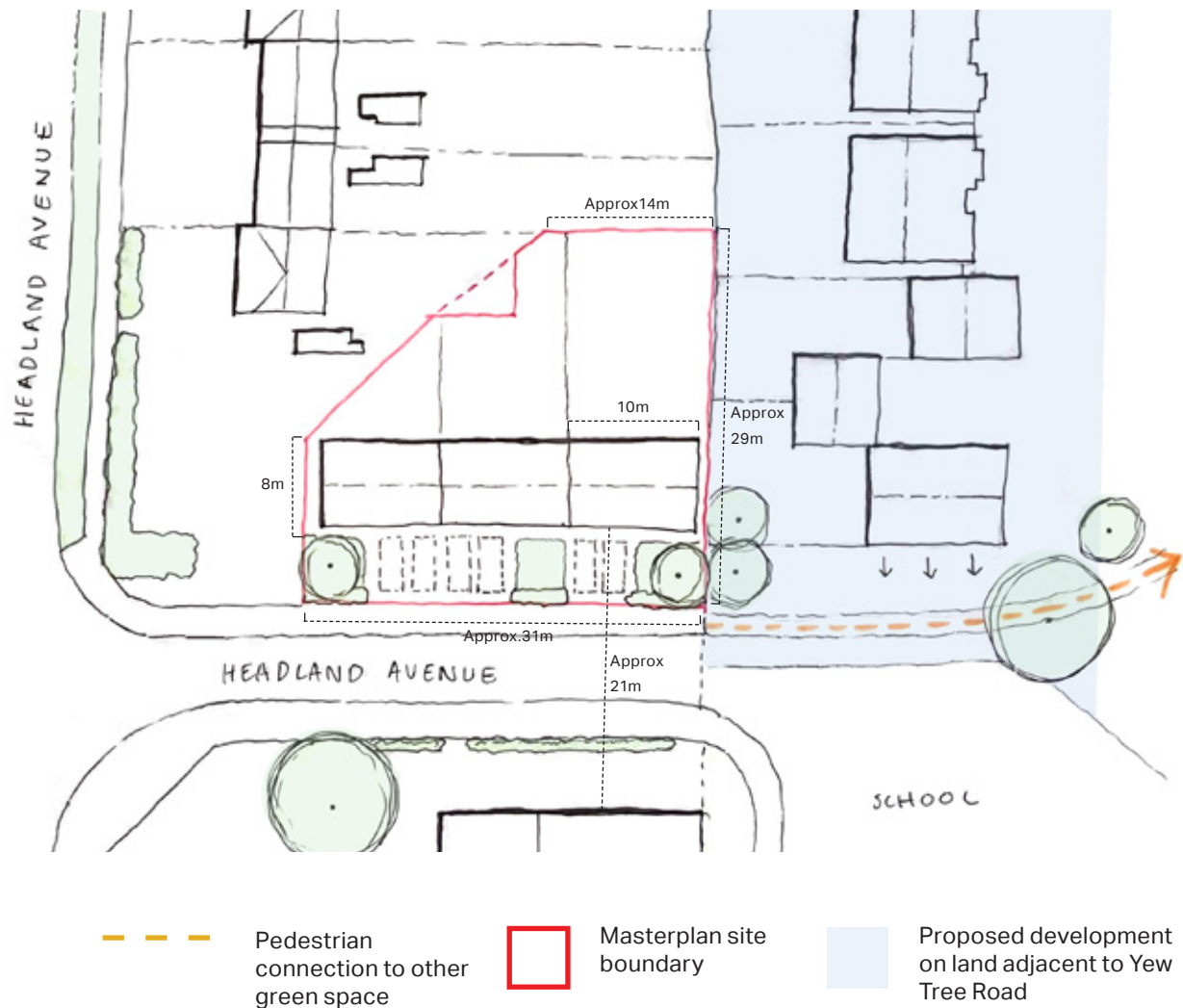
6 Option 6: Housing - 2 units

- Replaces poor-quality existing garages with two x 2-3 bed dwellings with attached garages.
- Typical plot sizes in CA2 (see pg. 32 in the Design Codes and Guidance document) vary significantly in size and shape. Plots in this option align with plots along Lawnwood Avenue.
- Addressing surrounding frontages, helps to create a sense of enclosure and continues the building line as set out within the proposed development on the Yew Tree Road site.
- Allocated site already proposing 33 dwellings (exceeding the target set out in the Bassetlaw Local Plan). This could help meet the increased potential housing target of 35.
- The Bassetlaw Residential Parking Standards SPD requires at least 2 allocated on-plot parking spaces for a 2 bed dwelling. In this case, this is provided by the garages and one in-front parking space, leaving room for front gardens and hedgerow boundaries (reflecting local character).



