Elkesley

Design Guidance & Codes

March 2024 (amended November 2024)

AECOM

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Quality information

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Revision History

Issue no.	Issue date	Details	Comments	Issued by	Position
1	22.12.2023	Partial draft (s1-3)		Michael Holt	Associate Director
2	14.02.2024	Draft (s1-6)	Updated in line with comments received from the NPG on 12.02.24.	Michael Holt	Associate Director
3	26.02.2024	Final draft	Updated in line with comments received from the NPG on 15.02.24.	Michael Holt	Associate Director
4	04.03.2024	Final issue	Signed off by group and internally for issue to Locality.	Michael Holt	Associate Director
5	12.03.2024	Reissue	Updated in line with comments received from Locality on 11.03.24	Michael Holt	Associate Director

NB: Additional focused editing was undertaken by BDC on behalf of Elkesley NPG in November 2024, to reflect comments made during the Regulation 14 consultation.

Contents

Introduction

01

1. Introduction

This document aims to empower the local community to influence the design and character of their neighbourhood; delivering attractive, sustainable development that meets the needs of local people.

1.1 Background

Through the Department of Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been appointed to provide design support to the Elkesley Neighbourhood Plan Steering Group (ENPSG) by preparing this Design Guidance document. The ENPSG seek to establish a design guide (including design codes) to influence the character and design of new development within Elkesley village (inside the development boundary), itself a part of the Elkesley Neighbourhood Plan Area (NPA). The extents of both boundaries are illustrated on pages 10 and 11 of this report.

Elkesley is located in the district of Bassetlaw, in north Nottinghamshire. As part of the wider vision for the area, the emerging Bassetlaw District Council Local Plan 2020-2038 (BDCLP) sets a minimum growth requirement of 5% or 18 homes for the NPA, although local residents would welcome limited good quality and sensitive development beyond that.

As such, this document will help to unlock the development potential of Elkesley by setting codes and guidance which meet the aspirations of local stakeholders and support the delivery of high-quality, sustainable development.

To develop design guidance and codes for Elkesley, this report first outlines Character Areas agreed with the ENPSG, identified during the site visit and through a desktop analysis. Design guidelines for each Character Area are provided.

The different characteristics of the NPA have then been analysed to identify the local features which make the area unique, before a series of NPA-wide design principles, and development area-wide codes have been defined.

Figure 01: A historic dwelling in Elkesley, featuring an L-shaped plan at 90 degrees to the street, brick buttresses and a tiled door canopy.

1.2 The purpose of design guidance

Design guidance aims to raise the quality of new development by providing a clear framework for creating healthy, safe, green, environmentally responsive, sustainable, and distinctive places.

Design codes are a set of concise, often illustrated design requirements for how to develop a housing site, or housing generally within an area. They can provide greater assurance for communities and clarity for developers about the design of new development. They generally apply to new development that requires planning permission.

The first step in the process involves identifying what design quality means for Elkesley, taking into consideration what makes the area special. A series of design principles, codes and guidelines has then been developed to protect and enhance the unique character of the area.

1.3 How to use this document

This document is made up of three elements: design principles, area-wide codes and Character Area specific guidelines:

Design principles: A generalised list of design principles, aligned with community aspirations that provide guidance to decision makers on design quality for all development *across the entire NPA* (inside and outside the development boundary).

Area-wide codes: Applicable to all development scale and types *within the development boundary*. All new development within Elkesley must adhere to everything in this section.

Character Area design guidelines: Provided at the end of each CA analysis, these are *bespoke to each Character Area* and not covered within area-wide codes. New development must have an awareness of the guidelines relevant to their CA, alongside adhering to area-wide codes.

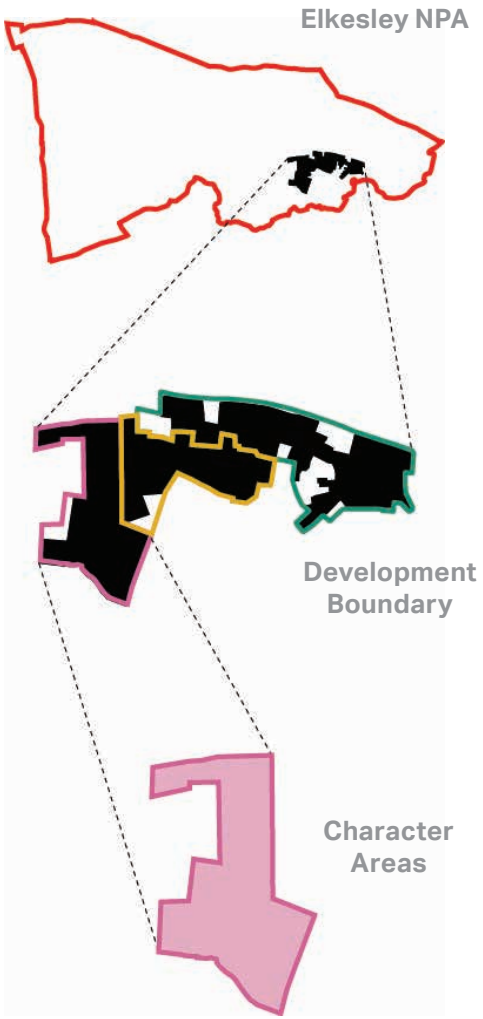


Figure 02: The different scales of application

1.4 Who should use this guide

This document is a valuable tool in securing context-driven, high-quality development. It will be used differently by different people in the planning and development process (see Table 01).

This document will be effective when used as part of a co-design process, actively involving key stakeholders, to establish local preferences and expectations of design quality. Through active participation and conversation, key stakeholders can use the guide to shape the key issues and ways to adequately respond to them in future development.

Design codes and guidance alone will not automatically secure quality design outcomes, but they will help to prevent poor outcomes by creating a rigorous process that establishes expectations. This document raises the standards and expectations for design quality to ensure that Elkesley remains a place in which all stakeholders can be proud.

Potential users	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Design Codes and Guidance as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Codes and Guidance should be discussed with applicants during any pre-application discussions.
Parish Council or Neighbourhood Plan steering group	As a guide when commenting on planning applications, ensuring that the Design Codes and Guidance are complied with.
Community groups & Local Residents	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: Potential users

1.5 Aims and objectives

The overarching aim of the Elkesley Neighbourhood Development Plan (ENDP) is to shape future growth across the Parish, in a way that serves current and future residents. A Neighbourhood Plan enables Elkesley to set out design standards and policies for development within the Neighbourhood Plan Area, within the context of local and national planning policy.

This document forms parts of the evidence base for the ENDP on design related issues; it is locally specific and sets clear requirements that relate to Elkesley village and its Character Areas.

The overarching aim of this document is to protect and enhance the urban and rural character of Elkesley through the following objectives:

- To positively influence the character and design of new development within Elkesley village.
- To enhance the sense of place and quality of the existing built and natural environments.
- To ensure that future development promotes community cohesion, with particular focus on access to green space and community amenities.
- To promote sustainability through environmentally friendly development, protection of green spaces and enhancement of biodiversity within the area.

Neighbourhood Plan Vision

"The people of Elkesley are committed to developing a sustainable and thriving community for current and future generations. Quality of life is enhanced by the direct access to the countryside for leisure and recreation and local facilities (school, village hall, church, shop) that provide a sense of community spirit.

The Parish contains a mix of housing types within a rural setting; new development needs to be of a high design standard, reinforcing the rural character and be of a low carbon construction. Development will be designed and located to enhance the built up areas whilst respecting the wider landscape and protecting areas that have environmental significance.

The A1 will continue to provide good connection to the strategic road network for residents and businesses. This needs to combine with good local public transport and high speed broadband communication links to ensure local business can prosper providing skilled employment opportunities for residents."

Figure 03: Meadow Farmhouse, a Grade II Listed building on High Street. Featuring a white render, red pantiles, segmental arches on ground floor openings and casement windows with glazing bars. A low red brick wall creates a boundary with the street.

1.6 Study area

Elkesley parish has a population of 850 (2021 Census) and is part of the administrative area of Bassetlaw District Council, itself part of the county of Nottinghamshire. This report focuses on Elkesley village, a part of the Elkesley Neighbourhood Plan Area (NPA), which is equivalent to the parish boundary.

Located around 6 miles to the south of Retford and 8 miles to the east of Worksop, the Elkesley NPA covers approximately 1,076 hectares. The village of Elkesley sits in the south-east of the NPA and is the main settlement in the area.

Today, a defining feature of the NPA is the A1 which bounds Elkesley village to its north. This provides residents with access to wider vehicle connections but also physically bisects the Parish and isolates the Village from land north of the A1.

There is a post office (part time in Memorial Hall), village shop, and a primary school within Elkesley village.

The village is surrounded by predominantly agricultural land, but the Elkesley Industrial Estate and part of a small private airport (Retford/Gamston Airport) also fall within the NPA boundary. Clumber Park extends a small way into the western edge of the NPA, whilst the River Poulter forms much of its southern boundary.

Elkesley NPA contains 8 listed buildings/ structures, including two Grade I listings. These include St. Giles Church, located in Elkesley Village, alongside Apleyhead Lodge to the north-west of the NPA. There are also two Grade II*, and four Grade II listed buildings/structures.

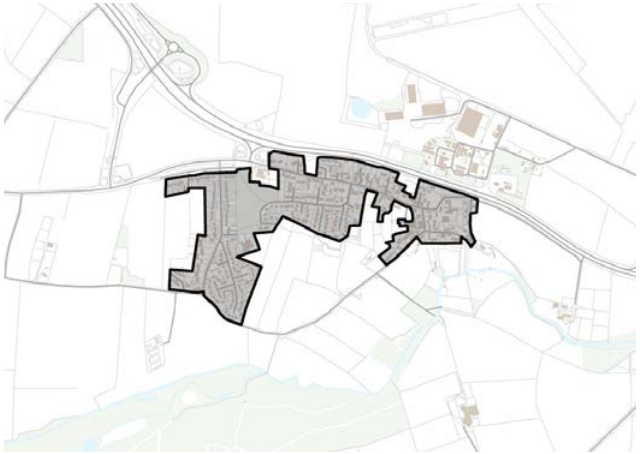


Figure 04: The area covered by design codes and CA-specific recommendations is confined within the Elkesley Development Boundary.

Figure 05: Open countryside makes up much of the land within the Elkesley NPA.

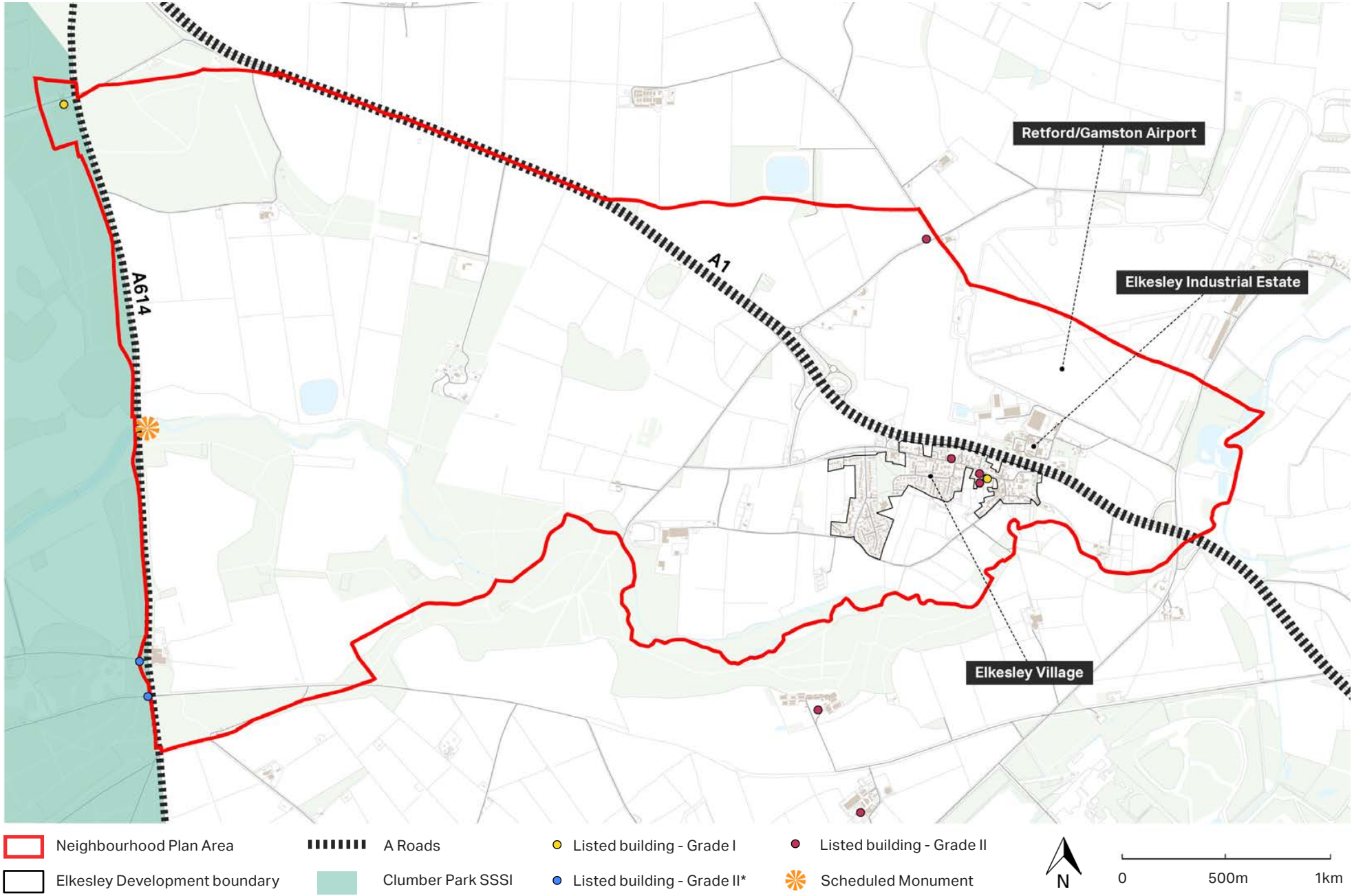


Figure 06: A map highlighting the wider context of the Elkesley Neighbourhood Plan Area.

1.7 Process, site visits, and engagement

An inception call between AECOM and representatives of Elkesley Parish Council was undertaken on 24 October 2023 to introduce the team and coordinate a suitable date to visit the area and conduct site observations. The site visit took place on 10 November 2023. Prior to the walking route, the design code process was discussed, the group's key aims and objectives were explored, and any initial concerns or queries were addressed.

The site visit was led by members of the group. The Character Area boundaries were established on the site visit, following a desktop study that built on a diagram provided by the group. The visit covered the whole of the village and development boundary. The visit allowed AECOM to gather an extensive photographic survey and undertake a comprehensive place analysis forming the basis of this document. This document has resulted from a collaborative effort reflecting the priorities of the Neighbourhood Planning Group.

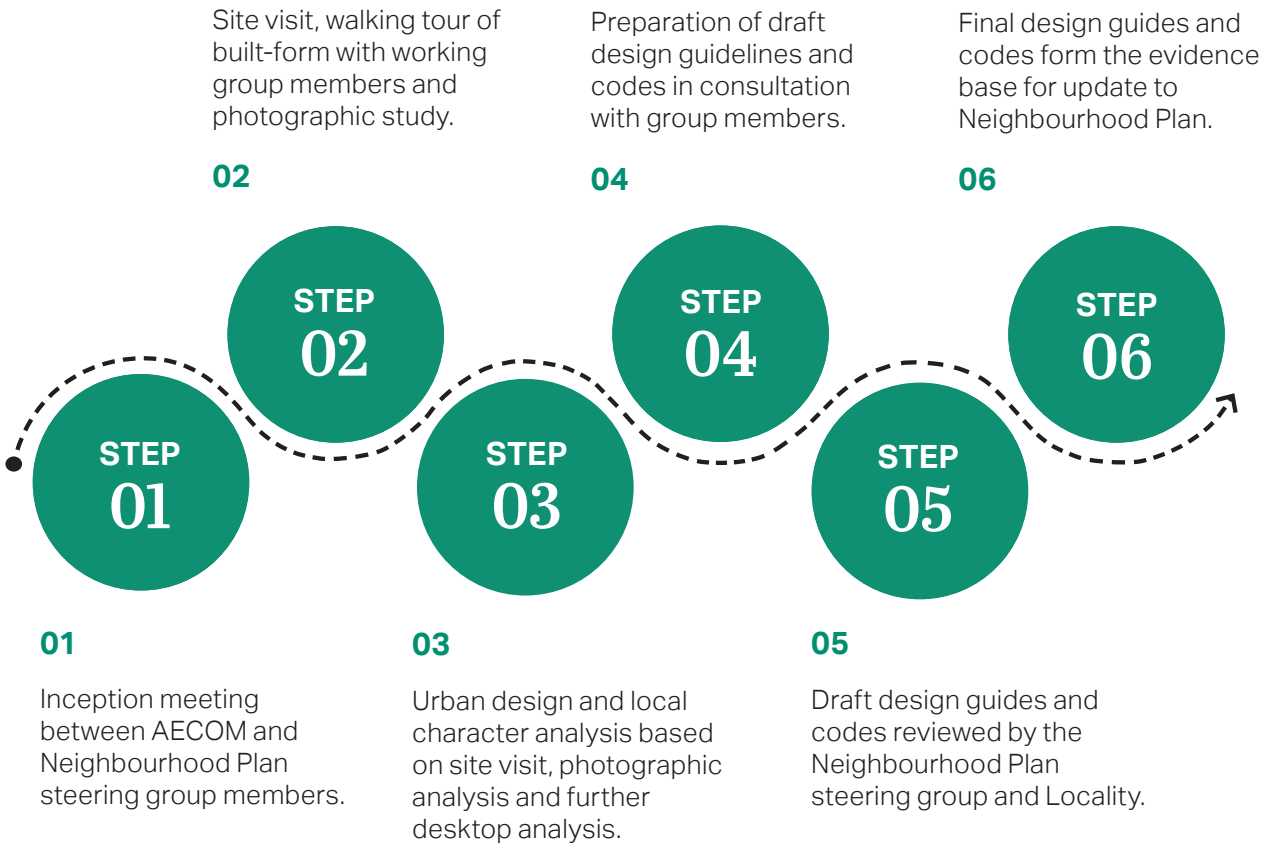


Figure 07: Design codes and guidelines production process

Figure 08: Elkesley memorial hall is a key community asset, hosting community focused events and being available for hire for other functions.