7 Option 7: Housing - 3 units

- Alternatively, replaces poor-quality existing garages with three x small 2-bed dwellings which would meet minimum space standards.
- Allocated site already proposing 33 dwellings (exceeding the target set out in the Bassetlaw Local Plan). This could help meet the increased potential housing target of 35.
- As two front parking spaces would be required for each dwelling (due to lack of room for garages), this would create a frontage dominated by parking.
- Smallest back garden would fall below the recommended 70-100 sqm as set out in the Successful Places SPD.
- Terraced properties are more common in CA2 (see page 33 in the Design Code and Guidance document), meaning this housing option would be in keeping with the character of the area.

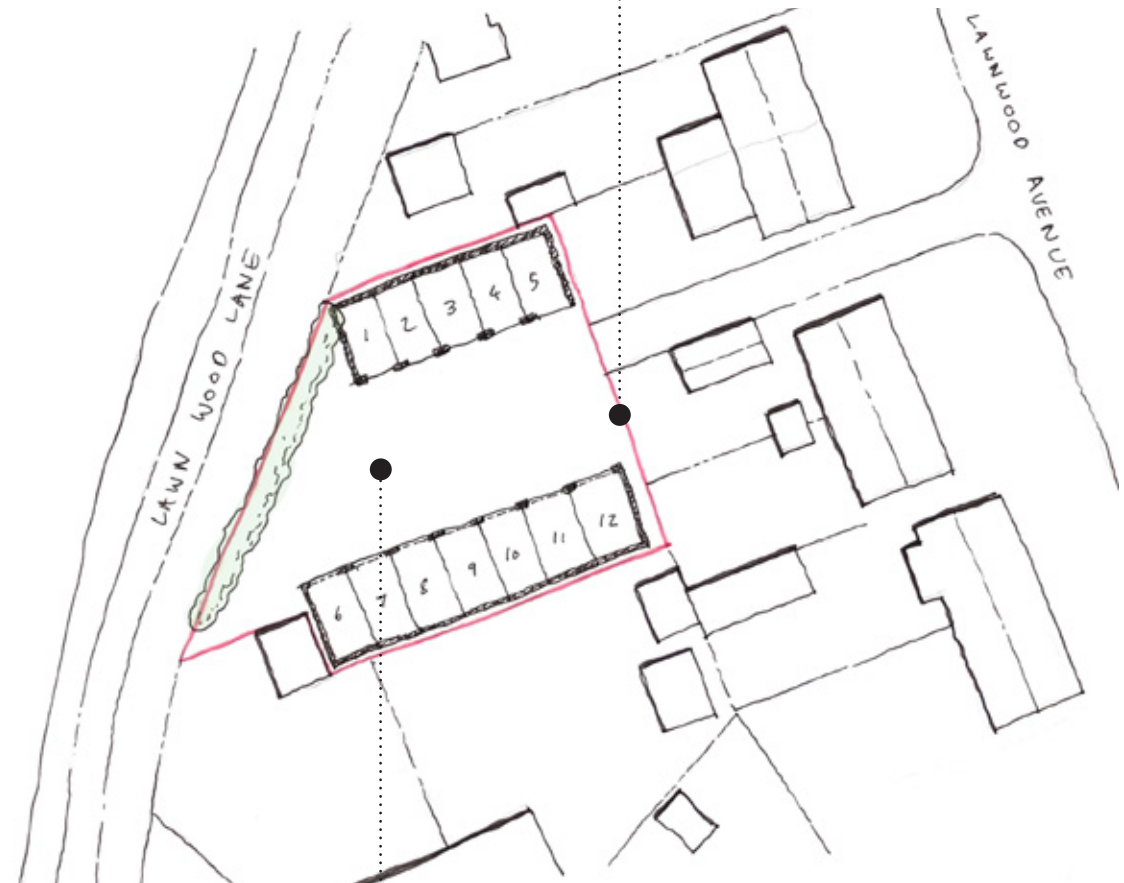


3.6 Design options evaluation - Site 2 (Off Lawnwood Avenue)


Access required to existing back gardens

1 Option 1: Retain and rebuild garages

- Retain and rebuild 1-storey garages.
- Bassetlaw's Successful Places SPD suggests minimum dimensions of 6m x 3.3m for a garage to count as a parking space (Minimum internal garage dimensions table, pg 65). This also allows for storage and meets accessibility standards. Allows for 12 garages to be rebuilt on the site, 4 fewer than the current 16 due to the requirements of vehicle sizes and contemporary space standards.
- Hedgerow to be retained as per area-wide Design Code L1, and Bassetlaw Local Plan Policy 41.
- Potential concerns around safety and a lack of overlooking. Does not align with best practice as indicated in the Successful Places SPD (pg. 66). Manual for Streets also comments on the low efficiency of 'off street allocated garages away from dwellings' - describing them as 'inflexible' and having 'security concerns'.



Design Code M4 (Car Parking) and L4 (Water Sensitive Urban Design) should be consulted, A need to prioritise porous materials in areas of hardstanding to minimise surface water run off and for SuDS to be considered.

 Masterplan site boundary

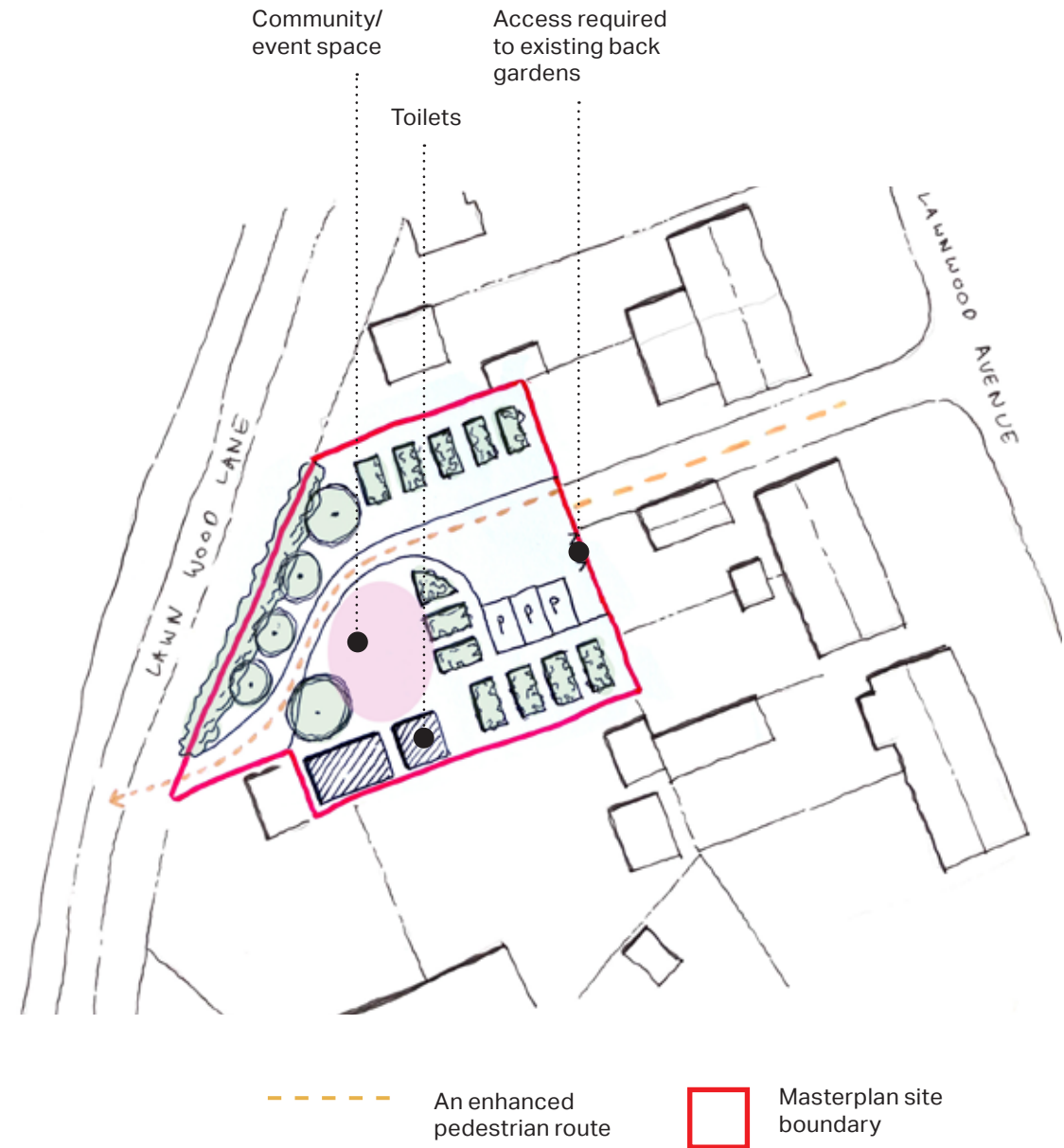
2 Option 2: Garages and community growing space