Figure 09: A bulk of the residential dwellings within Elkesley village date from the latter part of the 20th Century.

Figure 10: The Grade I Listed St. Giles Church was constructed circa 1300 and sits at the heart of the village.

Figure 11: Twyford Lane, part of the main road connecting Elkesley with the nearby A1. Features a high speed limit and narrow pavements.

Figure 12: Brough Lane, a rural lane towards the south of the village.

Policy Review

02

2. Policy context

This section outlines the national and local planning policy and guidance documents that have influenced the development of this document.

The following chapter will identify relevant planning policies and guidance at both the national and local level. In all instances, planning applications should make reference to these policies, including the codes within this document .


F.13

Figure 13: Manor Farm comprises of a collection of derelict farm buildings with planning permission to be converted into 5 residential dwellings. A prominent site on the eastern gateway to the village, the design of future development need to consider how to retain and enhance local character.


F.14

Figure 14: An area of land adjacent to Yew Tree Road has outline planning permission for up to 33 houses and 6 apartments. There is currently limited vehicle access to this site; how to introduce this needs careful consideration in any future development proposal.


F.15

Figure 15: An example of recent development on High Street, including two storey dwellings facing the street (opposite the Grade I Listed church) and bungalows at the rear of plots (close to the A1). Buildings reflect local character in their use of pantiles and intersecting gables, but could have been more sympathetic in terms of material choice.

2.1 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 in the Elkesley Neighbourhood Area. The following documents have informed the design guidance within this report.

NATIONAL LEVEL

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.

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.

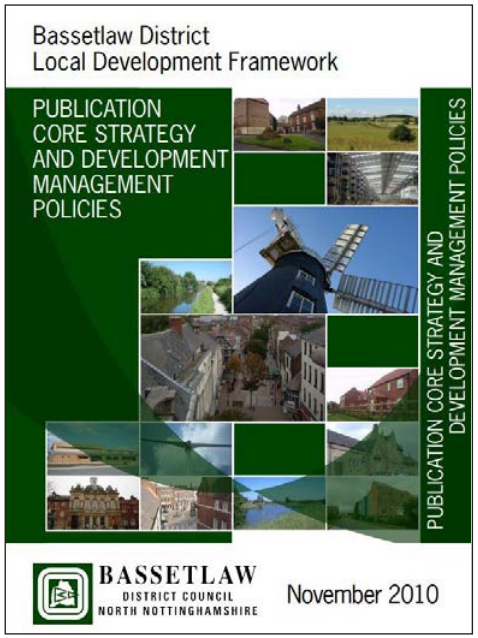
As of early 2024, independent Local Plan Inspectors have identified Main Modifications that need to be addressed to make sure the Plan is legally compliant and sound. Consultation on these Main Modifications took place in Autumn 2023.

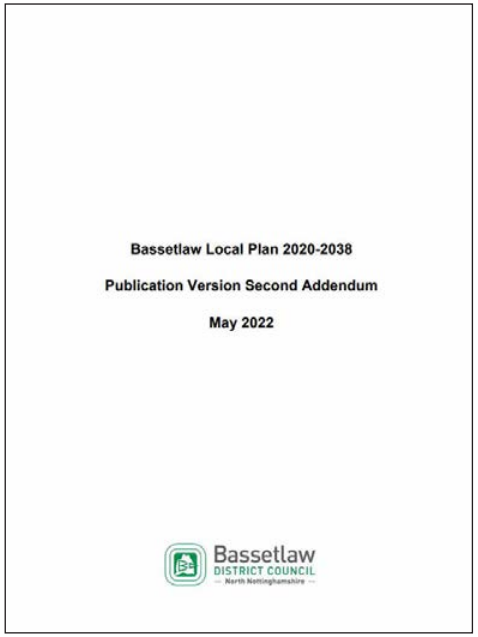
As the plan is now at an advanced stage, it is anticipated that it will soon be adopted, where it will replace the existing policies set out in the adopted Core Strategy .

Other Supplementary Planning Documents (SPDs)

Bassetlaw District Council have produced several other SPDs which offer additional guidance of a more specialised nature which covers a range of issues, both thematic and site-specific in scope. Bassetlaw's portfolio of SPDs positively address several local planning matters, complementing several policies in its Core Strategy. Relevant SPDs include:

- Affordable housing SPD
- Residential Parking Standards SPD
- Shopfront and Signage SPD
- Residential Design SPD (Successful Places)
- Successful Places SPD





Local Planning Policy & Guidance	Relevant Policies and Guidance Notes
Bassetlaw District Core Strategy	Policy CS8: Rural Service Centres Policy DM1: Economic development in the countryside Policy DM3: General development in the countryside Policy DM4: Design and character Policy DM5: Housing mix and density Policy DM8: The historic environment Policy DM9: Green infrastructure, biodiversity and geodiversity, landscape, open space, and sports facilities Policy DM12: Flood risk, sewerage, and drainage Policy DM13: Sustainable transport Policy DM14: Ground conditions and land stability
Successful Places SPD (2011)	02 Delivering Quality – the Design Process 03 Place Making Principles - Good Urban Design Practice 04 Management and Maintenance – Enduring Quality
The emerging Bassetlaw Local Plan	Policy ST1: Bassetlaw's Spatial Strategy Policy ST2: Residential Growth In Rural Bassetlaw Policy ST35: Design Quality Policy ST37: Landscape Character Policy ST39: Green And Blue infrastructure Policy ST40: Biodiversity And Geodiversity Policy 41: Trees, Woodlands And Hedgerows Policy ST42: The Historic Environment Policy 43: Designated and Non-Designated Heritage Assets Policy ST44: Promoting Healthy, Active Lifestyles Policy ST45: Protection and Enhancement of Community Facilities Policy ST50: Reducing Carbon Emissions, Climate Change Mitigation and Adaption Policy ST51: Renewable and Low Carbon Energy Generation Policy ST52: Flood Risk and Drainage Policy ST53: Protecting Water Quality and Management Policy ST55: Promoting Sustainable Transport and Active Travel

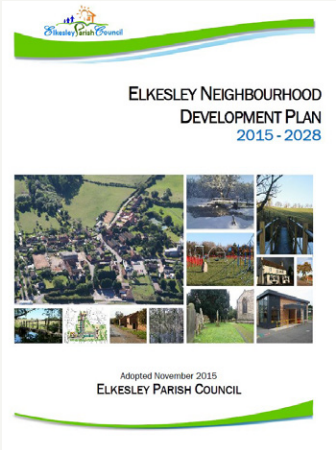
Table 02: Relevant policies in the Local Plan

Figure 16: The layout of many traditional buildings in Elkesley creates a courtyard space.

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. Principles specific to Elkesley are also included, both the generic and specific principles should be read together when developing design concepts for the areas covered in this document.



Local Planning Policy & Guidance	Relevant Policies
Elkesley Neighbourhood Development Plan (2015 - 2028)	Policy 1: Sustainable Development Policy 2: Design Policy 3: Housing Mix and Type Policy 4: Allocation of Affordable Housing Policy 5: Infill Development Policy 6: Yew Tree Road Site Policy 7: Elkesley Park Industrial Estate Policy 8: Small Businesses Policy 10: Protecting Community Facilities Policy 11: Conservation and Enhancement of Non Vehicular Routes

Table 03: Relevant policies in the Neighbourhood Plan

Character analysis

03

3. Character analysis

This chapter presents the variation in character within the Elkesley Development Boundary. This helps to inform a series of design guidelines that are both sensitive and responsive to local context, landscape setting, and character.

3.1 Characterisation study

It is important that any future development in Elkesley responds to the existing local character of the village in a positive way. Defining Character Areas and establishing what the key features or distinctive attributes are in each area, helps to guide future development by identifying applicable guidelines to enable or preserve local character and distinctiveness. This analysis was cross-checked on site as part of the walking tour and photographic study.

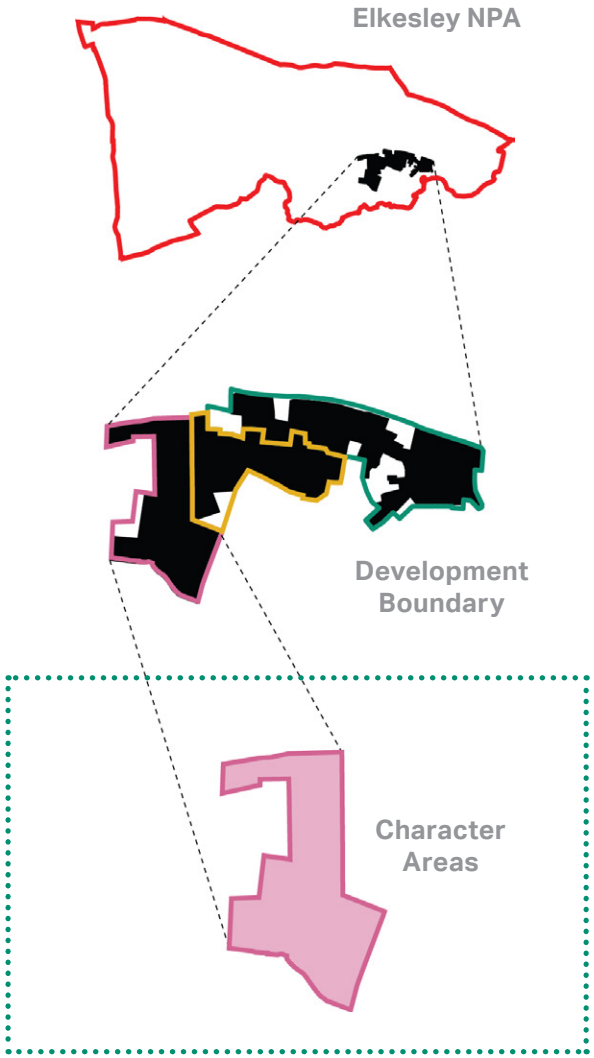


Figure 17: A Character Analysis of the area within the Elkesley Development Boundary was undertaken. Design guidelines in this section are applicable to each Character Area.

Figure 18: Stepped brickwork corbels are a common architectural detail seen in historic structures around Elkesley village.

3.2 Settlement origins and growth

Elkesley village is thought to have been inhabited for at least 1,600 years, with the village mentioned in the Domesday Book.

The village saw modest growth over the 17th,18th and 19th centuries, with development concentrated along the linear route of High Street/Twyford Lane.

Two new developments (Headland Avenue and Lawnwood Avenue) began to expand the settlement to the west during the mid 20th Century.

The Yew Tree Road development was constructed during the latter part of the 20th Century, with no major development taking place since then.

As seen in the adjacent diagram, there is a notable gap in development towards the west of the village. This site (land adjacent to Yew Tree Road) has outline planning permission for up to 33 dwellings.

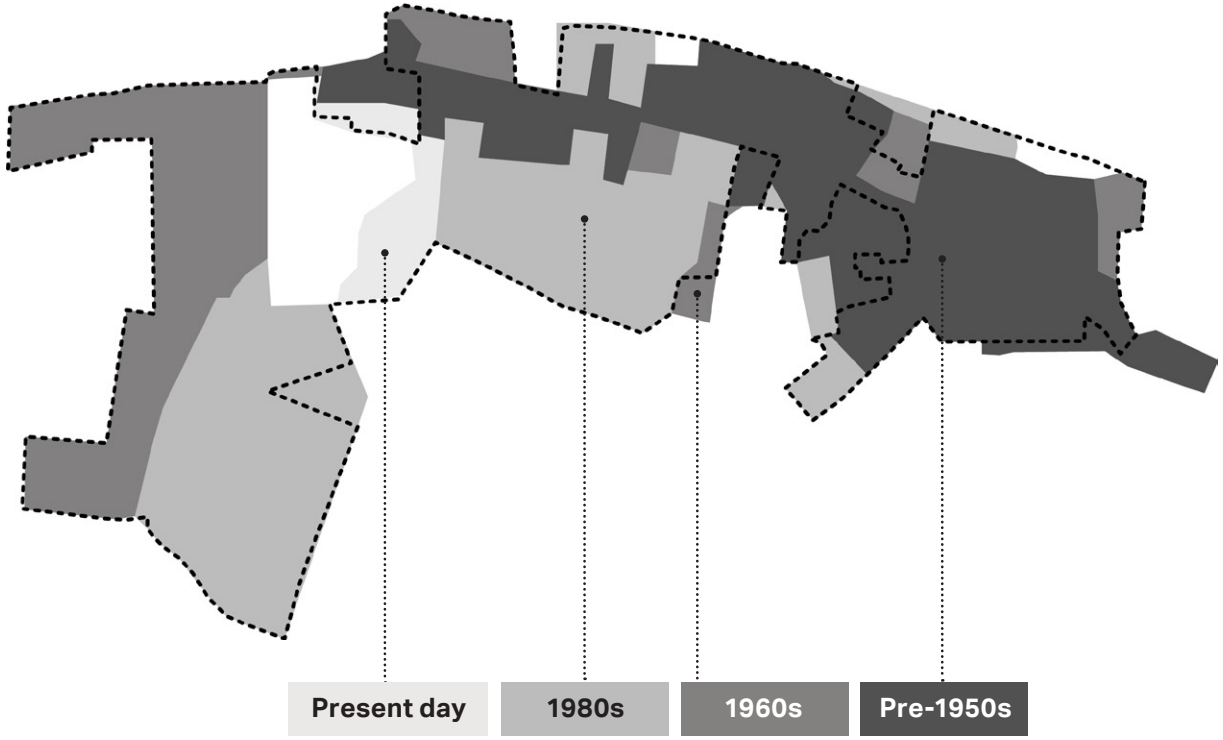


Figure 19: A diagram illustrating the historic growth of the settlement. Before the 1950s, development was primarily located around High Street/Twyford Lane, with a particular concentration to the east. In the mid part of the 20th century, pockets of infill were developed, alongside the construction of houses on Headland Avenue to the west. Towards the latter part of the 20th century, the Lawnwood Avenue and Yew Tree Road developments (both cul-de-sac layouts) were completed, expanding the village significantly to the south and west. There has been little significant development in the 21st century, apart from a small group of homes added on to the end of Yew Tree Road.

Development period timeline

Victorian and earlier

1970s

Late 20th Century

1960s

Late 20th Century

21st Century

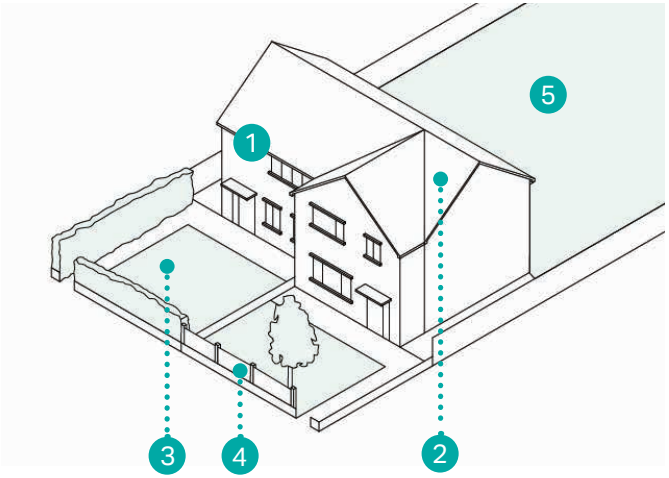
3.3 Typical house types

Typical house types present an overview of the houses observed on site visits and in desktop study. It is not a comprehensive analysis of all house types but an indicative sample of design features.