- A balanced option which provides potential for community growing space (5 raised beds illustrated here) alongside garage provision - becoming part of a wider local food growing and sharing network connected by pedestrian routes.
- Retain and rebuild 7 x 1-storey garages. Could these be innovative in their design and feature green roofs to support with biodiversity net gain targets?
- Hedgerow to be retained as per area-wide Design Code L1, and Bassetlaw Local Plan Policy 41.
- Although overlooking is limited from surrounding properties, the dual use and improved connectivity with surrounding streets could help to mitigate this and improve feelings of safety.



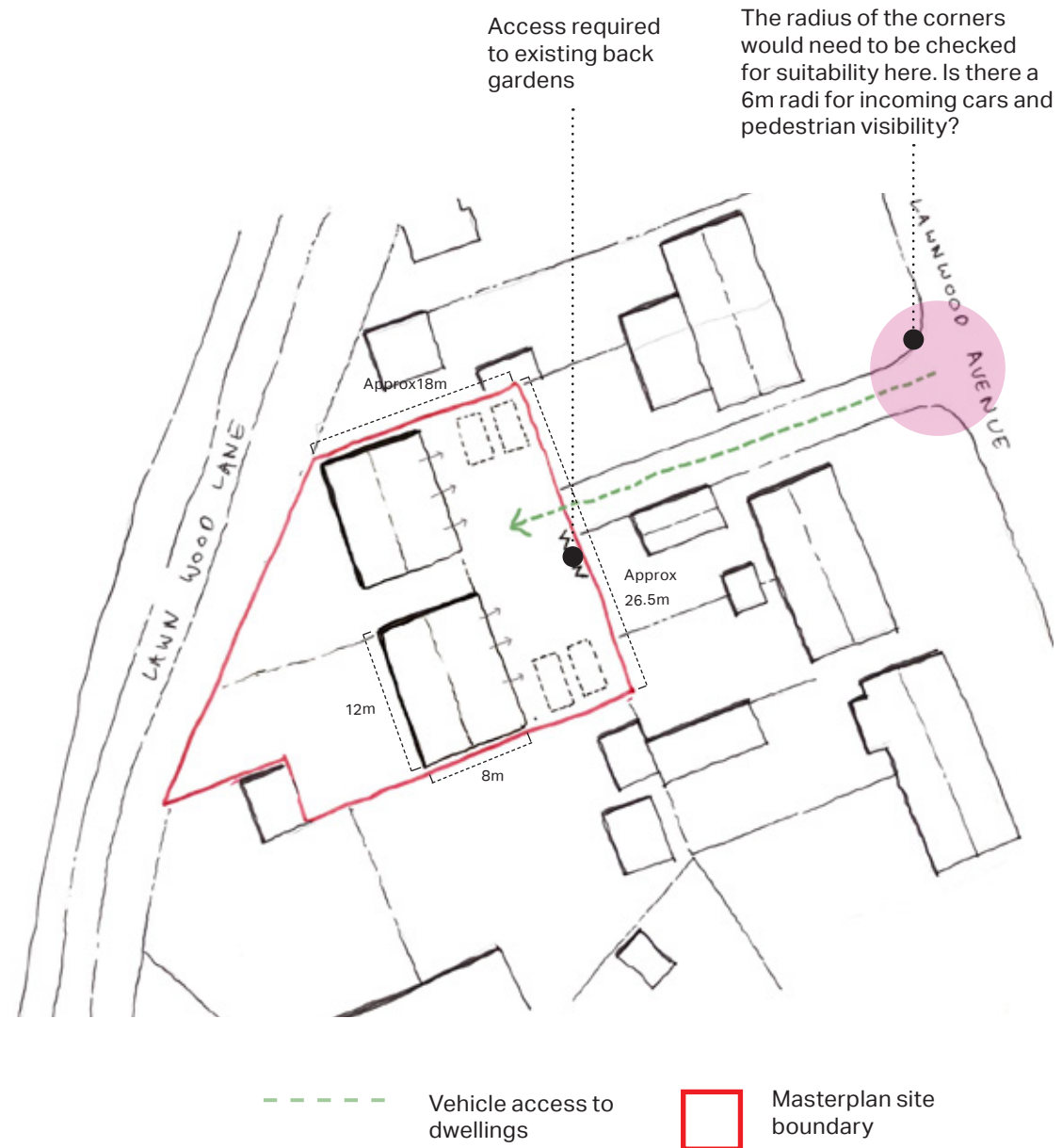
3 Option 3: Full community growing space

- Poor quality garages to be demolished and redeveloped into a new community focused growing space, featuring raised beds (12 illustrated here, but potential for more), a flexible community/event space and accessible toilets (as recommended in *21st Century Allotments in New Developments* by the National Allotment Society).
- Becomes part of a wider local food growing and sharing network connected by pedestrian routes.
- Existing access lane off Lawnwood Avenue to be retained for car access. Up to 3 parking spaces provided.
- Hedgerow to be retained as per area-wide Design Code L1, and Bassetlaw Local Plan Policy 41. Maintains rural lane feel of Lawn Wood Lane.



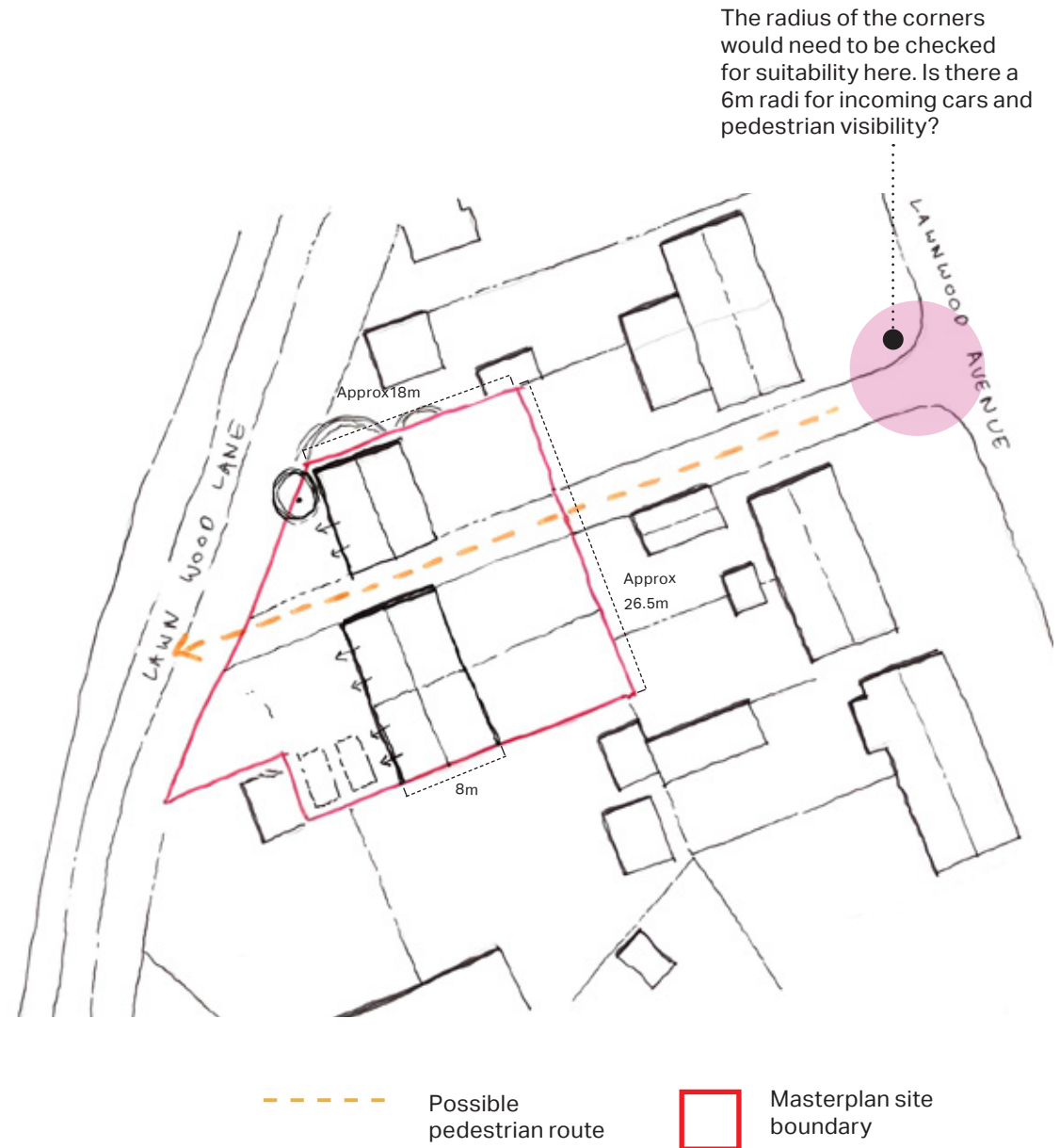
4 Option 4: Housing - utilising existing access