2021 Census data for the residents of Elkesley shows a spread of house types:

- 37.2% live in a detached house;
- 55.5% live in a semi-detached house;
- 6.5% live in a terrace house.

Post-war semi-detached

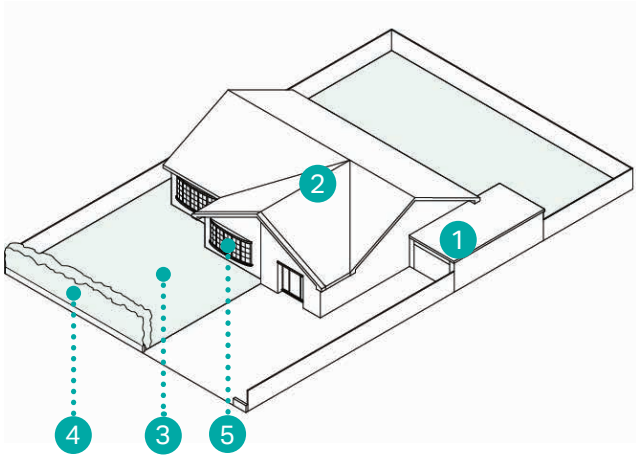


1. Two-storey, semi-detached dwellings which 'bookend' a typically terraced street.
2. Intersecting gable roof gives the impression of a single dwelling.
3. Set back from pavement with front gardens. Parking is on-street.
4. Wooden fence or hedgerow boundaries with wrought iron gates.
5. Long, thin plot creates a large back garden.

Typically in Character Areas:

2

Bungalow

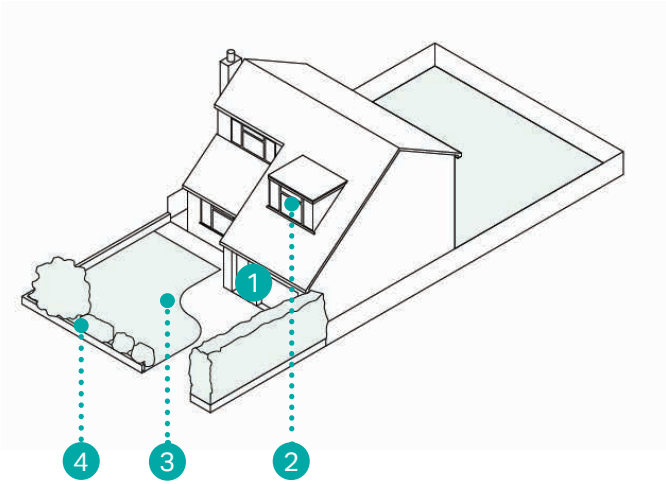


1. Single-storey with side garage.
2. Intersecting gable roof with pantiles.
3. Set back from pavement with front gardens and/or hardstanding parking
4. Hedgerow boundary on low-rise brick wall.
5. Bay-fronted windows set within a sand-coloured stone facade.

Typically in Character Areas:

1 2 3

Post-war detached



1. Two-storey detached dwelling with integrated garage.

2. Catslide roof featuring dormer windows and pantiles or slate.

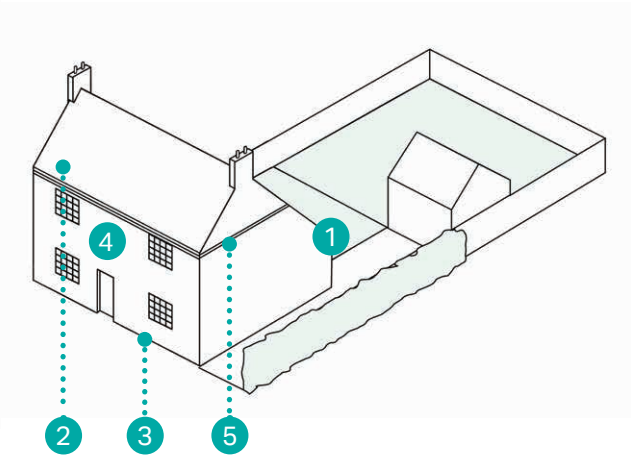
3. Set back from pavement with front gardens and/or hardstanding parking.

4. Low brick boundary walls combined with planting or hedges.

Typically in Character Areas:

3

Rustic cottage



1. Two-storey detached dwelling. Side driveway often leads to rear parking.

2. Gable roof with dentil brick courses along the eaves, brick chimneys and red pantiles.

3. Often front directly onto the street, with no setbacks. Some examples of small front gardens with low boundary walls.

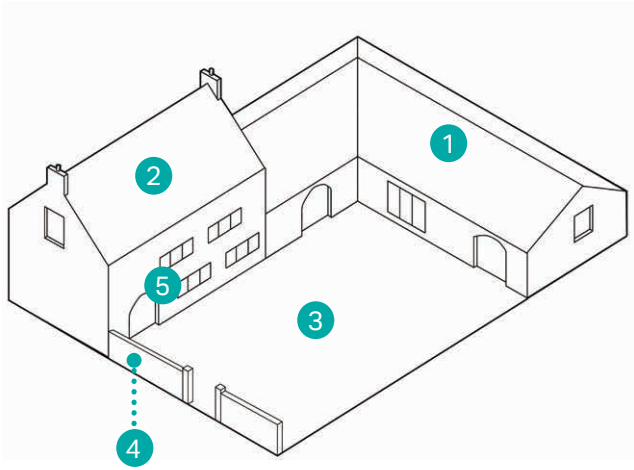
4. Often symmetrical fenestration / facade.

5. Drain pipes directed to rear of dwelling.

Typically in Character Areas:

1

Farmstead



1. Collection of connected, 1-2 storey farm buildings, often with side/rear parking.

2. Gable roofs with brick chimneys and red pantiles.

3. L-shaped building footprint creates a protected, setback courtyard.

4. High red-brick boundary walls.

5. Doors and windows typically have arched lintels.

Typically in Character Areas:

1

3.4 Character Areas

Following baseline analysis and site visit observations, three character areas were devised to segment Elkesley village within and immediately around the Development Boundary, allowing for context-specific guidelines to be assigned to individual areas. Please note: the Character Areas presented in this section extend past the Development Boundary in some places.

CA1. Historic Core is the traditional heart of Elkesley village, containing notable historic buildings including the Grade 1 Listed St. Giles Church.

CA2. Headland Avenue & Lawnwood Avenue includes predominantly 20th Century housing developments in the west of the settlement.

CA3. Yew Tree Road is predominantly residential in nature but also contains key community facilities such as the school and Village Hall.

A series of analyses on layout, landscape, built form and appearance supports each Character Area. The analysis is broken down into relevant topics such as urban form, green infrastructure, and boundary treatments.

Reference can also be made to an area's Dwellings per Hectare (DpH) range, typical plot sizes, and typical block size and shape.

A selection of images identifies the typical appearance of buildings and spaces in each area.

Proponents must adhere to all guidance detailed in Section 4 and will refer to the assigned Character Area to understand the applicable guidelines relating to the location and development type. Designers should also consider neighbouring Character Areas and their specific local context and characteristics when developing proposals.

1 CA1. Historic Core

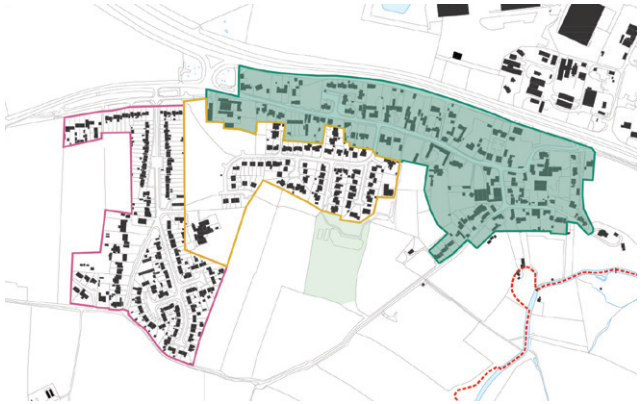
2 CA2. Headland Avenue & Lawnwood Avenue

3 CA3. Yew Tree Road

 Figure 20: A map highlighting the three established Character Areas within Elkesley Village

1 Historic Core

The Historic Core encompasses many of the oldest buildings in Elkesley village, including the Grade I Listed St. Giles Church.



Central Elkesley Village	Calculations
Average Dwellings per Hectare (DpH)	10 DpH
Typical plot size range	17m (W) x 35m (L) 41m (W) x 62m (L)
Typical block size range	170m (W) x 75m (L)

Figure 21: Figure ground illustrating the linear historic core of Elkesley village, where buildings are arranged in a relatively informal layout, with varying setbacks and a significant amount of backland development.

Figure 22: The Grade I listed St. Giles Church sits in the heart of CA1. Coursed rubble construction with cut stone detailing and arched windows.

Figure 23: Many houses have their main façades facing the street, with medium-rise, red brick boundary walls providing a street frontage.

Figure 24: The main façades of some homes along High Street are however rotated 90 degrees, becoming perpendicular to the street and creating courtyards. This is combined with high brick boundary walls in many places, creating a relatively inactive street frontage.

Figure 25: Several 20th century homes with relatively large setbacks are screened from the street with high hedgerows.

Figure 26: Dentil brick courses are common along the eave line in many historic buildings.

Figure 27: Setbacks vary greatly in the historic centre of the village, as seen here with a long, wooded driveway. Traditional estate fencing is also common.

Figure 28: Conversely, several houses along High Street front directly onto the pavement. A mix of red brick and white render is seen in many places across CA1.

Layout	**Urban form**	Buildings are primarily arranged around High Street/Twyford Lane, a key east/west axis. An informal layout, with regular changes in the sense of enclosure. Most buildings have a main façade which faces the street, although some are rotated 90 degrees, creating courtyard spaces. Due to numerous converted farm buildings, back-land or infill development is prevalent, often with side driveways and rear garages.
Layout	**Movement networks**	Movement is focused along the linear east/west axis of High Street/Twyford Lane, which connects to the A1 at both ends. Pavements are generally narrow (particularly to the east), with on street parking restricting this further. An isolated cycle lane connects Coal Pit Lane with High Street, although its impact is currently limited. The SA3 bus runs along High Street, providing wider connections with Retford and New Ollerton, however this is a daytime only service.
Layout	**Block and plot shapes and sizes**	There are a variety of plot and block sizes, due to the mix of building ages and historic uses. Long, thin plots (with the shortest edge along the street) create generous gardens in many areas. Blocks are generally long and thin, creating long, uninterrupted street frontages with few road junctions.
Landscape	**Public realm/ open space**	Although there is little public open space in the area, given the rural setting of the Village to the south, access to the countryside on foot, by horse and by cycle is important. Agricultural land extends right up to the settlement boundary in many places, with houses in the south-east of CA1 overlooking pasture fields.
Landscape	**Green and blue infrastructure**	Green verges, hedgerows, and mature trees along vehicular routes and within front gardens contribute to the green infrastructure network in this area. The River Poulter sits in close proximity to the south east of the Character Area, resulting in an increased risk of flooding in this zone.
Built form	**Boundary treatments and setbacks**	Boundary treatments are mixed – often tall, red brick walls are common, sometimes with vegetation creating screening and street separation. Low, country style fencing is also present, both wooden and metal. Setbacks vary greatly, ranging from extensive (up to 25m) setbacks where homes are shielded from view, to houses which front directly onto the pavement.
Built form	**Building size, scale and type**	Most buildings are 1-2 storeys in size, detached or semi-detached. Typical building types include clustered (often converted) farm buildings, rustic cottages, and more modern development (which is somewhat out of character). Significant roofline features include dormers, catslide roofs and brick chimneys. Notable architectural details include curved window lintels, dentil brick courses and stepped brickwork corbels.

Table 04: Outlining the characteristics of the area.

Appearance

Colours

Façade

Red brick

Roofing

Clay pantiles

Natural slate

Boundaries

Medium to high-rise red brick wall with capping

Low-rise timber fencing

Hedgerows

Doorways

Wood panelled door with surround and canopy

Wood panelled door, partly glazed

Windows

Casement windows with glazing bars and curved lintels

Stone mullion windows with stone lintels

Sash windows

Guidelines: CA1 Historic Core

In conjunction with the area-wide codes set out in section 04, all development in CA1 should:

- Be of a density that reflects the wider character, between 10-15 DpH.
- Respect and respond to the existing layout of long thin plots (shortest edge to street), informal building arrangement and variety of setbacks.
- Generally be no more than two storeys in scale. Focal points and articulated corners can exceed to three storeys to provide variance on the roofscape.
- Adopt materials and architectural features as set out in the adjacent imagery.
- Adopt red brick walls (often complimented with hedgerow planting) or estate fencing as appropriate boundary treatments.
- Adopt red clay pantiles as the roof treatment.

2 CA2: Headland Avenue and Lawnwood Avenue

A predominantly residential 20th Century housing development in the west of the settlement, arranged along a north/south axis.

Central Elkesley Village	Calculations
Range Dwellings per Hectare (DpH)	14-28 DpH
Typical plot size range	9m (W) x 30m (L) 24m (W) x 86m (L)
Typical block size range	135m (W) x 50m (L) 200m (W) x 45m (L)

Figure 29: Figure ground illustrating largely 20th Century suburban development to the west of Elkesley village. Primarily arranged along a north/south axis with a cul-de-sac to the south east.

Figure 30: A unique example of built form is seen in CA2, with semi-detached properties acting as 'bookends' for terraced dwellings along Headland Avenue. The street also features large setbacks with extensive areas of hardstanding parking along, often as part of recessed courts.

Figure 31: Many of the terraced homes along Lawnwood Avenue feature painted brick on ground floors. Vertical, linear detailing is also seen, through extruding bricks.

Figure 32: A new, low-density development of bungalows at the south of CA2 features red brick, red pantile roofs, and front parking.

Figure 33: Although Elkesley Primary & Nursery School sits within CA3, it is accessed from Headland Avenue, within CA2. This is an important community asset.

Figure 34: CA2 also contains the only convenience store in the village, located close to the school entrance.

Figure 35: Several parking courts and garages are located to the rear of properties. These are often disused as they are not currently a suitable size for vehicles. These sites could be suitable for redevelopment, with alternative uses.

Layout	**Urban form**	Largely 20th Century development, arranged along a linear north/south axis. Headland Avenue features a unique built form, with semi-detached properties acting as 'bookends' for terraced dwellings. Lawnwood Avenue is a single development of two-storey, semi-detached homes, with a unified building line and defined sense of enclosure. There is a new low-density development of bungalows in the south. Parking courts/sets of garages are often located to the rear of houses, accessed by small lanes. Front gardens mean that parking is often on-street or in set-back parking courts, but some front gardens have also been converted to hardstanding parking.
	Movement networks	The linear Headland Avenue forks into two to create Lawnwood Avenue (a cul-de-sac). Lawn Wood Lane (into Brough Lane) provides links with the eastern end of the village by car and foot (single-track road with no pavements). The SA3 bus runs along Headland Avenue, however this is a daytime only service. The A1 can be accessed from the north. A key public footpath to the east connects key community facilities (the school and shop) with wider Elkesley.
	Block and plot shapes and sizes	Plots are generally consistent and narrow due to the terraced or semi-detached nature of many homes. Generous plots to the front and rear of homes allow for large gardens. Plots are larger and less formally arranged along Lawn Wood Lane.
Landscape	**Public realm/ open space**	Access to the countryside on foot, by horse and by cycle is important. Agricultural land extends right up to the settlement boundary in many places, with houses in the south-east of CA2 overlooking pasture fields. A small area of publicly accessible green space sits at the junction between Lawn Wood Lane and Lawnwood Avenue.
	Green and blue infrastructure	Green verges, hedgerows, and mature trees along vehicular routes and within front gardens contribute to the green infrastructure network in this area. Soakaways included in many back gardens. Providing better drainage along Headland Avenue is an area of concern.
Built form	**Boundary treatments and setbacks**	Extensive setbacks (up to 45m), mature planting, and a lack of pavement on Lawn Wood Lane lends a rural feel. A more consistent building line and smaller setbacks (generally 10m) on Headland and Lawnwood Avenues lend a more suburban feel. Boundary treatments primarily a mix of hedgerows and modern wooden fencing, although not consistent throughout.
	Building size, scale and type	Most buildings are 1-2 storeys in height. A mixture of semi-detached homes, bungalows, and terraces. Vertically linear extruded brickwork detailing on some semi-detached homes. Doorways often sheltered by canopies or front porches. Solar panels on many roofs. Integral garages are common.

Table 05: Outlining the characteristics of the area.

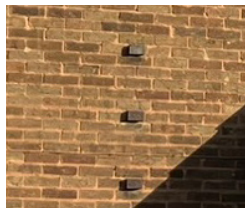
Appearance

Colours

Façade

Painted

Brown brick



Roofing

Red pantiles

Brown pantiles

Boundaries

Low-rise planting

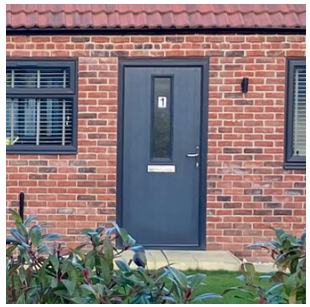
Hedgerows

Wooden fencing with concrete posts

Doorways

Partly glazed door with glass panel and canopy

Partly glazed door set within projecting porch



Partly glazed door set within main facade

Windows

Casement windows with stone lintels

Casement windows with grey frames

Casement windows with white frames

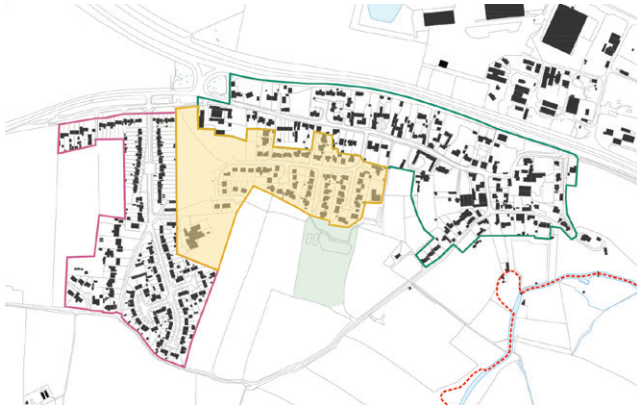
Guidelines: CA2 Headland Avenue and Lawnwood Avenue

In conjunction with the area-wide codes set out in section 04, all development in CA2 should:

- Be of a density that reflects the wider character, between 15-30 DpH.
- Respect and respond to the adjacent block and plot layout (formal vs informal).
- Be of a consistent building line, set back from the road, with front gardens. Front boundaries must include low hedgerow planting.
- Be no more than two storeys in scale.
- Adopt materials and architectural features as set out in the adjacent imagery. Facade materials should be limited to brick (brown or painted).
- Adopt red clay tiles or pantiles as the roof treatment.

3 CA3: Yew Tree Road

This area is predominantly residential in nature but also contains key community facilities such as the primary school and Village Hall.



Central Elkesley Village	Calculations
Range Dwellings per Hectare (DpH)	0-21 DpH
Typical plot size range	8m (W) x 25m (L) 16m (W) x 35m (L)
Typical block size range	60m (W) x 90m (W)

Please note: the Neighbourhood Group have specified that any proposed development on this site would require a new access point at the north, to reduce the potential traffic load on Yew Tree Road.

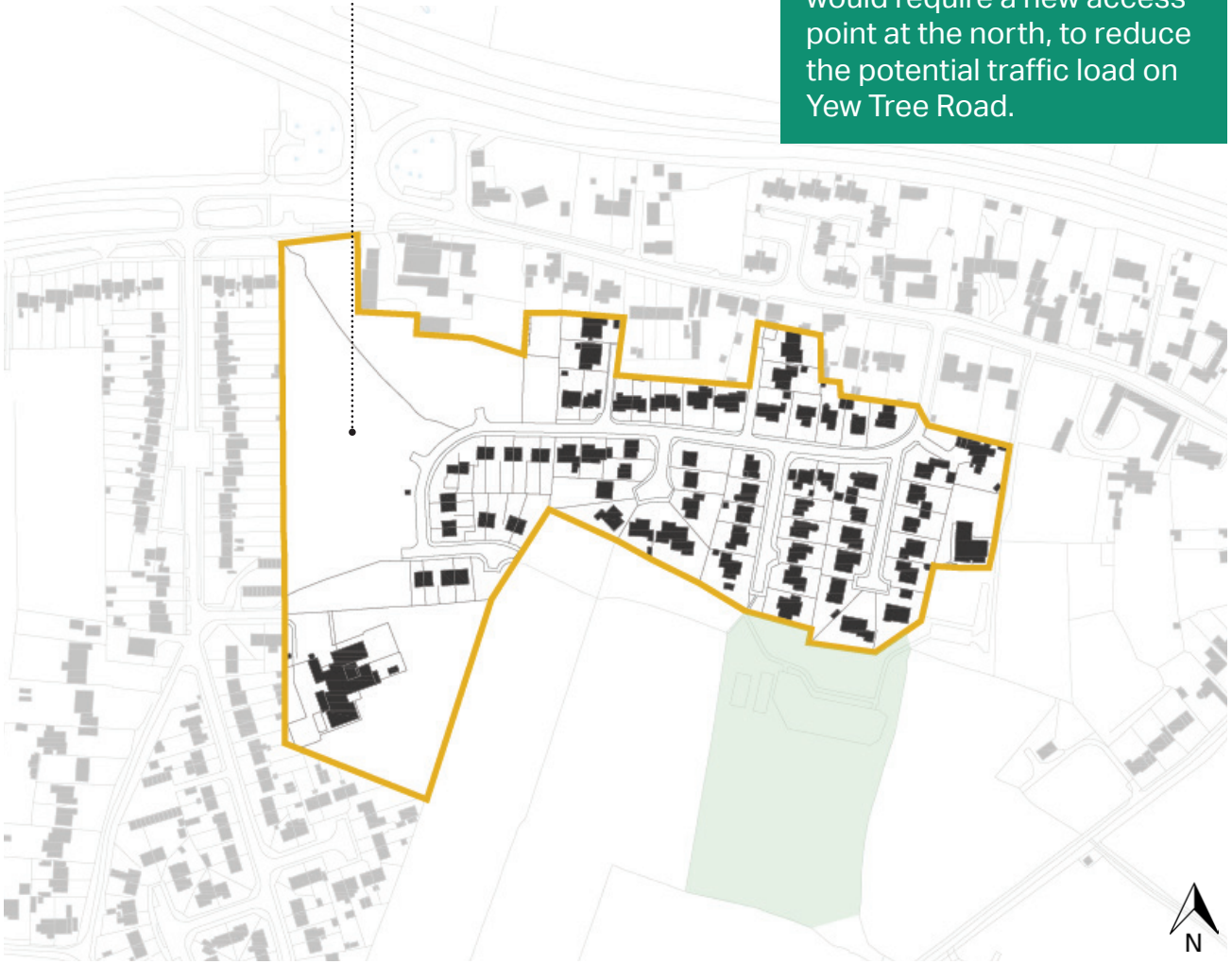


Figure 36: Figure ground illustrating a cul-de-sac development of late 20th Century housing, alongside a pocket of undeveloped land to the north west and Elkesley Primary & Nursery school to the south.

Figure 37: Many houses have their main façades facing the street, with medium-rise, red brick boundary walls providing a threshold.

Figure 38: A well maintained community park to the south of CA3 contains play equipment, two BMX tracks and a BBQ area.

Figure 39: An example of council owned (or former council owned) housing found at the western edge of CA3. Constructed from red brick with banded detailing, small front gardens and low brick boundary walls.

Figure 40: One typical house type found within CA3 featuring brick columns and a unique arched window.

Figure 41: Many roads in the Character Area are narrow with tight corners. Pavements are non-existent in places.

Figure 42: The community would like to retain a key footpath connection linking CA3 with Elkesley Primary & Nursery School.

Layout	**Urban form**	Predominantly residential development, based around a cul-de-sac with limited through routes, hindering connectivity. Dwellings have main facades facing the street and feature integrated garages and front or side parking. Sitting at the heart of Elkesley, CA3 contains key community facilities including the School and Village Hall. Includes a currently undeveloped site to the west (allocated for housing), with proposals suggesting in the region of 30 homes.
	Movement networks	There is only one vehicular access point to CA3 from the east and limited pedestrian through routes. Roads are typically narrow, with tight corners and on-street parking restricts this further in many places. Several public footpaths extend into the southern part of Yew Tree Road, connecting the area with the school and village shop to the west, the Village Hall to the east and the countryside to the south. A key pedestrian cut through links Beech Walk with High Street.
	Block and plot shapes and sizes	Plots are more compact here than in other areas of Elkesley, lending the Character Area a suburban feel. Back gardens tend to overlook each other, rather than being adjacent to open space.
Landscape	**Public realm/ open space**	A key area of public open space is accessed from the south of this CA; the Poulter Valley green space allows the Village to 'breathe' despite being locked in by the A1 to the north. It also contains a recreation ground with a children's play area, two BMX tracks and a BBQ area. Key links to the countryside on foot, by horse and by cycle are provided to the south.
	Green and blue infrastructure	CA3 contains a large area of unkept open space to the west, although this is allocated for redevelopment. Hedgerows and mature planting present along the southern boundary of the site and surrounding the School. Smaller trees and hedgerows also present in within property boundaries.
Built form	**Boundary treatments and setbacks**	Low brick parapet walls are commonly used to form a boundary with the street, sometimes combined with hedges, wooden or metal fencing. Although house types vary, setbacks remain consistent contributing to a unified building line and a relatively consistent sense of enclosure. Hardstanding is often combined with gardens at the front of homes.
	Building size, scale and type	Constructed across the latter part of the 20th Century, the area contains a mix of bungalows and two storey homes, many of which contain integral garages and feature solar panels. Notable architectural details include gabled frontages, brick columns, coloured brick banding, dentil brick courses along the eave line, intersecting gables and dormer windows.

Table 06: Outlining the characteristics of the area.

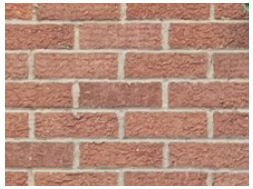
Appearance

Colours

Façade

Buff Stone

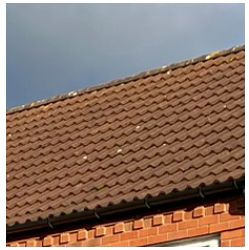
Red brick



Roofing

Grey slate

Brown pantiles



Boundaries

Brick parapet walls with wooden fencing and hedge

Low hedges

Low brick wall and metal fencing

Doorways

Perpendicular doorway in porch, accented with stone

Door with flat canopy linking to integral garage

Doors with angled, tiled canopy

Windows

Bow windows with glazing bars

Casement windows with white frames

Casement windows within a dormer

Guidelines: CA3 Yew Tree Road

In conjunction with the area-wide codes set out in section 04, all development in CA3 should:

- Be of a density that reflects the wider character, around 20 DpH.
- Arrange properties in an informal block and plot layout.
- Be of a consistent building line, set back from the road, with front gardens. Front boundaries must be low brick parapet walls, combined with hedgerow planting.
- Be no more than two storeys in scale.
- Adopt materials and architectural features as set out in the adjacent imagery. Facade materials should be limited to red brick and buff stone.
- Adopt brown pantiles or grey slate as the roof treatment.

Area-wide design codes

04

4. Area-wide design codes

This chapter presents a series of area-wide design codes to be applied to all development across Elkesley village. Area-wide codes respond to broader conditions and issues, whereas Character-based guidelines (Section 03) are specific to local context.

4.1 Introduction

This chapter provides analysis on a number of key themes including Character and Identity, Movement, Landscape and Sustainability.

This analysis sets out our understanding of Elkesley based upon a desktop study, a site visit and subsequent engagement and discussions with the Neighbourhood Group. This analysis underpins a series of area-wide design codes to be applied to all development within the Elkesley Development Boundary. Design guidelines specific to Character Areas Have been provided in section 03.

The area-wide design codes will address the following key topics:

- Character and Identity (C) - heritage, character and built form.
- Movement (M) - streetscape, car parking and pedestrian/cycle connections.
- Landscape (L) - community access to green space, rural edge and water-sensitive urban design.
- Sustainability (S) - assessing alternative energy solutions, EV charging, and energy efficient measures towards net-zero carbon.

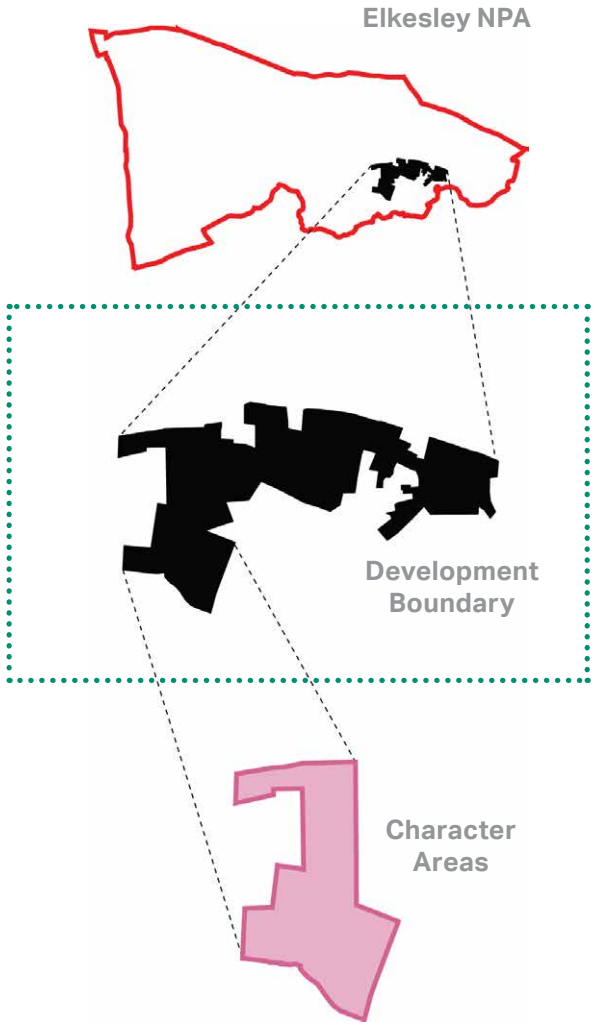
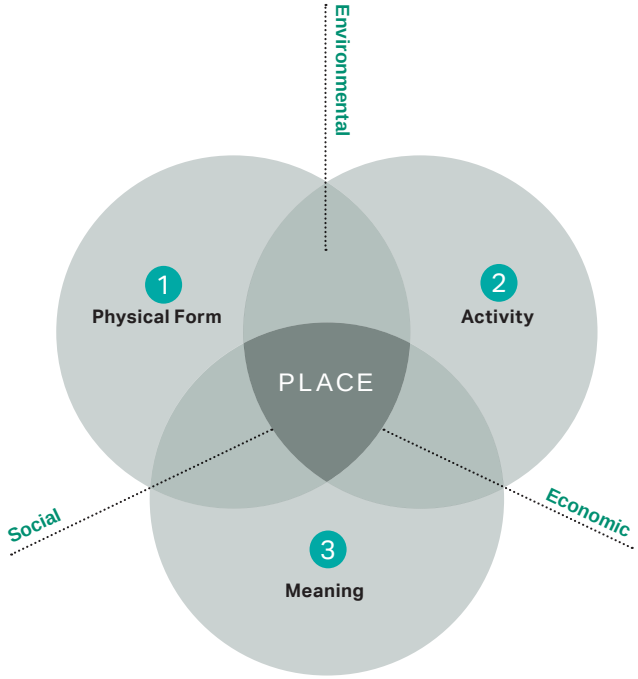


Figure 43: Area-wide guidance within this section applies to the entire area within the Elkesley Development Boundary, including the three Character Areas.

Achieving quality development starts with a comprehensive understanding of a place.

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

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



1. Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.
2. Use, vitality and diversity, including community facilities and local services.
3. How a place is perceived, including local heritage, views inwards and outwards and social histories.

Figure 44: A home in Elkesley, set back from the pavement with a small front garden creating a relationship with the street. Features red brick, a red pantile roof and bay windows. New development should respect and respond to traditional character features such as these.

4.2 Character and identity

An understanding of the context, history and the cultural characteristics of a place, influences the location, siting and design of new developments. It means they are well grounded in their locality and creates a positive sense of place.

The identity or character of a place comes from the way that buildings, streets and spaces, materials, landscape, and infrastructure combine and how people experience them. Local character helps to make a place distinctive.

Any new development should acknowledge, respect, and enhance positive character features in order to create harmony and to ensure that future generations find beauty in their homes.

4.2.1 Heritage and local character

The long history of Elkesley is emphasised by the numerous characterful heritage buildings found within the village. Including 4 listed buildings, these are concentrated around High Street and Low Street (to the east). See Figure 46.

Listed assets and non-designated heritage assets make a key contribution to the distinctive character and appearance of Elkesley. Landmarks include the Grade I Listed St Giles Church, Grade II Listed Meadow Farm and the collection of buildings at Manor Farm.

Listing	Historic Asset
Grade I	Church of St. Giles
Grade II	Portland Farmhouse and Attached Garden Wall and Pavilions
	Range of Farmbuildings at Portland Farm
	Meadow Farmhouse

Figure 45: The Grade I Listed Church of St. Giles, located on High Street.