- The site could accommodate 2 x 2-bed dwellings when accessed from Lawnwood Avenue. At least one back garden would not meet minimum space suggestion of 70-100 sqm (Successful Places SPD).
- Maintains rural lane feel of Lawn Wood Lane, with no dwellings facing west.
- Potential privacy concerns with surrounding dwellings. Privacy distances as set out in the Successful Places SPD (a minimum 21m separation between habitable rooms with a 90 degree sight line) would need to be carefully considered.
- Suitable vehicle access could be provided to dwellings from Lawnwood Avenue. The existing access lane is approximately 3.7m wide at its narrowest.
- Hedgerow could potentially be retained as per area-wide Design Code L1, and Bassetlaw Local Plan Policy 41.



5 Option 5: Housing - frontage onto Lawn Wood Lane

- The loss of existing access to back gardens (including garage) of properties on Lawnwood Avenue would be a significant issue.
- Potential for 3 x small dwellings (perhaps 1-bed?) fronting onto Lawn Wood Lane. Minimum space standards would be met, but space would not be generous.
- Parking provision in this option is poor, not optimisable for the number of dwellings and does not meet minimum advised standards as set out in the Bassetlaw Residential Parking Standards SPD. Frontage parking may also be out of character with the rural feel of Lawn Wood Lane.
- Perhaps potential for an east/west pedestrian link to be maintained, but this may feel like a 'back alley'.
- Would require existing hedgerow to be removed, going against Design Code L1, and Bassetlaw Local Plan Policy 41.



About AECOM

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



4. Appendix: Policy review

4.1 Signpost to other documents

National and local policy documents can provide valuable guidance on bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place to ensure development is both fit for purpose and able to build sustainable, thriving communities. Supplementary guidance documents complement national and local policy and provide technical design information.

Applicants should refer to these key documents when planning future development on the masterplan sites. The following documents have informed the design options within this report.

National Planning Policy Framework - (Revised December 2023)

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed and beautiful places stresses the creation of high-quality buildings and places.

Building for a Healthy Life Homes England (2020)

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

Manual for Streets (2007)

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.

National Design Guide (2019)

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

National Model Design Code (2021)

The National Model Design Code (NMDC) sets a baseline standard of quality and practice.

The NMDC provides detailed guidance on the production of design codes, guides, and policies to promote successful design. It expands on 10 characteristics of good design set out in the NDG.

21st Century Allotments in New Developments (2022)

This document from The National Allotment Society provide practical, design-led and policy-based guidance for planners and developers who are looking to include allotments in new developments.

Bassetlaw Core Strategy and Development Management Policies DPD (adopted 2011)

The Core Strategy is currently the key Development Plan document for the local area. It provides the strategic framework, policies and delivery plans over the period 2011-2028.

The Draft Bassetlaw Local Plan (2020 – 2038) May 2022

Bassetlaw District Council submitted the Bassetlaw Local Plan (2020-2038: Publication Version) to the Secretary of State on 18 July 2022 for independent examination, in line with the Town and Country Planning (Local Planning) (England) Regulations 2012 - Regulation 22.