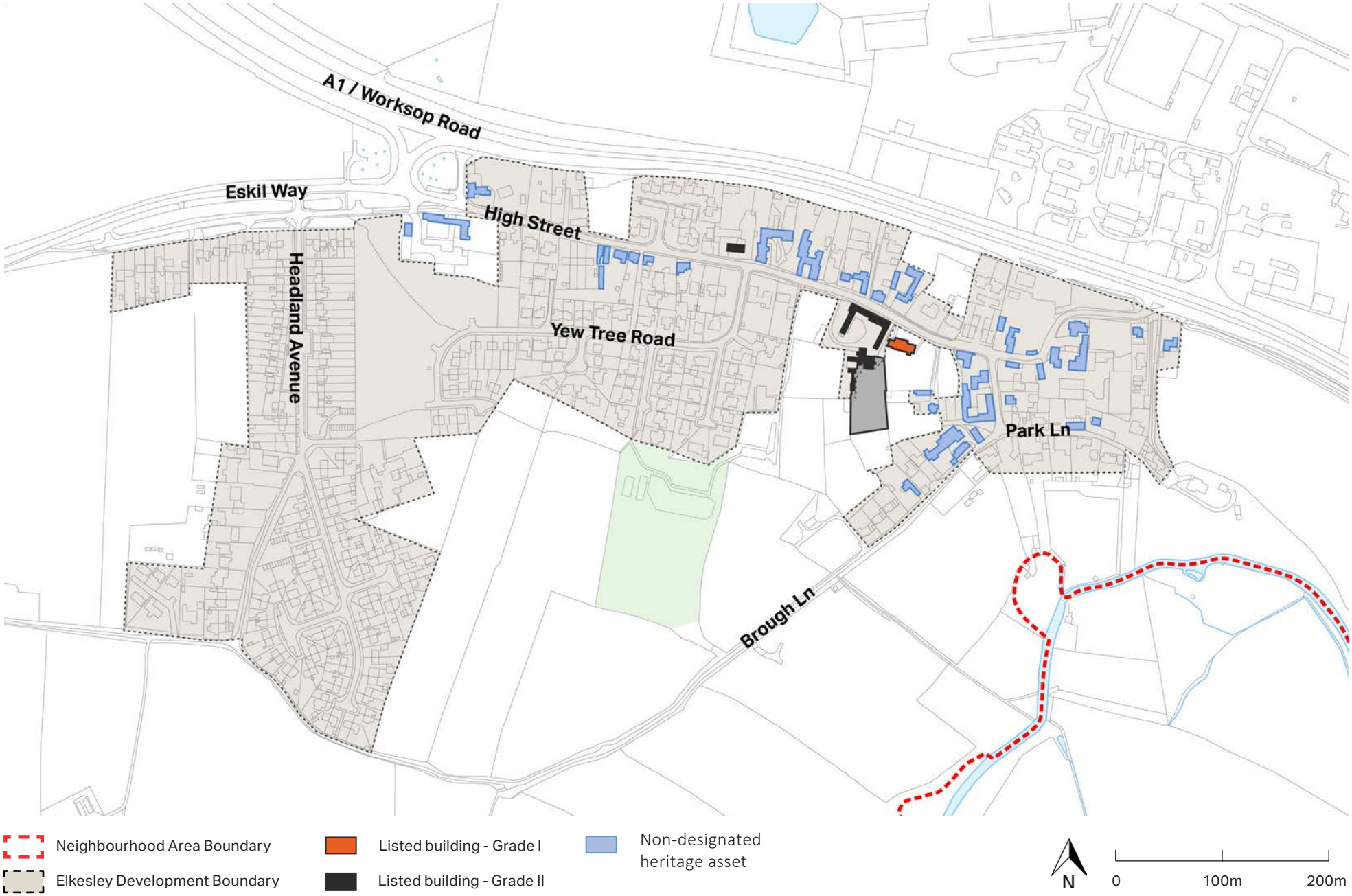


Figure 46: A map highlighting heritage assets within Elkesley Village.

C1: Responding to heritage

Development proposals within proximity to a Listed or non-designated heritage asset (as identified on Figure 46) including alterations and extensions must:

- Respect the historic layout and pattern, responding to positive characteristics in terms of street pattern, density and layout, plot series and boundary treatments. (As set out in the Character Area design guidelines in Section 03).
- Respond appropriately by respecting scale, massing, and height, especially where visible from public routes and spaces.
- Retain and frame key views of Listed assets and non-designated heritage assets.

Figure 47: A traditional property in Elkesley, set back from the pavement with a front garden. New development should respect and respond to adjacent setbacks and boundary treatments.

Figure 48: A key view of St. Giles Church, looking west along High Street. Key views such as this should be retained and framed by new development.

C2: Preserving and enhancing character features

- New development should retain and respect landmark and character buildings. These may inform new design concepts where appropriate, although inauthentic pastiche is discouraged.
- Development must be harmonious with local character features (including red brick or white render, red clay pantile roofs, dentil brickwork and dormer windows) as set out in the Character Area design guidelines in Section 03.
- Local character features must be preserved and enhanced wherever possible within Elkesley Village by responding to the surrounding landscape context, street relationship and building materials.
- Development proposals must ensure that windows and doors are proportioned and designed to reflect the style/age of the surrounding heritage buildings.

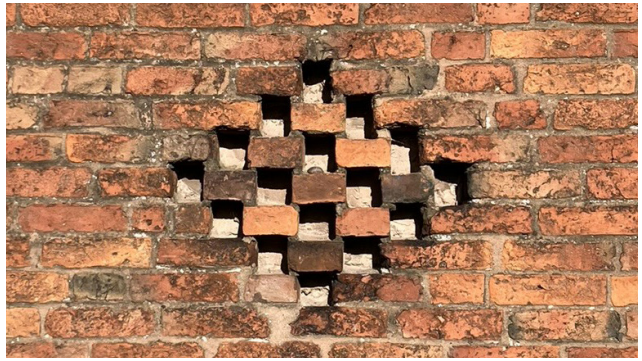


Figure 49: Traditional diamond shaped recessed brick features seen within barn walls along High Street.

Figure 50: The Grade II Listed Meadow Farmhouse, an example of a cluster of converted farmbuildings with an L-shaped arrangement, forming a courtyard.

Figure 51: Grade II Listed structures at Portland Farm which front directly onto the pavement, featuring curved door lintel and dentil brickwork along eaves.

Figure 52: Typical character features seen across historic buildings in Elkesley include red pantiles, red brick, dentil brickwork detailing along the eaves, and dormer windows.

C3: Infill and backland development

Due to the informal layout of many buildings in Elkesley village, some development is likely to be in the form of infill or backland.

Backland development: refers to the development of land set back behind existing properties.

Infilll development: New development that is located in-between two existing properties within the Development Boundary.

Infill development proposals must:

- Be in keeping with the scale and massing found within the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including overlooking or overshadowing of both windows and amenity space.

Backland development proposals must:

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

Good and bad practice:

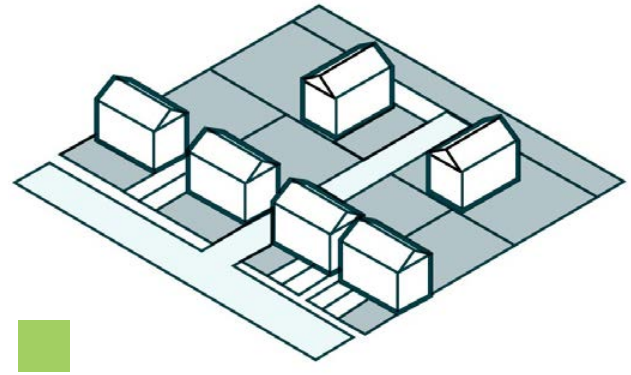


Figure 53: Access to infill development is key

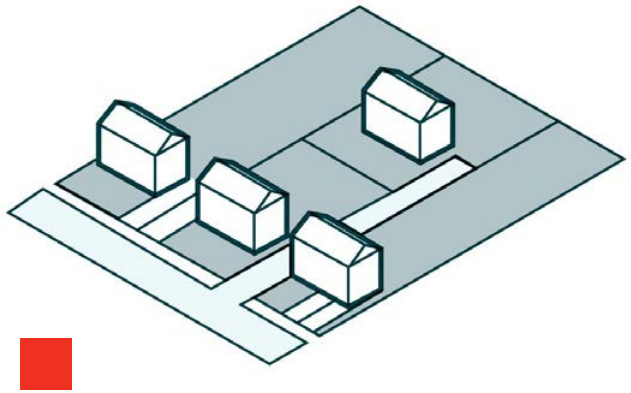


Figure 54: Tandem development is generally unacceptable due to unacceptable erosion of privacy and amenity.

C4: Design response

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

1. **Harmonise** - clearly respond to existing characteristics within the neighbourhood area, street and site, including scale, form and appearance.
2. **Complement** - doing something slightly different that adds to the overall character and quality in a way that is nonetheless fitting, for example, additional high quality materials but harmonising in scale, form and positioning.
3. **Innovate** - doing something of high design quality that is different but adds positively to the built-form and character and is considered an exemplar approach for others to follow. For example, developing innovative building form and use low embodied energy and high quality materials that add to the overall design quality, sustainability and richness of the area.

1 HARMONISE

These houses in Elkesley mimic the features of nearby converted farm buildings in their scale, continuation of building line, horizontal alignment of windows, a red brick façade, red pantile roof and dentil brickwork detailing.

2 COMPLEMENT

This detached home mimics the form and positioning of its neighbours. However its architectural features are more reflective of the neighbourhoods older buildings. **Please note:** this is a precedent example, not located in Elkesley.

3 INNOVATE

This semi-detached home is contemporary in form, with distinctive architectural features including timber cladding. Despite this, it respects the scale and materiality of its neighbours. **Please note:** this is a precedent example, not located in Elkesley.

4.3 Movement

Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport.

They form a crucial component of urban character. Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

4.3.1 Streetscapes

The road network in Elkesley village consists of several key routes (illustrated in Figure 56):

- **High Street** - the main east to west thoroughfare around which the historic village developed. Connects Elkesley with the A1 at both ends.
- **Yew Tree Road** - A cul-de sac which extends south of High Street, providing access to residential dwellings.
- **Headland Avenue (leading into Lawn Wood Lane and Lawnwood Avenue)** - a key north/south residential route. Lawn Wood Lane has a rural feel and connects with Brough Lane to the south. Lawnwood Avenue is a cul-de-sac, only accessible from the north.
- **Brough Lane** - a rural lane which connects the southern part of Elkesley village. Provides a key pedestrian and cycle connection.

Figure 55: Entering Elkesley along High Street, accessed from the eastern junction with the A1.

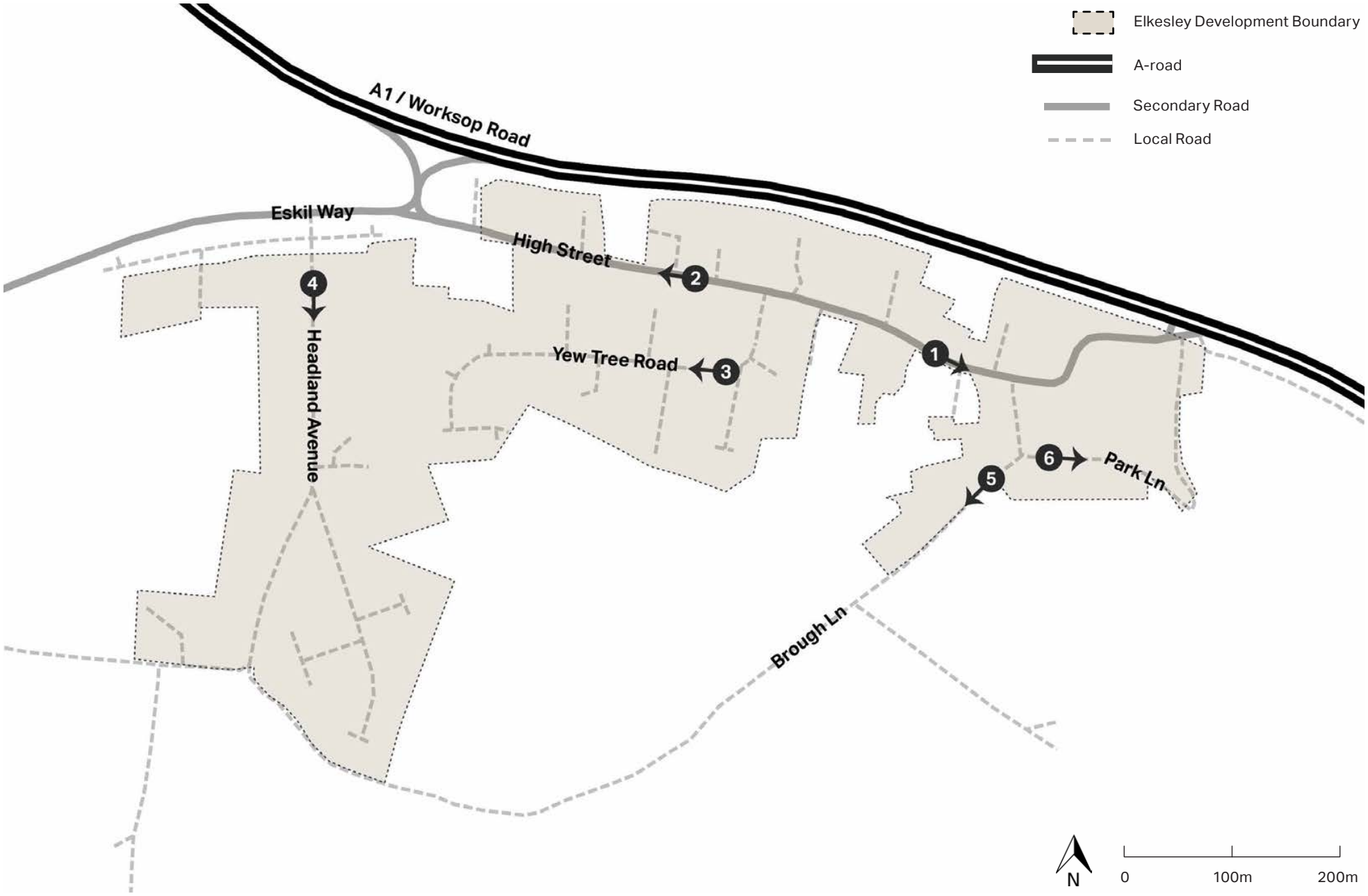


Figure 56: A map showing the route hierarchy within Elkesley Village.

4.3.2 Characteristics of the street

1 High Street (East)

1. Main connector road, appropriate for higher levels of traffic, including bus movement.
2. Narrow pavements limit pedestrian movement.
3. A variety of setbacks create changes in the sense of enclosure.

High Street (East)	
Building to building line	30m
Plot to plot width	8.5m
Carriageway width	6.5m
Enclosure ratio	1 : 5

2 High Street (Central)

1. Primary historic through-route.
2. On-street parking narrows the road in places.
3. Street trees both on verges and within gardens.
4. A variety of setbacks create changes in the sense of enclosure.

High Street (Central)	
Building to building line	17.5m
Plot to plot width	10m
Carriageway width	6.2m
Enclosure ratio	1 : 2.5

3 Yew Tree Road

1. A local, residential cul-de-sac.
2. Boundaries predominantly low brick walls combined with hedges or wooden fencing.
3. Tight corners and narrow pavements.
4. On-street parking narrows the road further.

Yew Tree Road	
Building to building line	25m
Plot to plot width	10m
Carriageway width	5.5m
Enclosure ratio	1 : 3.5

4 Headland Avenue

1. Residential through road.
2. Large parking courts, set back from road.
3. Wide streetscape with a low enclosure ratio creates an open character.
5. No street trees.

Headland Avenue	
Building to building line	40m
Plot to plot width	25m
Carriageway width	5m
Enclosure ratio	1 : 6

5 Brough Lane

1. Rural lane connecting the south of Elkesley.
2. Single track road with national speed limit outside of village.
3. A good sense of enclosure created by buildings or planting.
4. Well used by pedestrians and cyclists.

Brough Lane	
Building to building line	7.2m
Plot to plot width	5.5m
Carriageway width	4.5m
Enclosure ratio	1 : 2

6 Park Lane

1. A local road leading to a private driveway.
2. Appropriate for low level of vehicle movement, likely serving a small number of properties.
3. Varying setbacks create changes in the sense of enclosure.

Park Lane	
Building to building line	7.5m
Plot to plot width	7.5m
Carriageway width	5m
Enclosure ratio	1 : 1

M1: Streetscapes

Development proposals that propose new streets must:

- Follow a simple but well-defined street hierarchy and a strategy of how this will be interpreted 'on the ground'. Elements of the street hierarchy should be defined through a narrowing of street widths, use of different materials and planting strategies.
- Place street trees within adequate verges, alongside the carriageway, on plot or in open spaces. Street lighting and other infrastructure must be designed in combination.
- Promote methods to encourage slow-vehicle speeds as well as improve legibility and permeability through a change in materiality, raised tables and alternative widths in line with the street hierarchy.
- Provide adequate and safe crossing points at regular intervals to encourage pedestrian connectivity across Elkesley.
- Propose shorter streets of less than 70m (from Manual for Streets) to help to keep speeds down. Also horizontal speed calming measures, including visual narrowing of carriageway, on street parking bays, and landscaping may also be appropriate.
- Road enclosure should take note of the enclosure of existing streets in Elkesley Village and make reference to the tables in section 4.3.2.
- In places with lower density, the sense of enclosure should be provided from the use of natural elements such as trees and hedges.
- Personalisation of front and back gardens with plants and flower beds should be promoted to increase the overall quality of the street and avoid standardised housing areas.

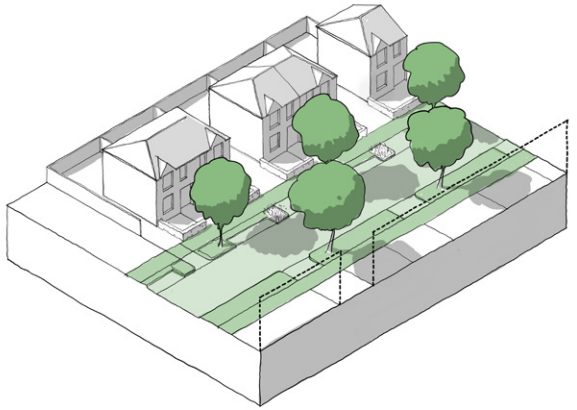


Figure 57: Encouraging a sense of enclosure will promote a degree of natural surveillance and safety. Buildings should be oriented to provide frontage along the streetscene where appropriate.

Figure 58: Alongside creating visual relief along the streetscene, street trees contribute to the local green infrastructure network, providing multiple benefits for biodiversity, nature, recreation, and climate change resilience, as well as supporting health and wellbeing.

4.3.3 Connectivity

Vehicle connectivity

Private car travel is the predominant mode of travel within Elkesley, with important access provided by the A1. However, it is not uncommon for the A1 to become stationary or blocked, leading to a build up of traffic on surrounding roads. The bridge crossing the A1 to the west of Elkesley provides important alternative vehicle access to the village.

Public transport

The SA is a key bus route which runs along High Street and Headland Avenue, connecting Elkesley village with Retford and New Ollerton. This is particularly used by children travelling to secondary school outside of the village, but it is a limited, daytime only service.

There is no access to rail within the proximity.

Pedestrian connectivity

Elkesley village is well connected by an extensive footpath network, formed of both formal and informal routes. These include:

- Existing Public Rights of Way (PRoWs) which typically provide connections across large distances, linking Elkesley with the surrounding countryside. This includes the Robin Hood Way, a long-distance, waymarked National Trail.
- Proposed PRoWs (as put forward in the ENDP) which seek to formalise key pedestrian connections, particularly the route between Headland Avenue and Yew Tree Road. It was stipulated in the agreement with the original developer of the Yew Tree Road development site that this be made into a proper tarmac path.
- Several informal footpaths which connect parts of the village with one another. These footpaths help to create a permeable neighbourhood for pedestrians. Development adjacent to these footpaths should create a degree of natural passive surveillance to ensure safety through orientation, proper enclosure and sensitive boundary treatments in line with its context.

Cycle connectivity

There is only one defined cycle route within Elkesley village, close to the western junction with the A1. This is currently underutilised due to it's isolated nature. The lack of a defined and safe cycle network may deter cycling as a mode of travel.

It should be noted that some existing streets are suitable for mixed traffic or retrospective implementation of cycle lanes. New streets should also be designed to accommodate cycle infrastructure.

Elkesley village is also close to National Cycle Route 6, which runs from Watford to Windermere.

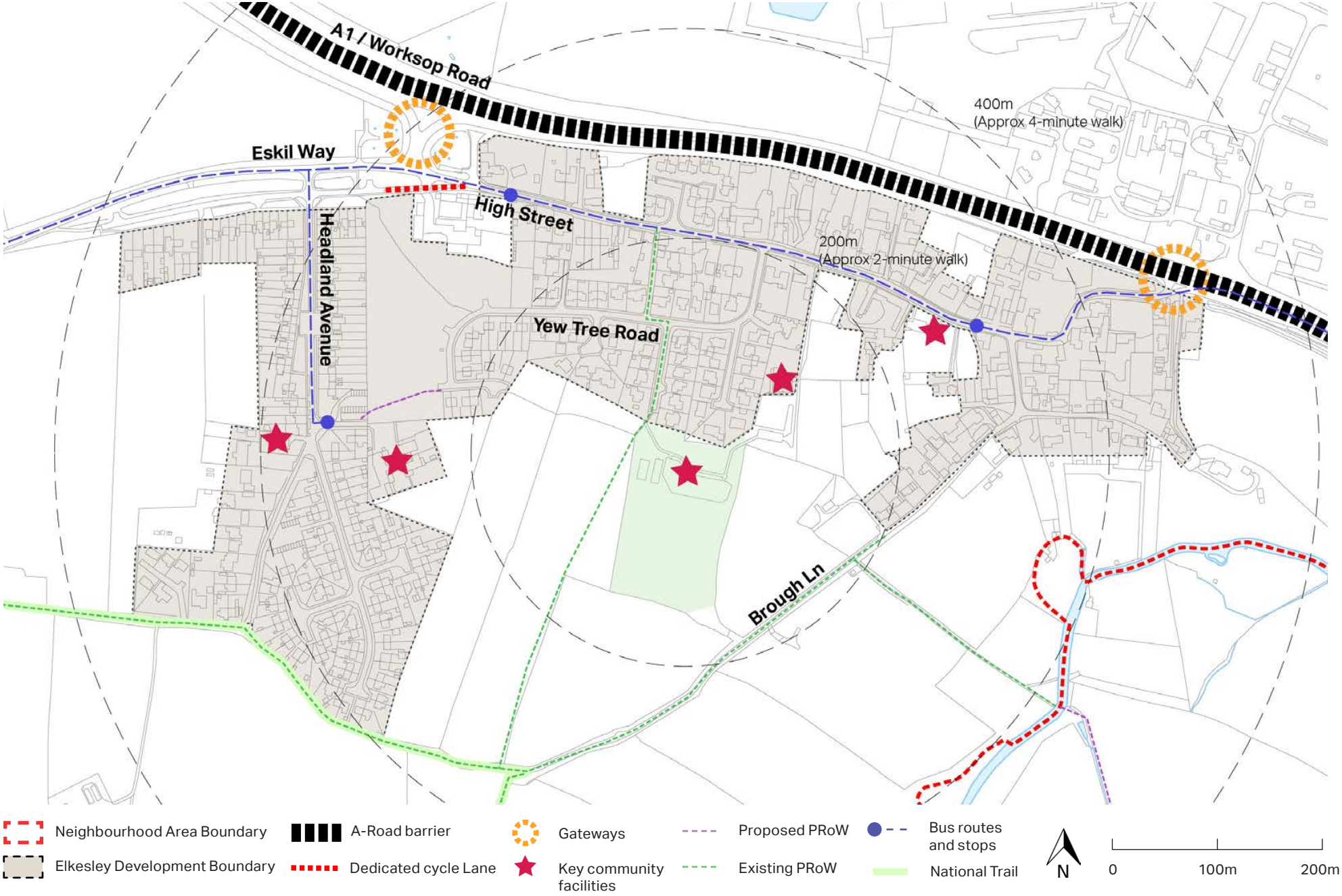


Figure 59: A legibility map of Elkesley village, highlighting pedestrian, cycle and public transport routes, alongside barriers to connection.

M2: Connectivity

Development proposals must:

- Provide clear, accessible and safe links to adjacent neighbourhoods and amenities such as shops, parks and schools.
- Not block off or 'close off' streets and paths between adjacent neighbourhoods with fencing. New development must encourage interconnectivity between adjacent neighbourhoods.
- Integrate with the PRoW network when schemes are located within proximity of a footpath.
- Arrange streets, routes and spaces to ensure permeability for pedestrians and cyclists - with a focus on providing connections with existing routes.
- Ensure new footpaths and cycleways are overlooked by buildings to ensure passive, natural surveillance.
- Avoid having rear boundaries or blank side gables facing directly onto new and existing footpaths and cycleways to promote natural surveillance.
- Footways should generally be on both sides of the carriageway but can be single-sided if development is also one-sided.
- New cycleways should be encouraged, and should seek to connect to adjacent villages and nearby routes (including the National Cycle Network to the south).

Good and bad practice:

Figure 60: A well used footpath along Beech Walk increases pedestrian permeability in the area, providing a connection between the Yew Tree Road development and High Street.

Figure 61: The route leading to Elkesley Village Hall is surrounded by rear boundaries and vegetation. There is a lack of natural surveillance.

4.3.4 Car Parking

Parking provision varies significantly across Elkesley village, as illustrated in the adjacent images. Within more historic areas, parking is typically provided at the side or rear of properties, with old farmbuildings sometimes converted into garages.

In 20th century developments, on-plot parking was often discouraged, with parking courts or dedicated garage sites instead provided. These garages are now unsuitable for use, leading to additional pressures on on-street parking.

Many homes along primary routes (such as Headland Avenue) have converted front gardens into hardstanding parking. This can lead to a negative impact on the streetscene when used in a run of multiple properties.

On-street parking on cul-de-sac roads including Yew Tree Road and Lawnwood Avenue reduces vehicle flow and constrains both traffic and pedestrian movement.

Figure 62: Side or rear parking which makes use of traditional building arrangements is the preferred parking solution.

Figure 63: Parking within garages is a suitable solution.

Figure 64: Front-plot parking is suitable in some circumstances. Excessive runs of front parking (more than 5) will negatively impact the streetscene.

Figure 65: Redevelopment of disused garage sites could provide an opportunity to relieve parking pressure along Lawnwood Avenue.

Figure 66: Off-plot parking is not acceptable as it negatively impacts the streetscene and narrows road widths, exacerbating congestion and reducing traffic flow.

M3: Car Parking

New development that proposes, or impacts the existing provision of car parking must apply the following design considerations:

- Most homes should have on-plot parking for at least two vehicles wherever possible, and cars should be located at the front or the side of the property.
- Car parking should be designed to avoid being visually intrusive, such as by screening these areas with planting and high quality landscaping. Boundary treatment is key to ensuring this and can be achieved by using elements such as hedges, trees, flower beds, low walls and high quality paving materials.
- Driveways must be constructed from porous materials to minimise surface water run-off. These materials such as cobbles or flagstones are also much more attractive than the use of tarmac.
- Garages should be designed either as a free standing structure or an additive form to the main building. In both cases, garages should reflect the architectural style of the building and look an integral part of it rather than a mismatched unit. Garages should be behind or in line with the building, never positioned ahead of the building line.
- New developments should incorporate cycle parking, which occupies minimal space and can be incorporated into the domestic curtilage, either with a secure cycle store at the front, or space for bicycles behind a secure side gate to a back garden.

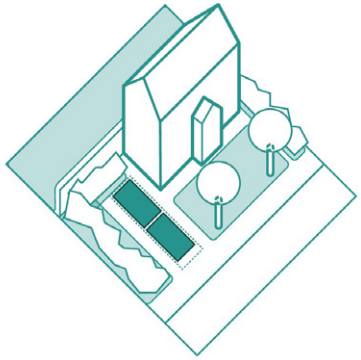


Figure 67: Diagram showing on-plot parking.

Figure 68: On-plot parking with garage.

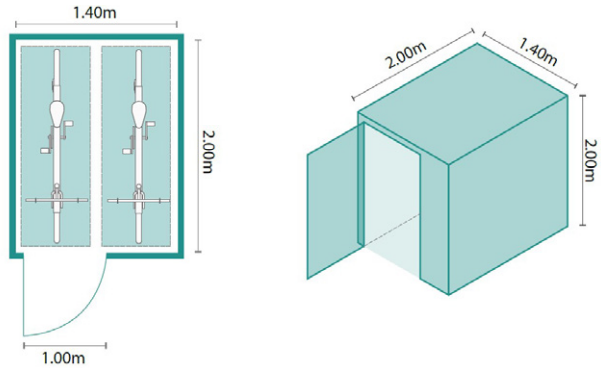


Figure 69: Secure cycle storage for two bicycles.

L Landscape

4.4 Landscape

Landscape contributes to the quality of a place, and to people's quality of life, and it is a critical component of well designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.

4.4.1 Green and open spaces

Elkesley is a small rural village, surrounded by predominantly arable agricultural land. As a result of being bounded by the A1 to the north, access to green space at the south of the settlement is especially important, allowing the community to 'breathe' despite its constraints. Several Public Rights of Way (PRoWs) extend from the south of the village, providing connections to wider areas such as Clumber Park and the Poulter Valley (including the nearby Local Wildlife Site at Poulter Valley Plantation).

A key area of community focused green space sits south of Yew Tree Road, contributing positively to the setting of the village. This containing a children's play area, football pitch and a BMX track. However, most 'green space' in the village is currently private (individual gardens, a churchyard and cemetery), and the BDC Local Plan identifies the opportunity for more publicly accessible, informal open spaces within Elkesley village itself (communal gardens or allotments could be an example).

4.4.2 Landscape Character

Elkesley village falls within National Landscape Character Area 49: Sherwood.

Elkesley also falls within the Sherwood region as characterised in the 2009 BDC Landscape Character Assessment. It is described as *"mostly arable farmland delineated by hawthorn hedgerows, though belts of Scots pine are also common field boundaries. A number of farmsteads are dotted throughout the Policy Zone, these are generally adjacent to shelter belts and small clumps of woodland."*

The BDC Local Plan recommends a strategy of Conserve and Create for the Sherwood Area, specifically relating to hedgerows, trees and planting.

National Landscape Character Area 49: Sherwood

Key characteristics:

- A gently rolling landform of low rounded sandstone hills.
- Historically, much of the area was managed as woodland, and it retains a high level of woodland cover today; a mosaic of broadleaved, mixed and coniferous woodland is found. The area contains Sherwood Forest, notable for it's connection to Robin Hood.
- The area is also characterised by large estate parklands, heathland, and open arable land. Large geometric fields are often surrounding by low hawthorn hedges.
- Coal Measures beneath the sandstone have been extensively mined, contributing to a strong mining heritage.
- The area sits above an under lying aquifer which provides water to many local residents.

Please note: Although not currently marked as a PRoW, the path between Yew Tree Road and Headland Avenue is well used by the community. It was stipulated in the agreement with the original developer of the Yew Tree Road development site that this be made into a proper tarmac path.

L1: Green and public spaces

It is now widely acknowledged that access to nature and green space has an extremely therapeutic effect on the mind. The National Model Design Code recognises this in paragraph 57:

"Nature is good for health and wellbeing, for biodiversity, shading and cooling, noise mitigation, air quality and mitigating flood risk as well as contributing to tackling the climate emergency. Nature is also central to the creation of beautiful places."

Specific opportunities to integrate street greening, public green space and improve green infrastructure network connectivity should be design drivers for all new development.

- Development should contribute to a multifunctional green infrastructure network made up of a variety of elements: including hawthorn hedgerows, private gardens, tree planting, grass verges, SuDS, amenity green space, the cemetery, allotments, orchards, meadows, and playing fields.
- Green spaces shall be overlooked by buildings of an appropriate scale and density that reflects the local character (as set out in Section 03) to provide a sense of enclosure and a degree of overlooking to enhance natural surveillance.
- Green spaces and the areas surrounding them shall contain trees and planting (of native species) that interconnect with a wider Green Infrastructure Network.
- The loss of trees, hedgerows and native planting should be avoided and instead these features should be incorporated into the design of proposed development.
- New public spaces should be well connected with the surroundings including crossings, footpaths and cycleways to improve their accessibility and inclusivity for pedestrians.
- Proposed public spaces should be safe for pedestrians, have appropriate lighting and include activities and spaces (such as playgrounds) that make them vibrant and used all day.

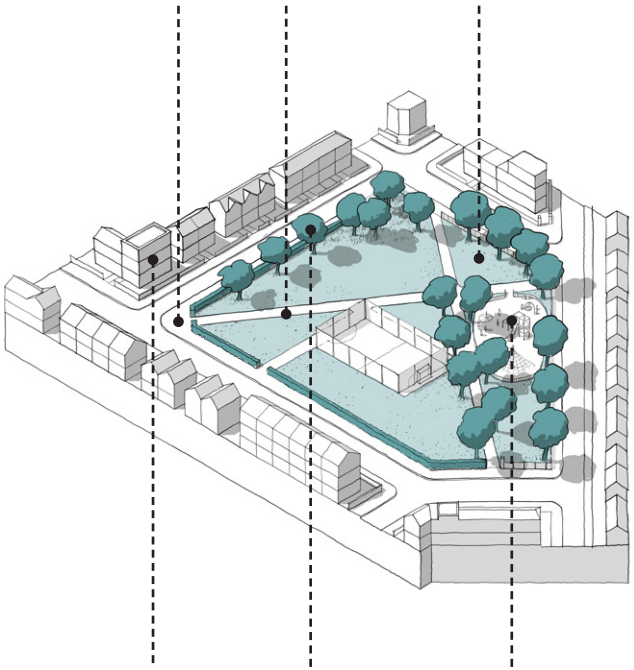


Figure 70: Open space design as set out in the National Model Design Code.