As of early 2024, independent Local Plan Inspectors have identified Main Modifications that need to be addressed to make sure the Plan is legally compliant and sound. Consultation on these Main Modifications took place in Autumn 2023.

As the plan is now at an advanced stage, it is anticipated that it will soon be adopted, where it will replace the existing policies set out in the adopted Core Strategy .

Bassetlaw’s Successful Places SPD (2013)

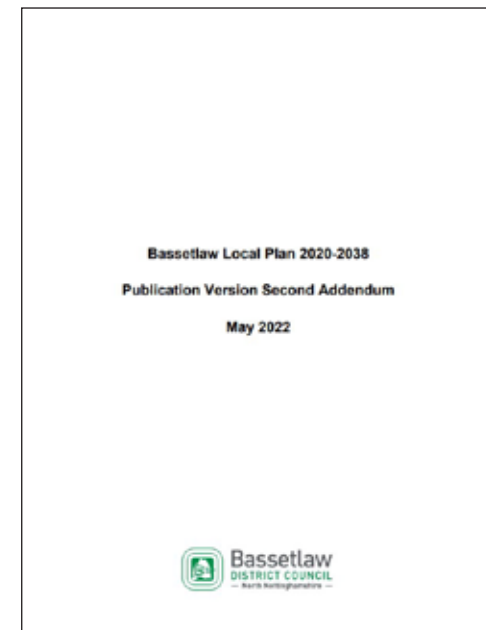
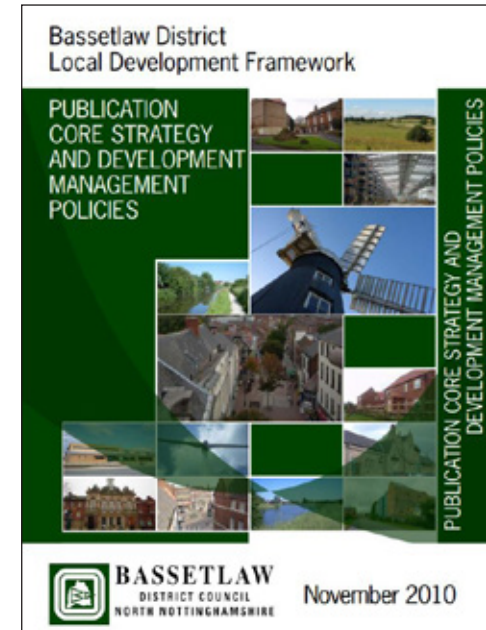
Adopted in 2013, this ‘Guide to Sustainable Housing Layout and Design’ is a supplementary planning document which supports the design policies within the Bassetlaw Core Strategy. It provides design guidance on topics such as privacy and overlooking, parking standards, movement, street design, enclosure and frontages.

Bassetlaw’s Residential Parking Standards SPD (2012)

Adopted in 2012, this SPD forms part of the Bassetlaw Local Development Framework. It outlines minimum standards and guidance relating to parking and garages.

Bassetlaw’s Draft Allotment Strategy (2021)

Sets out factual information regarding allotments within Bassetlaw and guidance as to their management.



Elkesley Neighbourhood Development Plan (2017)

The Elkesley Neighbourhood Development Plan establishes a Vision for the future of the NPA and sets out how that vision will be realised through planning and controlling land use and development change.

This document also includes a set of policies relating to the design of new development. There are general design principles that any new development should seek to follow.

Emerging Elkesley Design Guidance & Codes document (2024)

Design codes are a set of concise, often illustrated design requirements for how to develop a housing site, or housing generally within an area. AECOM has been working with the Elkesley Neighbourhood Plan Steering Group to outline best practice design for Elkesley on topics including character, movement, landscape and sustainability.

The Local Context

Yew Tree Road Site

Development options on site 1 should consider the adjacent Yew Tree Road development site. This includes:

- The proposed site layout as per the 2020 **Design & Access Statement** produced by Fenton and Bromley Developments.
- **Policy 6** of the Elkesley Neighbourhood Development Plan (ENDP) - specifically, aligning with the wishes of local residents for the provision of a footpath that links Headland Avenue with Cedar Tree View/Yew Tree Road; for existing hedgerows and trees along the boundary to be retained where possible; and awareness of new green spaces. and how these can be easily accessed on foot by the whole village.