4.4.3 Opportunities for community food production

The village and surrounding area is lacking any public space for food production. 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 more 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. There could be an opportunity to provide community growing spaces in and around the village, such as in the recreation field to the south of Yew Tree Road, within green verges outside the village shop and at the junction of Lawn Wood Lane and Lawnwood Avenue, and through the redevelopment of underutilised, backland garage sites.

Figure 71: There could be an opportunity to provide community growing spaces on underutilised pockets of green space around the village, including this site at the junction of Lawnwood Avenue and Lawn Wood Lane.

Figure 72: Underutilised garage sites on both Headland and Lawnwood Avenues could also provide an opportunity for community growing spaces.

L2: Opportunities for community food production

New development should aim to provide access to the following:

- Consider the provision of growing space, whether this is in the form of allotments, orchards, or small pop up spaces in unused areas of the public realm.
- Food production areas could also be introduced as an educational measure via the schools and can be linked up to other community based events, such as farmers markets and plant sales.
- The provision of facilities where residents can socialise and interact.

Figure 75: A public footpath which extends south from Elkesley village, connecting residents with the surrounding countryside.

Figure 73: Looking out onto the arable farmland which surrounds much of Elkesley village. This rural identity is a key feature of the village and should be sensitively addressed.

Figure 76: Trees and planting within property boundaries (as seen here on Park Lane) contribute to the green infrastructure network within Elkesley.

Figure 74: Green infrastructure assets including trees, hedgerows, and grass verges are found alongside many of the routes around Elkesley, but are especially notable on Brough Lane.

Figure 77: A key area of community focused greenspace south of Elkesley village, containing a children's play area, football pitch and a BMX track.

L3: Landscape setting and rural identity

Development proposals that are located on settlement or site edges must:

- Ensure dwelling frontages are orientated outwards and avoid rear boundaries facing the landscape unless suitably screened by planting.
- Retain the visual quality of the landscape by reducing the scale of development; Dwellings should not exceed 2 storeys in these locations.
- Soften the boundary between built form and the wider landscape by encouraging soft landscape planting such as hedgerow, wildflower, and tree planting.
- Avoid designing a street hierarchy that arranges primary roads and over-engineered turning heads to abut the wider landscape.
- Be of a low density with buildings interspersed with tree planting to visually soften the impact on the surrounding countryside.

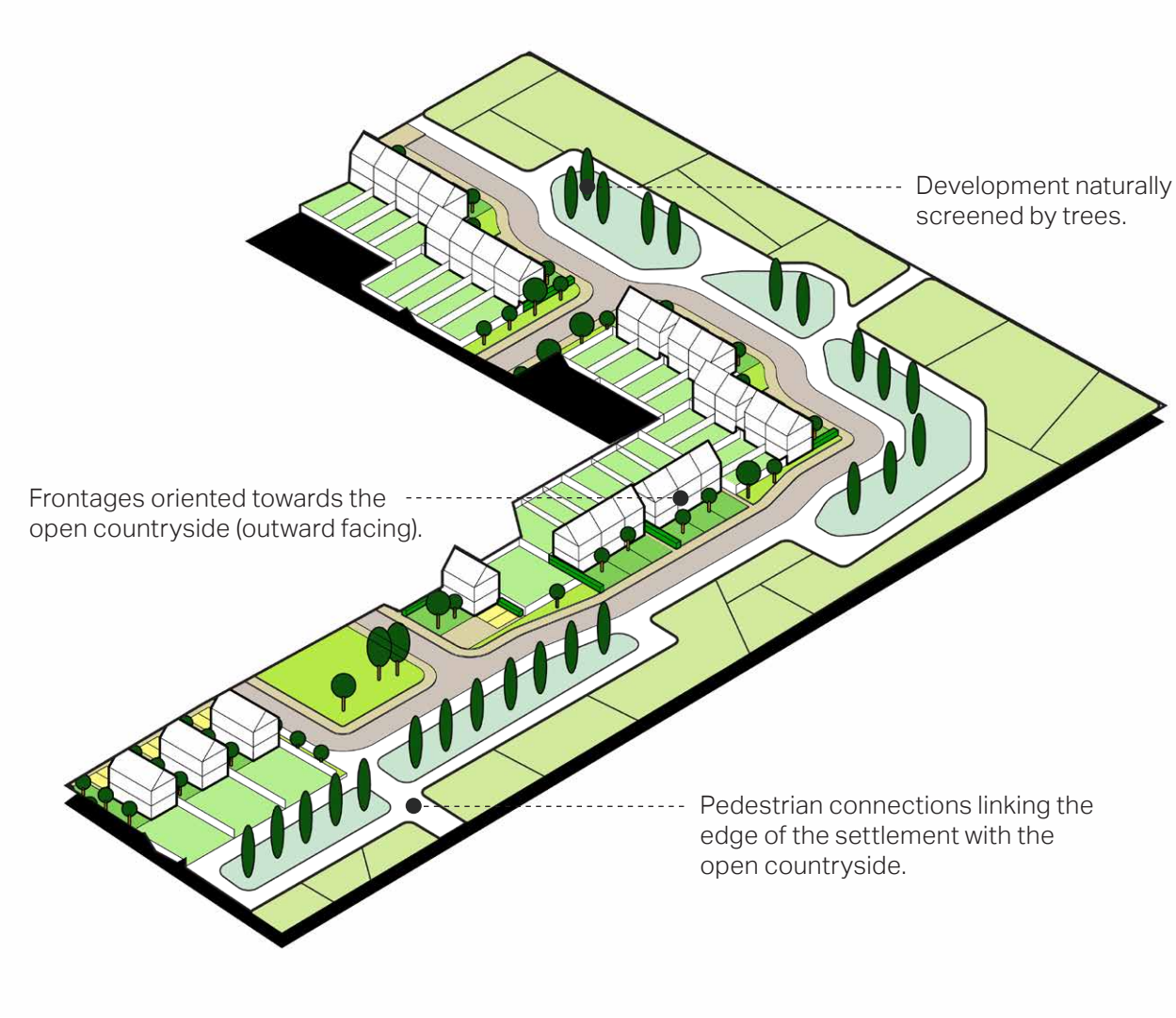


Figure 78: Indicative edge lane development model example (built form facing surrounding landscape), including trees and hedgerows that soften views to development.

4.4.4 Topography and flood risk

Elkesley village is situated close to the River Poulter, which forms part of the Parish boundary to the south. The land gently slopes downwards between the village and the river. A relatively narrow belt of land either side of the river is classed as Flood Zone 2 (with an annual probability of flooding from rivers and sea of 1 in 1000 years) and Flood Zone 3 (with and annual probability of flooding from rivers and sea of 1 in 100 years). This area of flood risk does not extend to the village itself.

However, there are several areas of surface water flood risk in pockets across the village - notably off Brough Lane, to the east of the playing field, on scrubland between Headland Avenue and Yew Tree Road, and at the western junction with the A1 (as highlighted in the adjacent map). In these areas, water collects on areas of hardstanding such as road surfaces and parking areas in dips or flows along escape routes after periods of heavy rainfall.

As a standard, development proposals must promote methods to mitigate increased risk of storms/flooding with sustainable drainage systems. The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination.

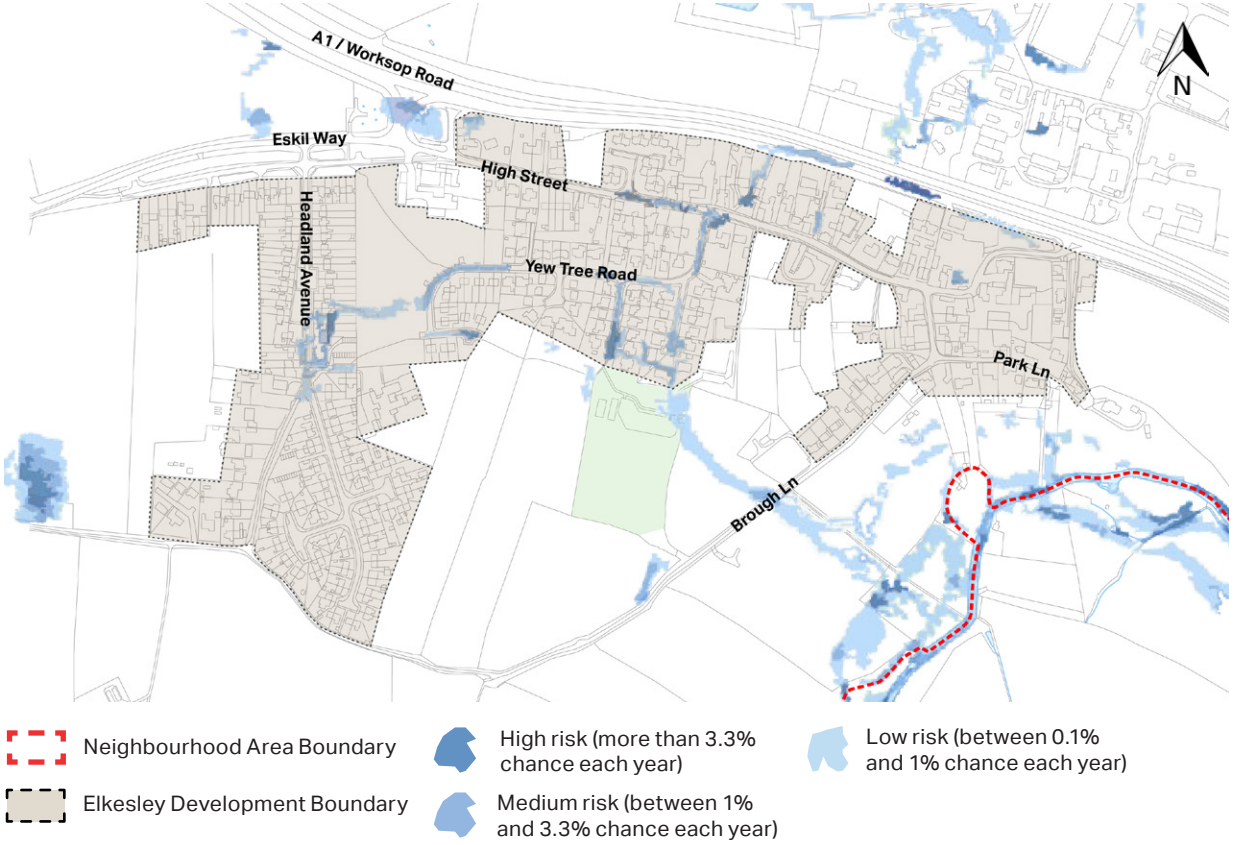


Figure 79: Areas of surface water flood risk within Elkesley Village. Source: Environment Agency.

Figure 80: The drainage on Headland Avenue is often overwhelmed in times of heavy rain.

Figure 81: Land adjacent to Brough Lane often foods in times of heavy rain. New development within the Poulter Valley should be avoided.

L4: Water sensitive urban design

Development proposals should seek to apply the following overarching design proposals:

- Avoid siting homes in high risk flood areas and seek to adopt the use of permeable paving in hard landscape areas.
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network.
- Integrate SuDS into development and improve amenity through early consideration in the development process and good design practices.
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area. When integrated into the landscape, they can also provide biodiversity and amenity benefits.

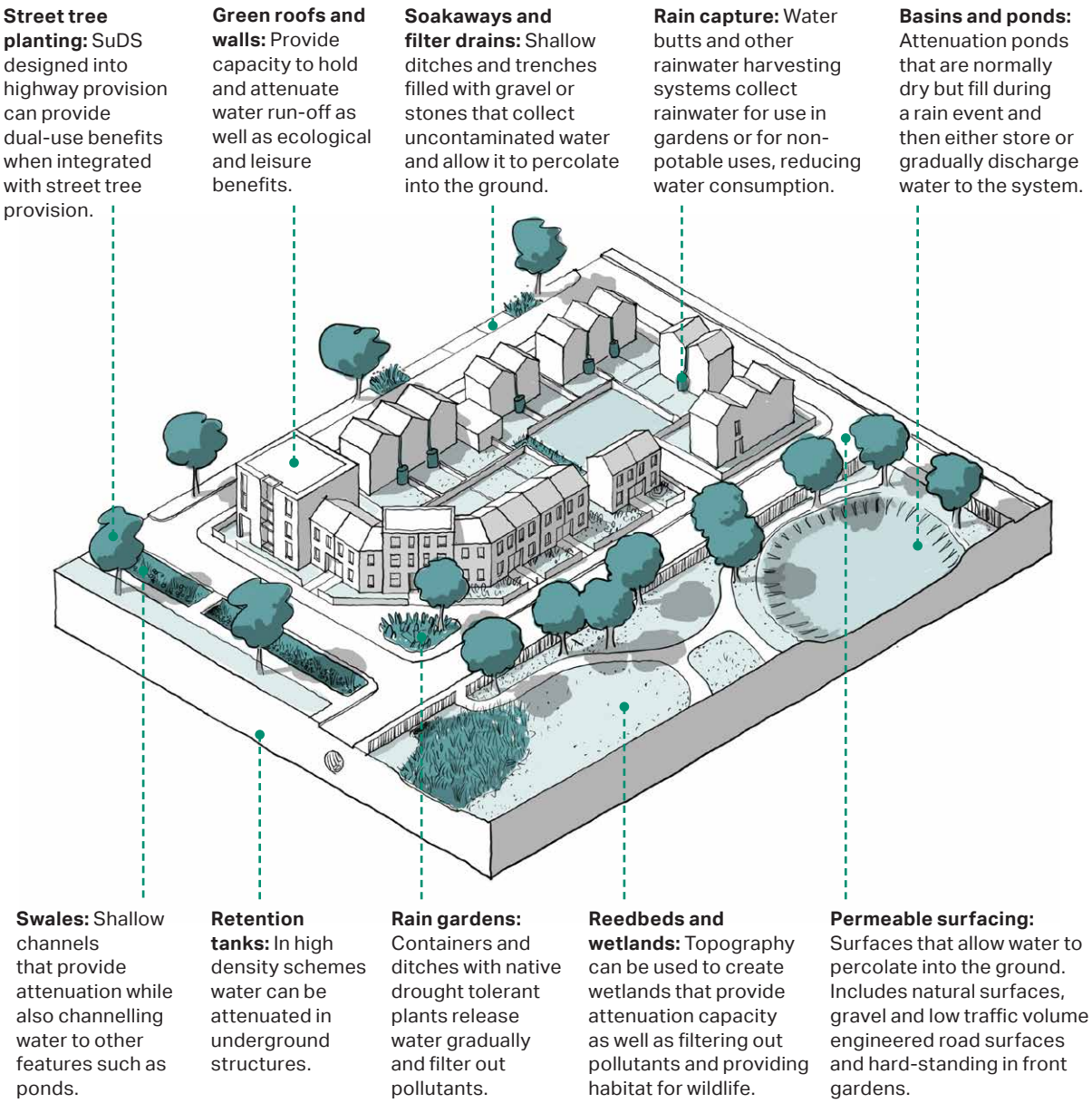


Figure 82: Sustainable drainage systems as set out in the National Model Design Code.

4.5 Sustainability

Climate change has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings.

Sustainable design incorporates innovative practices at all scales to achieve less impactful development footprints, whilst future proofing homes, settlements, and natural environments.

Reducing the use of imported natural resources whilst increasing utilisation of local and sustainable, natural resources can help to achieve this.

Figure 83: Solar panels and an EV charging point integrated within a garage in Elkesley Village.

S1: Assessing alternative energy solutions

Where practicable future development should be in line with the ideals for net zero by:

- Optimising solar orientation of streets and buildings. Aim to increase the number of buildings on site that are oriented within 30° of south (both main fenestration and roof plane) for solar gain, solar energy and natural daylighting.
- Assessing ground conditions to accommodate loops for ground source heat and space for air source heat pump units.
- Where the points above have been satisfied, provide air source heat pumps and integrate solar panels.
- Utilising local estates for sustainable coppicing, harvesting or recycling of biomass fuels.
- Understanding local wind speed and direction for micro-generation wind turbines.

Figure 84: Solar panels in use across different styles of roofscape in Elkesley.

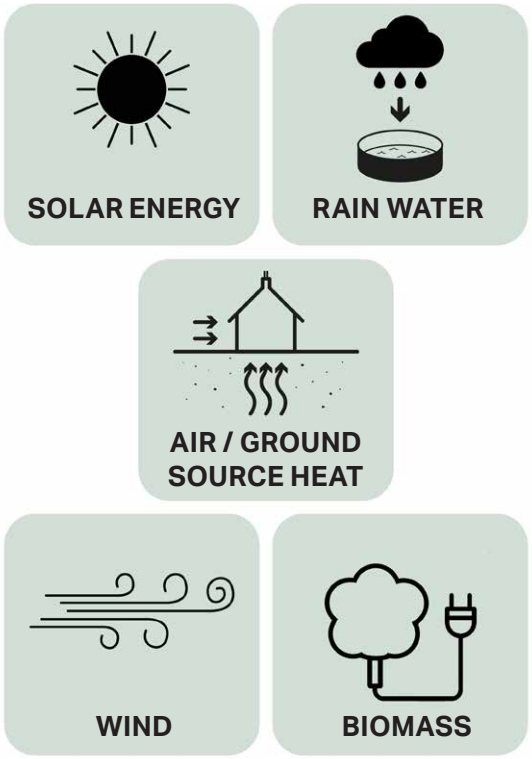


Figure 85: Some key alternative natual energy resources.

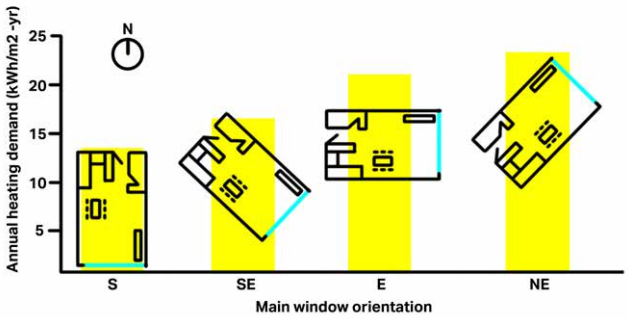
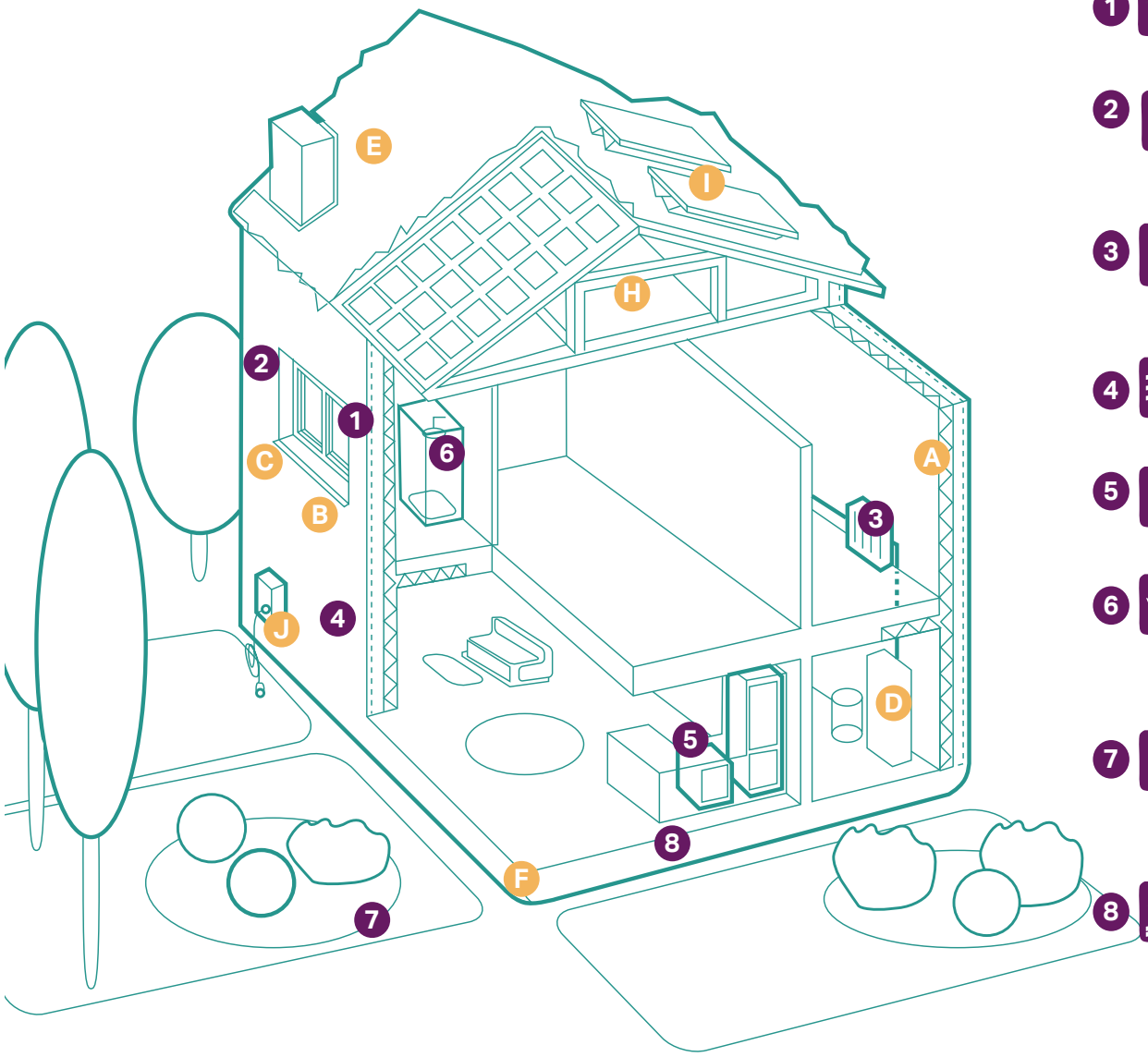


Figure 86: Building orientation influences the annual heating demand.

S2: Energy efficient measures towards net-zero carbon

It is paramount that new development strives to achieve a high energy efficiency performance rating through the governments Standard Assessment Procedure (SAP) calculation process. Development should adopt a fabric first approach in line with the Government's emerging Future Homes Standard and Part L of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.

- **Passivhaus design** - Reducing energy demand further by employing passive design principles for homes is desirable and can make some forms of development more acceptable to the community (window orientation, solar gain, solar shading, increased insulation, ventilation with heat-recovery).
- **On-plot renewables** - Maximise on-site renewable energy generation (solar, ground source, air source and wind driven).
- **Domestic batteries** - Incorporate domestic batteries (to store excess electricity) or other energy storage (i.e. large hot water tanks) to enable intermittent renewable electricity supply (e.g. from solar panels) to be stored to match demand and maximise renewable energy potential. Grid balancing and managing periods when it is cold, not sunny and not windy is going to be a big challenge of the 2030s and something new homes should be adapted for.
- **Thermal efficiency** - Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. Local design preference and character considerations could ease acceptance for development.
- **Heat resilience** - All new development must be well designed to be resilient to heat stress and overheating using the Good Homes Alliance toolkit.
- **Ventilation** - All new residential developments need dual aspect and adequate windows and openings to allow for cross ventilation, light colour or green surroundings, high thermal mass and useful external shading.
- **Green infrastructure** - Tree planting / landscaping to manage heat stress should include small deciduous species around new and existing residential areas to provide shade in the summer but not block daylight in the winter. This will also help manage flood risk and provide habitat. Green roofs and walls provide similar benefits.
- **Sustainable drainage systems (SuDS)** - All development should incorporate SuDS to manage flooding, to provide habitats for wildlife



Existing homes

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, walls, windows and doors
5. **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly water- efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Additional measures in new build homes

- A **High levels of airtightness**
- B **More fresh air** with mechanical ventilation and heat recovery, and passive cooling
- C **Triple glazed windows and external shading** especially on south and west faces
- D **Low-carbon heating**
- E **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
- F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
- H **Construction and site planning** timber frames, sustainable transport options (such as cycling)
- I **Solar panels**
- J **Electric car charging point**

S3: Electric Vehicle Charging

Current transition to electric vehicle technology and ownership comes with related issues that must be addressed by new development. Two key areas are explored below - public parking areas and private parking for homes.

Design issues to address for public parking:

- Provision of adequate new charging points and spaces, and retrofitting existing parking areas.
- Serving remote or isolated car parks (e.g. in woodland areas).
- Retrofitting existing public parking and up keeping design quality of streets and spaces (attractiveness and ease of servicing and maintenance).
- Integrating charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.
- Sensitive integration of charging infrastructure within conservation areas.

Design issues to address for parking at the home:

- Convenient on-plot parking and charging points close to homes integrated within the development to minimise the visual impact.
- Potential to incorporate charging points under cover within car ports and garages.
- Integrate car parking sensitively within the streetscene. For example, parking set behind the building line or front of plot spaces lined with native hedgerow planting.
- Consider visitor parking and charging needs.
- Existing unallocated and on-street parking areas and feasibility to provide electric charging infrastructure not linked to the home.
- Potential for providing secure, serviced communal parking areas for higher density homes.

Figure 87: The only current public EV charging point is located at Starbucks, accessed from the A1.

Figure 88: An example of a home electric vehicle charging point.

Design principles

05

5. Overarching design principles

These overarching design principles are not codes; they instead provide guidance to decision makers on what design quality means within Elkesley NPA.

Aligned with community aspirations, these design principles apply across the entire NPA. They are applicable at any scale; to the public realm, to landscape and open space, to an individual building. They address the broad range of issues, considerations and parameters that should be considered when designing for the built environment.

Good design creates usable, user-friendly, enjoyable, and attractive places, which continue to provide value and benefits to people, the place and the natural environment over extended periods. Good design brings benefits socially, environmentally, and economically, and builds on these benefits over time – continually adding value.

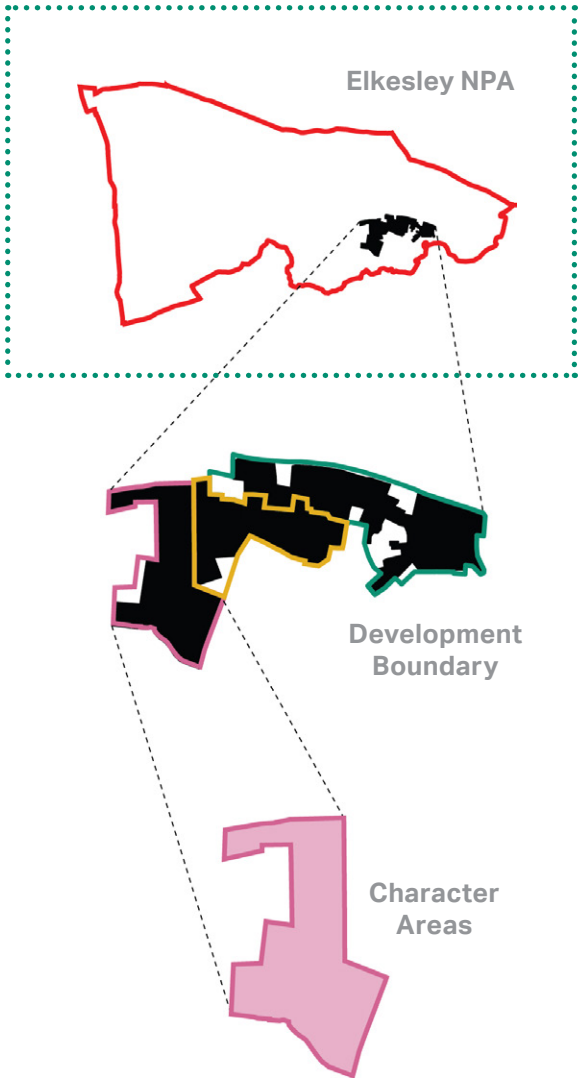


Figure 89: These overarching design principles are applicable to development within the entire Neighbourhood Plan Area.

Bringing people together

Promoting alternative modes of travel, enabling vibrant and green streets, and encouraging permeable and accessible movement networks.

New development will:

- Priortise pedestrians and those of all abilities.
- Create well-connected, walkable neighbourhoods with access to shops, workplaces, open space, community facilities, and services.
- Promote active travel, modal choice (on foot, cycle and other self-propelled ways of getting around).
- Provide cycle routes to create equitable and accessible movement around and between places.

Promoting a diverse and inclusive neighbourhood

Well-designed, sustainable places should include an integrated mix of uses and tenures which reflect the diversity of the local community - taking into account factors such as age, cultural differences, disability and gender.

New development will:

- Provide a variety of well-integrated housing tenures and types, to suit all needs and ages.
- Provide a range of conveniently accessible local services and community facilities that represent the needs of local residents.
- Promote social inclusion through the provision of safe places that encourage activity and play.
- Avoid physical or perceived barriers within the design of the public realm.

Embracing heritage and character

Respecting the existing attributes enables and guides changing environments to ensure they are sympathetic to a place's valued features including its landscape setting, building forms, roof lines, and materials.

New development will:

- Be human-scaled and celebrate and preserve the distinct features in the immediate context.
- Be sympathetic to the elements that give the place its vitality.
- Respond appropriately to the unique architecture, townscape, and landscape of a place, understanding its context and topography.
- Consider design quality regarding detailing, materials, and maintenance to increase quality, character, and place distinctiveness.
- Respect heritage, site, location, and setting are integral to the planning of quality development.
- Consider any significant views/vistas and through sight lines to successfully respond to local circumstances.
- Appreciate the aesthetic impact beyond the site boundary and its long-lasting effect across neighbourhoods, towns, and villages.

Integrating development

Contributing to flexible, cohesive and balanced places, developments will respond to the local structure, layout, form, and materials. Creating relationships between existing and new buildings, and between new buildings and the existing street will provide a sense of place, identity, civic pride, and belonging.

New development will:

- Work well for a wide range of purposes to maintain flexibility, accommodate multiple uses, and respond to daily activities. A range of experiences should be provided for within places.
- Enable the efficient use of land and multi-functionality of places and spaces. Development should not prohibit or close-down options but rather enable and promote adaptability
- As conditions and areas change, there is a need to revitalise and find new uses for places undergoing social, environmental, or economic transition.

- Consider the potential for renewal, adaptive re-use or reconfigurations, subdivisions and aggregations, or regeneration strategies in response to underutilised assets to support sustainable development.
- Not be segregated or disconnected from other places. Integrating development will positively affect air quality, noise or traffic and provide long-term benefits to people's comfort and safety.

Embedding energy, heat & power

Encouraging high levels of energy efficiency, choosing locally and environmentally appropriate materials, considering orientation, low carbon energy and water consumption, and targeting district and community-scale heating networks will maintain and enhance places.

New development will:

- Minimise consumption of energy, water, and natural resources, and consider movement patterns.
- Embrace renewable energy or decentralised energy provision on site such as wind turbines, PV panels and biomass facilities.
- Be sensitive to a place's working landscape, ensuring built form does not negatively impact context or identity.
- Consider the design of building fabric for maximising energy efficiency and reducing embodied carbon; including factors such as insulation, triple glazing, green roofs, building materials and sustainable cladding options.
- Consider if eco-home standards such as the Code for Sustainable Homes, Passivhaus and the Future Homes Standard are applicable to new development. Take a holistic approach which also considers factors such as cost, lifespan and accessibility.

Prioritising the environment

Sustainability is no longer an optional extra but a fundamental aspect of whole-of-life design. Sustainable and high-performing built outcomes are better for health and wellbeing and contribute to social equity by reducing resource consumption and running costs, while enhancing comfort and usability.

New development will:

- Ensure biodiversity and nature are integral parts of a project's early stages.
- Create a cohesive network of green spaces and blue systems, including (where appropriate) parks and reserves, backyards and gardens, waterways and wetlands, drainage corridors, streets and transport corridors, pathways, and greenways, squares and plazas, and sports fields.
- Enable immediate access to greenery (plants, green roofs, green walls, green verges, green islands, waterways) and connect to countryside.
- Account for people's comfort and experience (e.g. providing shade and connections with nature) and a place's functional performance (e.g. mitigating flooding), including providing open space for recreation and respite.


Checklist
06

6. Checklist

This section sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

1 General design guidelines for new development:

- Does new development integrate with existing paths, streets, circulation networks and patterns of activity to allow accessibility and connectivity?
- Is there an opportunity to reinforce or enhance the established settlement character of streets and other spaces?
- Does the proposal harmonise with and enhance the existing settlement in terms of physical form, architecture and land use?
- Does the proposal relate well to local topography and landscape features, including prominent ridge lines and long-distance views?
- How can the local architecture and historic distinctiveness be reflected, respected, and reinforced?
- Does the proposal adopt contextually appropriate materials and details?
- Have important existing features been retained and incorporated into the development?
- Have surrounding buildings been respected in terms of scale, height, form and massing?
- Are all components e.g. buildings, landscapes, access routes, parking and open space well related to each other?
- Has adequate open space been provided for the development in terms of both quantity and quality?
- Does the proposal incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Has management, maintenance and the upkeep of utilities been considered by the proposal?
- Are energy efficient technologies (for example ground or air source heat pumps, rainwater harvesting, biomass and solar energy) positively integrated where appropriate?
- Does the proposal make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation) without adverse impact on the street scene, the local landscape, or the amenities of neighbours?
- Is there an opportunity to implement passive environmental design principles (for example, site layout being optimised for beneficial solar gain, techniques to reduce energy demands and the incorporation of renewable energy sources)?

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3 (continues)

Local green spaces, views & character:

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

3

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

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

5 (continues)

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the villagescape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

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

7

Building heights and roof-line:

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

8

Household extensions:

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

9 (continues)

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9

Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

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

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